



Technical Advisory Committee (TAC) Meeting

**Marion County – Green Clover Hall
319 SE 26th Terrace, Ocala, FL 34470**

September 13, 2022

3:30 PM

AGENDA

- 1. CALL TO ORDER AND ROLL CALL**
- 2. PROOF OF PUBLICATION**
- 3. ACTION ITEMS**
 - A. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment (Page 3)**
Staff will present an amendment to the TIP to include two new projects.
- 4. PRESENTATIONS**
 - A. 2045 Long Range Transportation Plan (LRTP) Update (Page 220)**
Staff will present an amendment to the 2045 LRTP and public process.
 - B. SunTran Transit Development Plan (TDP) Update (Page 271)**
A presentation by SunTran Management and Staff on the TDP.
- 5. CONSENT AGENDA**
 - A. August 9, 2022 Meeting Minutes (Page 299)**
- 6. COMMENTS BY FDOT**
 - A. Construction Report Update (Page 322)**
- 7. COMMENTS BY TPO STAFF**
 - A. Commitment to Zero Safety Action Plan Update (Page 325)**
- 8. COMMENTS BY TAC MEMBERS**
- 9. PUBLIC COMMENT (Limited to 2 minutes)**
- 10. 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 Technical Advisory Committee meeting will be held on
November 8, 2022*



TO: Committee Members

FROM: Rob Balmes, Director

**RE: Amendment #2 of FY 2023 to 2027
Transportation Improvement Program (TIP)**

Summary

Per the request of the Florida Department of Transportation (FDOT), two projects are proposed to be amended to the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP), pending approval of an amendment to the 2045 Long Range Transportation Plan (LRTP) at the TPO Board meeting on September 27, 2022. The projects may be found on the following pages of this memo.

FM# 435547-3: NW 44th Avenue Extension from SR 40 to NW 11th Street

- Total: \$9,000,000
- Funds to be added to FY 2023
- Construction funds (CST) for roadway extension project

FM# 450918-1: Dunnellon Trail from River View to Rainbow River Bridge

- Total: \$2,537,000
- Funds to be added to FY 2023
- Preliminary Engineering (PE) and CST funds for the trail project

Attachment(s)

- FDOT TIP Amendment Request
- TIP Proposed Amended Project Pages
- FY 2023 to 2027 TIP document

Recommendation(s)

TPO staff is requesting your review and approval. If you have any questions regarding the proposed TIP amendments, please contact me at 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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 1, 2022

Mr. Robert Balmes, AICP, CTP, Executive Director
Ocala-Marion Transportation Planning Organization (TPO)
2710 E Silver Springs Blvd
Ocala, FL 34470

RE: Request to Amend 2045 Long Range Transportation Plan (LRTP)

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the 2045 LRTP. Projects #435547-3 and #450918-1 have been programmed in Fiscal Year (FY) 2023 in Florida Department of Transportation (FDOT) District Five’s, Five-Year Work Program. These projects received funding through an appropriation of Florida Legislature during the 2022 session and will need to be included in the Cost Feasible Plan (CFP) of the LRTP. Please use the following project information to amend the LRTP:

| FM# | Project Description | Project Limits | Length | Phase | Fund Source | Amount | Time Band |
|----------|--------------------------------------|-------------------------------------|------------|-----------|-------------|----------------------------|-----------|
| 435547-3 | NW 44 th Avenue Extension | SR 40 to NW 11 th Street | .8 miles | CST | GR23 LF | \$8,000,000 \$1,000,000 | 2021-2025 |
| 450918-1 | Dunnellon Trail | River View to Rainbow River Bridge | .815 miles | PE CST | GR23 | \$ 375,000 \$2,162,000 | 2021-2025 |

As always, feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us if you would like to discuss further.

Sincerely,

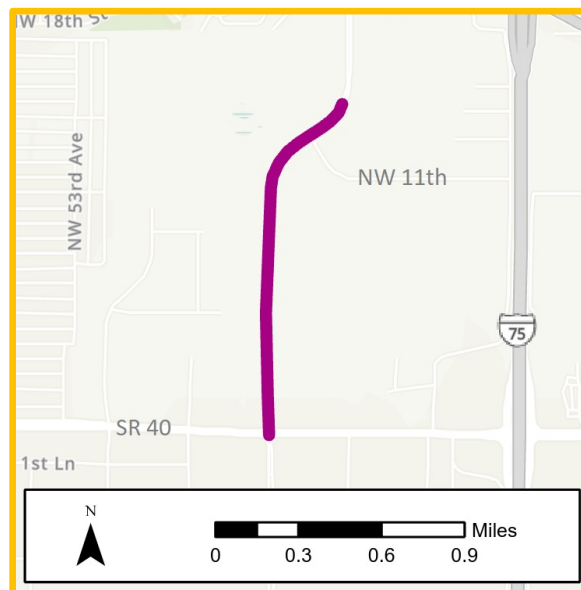
Anna Taylor

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT
Katherine Alexander-Corbin, FDOT

Project: NW 44th Street from SR 40 to NW 11th Street

Project Type: New Road Construction
 FM Number: 4355473
 Lead Agency: City of Ocala
 Length: 0.80 miles
 LRTP (Page #): Goal 2, Objective 2.1; Objective 2.3; Goal 3, Objective 3.2 (14);



Description:

Construction of a new four-lane roadway connection from SR 40 to NW 11th Street.

Prior <2023:

\$0

Future >2027:

\$0

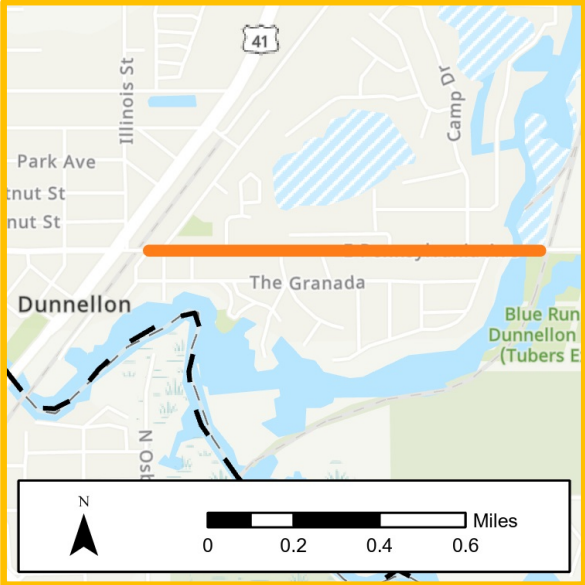
Total Project Cost:

\$9,000,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | GR 23 | State | \$8,000,000 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 |
| CST | LF | Local | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Total: | | | \$9,000,000 | \$0 | \$0 | \$0 | \$0 | \$9,000,000 |

Project: Dunnellon Trail from River View to Rainbow River Bridge

Project Type: Bike Path/Trail
 FM Number: 4509181
 Lead Agency: Marion County
 Length: 0.82 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (13);
 Goal 3, Objective 3.2 (14)



Description:

Construction of a multi-use trail and safety barrier separation on CR 484 (Pennsylvania Avenue) in the City of Dunnellon.

Prior <2023:
\$0

Future >2027:
\$0

Total Project Cost:
\$2,537,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PE | GR23 | State | \$375,000 | \$0 | \$0 | \$0 | \$0 | \$375,000 |
| CST | GR23 | State | \$2,162,000 | \$0 | \$0 | \$0 | \$0 | \$2,162,000 |
| Total: | | | \$2,537,000 | \$0 | \$0 | \$0 | \$0 | \$2,537,000 |

Transportation Improvement Program

Fiscal Years 2023 to 2027



Adopted June 28, 2022

Amendment 1: August 23, 2022

Amendment 2: September 27, 2022



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

Resolution
No. 22-12

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEAR 2023 to 2027

WHEREAS, the Ocala/Marion County Transportation Planning Organization, designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Ocala/Marion County area; and

WHEREAS, Title 23 U.S.C 134(j), 23 CFR Section 450.326 and Florida Statute 339.175(8) require each Metropolitan/Transportation Planning Organization to annually submit a Transportation Improvement Program; and

WHEREAS, a Transportation Improvement Program is defined as "a staged, multi-year, inter-modal program of transportation projects which is consistent with the metropolitan (long-range) transportation plan [23 CFR 450.104].

WHEREAS the TPO Board has authorized the TPO Director to perform revisions and amendments to plans, programs, and documents approved by the TPO, when such action is needed to obtain state or federal approval within a constrained timeframe. The authorization includes the following tenets:

- (i) The TPO Director shall include any such revision or amendment on the agenda of the next regularly scheduled meeting for ratification by TPO Board;
- (ii) No revision or amendment performed by the TPO Director shall substantially modify any plans, programs, or document approved by the TPO Board or result in the need to conduct a public hearing regarding such revision or amendment.

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the amendment of Transportation Improvement Program for FY 2023 to 2027.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 23rd day of August 2022.

By: 
Ire Bethea Sr., Chair

Attest: 
Robert Balmes, TPO Director

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Ire Bethea Sr., City of Ocala District 2, Chair
Commissioner Craig Curry, Marion County District 1, Vice-Chair

Commissioner Kathy Bryant, Marion County District 2
Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Jeff Gold, Marion County District 3
Mayor Kent Guinn, City of Ocala

Councilmember James Hilty, City of Ocala District 5
Commissioner Ronald Livsey, City of Belleview Seat 3
Councilmember Barry Mansfield, City of Ocala District 1
Commissioner Michelle Stone, Marion County District 5

Mayor Bill White, City of Dunnellon
Commissioner Carl Zalak III, Marion County District 4
John E. Tyler, P.E., FDOT District Five Secretary, Non-Voting

Mission

To plan for a future transportation system that is safe and accessible for the residents and visitors of our community.

Vision

A transportation system that supports growth, mobility and safety through leadership and planning.

www.ocalamariontpo.org

2710 East Silver Springs Boulevard, Ocala, FL 34470
352-438-2630

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities. The TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts. Persons wishing to express their may do so by contacting the TPO.

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1. INTRODUCTION

Purpose

The Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The Fiscal Years (FY) 2023 to 2027 TIP is a five-year schedule of transportation projects to be implemented by government agencies within the Metropolitan Planning Area (MPA) of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is developed on an annual basis (23 C.F.R. 450.326(a)). The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, maintenance, repaving, bicycle and pedestrian, transit and aviation.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the “3C” planning process, is reflected in the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The 2045 LRTP, which is also developed by the TPO, outlines the Ocala/Marion County transportation vision and goals 20 years into the future. The TIP outlines the short-term “action steps” necessary for achieving the long-term vision by programming specific transportation improvements.

Fiscal Constraint

Transportation projects contained in the TIP are financially feasible and located within the designated planning area. As a condition of receiving federal project funding, the TIP must list all highway and public transportation projects proposed for funding under Title 23 United States Code (23 U.S.C.) (highways) and 49 U.S.C. (transit). The TIP must also contain state and locally funded regionally significant transportation projects regardless of funding source. For a project to be considered financially feasible, the anticipated cost must not exceed anticipated revenue.

Consistency

All projects in the TIP are supported and documented in the 2045 LRTP. The TIP is also used to coordinate transportation projects between local, state and federal agencies, thereby ensuring the efficient use of transportation funding to Marion County. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments, and must be fully consistent.

A list of the most current Annually Federally Obligated projects is provided in **Appendix B**. The Obligation list is a continuation of projects in the prior TIP, and in some cases started in previous TIPs (23 CFR 450.334). The Obligated list will be updated and amended in September 2022.

TPO Planning Area

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala.

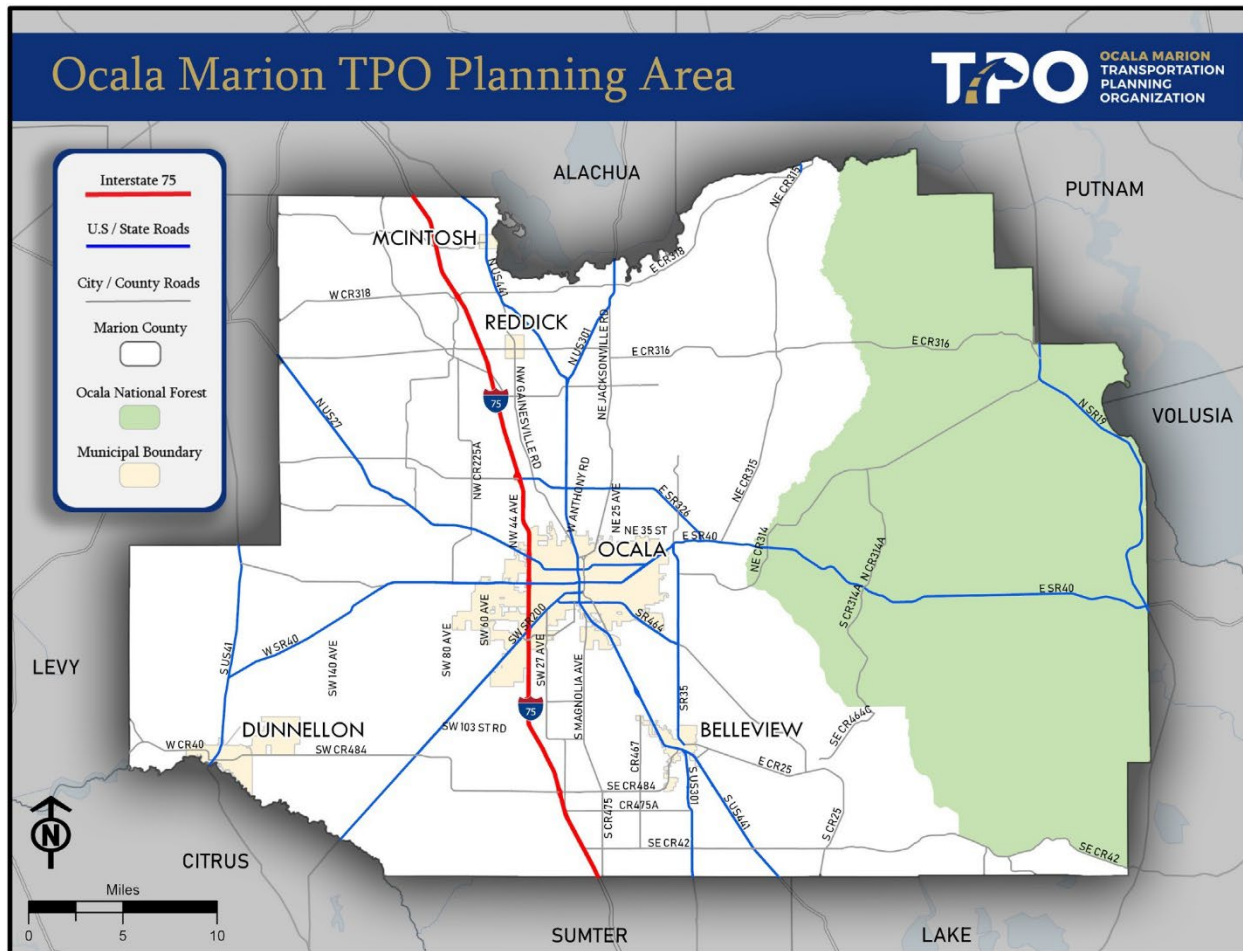


Figure 1: Map of TPO Planning Area

Development of the TIP

Public and local government involvement for the development of the TIP is accomplished through regularly scheduled meetings of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) and the TPO Board. The TPO strives to also engage both citizens and stakeholders to assist in the development of the TIP. The TPO seeks public input for a minimum of thirty (30) days once the Draft TIP document is publicly noticed, in accordance with 23 Code of Federal Regulation 23 C.F.R. 450.326(b). A Glossary of Terms and Acronyms used in the TIP and other TPO documents is contained in **Appendix G**.

TPO Boards and Committees

The TPO submits a draft TIP for review and feedback to the TPO's TAC and CAC. These boards/committees are composed of members who represent a variety of government organizations and stakeholders, which include the Cities of Belleview, Dunnellon, and Ocala; the Marion County School Board; the Marion County Engineering, Planning, and Tourism Departments; SunTran; the Florida Department of Transportation (FDOT); the Florida Department of Environmental Protection; and citizens of Marion County, including persons who are considered transportation disadvantaged.

The TPO also submits a draft TIP to the TPO Board for review and to receive feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is then presented to the TPO Board for adoption in May or June of each year. In 2022, TPO staff presented the draft TIP to the TAC and CAC on May 10th and June 14th, the TPO Board on May 24th and June 28th.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (PPP) (<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp>). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC and TPO Board meetings. The TAC and CAC meetings were held virtually and in person and therefore were also accessible to those with internet access. The TPO Board meetings were held both virtually and in-person. Advance public notices were provided for all committee and board meetings per Florida Sunshine Law and the TPO's PPP. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter) and sending e-blast notifications. Beginning on May 4th, a legal notice of the draft version of the TIP was advertised in the Ocala Star Banner. The public comment period for the TIP began on May 3, 2022 and concluded on June 28, 2022. A copy of the public notice can be found in **Appendix E** and a list of public comments, including the TPO's response to each

comment, can be found in **Appendix F**. On May 3rd, the TPO sent the Draft TIP for review and comment to the following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

Formal responses are provided to each citizen comment submitted to the TPO by email, mail or phone. Citizens are provided a formal response by the TPO and made aware how their public comment is documented, and how it may be addressed if related to a specific project(s) in the current TIP. In cases where further follow up is required, such seeking project background information, additional contact is made with the citizen by the TPO. All citizen, TPO committee, TPO Board and partner agency comments and corresponding TPO responses are summarized in **Appendix F**.

Joint Certification

The most recent joint certification between the Ocala Marion TPO and FDOT was completed on March 22, 2022 through action by the TPO Board. FDOT certified the TPO's transportation planning process for Fiscal Year 2022. The next certification review will occur from February to March of 2023.

Consistency with Other Plans

The projects and project phases listed in the FY 2023 to 2027 TIP are consistent with the local public transit development plan (SunTran), aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2045 LRTP, Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan (SHSP), Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), TPO Congestion Management Process (CMP) and SunTran Transportation Development Plan (TDP).

2045 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the 2045 LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2045 LRTP was adopted by the TPO Board on November 24, 2020. A list of TIP projects referenced in the 2045 LRTP can be found in **Appendix I**. (<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>).

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state’s long-range transportation vision and policy plan. The FTP focuses on ways to improve safety, provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies. (<http://floridatransportationplan.com>)

Strategic Intermodal System (SIS) 2022 Policy Plan

The Strategic Intermodal System (SIS) 2022 Policy Plan establishes the policy framework for planning and managing Florida’s Strategic Intermodal System, a network of transportation facilities that serves as the state’s highest priority for transportation capacity investments. The Governor and Legislature established the SIS in 2003 to focus state resources on facilities most significant for promoting the state’s economic competitiveness, including interregional, interstate and international travel. The SIS is the primary tool for implementing the Florida Transportation Plan (FTP). A map of the SIS can be found in **Appendix C**. Additionally, TIP projects supporting the SIS are noted in the individual project pages (SIS Project).

(<https://www.fdot.gov/planning/sis/default.shtm>)

Florida’s Strategic Highway Safety Plan (SHSP)

The Florida’s 2021 to 2025 Strategic Highway Safety Plan (SHSP) was adopted in March 2021. This is an update to the prior plan, and was completed in coordination with all 27 Florida MPO/TPO’s. Florida’s SHSP outlines a focus on safety programs to reduce crashes, serious injuries and fatalities to achieve zero traffic deaths and serious injuries. A set of 12 emphasis areas organized into three categories (Roadways, Road Users, User Behavior) provide the foundation for improving safety. (<https://www.fdot.gov/safety/shsp/shsp.shtm>)

Freight Mobility and Trade Plan (FMTP)

FDOT’s Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP’s Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. FDOT updated the FMTP in spring 2020.

(<https://www.fdot.gov/rail/plandevol/freight-mobility-and-trade-plan>)

Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed information, such as the department’s assets, asset management strategies, and long-term expenditure forecasts to inform decision-making at both the State and Local levels.

Congestion Management Plan (CMP)

Maintenance of a Congestion Management Process (CMP) is required for all TPOs under Florida Statute (F.S.) [339.175 (6)(c)1]. Guidance from the Final Rule on the CMP states the intent of the process is to, “address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system”.

The Ocala Marion TPO has developed the CMP to improve traffic operations and safety through the use of either strategies that reduce travel demand or the implementation of operational improvements. Recommendations in the CMP typically support improved travel conditions through the implementation of low cost improvements or strategies that can be implemented in a relatively short time frame (5-10 years) compared to traditional capacity improvements, such as adding travel lanes, which can be more time- consuming and expensive.

The TPO completed a major update to the CMP in 2021, including policies and procedures and state of system elements. The CMP update serves two purposes: to meet state statutes and help with prioritizing project needs, and to also meet federal requirements if the TPO becomes a Transportation Management Area (TMA) as a result of the 2020 Census. A TPO is considered a TMA when their urbanized area population exceeds 200,000. Completing an update to the CMP will keep the TPO in compliance with both state statute and federal requirements. (<https://ocalamariontpo.org/congestion-management-process-cmp>)

Transit Development Plan (TDP)

The Transit Development Plan (TDP) represents the vision for public transportation in Marion County for a 10-year horizon. A TDP is updated by SunTran every five years to ensure transit services offered meet the mobility needs of local communities. Specifically, the TDP details SunTran’s transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies in Marion County. SunTran is completing a major TDP update in 2022.

TIP Revisions

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added or deleted. TIP Amendments require TPO Board action and opportunity for public comment. TIP modifications to not require TPO Board action or public comment (23 C.F.R. 450.104). As summarized in the FDOT MPO Management Handbook, there are four types of TIP revisions.

TIP Modification

A TIP modification includes minor changes such as to project phase costs, funding sources and project initiation dates. TIP Modifications are less than 20 percent and \$2 million.

TIP Amendment

A TIP amendment involves major changes to project such as a deletion, addition, project cost increase (over 20 percent and \$2 million), design concept or project scope.

Roll Forward Amendment

Projects programmed in the prior TIP that were not authorized by the end of the state fiscal year (June 30) may be authorized between July 1 and September 30, and included in an annual Roll-Forward TIP report to be amended in the new TIP. The Roll Forward amendment process must occur prior to the start of the federal fiscal year, which is October 1. The TPO Board adopts Roll Forward TIP Amendment each year.

Administrative TIP Amendment

Projects that are added to year one of the FDOT Tentative Work Program will not be recognized by FHWA until their fiscal year on October 1. Administrative amendments are permitted between the state fiscal year period of July 1 to September 30 to fill the gap until the federal fiscal year begins on October 1.

Transportation Disadvantaged

The Transportation Disadvantaged (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

In Marion County, TD transportation services are provided by Marion Transit. As a result of the overlap between the TD service area and the TPO service area, TD projects and funding are included in the TIP. Therefore, the TIP is developed in conjunction with Marion Transit, which also serves as the Community Transportation Coordinator (CTC) for Marion County.

Efficient Transportation Decision Making

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in the TIP through the ETDM process. Public information for these projects is available at: <https://etdmpub.fl-etat.org/est>.

2. PERFORMANCE MANAGEMENT

Performance Based Planning

In order to develop a standardized process for monitoring the effectiveness of transportation investments across the country, the Federal government passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was enacted in 2012 by Congress to establish a framework to link performance management and decision-making for federally-funded transportation investments. MAP-21, which was supplemented by the FAST Act in 2015, requires the State Department of Transportations (DOTs) and TPOs/MPOs to conduct performance-based planning. The objective of performance-based planning is to invest resources in projects that help achieve the following seven national goals (23 CFR 490 or [23 USC 150(b)]):

1- Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

2- Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

3- Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System

4- System Reliability

To improve the efficiency of the surface transportation system

5- Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

6- Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment

7- Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Performance-based planning utilizes performance measures and performance targets to ensure the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

Performance Measures and Targets

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures and requirements for State DOTs, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt state and/or transit agency targets, or develop their own targets. Appendix D provides Transportation Performance Management Fact Sheets published by FDOT in April 2022.



Safety



Pavement and Bridge Condition



System Performance



Transit Asset Management and Transit Safety



Safety

In March 2016, the FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final Rule (PM1), effective April 14, 2016. The Safety PM Final Rule established safety performance measures to assess serious injuries and fatalities on all public roadways and carry out the HSIP. Additionally, the Safety PM Final Rule established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether State DOTs have met, or are making significant progress toward meeting, their safety targets. The legislation works to improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. The HSIP annual report documents the statewide performance targets.

As outlined in the Safe System approach promoted by FHWA, the death or serious injury by any person is unacceptable. Consequently, FDOT is fully committed to Vision Zero, and has set a statewide target of “0” for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Highway Safety Plan, and the Florida Transportation Plan. FDOT set its safety performance targets on August 31, 2017. In addition, FDOT completed a HSIP Implementation Plan in August 2020 to outline an approach toward meeting its safety performance targets in future years. In August of each calendar year, FDOT reports the following year’s targets in the HSIP. The TPO is then required to either adopt FDOT’s targets or set their own.

On February 27, 2018, the Ocala Marion TPO Board adopted its own safety performance targets to better track progress and reflect greater accountability to the public. The TPO is also developing Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion in 2022. Integrating the adopted targets with Commitment to Zero will be a part of the planning process. By adopting its own safety performance targets, the TPO is required to update targets annually. The TPO updated its annual safety targets on February 22, 2022. Figure 2 displays the safety performance targets in 2022 and 2021 from FDOT and the TPO.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which are addressed in the Commitment to Zero planning project. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

| Safety Performance Measures | FDOT Targets (2022) | TPO Targets (not to exceed) (2022) | TPO Targets (not to exceed) (2021) | TPO Target Results (2021) |
|---|---------------------|------------------------------------|------------------------------------|---------------------------|
| Number of Fatalities | 0 | 98 | 97 | 91 |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT) | 0 | 2.08 | 1.96 | 1.98 |
| Number of Serious Injuries | 0 | 378 | 432 | 263 |
| Rate of Serious Injuries per 100 Million VMT | 0 | 8.01 | 8.74 | 5.71 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 0 | 57 | 61 | 50 |

Figure 2: Safety Performance Measure Targets and Results



Pavement and Bridge Condition

In January 2017, the FHWA published the Pavement and Bridge Condition Performance Measures Final Rule (PM2). The second FHWA performance measure rule established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). A map of the NHS in Marion County can be found in **Appendix C**.

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. FHWA established five pavement condition metrics: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO and all MPO/TPO’s in Florida agreed to support the FDOT statewide targets on in 2018. The two-year and four-year targets represent bridge and pavement conditions at the end of both target years, and are displayed in Figure 3.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor

condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

| Pavement and Bridge Condition Performance Measures | FDOT/TPO Target (2-Year) | FDOT/TPO Target (4-Year) | TPO Target Results (2021) |
|---|--------------------------|--------------------------|---------------------------|
| Pavement Measures | | | |
| Percent of Interstate pavements in good condition | Not Required | ≥ 60% | 66.4% |
| Percent of Interstate pavements in poor condition | Not Required | ≤ 5% | 0% |
| Percent of non-Interstate NHS pavements in good condition | ≥ 40% | ≥ 40% | 37.8% |
| Percent of non-Interstate NHS pavements in poor condition | ≤ 5% | ≤ 5% | 0% |
| Bridge Deck Area Measures | | | |
| Percent of NHS bridges by deck area in good condition | ≥ 50% | ≥ 50% | 59.1% |
| Percent of NHS bridges by deck area in poor condition | ≤ 10% | ≤ 10% | 0% |

Figure 3: Performance Measure Targets and Results – Pavement and Bridge Condition



System Performance

In January 2017, FHWA published the System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Performance Measures Final Rule (PM3). The third and final Performance Measures Rule, established six measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person- miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate System. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR is generated by dividing the longer truck travel time by a normal travel time for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non- single occupancy vehicle (SOV) travel, and total on- road mobile source emissions reductions. The Ocala Marion TPO meets all current air quality standards and is not subject to establishing targets for these performance measures.

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO and all MPO/TPO’s in Florida agreed to support the FDOT statewide targets in October 2018. Figure 4 displays the most current System Performance measure targets and results.

| System Performance Measures | FDOT/TPO Target (2-Year) | FDOT/TPO Target (4-Year) | TPO Target Results (2021) |
|--|---------------------------------|---------------------------------|----------------------------------|
| Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR) | ≥ 75% | ≥ 70 % | 100% |
| Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | Not Required | ≥ 50 % | 95.9% |
| Truck Travel Time Reliability (TTTR) | 1.75 | 2.00 | 1.74 |

Figure 4: Performance Measure Targets and Results - System Performance



Transit Asset Management and Safety

On July 26, 2016, the FTA published the final Transit Asset Management rule, which requires that public transportation providers develop and implement transit asset management (TAM) plans, establish “state of good repair” standards and establish performance measures for four asset categories; rolling stock, equipment, transit infrastructure and facilities.

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved from the oversight by the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets in Figure 5, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets. SunTran coordinates with FDOT on reporting targets to FTA through the National Transit Database (NTD). SunTran also coordinates with the TPO on a continuous basis and participates as a member of the Technical Advisory Committee (TAC).

Figure 5 displays the percentage of SunTran’s assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2019 and their performance targets for the next four years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

| Asset Class | 2019 Performance | 2020 Target | 2021 Target | 2022 Target | 2023 Target |
|----------------------|------------------|-------------|-------------|-------------|-------------|
| Rolling Stock | | | | | |
| Buses | 69% | 0% | 0% | 0% | 0% |
| Cutaways | 0% | 0% | 0% | 0% | 100% |
| Equipment | | | | | |
| Non-Revenue Vehicles | 80% | 0% | 0% | 0% | 20% |
| Facilities | | | | | |
| Maintenance Facility | 0% | 0% | 0% | 0% | 0% |

Figure 5: Performance Measure Targets and Results - Transit Asset Management

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 due to the global pandemic. The PTASP regulation implements a risk-based Safety Management System approach and requires all recipients and sub-recipients of federal transit financial assistance to establish and certify an Agency Safety Plan and corresponding safety performance targets. MPO/TPO's then have 180 days from the adoption of the PTASP targets set by the public transit agency (SunTran) to adopt or develop their own independent targets.

On December 1, 2020, SunTran submitted their PTASP and corresponding safety targets to the TPO, as adopted by City of Ocala City Council on November 30, 2020. On April 27, 2021, the TPO Board adopted the SunTran PTASP safety targets. Figure 6 displays the adopted SunTran PTASP targets.

| SunTran Safety Performance Targets | | | | | | | |
|---|-------------------------|---|-----------------------|--|----------------------------|---|--|
| Performance Targets based on collected data from the previous three years | | | | | | | |
| Mode of Transit Service | Fatalities Total | Fatalities (per 100k vehicle revenue miles) VRM) | Injuries Total | Injuries (per 100k vehicle revenue miles VRM) | Safety Events Total | Safety Events (per 100k vehicle revenue miles VRM) | System Reliability (VRM/failures) |
| Fixed Route Bus | 0 | 0 | 1 | .20 | 5 | 1.03 | 7,492 |
| ADA Paratransit | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Figure 6: Performance Measure Targets and Results - Transit Safety Targets

3. FINANCIAL PLAN

The TIP shall include a financial element that demonstrates how the approved projects can be implemented, indicates the sources of funding that are reasonably expected to be made available, and recommends any additional financing strategies for needed projects and programs (23 CFR 350.326).

The FY 2023 to 2027 is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran and Marion Transit. A summary of funding categories, distribution of funding by category and funding sources are summarized in Figures 7 to 9.

All projects in the TIP are designated for funding from Title 23 and 49 of U.S.C funding sources and all regional transportation projects requiring federal action. Projects in the TIP are also derived from the FDOT Work Program and must include a balanced 36-month forecast of revenue and expenditures and a five-year finance plan supporting the FDOT Work Program (339.135, Florida Statute, F.S.). Additionally, only projects that are reasonably expected to be funded may be included in the TIP.

| Acronym | Funding Category | Funding Source |
|----------------|---|-----------------------|
| ACFP | Advanced Construction Freight Program | Federal |
| ACNP | Advanced Construction NHPP | Federal |
| ACNR | Advanced Construction National Highway Resurfacing | Federal |
| ACSS | Advanced Construction (SS) | Federal |
| ART | Arterial Highways Program | State |
| BRRP | Bridge Repair/Rehabilitation | State |
| CIGP | County Incentive Grant Program | State |
| D | Unrestricted State Primary | State |
| DDR | District Dedicated Revenue | State |
| DIH | District In-House | State |
| DPTO | Public Transportation Office, State | State |
| DRA | Rest Areas | State |
| DS | State Primary Highways & Public Transportation Office | State |
| DU | State Primary, Federal Reimbursement Funds | Federal |
| DWS | Weigh Stations | State |
| FAA | Federal Aviation Administration | Federal |
| FCO | Fixed Capital Outlay | State |
| FTA | Federal Transit Administration | Federal |
| GFSL | General Fund Surface Transportation Block (small urban) | Federal |
| LF | Local Funds | Local |
| PL | Metropolitan Planning | Federal |
| RHH | Rail Highway Safety | Federal |
| SA | Surface Transportation Program, Any Area | Federal |
| SL | Surface Transportation Program, Population <=200K | Federal |
| SN | Surface Transportation Program, Population <=5K | Federal |
| TALL | Transportation Alternative Program, Population <=200K | Federal |
| TALN | Transportation Alternative Program, Population <=5K | Federal |
| TALT | Transportation Alternative Program, Any Area | Federal |
| TRIP | Transportation Regional Incentive Program | State |
| TRWR | Wheels on the Road, TRIP | State |

Figure 7: List of Funding Categories and Associated Funding Sources

| Funding Category | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| ACFP | \$969,054 | \$47,520 | \$0 | \$0 | \$0 | \$1,016,574 |
| ACNP | \$1,626,564 | \$0 | \$15,977,866 | \$0 | \$0 | \$17,604,430 |
| ACNR | \$8,852,307 | \$0 | \$9,576,547 | \$0 | \$0 | \$18,428,854 |
| ACSS | \$1,704,105 | \$65,228 | \$0 | \$0 | \$0 | \$1,769,333 |
| ART | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$6,000,000 |
| BRRP | \$387,195 | \$0 | \$0 | \$0 | \$0 | \$387,195 |
| CIGP | \$4,695,763 | \$0 | \$7,995,735 | \$0 | \$0 | \$12,691,498 |
| D | \$6,667,809 | \$5,555,789 | \$5,419,026 | \$5,432,657 | \$5,502,186 | \$28,577,467 |
| DDR | \$24,476,574 | \$9,313,066 | \$17,559,946 | \$3,586,244 | \$823,080 | \$55,758,910 |
| DIH | \$1,374,387 | \$26,400 | \$41,720 | \$27,975 | \$0 | \$1,470,482 |
| DPTO | \$733,602 | \$755,610 | \$1,740,682 | \$801,626 | \$825,675 | \$4,857,195 |
| DRA | \$27,434,141 | \$0 | \$0 | \$0 | \$0 | \$27,434,141 |
| DS | \$7,774,011 | \$0 | \$400,424 | \$0 | \$0 | \$8,174,435 |
| DU | \$0 | \$909,849 | \$937,146 | \$965,259 | \$993,939 | \$3,806,193 |
| DWS | \$0 | \$0 | \$0 | \$532,902 | \$0 | \$532,902 |
| FAA | \$0 | \$0 | \$2,250,000 | \$5,850,000 | \$0 | \$8,100,000 |
| FCO | \$5,615,100 | \$0 | \$0 | \$0 | \$0 | \$5,615,100 |
| FTA | \$20,677,587 | \$2,541,196 | \$2,617,431 | \$2,617,431 | \$2,617,431 | \$31,071,076 |
| GFSL | \$28,528 | \$0 | \$0 | \$0 | \$0 | \$28,528 |
| GR23 | \$10,537,000 | \$0 | \$0 | \$0 | \$0 | \$10,537,000 |
| LF | \$12,856,345 | \$2,892,498 | \$11,166,558 | \$2,551,283 | \$2,674,012 | \$32,140,696 |
| PL | \$898,984 | \$669,715 | \$676,473 | \$683,366 | \$683,366 | \$3,611,904 |
| RHH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SL | \$6,462,629 | \$2,647,750 | \$9,213,782 | \$460,700 | \$4,452,800 | \$23,237,661 |
| SN | \$391,725 | \$1,069,388 | \$3,005,068 | \$561,853 | \$0 | \$5,028,034 |
| TALL | \$20,988 | \$11,289 | \$253,001 | \$622,203 | \$0 | \$907,481 |
| TALN | \$0 | \$166,133 | \$0 | \$0 | \$0 | \$166,133 |
| TALT | \$83,855 | \$1,610,141 | \$0 | \$513,244 | \$0 | \$2,207,240 |
| TRIP | \$0 | \$0 | \$5,703,448 | \$0 | \$0 | \$5,703,448 |
| TRWR | \$0 | \$0 | \$3,418,567 | \$0 | \$0 | \$3,418,567 |
| Total: | \$161,329,074 | \$28,281,572 | \$97,954,050 | \$25,206,743 | \$18,572,489 | \$331,343,928 |

Figure 8: 5-Year Summary of Total Funding by Category and Fiscal Year

| Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|----------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Federal | \$52,777,147 | \$9,738,209 | \$44,507,944 | \$12,274,056 | \$8,747,536 | \$128,044,892 |
| State | \$95,695,582 | \$15,650,865 | \$42,279,548 | \$10,381,404 | \$7,150,941 | \$171,158,340 |
| Local | \$12,856,345 | \$2,892,498 | \$11,166,558 | \$2,551,283 | \$2,674,012 | \$32,140,696 |
| Total | \$161,329,074 | \$28,281,572 | \$97,954,050 | \$25,206,743 | \$18,572,489 | \$331,343,928 |

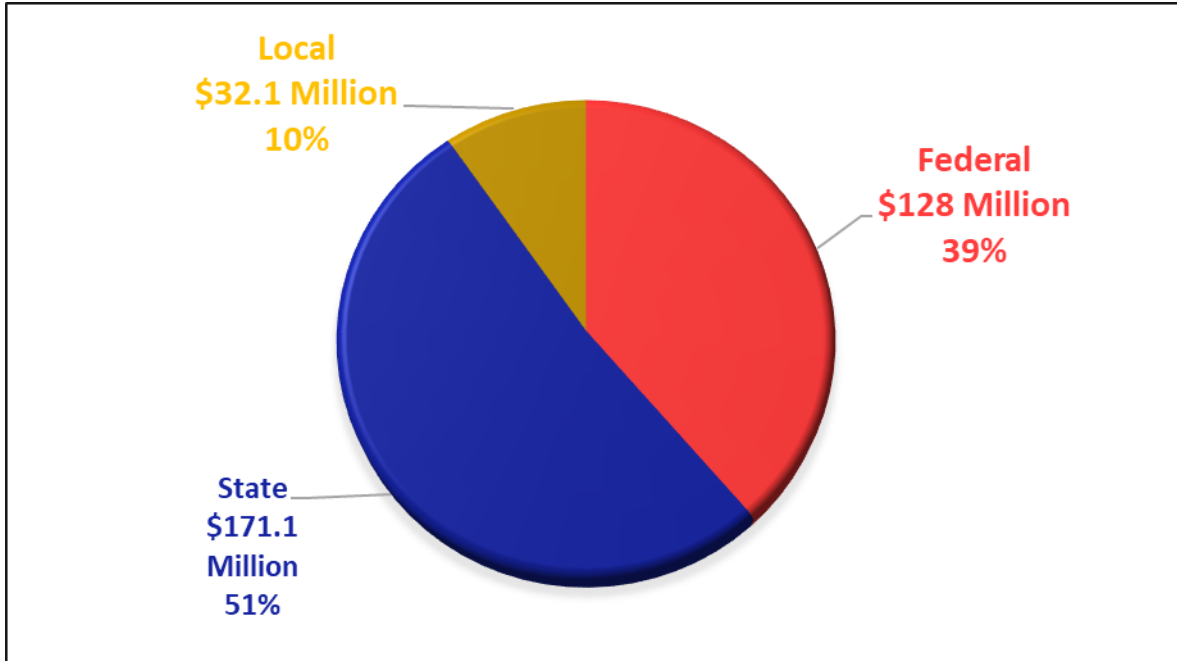


Figure 9: 5-Year Funding Summary by Source

4. PROJECT PRIORITIZATION PROCESS

Overview

The project prioritization process of the TPO is undertaken during the development of the LRTP and annual List of Priority Projects (LOPP). During the development of the LRTP, once the identified projects have been determined as “needs”, TPO committees, TPO staff and the TPO Board prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The result is the ‘Cost Feasible Plan’ of the LRTP, which then becomes a prioritized project list. This list becomes part of the TPO’s annual List of Priority Projects (LOPP) process. On an annual basis, a revised LOPP is developed collaboratively by the TPO with local partners, committee input and TPO Board approval. The LOPP is submitted to FDOT annually for projects to be considered in the next Tentative Work Program for funding. FDOT will decide which projects from the LOPP can be reasonably funded with the cost/funding projections. The LOPP is a process undertaken to identify the highest priority projects in Marion County to receive consideration for federal and state funding. For further information about the LOPP process, please access the TPO website at: <https://ocalamariontpo.org/priority-project-list>.

Methodology

In 2022, the TPO modified its annual LOPP prioritization process. The revised process continues to place an emphasis on prioritizing projects based on criteria score. This includes an emphasis on projects closest to receiving construction funding; meet federal performance measures; are multimodal; improve safety and resilience; programmed funding; and/or include local funding and partnerships. A strategic refinement methodology is also applied to include necessary adjustments to address partner feedback. Overall, this approach involves collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop an annual LOPP. The end-results of the process are a set of nine project lists, including an overall Highest Priority Project List.

The TPO’s project prioritization process is consistent with state statute (F.S. 339.1758b), federal law (23 C.F.R 450.332b), the 2045 LRTP, and with local aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO planning area, to the maximum extent feasible [339.175(8)(c)(7), F.S.].

Project Ranking

The priority projects ranking criteria is tied directly to the adopted 2045 LRTP Goals and Objectives, federally required performance measures and local priorities. The goals from the

2045 LRTP that are used in this prioritization and selection process include:

- Optimization and Preserve Existing Infrastructure
- Focus on Improving Safety and Security of the Transportation System
- Provide Efficient Transportation that Promotes Economic Development
- Promote Travel Choices that are Multimodal and Accessible
- Protect Natural Resources and Create Quality Places
- Ensure the Transportation System Meets the Needs of the Community.

The ranking criteria are grouped into the following ten categories and are summarized as follows:

1. **Prior Year Rank:** An emphasis on prior project ranking to help support program stability and advancement toward implementation.
2. **Project Cycle:** The status of projects in their development phase with an emphasis on the most weight given to projects that are ready for construction.
3. **Local Funding Commitment:** Projects receive points for including a local match commitment.
4. **Regional Connectivity and Partnerships:** Projects that involve a formal partnership between two or more jurisdictions and coordination between two or more jurisdictions.
5. **Safety:** Points given for being located on a roadway segment with a five-year history of serious injury and fatality crashes. Additional points for projects located on the Commitment to Zero High Injury Network.
6. **Congestion Management:** Points given for being located on the most up to date Congestion Management Plan Congested Corridors.
7. **Multimodal:** A sidewalk, trail and/or bicycle facility are given points and also receive additional points for connecting to existing multimodal facilities in Marion County.
8. **Transportation Resilience:** Points given for being located on an existing Florida Evacuation Route or connection to an Evacuation Route.
9. **Economic Development and Logistics:** Points given for connecting to or serving employment growth areas of Marion County, along with connecting to or being located on a facility that supports freight activity centers.
10. **Equity:** Projects that are located in one of three disadvantaged areas of Marion County as identified and mapped in the 2045 LRTP.

A complete summary of the LOPP ranking and scoring methodology and most up to date project lists are available on the TPO website.

The **2022 List of Priority Projects (LOPP), Top Priorities** is provided in Figure 10 on the next page. The remaining six lists may be found on the TPO's website:

<https://ocalamariontpo.org/priority-project-list/>.

Figure 10: 2022 List of Priority Projects (LOPP), Top Priorities

| Rank | FDOT Project Number | Project List | Project Name/Limits | Description | FY 23 to 27 TIP Programmed Phase(s) | FY 23 to 27 TIP Programmed Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|----------------|--|---|-------------------------------------|------------------------------------|---------------------|-------------------|
| 1 | 435209-1 | Top Priorities | I-75 at NW 49th Street Interchange | Construction of a new interchange and roadway extension of NW 49th from NW 44th to NW 35th | CST | \$42,379,864 | | |
| 2 | 433652-1 | Top Priorities | SR 40 Intersections at SW 40th Avenue and SW 27th Avenue | Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections | ROW | \$1,399,654 | CST | \$5,500,000 |
| 3 | | Top Priorities | NW 44th Avenue, SR 40 to NW 11th St | Construction of four new roadway lanes | | | CST | \$14,000,000 |
| 4 | | Top Priorities | NW 80th/70th from N/O SR 40 to S/O US 27 | Widening to four lanes | | | CST | \$30,000,000 |
| 5 | | Top Priorities | SW 44th Avenue from SR 200 to SW 20th | Four-Lane roadway construction | *CST | \$9,000,000 | | |
| 6 | | Top Priorities | SW 44th Avenue from SW 20th to SR 40 | Addition of two lanes to complete four lane roadway | | | CST | \$5,000,000 |
| 7 | | Top Priorities | CR 484 Penn Avenue Multimodal | Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park | *CST | \$2,537,000 | | |
| 8 | | Top Priorities | US 27/I-75 Interchange Operations, NW 44th to NW 35th | Safety and operational improvements at interchange area | | | PE, CST | \$29,341,000 |
| 9 | 450340-1 | Top Priorities | Emerald Road Extension | 92nd Loop to FN Railroad Connection | ROW, CST | \$9,650,000 | CST | \$4,700,000 |
| 10 | 237988-1 | Top Priorities | SR 40 at SR 35 intersection | Construction of a roundabout at the intersection | | | PE, ROW, CST | \$6,000,000 |
| 11 | | Top Priorities | SW 49th from Marion Oaks Trail to SW 95th | Construction of a four lane divided roadway | | | CST | \$18,000,000 |
| 12 | 238651-1 | Top Priorities | SR 200 from Citrus County to CR 484 | Widening to four lanes and pedestrian/wildlife underpass connecting greenway | | | CST | \$37,800,000 |
| 13 | 433660-1 | Top Priorities | US 441 (Pine Avenue) at SR 464 (SE 17th) | Intersection/Turn lane improvements | PE, CST | \$3,277,299 | | |
| 14 | 238648-1 | Top Priorities | US 41 from SW 110th to North of SR 40 | Widening to four lanes, sidewalks/path, shoulders | | | CST | \$38,100,000 |
| 15 | 410674-2 | Top Priorities | SR 40 from End of four lanes to CR 314 | Reconstruction, widening to four lanes, new bridges, medians | | | CST | \$110,100,000 |
| 16 | | Top Priorities | CR 484 from SW 49th Ave to CR 475A | Widening to six lanes, bridge replacement at I-75 | | | PD&E, DES, ROW, CST | \$55,000,000 |
| 17 | 449443-1 | Top Priorities | NE 8th Avenue from SR 40 to SR 492 | Construction of roundabouts on NE 8th Avenue | CST | \$4,452,800 | | |
| 18 | | Top Priorities | CR 484 from Marion Oaks Pass to SR 200 | Widening to six lanes | | | DES, ROW, CST | \$35,000,000 |
| 19 | | Top Priorities | I-75 at SR 326 Interchange | Interchange operational improvements | | | PE, DES, ROW, CST | TBD |
| 20 | | Top Priorities | SW 80th Avenue from north of 38th Street to SR 40 | Widening of roadway to four lanes | | | PE, DES, ROW, CST | \$25,000,000 |
| 21 | | Top Priorities | SR 35 and SR 464 Intersection Flyover | Flyover of SR 35 at SR 464 | | | PE, DES, CST | \$35,000,000 |

5. PROJECTS

Overview

The FY 2023 to 2027 TIP projects are grouped into seven categories. All projects are also summarized in individual project pages by category to support a more accessible and user-friendly format for the citizens of Marion County.

Seven TIP Project Categories:

- **Interstate:** I-75
- **U.S. Routes:** US 27, US 41, US 301, US 441
- **State and Local Routes:** City and County Roads, State Roads (e.g., SR 200)
- **Bicycle and Pedestrian:** Park Trails, Sidewalks and Trails on City, County and State Roads
- **Aviation (Airport):** Ocala International Airport, Marion County Airport
- **Transit, Funding and Grants:** Marion Transit, SunTran, TPO, Others
- **ITS and Maintenance:** Operations, Aesthetics, Asset Management (repaving, rehabilitation, shoulders, bridges, lighting), ongoing Maintenance

Appendix H contains a summary of changes to major regional transportation projects from the previous Fiscal Years 2022 to 2026 TIP. **Appendix J** contains a companion “snapshot” listing of the TIP projects as submitted to the TPO by FDOT in April 2022.

Appendix K contains a summary report and listing of transportation projects included with the annual Roll Forward TIP Amendment process (Amendment #1). The project funding amounts are part of the year one (Fiscal Year 2023) summary totals as displayed in **Figures 8 and 9**.

Figure 11 provides a summary chart of the acronyms used for various project phases/activities and the terms associated with the projects displayed in the TIP summary pages. This chart may be used as a reference when reviewing the project summary pages in this section.

| Acronym | Project Phase and Information |
|----------------|--|
| ADM | Administration |
| CST | Construction (includes Construction, Engineering and Inspection) |
| CAP | Capital Grant |
| CEI | Construction, Engineering and Inspection |
| DES | Design |
| ENG | Engineering |
| ENV CON | Environmental/Conservation |
| FM | FDOT Financial Management Number |
| INC | Construction Incentive/Bonus |
| MNT | Maintenance |
| MSC | Miscellaneous Construction |
| OPS | Operations |
| PD&E | Project Development and Environment Study |
| PE | Preliminary Engineering |
| PLEMO | Planning and Environmental Offices Study |
| PLN | In House Planning |
| PST DES | Post Design |
| R/R CST | Railroad Construction |
| RELOC | Relocation |
| ROW | Right-of-Way Support & Acquisition |
| RRU | Railroad and Utilities |
| RT MNT | Routine Maintenance |
| SEG | Project Segment Number |
| UTIL | Utilities Construction |

Figure 11: Project Phase/Activity and Information Acronym List

TIP Online Interactive Map

The FY 2023 to 2027 TIP online map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g. TPO grants, Marion Transit, SunTran grants) are not included in the interactive map. The map may be accessed through the TPO website or directly at the following link:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=81b909295c9447d7adf4b38bc232adcf>

Performance Management and TIP Projects

The following provides a summary of the projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local transit system, including: safety; bridge and pavement condition; system performance; and transit asset management and safety. Safety projects include the entire federal aid transportation system. In some cases, a project may support meeting more than one federal performance measure.

Safety (PM1) (10 projects)

| FM Number | Project | Limits | TIP Funding |
|---------------|--------------------------------|--|--------------|
| 4348441 | CR 482 at 182nd Avenue (1) | at 182nd Avenue | \$350,000 |
| 4348442 | CR 482 at 182nd Avenue (2) | at 182nd Avenue | \$67,980 |
| 4493171 | CR 484 at SW 135th Street | at SW 135th Street | \$458,310 |
| 4492771 | CR 484 at Marion Oaks Blvd | at Marion Oaks Boulevard | \$536,625 |
| 4494431 | NE 8th Avenue | SR 40 to SR 492 | \$4,452,800 |
| 4492611 | SW 60th Avenue | SW 54th Street to SECO Energy Driveway | \$247,061 |
| 4336601 | U.S. 441 | at SR 464 (SE 17th Street) | \$3,277,299 |
| 4336511 | CR 484 (at I-75) | Southwest 20th Avenue to CR 475A | \$47,520 |
| 4375962 | SR 40/Silver Springs Boulevard | NW 27th Avenue to SW 7th Avenue | \$909,279 |
| 4392382 | SR 25/U.S. 441/301 | SR 25 to SR 200/SW 10th Street | \$2,975,178 |
| Total: | | | \$13,322,052 |

Pavement and Bridge Condition (PM2) (7 projects)

| FM Number | Project | Limits | TIP Funding |
|---------------|-------------------|---|--------------|
| 4483761 | SR 93 (I-75) | SR 200 to N. of U.S. 27 | \$17,416,866 |
| 4486351 | SR 25 (U.S. 441) | CR 25A to Avenue I | \$7,571,976 |
| 4452181 | SR 25 (U.S. 441) | Avenue I to Alachua County Line | \$7,095,081 |
| 4485261 | SR 45 (U.S. 41) | N/O Citrus County Line to SW 110th | \$4,937,992 |
| 4452121 | SR 200 (U.S. 301) | South of NE 175th to Alachua County | \$4,729,689 |
| 4453021 | SR 35/U.S. 301 | North of CR 42 to North of SE 144th Place | \$3,054,497 |
| 4452171 | SR 326 | NW 12th Avenue to SR 40 | \$11,875,930 |
| Total: | | | \$56,682,031 |

System Performance (PM3) (7 projects)

| FM Number | Project | Limits | TIP Funding |
|---------------|--------------------------------|--|--------------|
| 4352091 | I-75 (SR 93) at NW 49th Street | NW 49th Street to end of NW 35th Street | \$42,379,864 |
| 4336601 | U.S. 441 | at SR 464 (SE 17th Street) | \$3,277,299 |
| 4336611 | U.S. 441 | SR 40 to SR 40A (SW Broadway) | \$17,767 |
| 4336511 | CR 484 (at I-75) | Southwest 20th Avenue to CR 475A | \$47,520 |
| 4336521 | SR 40 Intersections | at SW 40th Avenue, at SW 27th Avenue | \$1,398,654 |
| 4456881 | U.S. 27/U.S. 441/Abshiver | at County Road 42 | \$1,099,429 |
| 4497641 | I-75 ITS Communications | I-75 Corridor, 24 miles in Marion County | \$954,356 |
| Total: | | | \$49,174,889 |

Transit Asset Management (TAM) and Transit Safety

| FM Number | Grant | TIP Funding |
|---------------|----------------------------------|--------------|
| 4271882 | Small Urban Capital Fixed Route | \$16,075,958 |
| 4424551 | Block Grant Operating Assistance | \$7,790,583 |
| Total: | | \$23,866,541 |

TIP Project Summary Pages

Summary pages are provided in the following pages for all programmed projects and are organized by the seven project categories.

Summary Page Definitions

Project: Includes the project name, project limits and location.

Project Type: Identifies the type of project improvement(s).

FM Number: References the financial management number in FDOT's project tracking system.

Lead Agency: Identifies the agency with project management oversight.

LRTP (Page #): References how the project reflects the 2045 LRTP goals and planning consistency.

SIS: Denotes if a project is on the state's Strategic Intermodal System (SIS) network.

Description: Summarizes the project and highlights major improvements to be implemented.

Prior <Year: Identifies the amount of funding programmed in years prior to the current five-year TIP period.

Future >Year: Identifies the amount of funding programmed in years beyond the current five-year TIP period.

Total Project Cost: Lists the total project cost programmed for the project, including prior year, current five-year and future year funding.

Phase: Identifies the stage in project development for which funding is programmed.

Fund Category: Identifies the type of funding programmed by phase for the project.

Funding Source: Identifies the source of funding by phase for the project (Federal, State and/or Local).

Fiscal Year: Identifies the federal fiscal year(s) when funding is programmed for the project.

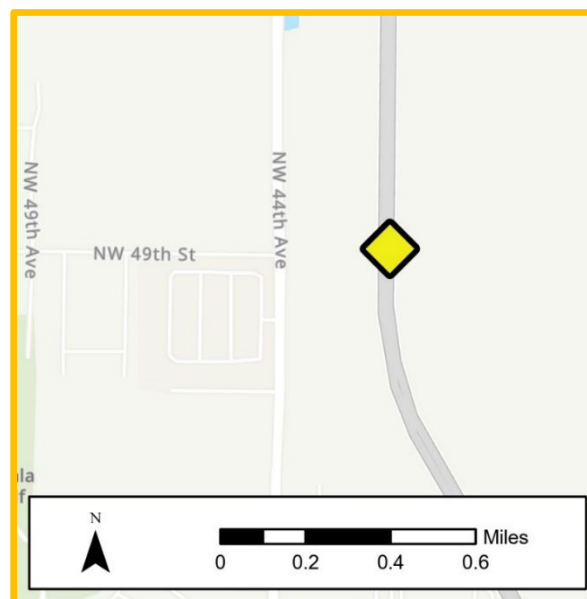
Interstate 75 (I-75) Projects



Project: I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange
 FM Number: 4352091
 Lead Agency: FDOT
 Length: 0.1 miles
 LRTP (Page #): Goal 1, Objective 1.2 (14); Goal 2, Objective 2.1, 2.2, 2.3 (14); Goal 3, Objective 3.2 (14)

SIS Project



Description:

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

Prior <2023:

\$18,087,376

Future >2027:

\$0

Total Project Cost:

\$60,467,240

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|---------------------|------------|------------|---------------------|
| CST | CIGP | State | \$0 | \$0 | \$7,995,735 | \$0 | \$0 | \$7,995,735 |
| CST | DDR | State | \$0 | \$0 | \$5,046,899 | \$0 | \$0 | \$5,046,899 |
| CST | LF | Local | \$0 | \$0 | \$7,995,735 | \$0 | \$0 | \$7,995,735 |
| CST | SA | Federal | \$0 | \$0 | \$630 | \$0 | \$0 | \$630 |
| CST | SL | Federal | \$0 | \$0 | \$9,213,782 | \$0 | \$0 | \$9,213,782 |
| CST | SN | Federal | \$0 | \$0 | \$3,005,068 | \$0 | \$0 | \$3,005,068 |
| CST | TRIP | State | \$0 | \$0 | \$5,703,448 | \$0 | \$0 | \$5,703,448 |
| CST | TRWR | State | \$0 | \$0 | \$3,418,567 | \$0 | \$0 | \$3,418,567 |
| Total: | | | \$0 | \$0 | \$42,379,864 | \$0 | \$0 | \$42,379,864 |

Project: SR 93 (I-75) from SR 200 to North of SR 500 (U.S. 27)

Project Type: Resurfacing
 FM Number: 4483761
 Lead Agency: FDOT
 Length: 4.47 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



SIS Project

Description:

Resurfacing of I-75 from SR 200 to north of the U.S. 27 interchange.

Prior <2023:

\$0

Future >2027:

\$0

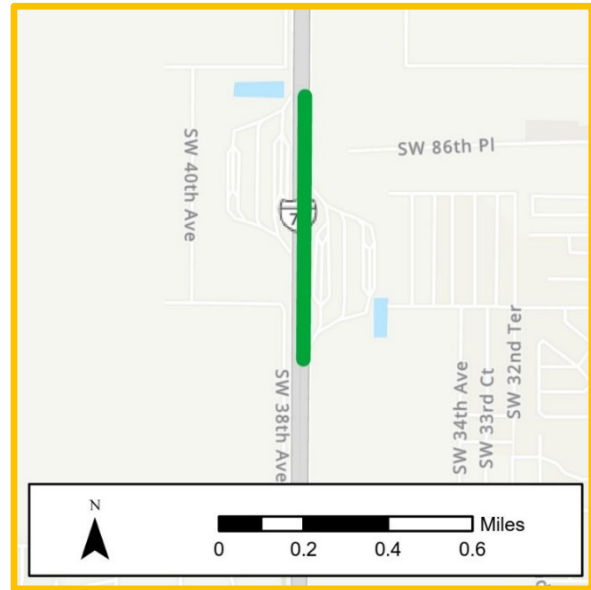
Total Project Cost:

\$17,416,866

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|---------------------|------------|------------|---------------------|
| PE | ACNP | Federal | \$1,439,000 | \$0 | \$0 | \$0 | \$0 | \$1,439,000 |
| CST | ACNP | Federal | \$0 | \$0 | \$15,977,866 | \$0 | \$0 | \$15,977,866 |
| Total: | | | \$1,439,000 | \$0 | \$15,977,866 | \$0 | \$0 | \$17,416,866 |

Project: I-75 Marion County Rest Areas Landscaping

Project Type: Landscaping
 FM Number: 4378261
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Landscaping and maintenance at the northbound rest area on I-75 in Marion County.

Prior <2023:

\$0

Future >2027:

\$0

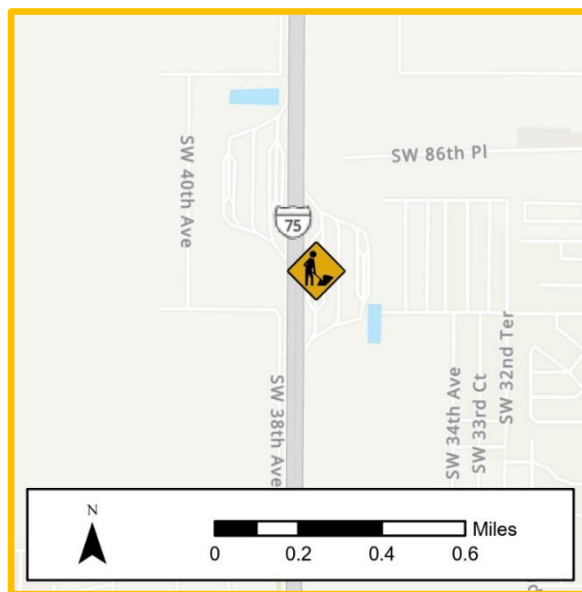
Total Project Cost:

\$411,284

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------------|------------|------------|------------------|
| CST | DIH | State | \$0 | \$0 | \$10,860 | \$0 | \$0 | \$10,860 |
| CST | DS | State | \$0 | \$0 | \$400,424 | \$0 | \$0 | \$400,424 |
| Total: | | | \$0 | \$0 | \$411,284 | \$0 | \$0 | \$411,284 |

Project: I-75 (SR 93) Rest Area Marion County from North of CR 484 to South of SR 200

Project Type: Rest Area Maintenance
 FM Number: 4385621
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



SIS Project

Description:

Complete reconstruction of all facilities for the northbound rest area on I-75. This includes a reconstructed rest area building, picnic shelters, maintenance facility and increases in parking capacity.

Prior <2023:

\$3,364,206

Future >2027:

\$0

Total Project Cost:

\$33,306,199

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | DDR | State | \$2,456,502 | \$0 | \$0 | \$0 | \$0 | \$2,456,502 |
| CST | DIH | State | \$51,350 | \$0 | \$0 | \$0 | \$0 | \$51,350 |
| CST | DRA | State | \$27,434,141 | \$0 | \$0 | \$0 | \$0 | \$27,434,141 |
| Total: | | | \$29,941,993 | \$0 | \$0 | \$0 | \$0 | \$29,941,993 |

Project: I-75 Wildwood Weigh Station Inspection Barn Upgrades

Project Type: Weigh Station
 FM Number: 4478611
 Lead Agency: FDOT
 Length: 1.13
 LRTP (Page #): Goal 6: Objective 6.2 (15)



SIS Project

Description:

Inspection of barn upgrades at weigh-in-motion facility.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$532,902

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------------|------------|------------------|
| CST | DWS | State | \$0 | \$0 | \$0 | \$532,902 | \$0 | \$532,902 |
| Total: | | | \$0 | \$0 | \$0 | \$532,902 | \$0 | \$532,902 |

U.S. Route (U.S.) Projects

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441

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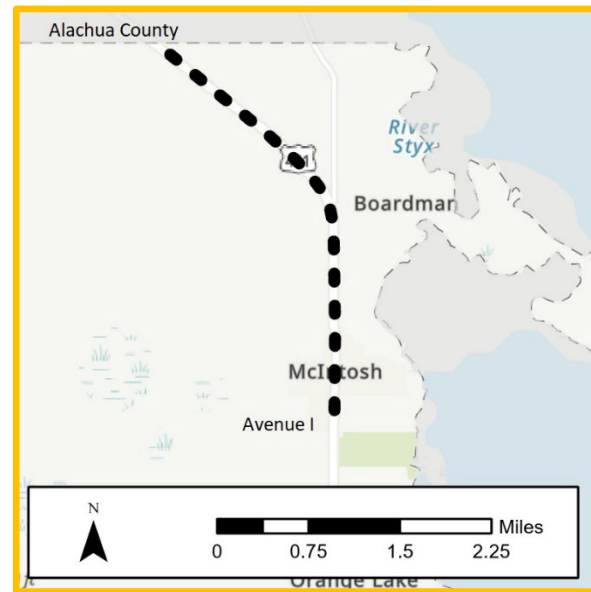
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Project: SR 25 (U.S. 441) from Avenue I to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452181
 Lead Agency: FDOT
 Length: 3.15 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 441 from Avenue I in the Town of McIntosh to the Alachua County Line.

Prior <2023:

\$0

Future >2027:

\$0

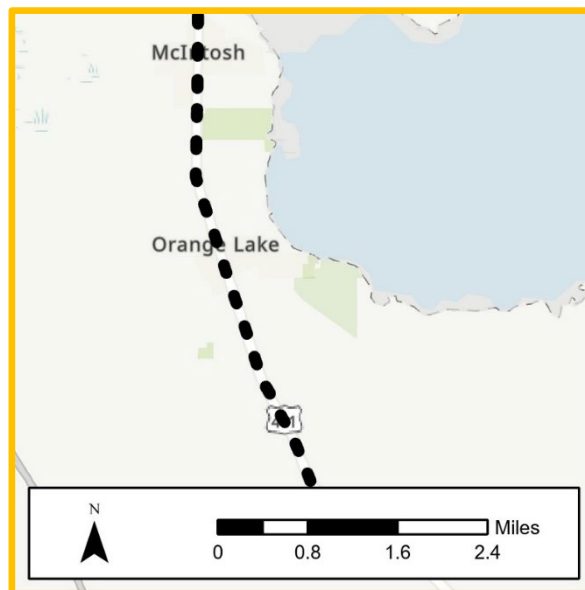
Total Project Cost:

\$7,095,081

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|--------------------|------------|------------|--------------------|
| PE | DDR | State | \$917,369 | \$0 | \$0 | \$0 | \$0 | \$917,369 |
| PE | DIH | State | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| CST | DDR | State | \$0 | \$0 | \$6,156,852 | \$0 | \$0 | \$6,156,852 |
| CST | DIH | State | \$0 | \$0 | \$10,860 | \$0 | \$0 | \$10,860 |
| Total: | | | \$927,369 | \$0 | \$6,167,712 | \$0 | \$0 | \$7,095,081 |

Project: SR 25 (U.S. 441) from County Road 25A to Avenue I

Project Type: Resurfacing
 FM Number: 4486351
 Lead Agency: FDOT
 Length: 3.17 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 441 from County Road 25A to Avenue I in the Town of McIntosh.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,571,976

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|--------------------|------------|------------|--------------------|
| PE | DDR | State | \$1,032,000 | \$0 | \$0 | \$0 | \$0 | \$1,032,000 |
| PE | DIH | State | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| CST | ACNR | Federal | \$0 | \$0 | \$5,923,545 | \$0 | \$0 | \$5,923,545 |
| CST | DDR | State | \$0 | \$0 | \$596,431 | \$0 | \$0 | \$596,431 |
| CST | DIH | State | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$10,000 |
| Total: | | | \$1,042,000 | \$0 | \$6,529,976 | \$0 | \$0 | \$7,571,976 |

Project: SR 35/U.S. 301 from North of CR 42 to North of SE 144th Place Road

Project Type: Resurfacing
 FM Number: 4453021
 Lead Agency: FDOT
 Length: 2.2 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 301 in southern Marion County.

Prior <2023:

\$758,364

Future >2027:

\$0

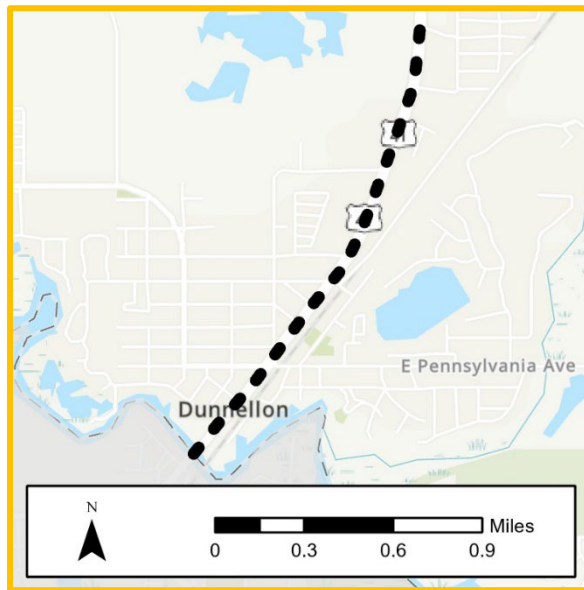
Total Project Cost:

\$3,812,861

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DDR | State | \$0 | \$3,043,937 | \$0 | \$0 | \$0 | \$3,043,937 |
| CST | DIH | State | \$0 | \$10,560 | \$0 | \$0 | \$0 | \$10,560 |
| Total: | | | \$0 | \$3,054,497 | \$0 | \$0 | \$0 | \$3,054,497 |

Project: SR 45 (U.S. 41)/Williams Street from North of Citrus County Line to SW 110th Street

Project Type: Resurfacing
 FM Number: 4485261
 Lead Agency: FDOT
 Length: 1.41 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 41 from north of the Citrus County Line to SW 110th Street in the City of Dunnellon.

Prior <2023:

\$0

Future >2027:

\$0

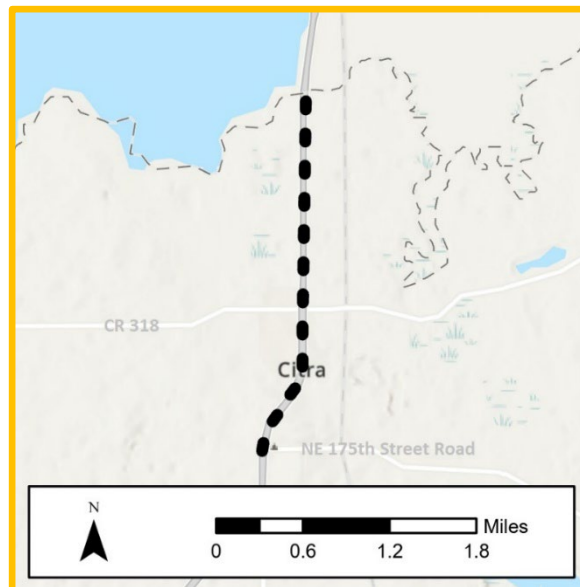
Total Project Cost:

\$4,937,992

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|--------------------|------------|------------|--------------------|
| PE | DDR | State | \$878,000 | \$0 | \$0 | \$0 | \$0 | \$878,000 |
| PE | DIH | State | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| CST | ACNR | Federal | \$0 | \$0 | \$3,653,002 | \$0 | \$0 | \$3,653,002 |
| CST | DDR | State | \$0 | \$0 | \$386,990 | \$0 | \$0 | \$386,990 |
| CST | DIH | State | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$10,000 |
| Total: | | | \$888,000 | \$0 | \$4,049,992 | \$0 | \$0 | \$4,937,992 |

Project: SR 200 (U.S. 301) from South of NE 175th Street to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452121
 Lead Agency: FDOT
 Length: 2.4 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 301 in northern Marion County.

Prior <2023:

\$954,950

Future >2027:

\$0

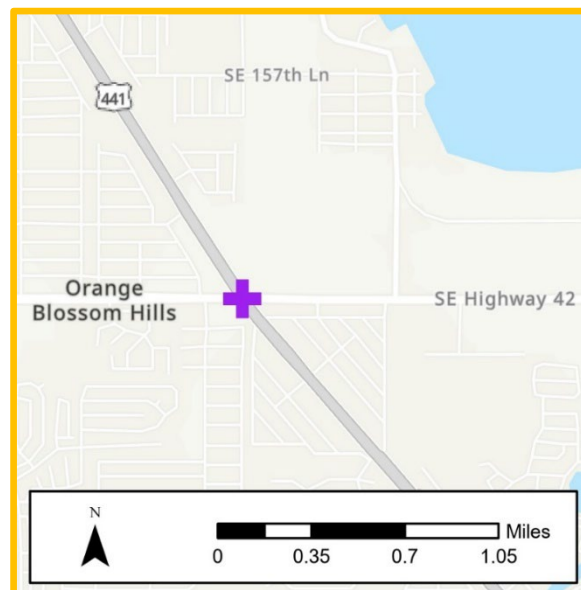
Total Project Cost:

\$5,684,639

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DDR | State | \$0 | \$4,719,129 | \$0 | \$0 | \$0 | \$4,719,129 |
| CST | DIH | State | \$0 | \$10,560 | \$0 | \$0 | \$0 | \$10,560 |
| Total: | | | \$0 | \$4,729,689 | \$0 | \$0 | \$0 | \$4,729,689 |

Project: U.S. 27/U.S. 441/Abshiver Boulevard at CR 42

Project Type: Intersection
 FM Number: 4456881
 Lead Agency: FDOT
 Length: 0.1 miles
 LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.5 (15)



Description:

Traffic signals and operational improvements at the intersection.

Prior <2023:

\$241,913

Future >2027:

\$0

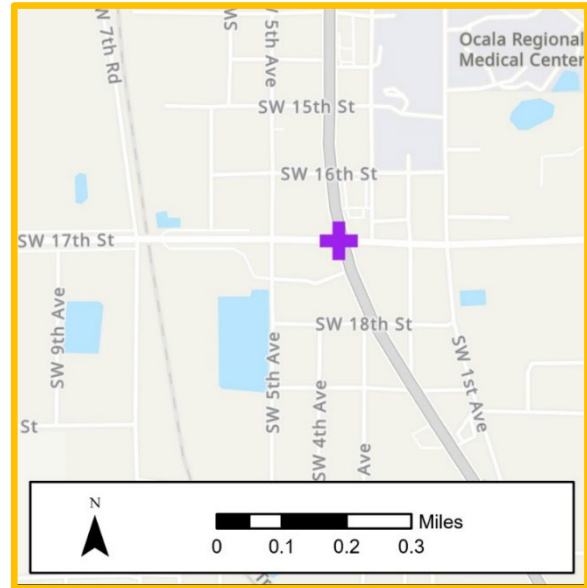
Total Project Cost:

\$1,341,342

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | ACSS | Federal | \$1,094,294 | \$0 | \$0 | \$0 | \$0 | \$1,094,294 |
| CST | DIH | State | \$5,135 | \$0 | \$0 | \$0 | \$0 | \$5,135 |
| Total: | | | \$1,099,429 | \$0 | \$0 | \$0 | \$0 | \$1,099,429 |

Project: U.S. 441 at SR 464

Project Type: Intersection/Turn Lane
 FM Number: 4336601
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.1, 6.5 (15)



Description:

Traffic operational improvements at the Pine Avenue/SE 17th Street intersection, including the addition of a northbound left turn lane and a modified right turn lane.

Prior <2023:

\$1,506,337

Future >2027:

\$0

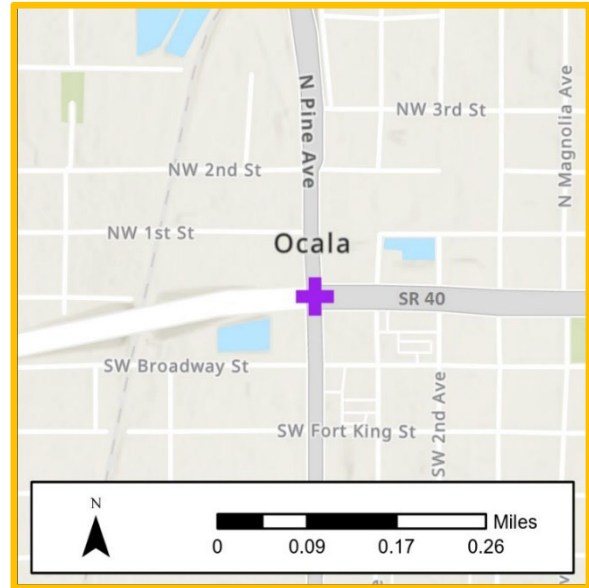
Total Project Cost:

\$4,783,636

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------------|--------------------|-----------------|--------------------|
| CST | DDR | State | \$0 | \$0 | \$0 | \$3,066,244 | \$23,080 | \$3,089,324 |
| PE | DDR | State | \$0 | \$0 | \$160,000 | \$0 | \$0 | \$160,000 |
| CST | DIH | State | \$0 | \$0 | \$0 | \$27,975 | \$0 | \$27,975 |
| Total: | | | \$0 | \$0 | \$160,000 | \$3,094,219 | \$23,080 | \$3,277,299 |

Project: U.S. 441 from SR 40 to SR 40A (Broadway)

Project Type: Intersection/Turn Lane
 FM Number: 4336611
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 6: Objectives 6.1, 6.5 (15)



Description:

Extension of the northbound left-turn queue south to Broadway Street to increase storage capacity of the intersection.

Prior <2023:

\$6,398,450

Future >2027:

\$0

Total Project Cost:

\$6,416,217

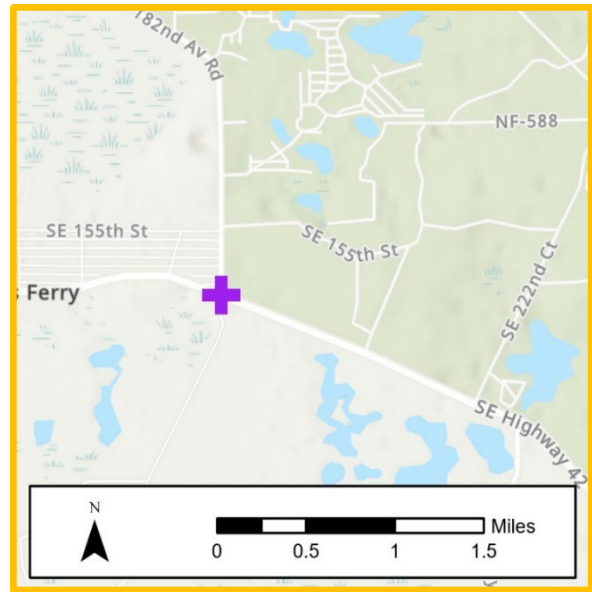
| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| CST | DDR | State | \$17,767 | \$0 | \$0 | \$0 | \$0 | \$17,767 |
| Total: | | | \$17,767 | \$0 | \$0 | \$0 | \$0 | \$17,767 |

State and Local Projects



Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348441
 Lead Agency: Marion County
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$46,012

Future >2027:

\$0

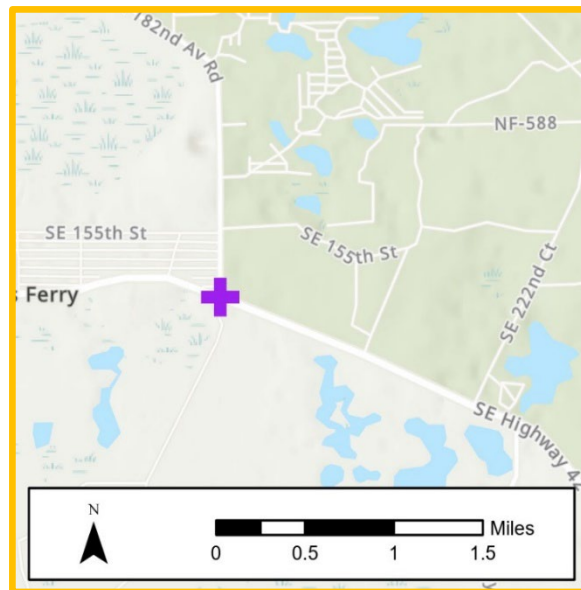
Total Project Cost:

\$396,012

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | ACSS | Federal | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| Total: | | | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |

Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348442
 Lead Agency: FDOT
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$67,980

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| CST | ACSS | Federal | \$67,980 | \$0 | \$0 | \$0 | \$0 | \$67,980 |
| Total: | | | \$67,980 | \$0 | \$0 | \$0 | \$0 | \$67,980 |

Project: CR 484 from SW 20th Avenue to CR 475A

Project Type: Interchange/Intersection
 FM Number: 4336511
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)



SIS Project

Description:

Addition of turn lanes and turn lane extensions at the CR 484 interchange with I-75 and the CR 484/CR 475A intersection. Reconstruct westbound through lanes and modify the I-75 bridge to accommodate the widening. Bicycle and pedestrian facilities also part of project. Project will improve traffic flow and safety.

Prior <2023:

\$18,596,665

Future >2027:

\$0

Total Project Cost:

\$18,644,185

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|-----------------|------------|------------|------------|-----------------|
| CST | ACFP | Federal | \$0 | \$47,520 | \$0 | \$0 | \$0 | \$47,520 |
| Total: | | | \$0 | \$47,520 | \$0 | \$0 | \$0 | \$47,520 |

Project: CR 484 from SW 20th Avenue to CR 475A

Project Type: Interchange/Intersection
 FM Number: 4336514
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)



Description:

Landscaping in support of project 4336511.

Prior <2023:

\$61,067

Future >2027:

\$0

Total Project Cost:

\$245,792

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | SN | Federal | \$179,725 | \$0 | \$0 | \$0 | \$0 | \$179,725 |
| PE | SN | Federal | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| Total: | | | \$184,725 | \$0 | \$0 | \$0 | \$0 | \$184,725 |

Project: CR 484 at the intersection of Marion Oaks Boulevard

Project Type: Intersection
 FM Number: 4492771
 Lead Agency: Marion County
 Length: 0.02 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

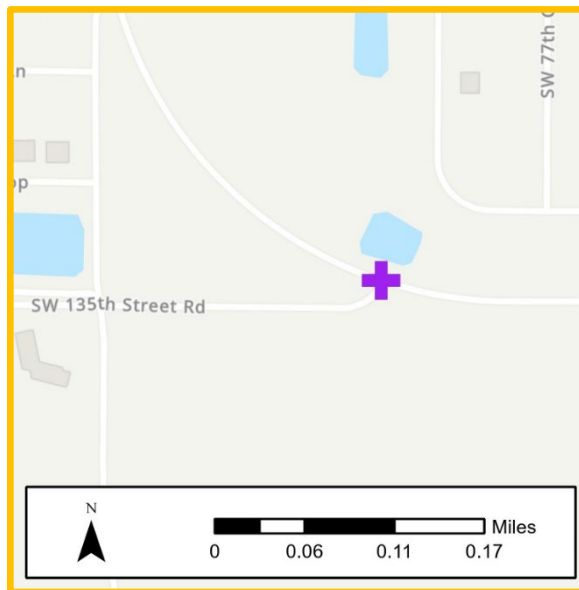
Total Project Cost:

\$536,625

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------------|------------|------------|------------|------------------|
| PE | LF | Local | \$60,795 | \$0 | \$0 | \$0 | \$0 | \$60,795 |
| CST | LF | Local | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$30,000 |
| CST | SN | Federal | \$0 | \$445,830 | \$0 | \$0 | \$0 | \$445,830 |
| Total: | | | \$60,795 | \$475,830 | \$0 | \$0 | \$0 | \$536,625 |

Project: CR 484 at SW 135th Street Road

Project Type: Intersection
 FM Number: 4493171
 Lead Agency: Marion County
 Length: 0.24 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

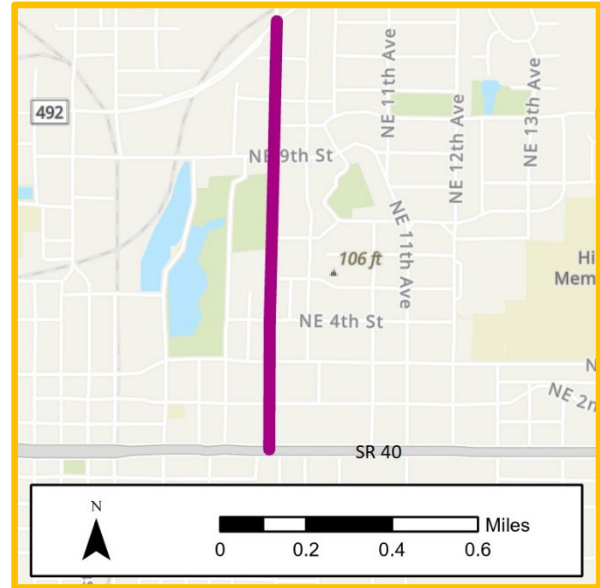
Total Project Cost:

\$458,310

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------------|------------|------------|------------|------------------|
| PE | LF | Local | \$88,705 | \$0 | \$0 | \$0 | \$0 | \$88,705 |
| CST | SN | Federal | \$0 | \$369,605 | \$0 | \$0 | \$0 | \$369,605 |
| Total: | | | \$88,705 | \$369,605 | \$0 | \$0 | \$0 | \$458,310 |

Project: NE 8th Avenue from SR 40 to SR 492

Project Type: Roundabout
 FM Number: 4494431
 Lead Agency: City of Ocala
 Length: 0.9 miles
 LRTP (Page #): Goal 3, Objectives 3.2, 3.4 (14);



Description:

Construction of a roundabout on NE 8th Avenue in the City of Ocala.

Prior <2023:

\$0

Future >2027:

\$0

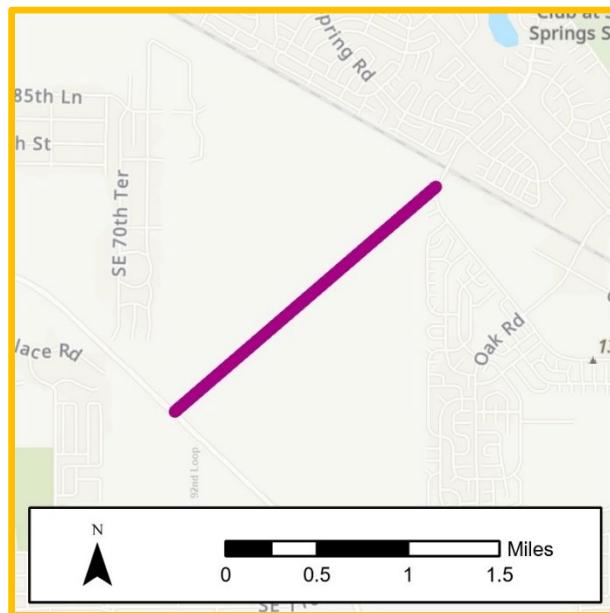
Total Project Cost:

\$4,452,800

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------|--------------------|--------------------|
| CST | SL | Federal | \$0 | \$0 | \$0 | \$0 | \$4,452,800 | \$4,452,800 |
| Total: | | | \$0 | \$0 | \$0 | \$0 | \$4,452,800 | \$4,452,800 |

Project: Emerald Road Extension from 92nd Loop to CR 424

Project Type: New Road Construction
 FM Number: 4503401
 Lead Agency: Marion County
 Length: 1.6 miles
 LRTP (Page #): Goal 2, Objective 2.1; Goal 3, Objective 3.2 (14);



Description:

Construction of a new roadway connection between 92nd Loop and CR 424 in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,650,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| ROW | CIGP | State | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$325,000 |
| ROW | LF | Local | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$325,000 |
| CST | CIGP | State | \$4,370,763 | \$0 | \$0 | \$0 | \$0 | \$4,370,763 |
| CST | LF | Local | \$4,629,237 | \$0 | \$0 | \$0 | \$0 | \$4,629,237 |
| Total: | | | \$9,650,000 | \$0 | \$0 | \$0 | \$0 | \$9,650,000 |

Project: NW 10th/NE 14th Street (SR 492) to NE 25th Avenue

Project Type: Traffic Signals
 FM Number: 4476031
 Lead Agency: FDOT
 Length: 0.2 miles
 LRTP (Page #): Goal 6, Objective 6.5 (15)



Description:

Replacement of traffic signals.

Prior <2023:

\$525,130

Future >2027:

\$0

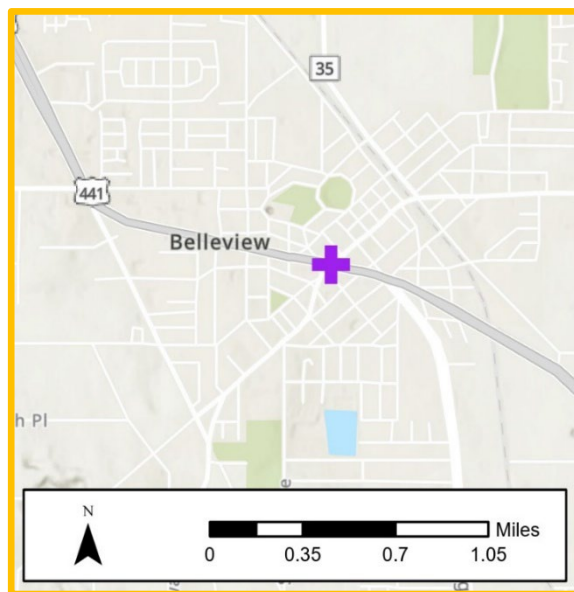
Total Project Cost:

\$1,347,308

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| CST | ACSS | Federal | \$0 | \$65,228 | \$0 | \$0 | \$0 | \$65,228 |
| CST | LF | Local | \$0 | \$174,240 | \$0 | \$0 | \$0 | \$174,240 |
| CST | SL | Federal | \$0 | \$528,000 | \$0 | \$0 | \$0 | \$528,000 |
| CST | SN | Federal | \$0 | \$54,710 | \$0 | \$0 | \$0 | \$54,710 |
| Total: | | | \$0 | \$822,178 | \$0 | \$0 | \$0 | \$822,178 |

Project: SE Abshier Boulevard from SE Hames Road to North of SE Agnew Road

Project Type: Intersection
 FM Number: 4457011
 Lead Agency: FDOT
 Length: 0.18 miles
 LRTP (Page #): Goal 6, Objective 6.5 (15)



Description:

Traffic signal replacement and maintenance at the intersection.

Prior <2023:

\$471,378

Future >2027:

\$0

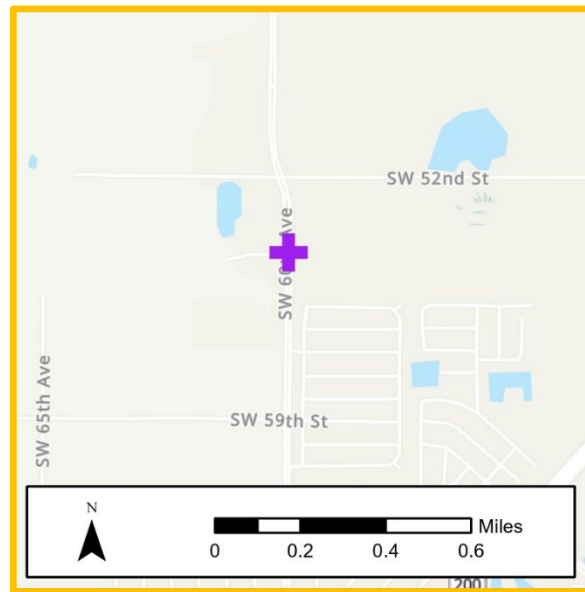
Total Project Cost:

\$2,533,518

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | ACSS | Federal | \$151,868 | \$0 | \$0 | \$0 | \$0 | \$151,868 |
| CST | DDR | State | \$1,900,002 | \$0 | \$0 | \$0 | \$0 | \$1,900,002 |
| CST | DIH | State | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| Total: | | | \$2,062,140 | \$0 | \$0 | \$0 | \$0 | \$2,062,140 |

Project: SW 60th Avenue from SW 54th Street to SECO Energy Driveway

Project Type: Intersection
 FM Number: 4492611
 Lead Agency: Marion County
 Length: 0.44 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

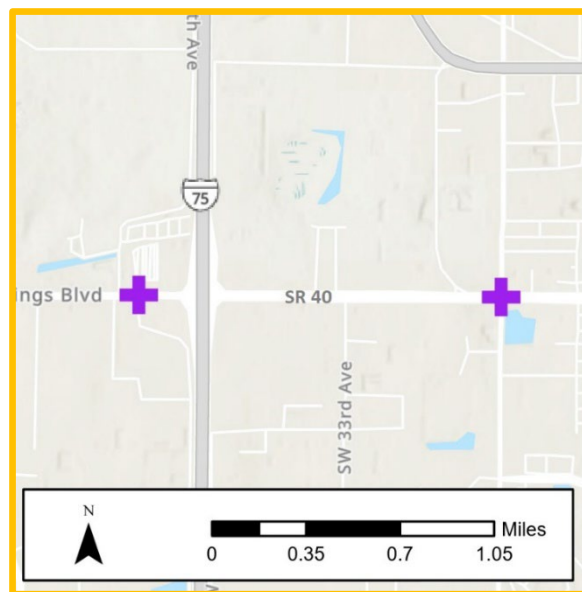
Total Project Cost:

\$247,061

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------------|------------|------------|------------|------------------|
| PE | LF | Local | \$47,818 | \$0 | \$0 | \$0 | \$0 | \$47,818 |
| CST | SN | Federal | \$0 | \$199,243 | \$0 | \$0 | \$0 | \$199,243 |
| Total: | | | \$47,818 | \$199,243 | \$0 | \$0 | \$0 | \$247,061 |

Project: SR 40 intersections at SW 40th Avenue and SW 27th Avenue

Project Type: Intersection/Turn Lane
 FM Number: 4336521
 Lead Agency: FDOT
 Length: 1.3 miles
 LRTP (Page #): Goal 3, Objective 3.4(14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Improvement of traffic operations at the intersections by extending left turn lanes along both directions at the I-75 interchange; dual left-turn lanes and a right turn lane for the northbound and southbound I-75 ramps; create dual left turn lanes to all approaches at the SW 27th Avenue intersection and an exclusive right turn lane for eastbound SR 40 onto southbound SW 27th Avenue.

Prior <2023:

\$5,146,723

Future >2027:

\$0

Total Project Cost:

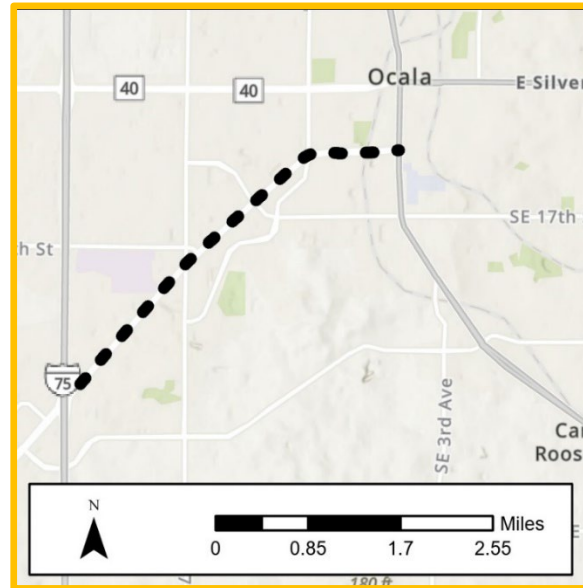
*\$6,546,377

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------------|------------|------------|------------|--------------------|
| ROW | DIH | State | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| ROW | SL | Federal | \$1,122,500 | \$247,154 | \$0 | \$0 | \$0 | \$1,369,654 |
| Total: | | | \$1,152,500 | \$247,154 | \$0 | \$0 | \$0 | \$1,399,654 |

*Total project cost estimate: \$10.1 million

Project: SR 200 from I-75 to U.S. 301

Project Type: Resurfacing
 FM Number: 4392341
 Lead Agency: FDOT
 Length: 3.2 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 200 (College Road) from I-75 to U.S. 301 (Pine Avenue).

Prior <2023:

\$826,412

Future >2027:

\$0

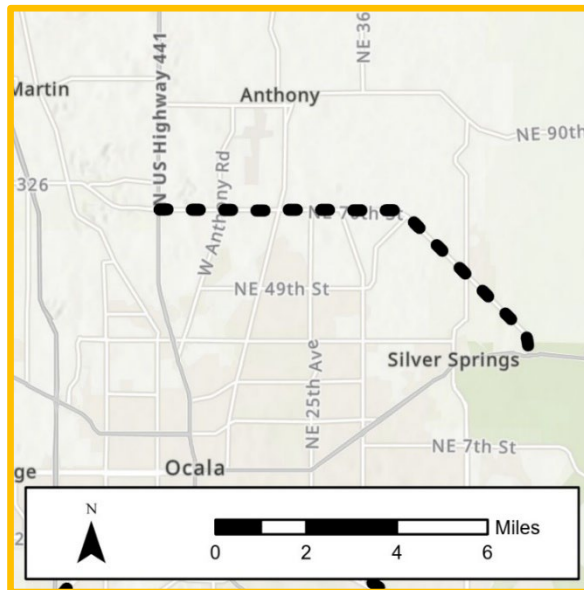
Total Project Cost:

\$14,171,399

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | DDR | State | \$6,438,783 | \$0 | \$0 | \$0 | \$0 | \$6,438,783 |
| CST | DIH | State | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| CST | DS | State | \$2,292,309 | \$0 | \$0 | \$0 | \$0 | \$2,292,309 |
| CST | SA | Federal | \$3,712,443 | \$0 | \$0 | \$0 | \$0 | \$3,712,443 |
| CST | SL | Federal | \$891,182 | \$0 | \$0 | \$0 | \$0 | \$891,182 |
| Total: | | | \$13,344,987 | \$0 | \$0 | \$0 | \$0 | \$13,344,987 |

Project: SR 326 from NW 12th Avenue to SR 40

Project Type: Resurfacing
 FM Number: 4452171
 Lead Agency: FDOT
 Length: 8.4 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 326 from east of US 441/301 to SR 40.

Prior <2023:

\$1,185,308

Future >2027:

\$0

Total Project Cost:

\$13,061,238

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | ACNR | Federal | \$8,852,307 | \$0 | \$0 | \$0 | \$0 | \$8,852,307 |
| CST | DDR | State | \$1,412,976 | \$0 | \$0 | \$0 | \$0 | \$1,412,976 |
| CST | DIH | State | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| CST | DS | State | \$402,640 | \$0 | \$0 | \$0 | \$0 | \$402,640 |
| CST | SL | Federal | \$1,197,737 | \$0 | \$0 | \$0 | \$0 | \$1,197,737 |
| Total: | | | \$11,875,930 | \$0 | \$0 | \$0 | \$0 | \$11,875,930 |

Project: SR 464 from SR 500 (U.S. 27/U.S. 301) to SR 35

Project Type: Resurfacing
 FM Number: 4411411
 Lead Agency: FDOT
 Length: 5.9 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.4(14); Goal 6,
 Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 464 (SE 17th Avenue, SE Maricamp Road), including traffic signal upgrades, Americans with Disability Act (ADA) improvements, intersection street lighting, bus stop improvements, sidewalk installation and addition of bike lanes and paved shoulders.

Prior <2023:

\$2,880,151

Future >2027:

\$0

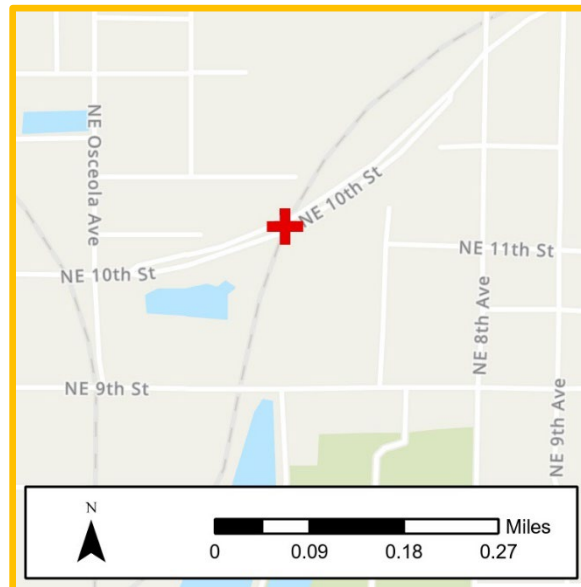
Total Project Cost:

\$24,525,123

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | DDR | State | \$7,623,175 | \$0 | \$0 | \$0 | \$0 | \$7,623,175 |
| CST | DS | State | \$4,480,227 | \$0 | \$0 | \$0 | \$0 | \$4,480,227 |
| CST | SA | Federal | \$7,235,763 | \$0 | \$0 | \$0 | \$0 | \$7,235,763 |
| CST | SL | Federal | \$2,305,807 | \$0 | \$0 | \$0 | \$0 | \$2,305,807 |
| Total: | | | \$21,644,972 | \$0 | \$0 | \$0 | \$0 | \$21,644,972 |

Project: SR 492 over CSX Railroad Line

Project Type: Bridge Repair/Rehabilitation
 FM Number: 4489241
 Lead Agency: FDOT
 Length: 0.10 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Bridge and bridge deck repair and rehabilitation on SR 492/Bonnie Heath Boulevard over the CSX Railroad Line in the City of Ocala.

Prior <2023:

\$45,595

Future >2027:

\$0

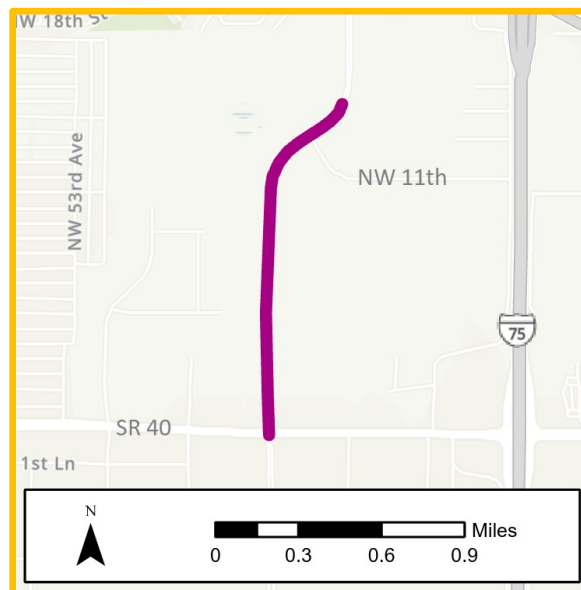
Total Project Cost:

\$436,844

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | BRRP | State | \$387,195 | \$0 | \$0 | \$0 | \$0 | \$387,195 |
| CST | DIH | State | \$2,054 | \$0 | \$0 | \$0 | \$0 | \$2,054 |
| PE | DIH | State | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| Total: | | | \$391,249 | \$0 | \$0 | \$0 | \$0 | \$391,249 |

Project: NW 44th Street from SR 40 to NW 11th Street

Project Type: New Road Construction
 FM Number: 4355473
 Lead Agency: City of Ocala
 Length: 0.80 miles
 LRTP (Page #): Goal 2, Objective 2.1; Objective 2.3; Goal 3, Objective 3.2 (14);



Description:

Construction of a new four-lane roadway connection from SR 40 to NW 11th Street.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,000,000

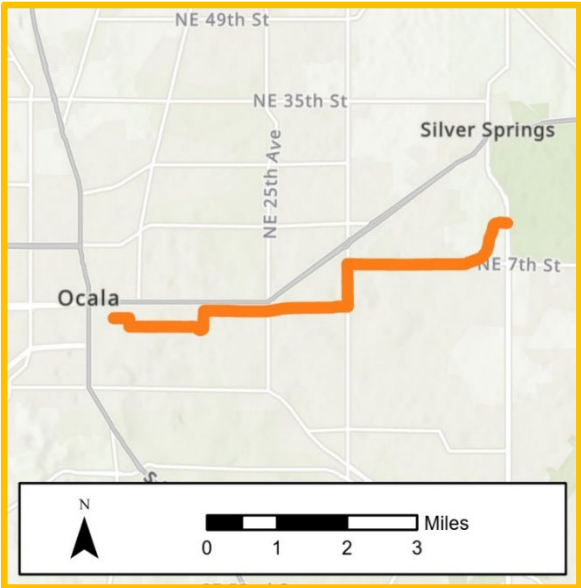
| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | GR 23 | State | \$8,000,000 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 |
| CST | LF | Local | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Total: | | | \$9,000,000 | \$0 | \$0 | \$0 | \$0 | \$9,000,000 |

Bicycle and Pedestrian Projects



Project: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park

Project Type: Bike Path/Trail
 FM Number: 4367561
 Lead Agency: City of Ocala
 Length: 7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.2 (14); Goal 5,
 Objective 5.4 (15)



Description:

Designate and construct an 8-foot to 12-foot multi-use trail from downtown Ocala to Silver Springs State Park. Sections of the trail may be combined with existing roadways used by vehicular traffic.

| | | |
|------------------------|-------------------------|----------------------------|
| Prior <2023: | Future >2027: | Total Project Cost: |
| \$0 | \$0 | \$253,001 |

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------------|------------|------------|------------------|
| PE | TALL | Federal | \$0 | \$0 | \$253,001 | \$0 | \$0 | \$253,001 |
| Total: | | | \$0 | \$0 | \$253,001 | \$0 | \$0 | \$253,001 |

*Total project cost estimate: \$1.25 million

Project: Pruitt Trail from SR 200 to Pruitt Trailhead

Project Type: Bike Path and Trail
 FM Number: 4354842
 Lead Agency: Marion County
 Length: 5.5 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 5, Objective 5.4 (15)



Description:

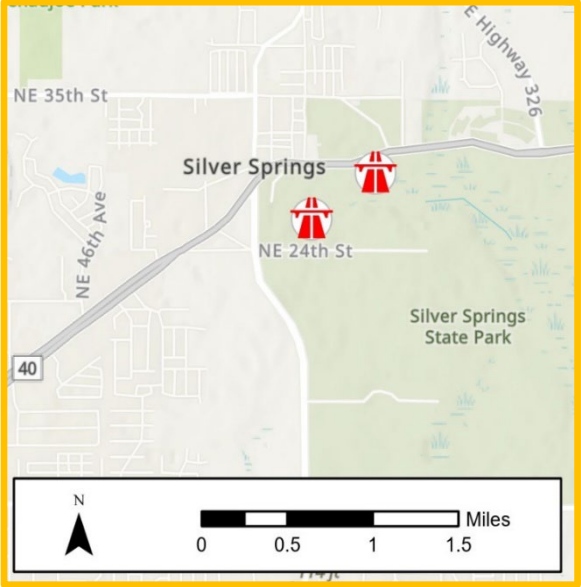
Construct 12-foot wide multi-use trail from SR 200 to the Pruitt Trailhead, south of CR 484.

Prior <2023: \$0 **Future >2027:** \$0 **Total Project Cost:** \$2,158,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|--------------------|------------|--------------------|
| CST | SL | Federal | \$0 | \$0 | \$0 | \$460,700 | \$0 | \$460,700 |
| CST | SN | Federal | \$0 | \$0 | \$0 | \$561,853 | \$0 | \$561,853 |
| CST | TALL | Federal | \$0 | \$0 | \$0 | \$622,203 | \$0 | \$622,203 |
| CST | TALT | Federal | \$0 | \$0 | \$0 | \$513,244 | \$0 | \$513,244 |
| Total: | | | \$0 | \$0 | \$0 | \$2,158,000 | \$0 | \$2,158,000 |

Project: Silver Springs State Park Pedestrian Bridges

Project Type: Pedestrian Bridges
 FM Number: 4261791
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 5, Objective 5.4 (15)



Description:

Construction of two eight-foot wide pedestrian bridges and boardwalks along the tributaries of the Silver River within Silver Springs State Park.

| | | |
|------------------------|-------------------------|----------------------------|
| Prior <2023: | Future >2027: | Total Project Cost: |
| \$1,484,867 | \$0 | \$5,150,306 |

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DIH | State | \$0 | \$5,280 | \$0 | \$0 | \$0 | \$5,280 |
| CST | SL | Federal | \$0 | \$1,872,596 | \$0 | \$0 | \$0 | \$1,872,596 |
| CST | TALL | Federal | \$0 | \$11,289 | \$0 | \$0 | \$0 | \$11,289 |
| CST | TALN | Federal | \$0 | \$166,133 | \$0 | \$0 | \$0 | \$166,133 |
| CST | TALT | Federal | \$0 | \$1,610,141 | \$0 | \$0 | \$0 | \$1,610,141 |
| Total: | | | \$0 | \$3,665,439 | \$0 | \$0 | \$0 | \$3,665,439 |

Project: SR 40/Silver Springs Boulevard from NW 27th Avenue to SW 7th Avenue

Project Type: Sidewalk
 FM Number: 4375962
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.2 (14)



Description:

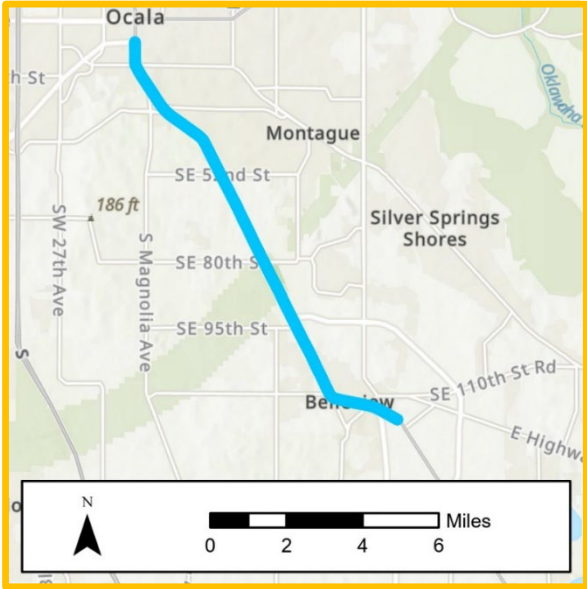
Construction of new sidewalks on SR 40 (Silver Springs Boulevard).

| | | |
|------------------------|-------------------------|----------------------------|
| Prior <2023: | Future >2027: | Total Project Cost: |
| \$434,029 | \$0 | \$1,343,308 |

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | DIH | State | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| CST | SL | Federal | \$899,009 | \$0 | \$0 | \$0 | \$0 | \$899,009 |
| Total: | | | \$909,279 | \$0 | \$0 | \$0 | \$0 | \$909,279 |

Project: SR 25/U.S. 441/SR 500 from SR 35/SE Baseline Road to SR 200/SW 10th Street

Project Type: Sidewalks/Bike
 FM Number: 4392382
 Lead Agency: FDOT
 Length: 10.6 miles
 LRTP (Page #): Goal 1, Objectives 1.2; Goal 3, Objective 3.2 (14)



Description:

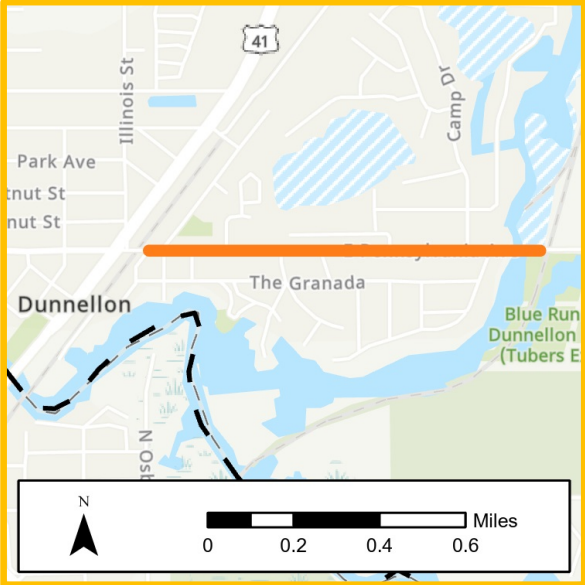
Addition of bike lanes and sidewalks to the resurfacing project on US 441/301.

| | | |
|------------------------|-------------------------|----------------------------|
| Prior <2023: | Future >2027: | Total Project Cost: |
| \$1,697,850 | \$0 | \$4,673,028 |

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CST | DDR | State | \$0 | \$0 | \$2,975,178 | \$0 | \$0 | \$2,975,178 |
| Total: | | | \$0 | \$0 | \$2,975,178 | \$0 | \$0 | \$2,975,178 |

Project: Dunnellon Trail from River View to Rainbow River Bridge

Project Type: Bike Path/Trail
 FM Number: 4509181
 Lead Agency: Marion County
 Length: 0.82 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (13);
 Goal 3, Objective 3.2 (14)



Description:

Construction of a multi-use trail and safety barrier separation on CR 484 (Pennsylvania Avenue) in the City of Dunnellon.

Prior <2023:
\$0

Future >2027:
\$0

Total Project Cost:
\$2,537,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PE | GR23 | State | \$375,000 | \$0 | \$0 | \$0 | \$0 | \$375,000 |
| CST | GR23 | State | \$2,162,000 | \$0 | \$0 | \$0 | \$0 | \$2,162,000 |
| Total: | | | \$2,537,000 | \$0 | \$0 | \$0 | \$0 | \$2,537,000 |

Aviation (Airport) Projects



Project: Marion County Airport Runway Improvements

Project Type: Airport
 FM Number: 4384171
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Runway improvements to the Marion County Airport at Dunnellon Field.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$437,500

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| CAP | DDR | State | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$350,000 |
| CAP | LF | Local | \$0 | \$87,500 | \$0 | \$0 | \$0 | \$87,500 |
| Total: | | | \$0 | \$437,500 | \$0 | \$0 | \$0 | \$437,500 |

Project: Marion County Airport Airfield Pavement Improvements

Project Type: Airport
 FM Number: 4384271
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport pavement improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CAP | DPTO | State | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| CAP | FAA | Federal | \$0 | \$0 | \$2,250,000 | \$0 | \$0 | \$2,250,000 |
| CAP | LF | Local | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| Total: | | | \$0 | \$0 | \$2,500,000 | \$0 | \$0 | \$2,500,000 |

Project: Marion County Airport Fuel System

Project Type: Airport
 FM Number: 4497601
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport improvements to the fuel system.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$312,500

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CAP | DDR | State | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| CAP | LF | Local | \$62,500 | \$0 | \$0 | \$0 | \$0 | \$62,500 |
| Total: | | | \$312,500 | \$0 | \$0 | \$0 | \$0 | \$312,500 |

Project: Marion County Airport Hangar

Project Type: Airport
 FM Number: 4497741
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Improvements to the airport hangar.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CAP | DDR | State | \$0 | \$0 | \$1,237,596 | \$0 | \$0 | \$1,237,596 |
| CAP | DPTO | State | \$0 | \$0 | \$762,404 | \$0 | \$0 | \$762,404 |
| CAP | LF | Local | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| Total: | | | \$0 | \$0 | \$2,500,000 | \$0 | \$0 | \$2,500,000 |

Project: Ocala International Airport Pavement Rehabilitation

Project Type: Airport
 FM Number: 4407801
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airfield pavement rehabilitation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CAP | DDR | State | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$1,200,000 |
| CAP | LF | Local | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 |
| Total: | | | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |

Project: Ocala International Airport ARFF Building

Project Type: Airport
 FM Number: 4485751
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport Rescue and Fire Fighting (ARFF) Building.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,000,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------|--------------------|--------------------|
| CAP | DDR | State | \$0 | \$0 | \$0 | \$0 | \$800,000 | \$800,000 |
| CAP | LF | Local | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$200,000 |
| Total: | | | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$1,000,000 |

Project: Ocala International Airport Hanger Development

Project Type: Airport
 FM Number: 4498581
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,875,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CAP | DDR | State | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| CAP | LF | Local | \$375,000 | \$0 | \$0 | \$0 | \$0 | \$375,000 |
| Total: | | | \$1,875,000 | \$0 | \$0 | \$0 | \$0 | \$1,875,000 |

Project: Ocala International Airport Hangar

Project Type: Airport
 FM Number: 4448771
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,250,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CAP | DDR | State | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| CAP | LF | Local | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |
| Total: | | | \$0 | \$0 | \$1,250,000 | \$0 | \$0 | \$1,250,000 |

Project: Ocala International Airport Taxiway Improvements

Project Type: Airport
 FM Number: 4384771
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport taxiway improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$6,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|--------------------|------------|--------------------|
| CAP | DDR | State | \$0 | \$0 | \$0 | \$520,000 | \$0 | \$520,000 |
| CAP | FAA | Federal | \$0 | \$0 | \$0 | \$5,850,000 | \$0 | \$5,850,000 |
| CAP | LF | Local | \$0 | \$0 | \$0 | \$130,000 | \$0 | \$130,000 |
| Total: | | | \$0 | \$0 | \$0 | \$6,500,000 | \$0 | \$6,500,000 |

Transit, Funding and Grants



Project: Marion-SunTran Block Grant Operating Assistance

Project Type: Transit
 FM Number: 4424551
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)



Description:

Grant for SunTran operating assistance in support of fixed route service.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,790,538

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| OPS | DPTO | State | \$733,602 | \$755,610 | \$778,278 | \$801,626 | \$825,675 | \$3,894,791 |
| OPS | LF | Local | \$733,602 | \$755,610 | \$779,279 | \$801,626 | \$825,675 | \$3,895,792 |
| Total: | | | \$1,467,204 | \$1,511,220 | \$1,557,557 | \$1,603,252 | \$1,651,350 | \$7,790,583 |

Project: SunTran/Ocala/Marion Urban Capital/Urban Fixed Route FTA Section 5307-2009

Project Type: Transit
 FM Number: 4271882
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)



Description:

Grant for SunTran fixed route operational and capital.

Prior <2023:

\$20,277,171

Future >2027:

\$0

Total Project Cost:

\$56,630,300

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| CAP | FTA | Federal | \$18,688,918 | \$2,541,196 | \$2,617,431 | \$2,617,431 | \$2,617,431 | \$29,082,407 |
| CAP | LF | Local | \$4,672,229 | \$635,299 | \$654,398 | \$654,398 | \$654,398 | \$7,270,722 |
| Total: | | | \$23,361,147 | \$3,176,495 | \$3,271,829 | \$3,271,829 | \$3,271,829 | \$36,353,129 |

Project: Marion Senior Services Section 5311 Rural Transportation

Project Type: Transit
 FM Number: 4424601
 Lead Agency: Marion Transit
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.1, 1.3. 1.4 (14)



Description:

Section 5311 operating and administrative grant assistance.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,612,386

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| OPS | DU | Federal | \$0 | \$909,849 | \$937,146 | \$965,259 | \$993,939 | \$3,806,193 |
| OPS | LF | Local | \$0 | \$909,849 | \$937,146 | \$965,259 | \$993,939 | \$3,806,193 |
| Total: | | | \$0 | \$1,819,698 | \$1,874,292 | \$1,930,518 | \$1,987,878 | \$7,612,386 |

Project: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

Project Type: Transportation Planning
 FM Number: 4393314
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2022/23 and FY 2023/24.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,568,699

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------------|------------|------------|------------|--------------------|
| PLN | PL | Federal | \$898,984 | \$669,715 | \$0 | \$0 | \$0 | \$1,568,699 |
| Total: | | | \$898,984 | \$669,715 | \$0 | \$0 | \$0 | \$1,568,699 |

Project: Ocala/Marion Urban Area FY 2024/2025 to 2025/2026 UPWP

Project Type: Transportation Planning
 FM Number: 4393315
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2024/25 and FY 2025/26.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,359,839

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------------|------------------|------------|--------------------|
| PLN | PL | Federal | \$0 | \$0 | \$676,473 | \$683,366 | \$0 | \$1,359,839 |
| Total: | | | \$0 | \$0 | \$676,473 | \$683,366 | \$0 | \$1,359,839 |

Project: Ocala/Marion Urban Area FY 2026/2027 to 2027/2028 UPWP

Project Type: Transportation Planning
 FM Number: 4393316
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2026/27 and FY 2027/28.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$683,366

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------|------------------|------------------|
| PLN | PL | Federal | \$0 | \$0 | \$0 | \$0 | \$683,366 | \$683,366 |
| Total: | | | \$0 | \$0 | \$0 | \$0 | \$683,366 | \$683,366 |

ITS and Maintenance Projects



Project: Aesthetics Area Wide

Project Type: Routine Maintenance
 FM Number: 4466911
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine aesthetic maintenance.

Prior <2023:

\$1,721,305

Future >2027:

\$0

Total Project Cost:

\$2,571,305

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| MNT | D | State | \$850,000 | \$0 | \$0 | \$0 | \$0 | \$850,000 |
| Total: | | | \$850,000 | \$0 | \$0 | \$0 | \$0 | \$850,000 |

Project: Asphalt Resurfacing Various Locations

Project Type: Routine Maintenance
 FM Number: 4233912
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine resurfacing maintenance.

Prior <2023:

\$4,542,202

Future >2027:

\$0

Total Project Cost:

\$4,742,202

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| MNT | D | State | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Total: | | | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |

Project: Asset Maintenance Marion County

Project Type: Routine Maintenance
 FM Number: 4469101
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Ongoing asset management.

| | | |
|------------------------|-------------------------|----------------------------|
| Prior <2023: | Future >2027: | Total Project Cost: |
| \$3,964,905 | \$0 | \$19,627,885 |

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| MNT | D | State | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$15,662,980 |
| Total: | | | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$15,662,980 |

Project: Unpaved Shoulder Repair

Project Type: Routine Maintenance
 FM Number: 4291781
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine maintenance to unpaved shoulders.

Prior <2023:

\$1,564,038

Future >2027:

\$0

Total Project Cost:

\$1,784,038

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| MNT | D | State | \$220,000 | \$0 | \$0 | \$0 | \$0 | \$220,000 |
| Total: | | | \$220,000 | \$0 | \$0 | \$0 | \$0 | \$220,000 |

Project: City of Ocala MOA

Project Type: Routine Maintenance
 FM Number: 4427381
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine maintenance.

Prior <2023:

\$92,850

Future >2027:

\$0

Total Project Cost:

\$192,850

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|-----------------|------------|------------|-----------------|------------------|
| MNT | D | State | \$0 | \$50,000 | \$0 | \$0 | \$50,000 | \$100,000 |
| Total: | | | \$0 | \$50,000 | \$0 | \$0 | \$50,000 | \$100,000 |

Project: Lighting Agreements

Project Type: Routine Maintenance
 FM Number: 4136153
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine and ongoing lighting maintenance.

Prior <2023:

\$5,424,277

Future >2027:

\$0

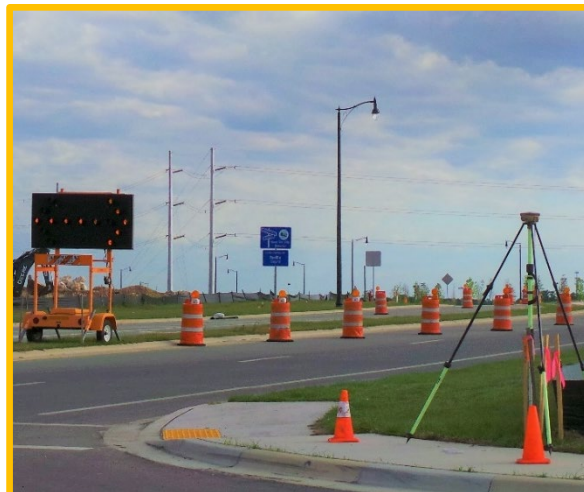
Total Project Cost:

\$7,708,899

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| MNT | D | State | \$433,240 | \$441,220 | \$454,457 | \$468,088 | \$487,617 | \$2,284,622 |
| Total: | | | \$433,240 | \$441,220 | \$454,457 | \$468,088 | \$487,617 | \$2,284,622 |

Project: Marion Primary In-House

Project Type: Routine Maintenance
 FM Number: 4181071
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine maintenance.

Prior <2023:

\$40,439,904

Future >2027:

\$0

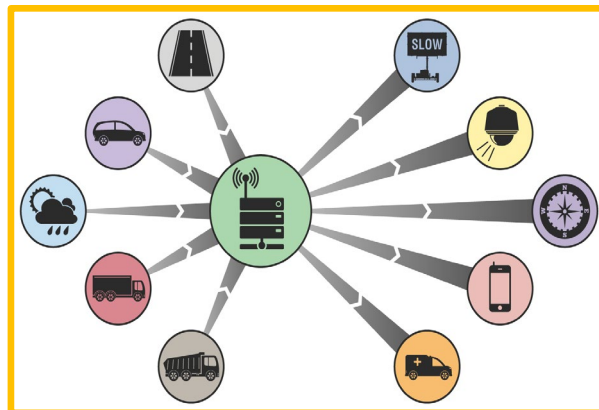
Total Project Cost:

\$49,599,769

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| MNT | D | State | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$9,159,865 |
| Total: | | | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$9,159,865 |

Project: I-75 ITS Communication

Project Type: ITS Communication System
 FM Number: 4497641
 Lead Agency: FDOT
 Length: 24.1 miles
 LRTP (Page #): Goal 6, Objective 6.1 (15)



SIS Project

Description:

Intelligent Transportation System (ITS) communication system installation on 24.1 miles of I-75 in Marion County from Mile Marker 325 to 349.

Prior <2023:

\$185,856

Future >2027:

\$0

Total Project Cost:

\$1,140,212

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | ACFP | Federal | \$949,221 | \$0 | \$0 | \$0 | \$0 | \$949,221 |
| CST | DIH | State | \$5,135 | \$0 | \$0 | \$0 | \$0 | \$5,135 |
| Total: | | | \$954,356 | \$0 | \$0 | \$0 | \$0 | \$954,356 |

Project: Ocala Operations Center Demo of Old Buildings

Project Type: Fixed Capital Outlay
 FM Number: 4501651
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for demolition of old buildings.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$100,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| MNT | D | State | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| Total: | | | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |

Project: Ocala Operations Center Construction Renovation

Project Type: Fixed Capital Outlay
 FM Number: 4501251
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Operations Center Construction Renovation project.

| | | |
|------------------------|-------------------------|----------------------------|
| Prior <2023: | Future >2027: | Total Project Cost: |
| \$0 | \$0 | \$5,536,100 |

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PE | FCO | State | \$534,900 | \$0 | \$0 | \$0 | \$0 | \$534,900 |
| CST | FCO | State | \$5,001,200 | \$0 | \$0 | \$0 | \$0 | \$5,001,200 |
| Total: | | | \$5,536,100 | \$0 | \$0 | \$0 | \$0 | \$5,536,100 |

Project: Ocala Operations Center Security – Integrated Electronic Security Systems on Gate

Project Type: Fixed Capital Outlay
 FM Number: 4501681
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Ocala Operations building security.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|----------------|------------|------------|------------|------------|----------------|
| CST | FCO | State | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$9,000 |
| Total: | | | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$9,000 |

Project: Ocala Operations Center Security – Fencing/Gate Updates

Project Type: Fixed Capital Outlay
 FM Number: 4501691
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Ocala Operations building fencing/gate security updates.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$70,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| CST | FCO | State | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| Total: | | | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |

APPENDIX

APPENDIX A: List of Figures

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APPENDIX B: List of Federally Obligagted Projects



Website: Ocalamariontpo.org

Transportation Improvement Program Fiscal Years 2021/2022 to 2025/2026 Federal Obligations Report *October 1, 2020 to September 30, 2021*



Annual Listing of Federally Obligated Projects

Summary

On an annual basis, per Title 23, United States Code (USC) 450.334, the Ocala Marion Transportation Planning Organization (TPO) is required to provide a summary listing of projects for which federal funds have been *obligated in the preceding federal fiscal year (FFY) from October 1 to September 30. The Florida Department of Transportation (FDOT) assists the TPO in complying with this federal requirement by providing a detailed report of federal project obligations for Marion County. The report is included each year as an amendment to the current Transportation Improvement Program (TIP).

A net total of \$26,342,420 of federal funds were obligated in FFY 2021 on 30 transportation projects and programs in Marion County. The following summary report and detailed obligation document provide a listing of the federally obligated projects by phases and funding sources.

*Obligation is the legal commitment by the Federal government to pay or reimburse a State or other entity for the Federal share of a project's eligible cost. Obligated projects have been authorized by the federal government and funds have been approved for reimbursement. Funding for projects can in some cases also be de-obligated. Funding previously obligated is removed from a project due to changes such as cost, delay or cancellation.

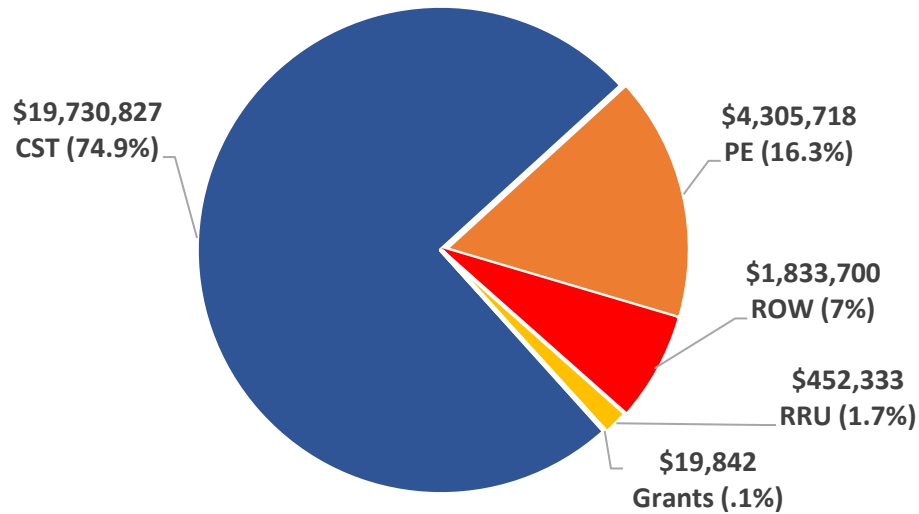
Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

| FM NUMBER | PROJECT AND DESCRIPTION | PHASE | LENGTH | FFY 2021 TOTAL |
|------------------|---|--------------|---------------|-----------------------|
| 238648 1 | SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 WIDENING | PE | 4.1 | \$500,000 |
| 410674 2 | SR 40 FROM END OF 4 LANES TO EAST OF CR 314 WIDENING | ROW | 5.3 | \$1,815,764 |
| | | PE | 5.3 | \$20,000 |
| 426179 1 | SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | PE | 0.0 | \$638,457 |
| 431797 1 | NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET | RRU | 1.6 | -\$9,531 |
| 431798 1 | NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET | RRU | 1.5 | \$384,067 |
| 431798 1 | NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET | PE | 1.5 | -\$8,237 |
| 433651 1 | CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS | PE | 0.7 | \$411,863 |
| 433651 1 | CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS | ROW | 0.7 | \$16,347 |
| 433651 4 | CR 484 FROM SW 20TH AVENUE TO CR 475A LANDSCAPING | PE | 0.7 | \$60,000 |
| 435659 2 | SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES | CST | 0.4 | -\$268 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | CST | 0.2 | \$579,508 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | RRU | 0.2 | \$92,262 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | PE | 0.2 | \$27,039 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | ROW | 0.2 | \$1,589 |
| 436361 1 | ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT | PE | N/A | \$160,000 |
| 436361 2 | ITS OPERATIONAL SUPPORT- CITY OF OCALA | PE | N/A | \$110,000 |
| 436879 1 | SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE. | CST | 6.2 | -\$140 |
| 439310 1 | OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET | CST | 0.0 | -\$6,083 |
| 439331 2 | OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP | PE | N/A | -\$107,327 |
| 439331 3 | OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP | PE | N/A | \$687,026 |
| 439887 1 | MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A | PE | 1.2 | -\$9,085 |
| 439887 1 | MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A | CST | 1.2 | -\$139,164 |
| 440880 1 | MAR OAKS-SUNRISE/HORIZON-MAR OAKS GOLF WAY TO MAR OAKS MANOR | PE | 0.8 | \$99,659 |
| 440900 2 | I-75 FRAME - ARTERIALS | CST | 0.0 | \$285,450 |
| 440900 2 | I-75 FRAME - ARTERIALS | PE | 0.0 | \$43,012 |
| 441136 1 | SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE | CST | 8.8 | \$19,011,524 |
| 441366 1 | SR 40 FROM SW 27TH AVE TO MLK JR. AVE | PE | 0.8 | \$272,546 |
| 442203 4 | SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA | GRANTS | N/A | \$7,651 |

Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

| FM NUMBER | PROJECT AND DESCRIPTION | PHASE | LENGTH | FFY 2021 TOTAL |
|-----------------------------|---|--------|---------------|---------------------|
| 442211 4 | MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA | GRANTS | N/A | \$12,191 |
| 443170 1 | SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 RESURFACING | PE | 14.0 | \$574,435 |
| 444382 1 | CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D | RRU | 0.0 | -\$51,130 |
| 445687 1 | US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD | PE | 0.1 | \$363,000 |
| 445688 1 | US 27 / US 441 / ABSHIVER BLVD. @ CR 42 | PE | 0.1 | \$79,788 |
| 445701 1 | SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD | PE | 0.2 | \$113,542 |
| 445800 1 | E SR 40 @ SR 492 | PE | 0.1 | \$270,000 |
| 446791 1 | LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY | RRU | 0.0 | \$33,077 |
| 448854 1 | NE 40TH ST AT RR CROSSING #627890X | RRU | 0.0 | \$3,588 |
| 30 PROJECTS/PROGRAMS | | | TOTAL: | \$26,342,420 |

FFY 2021 Federal Obligations by Phase



Phase Code:
CST - Construction
PE - Preliminary Engineering
ROW - Right-of-Way
RRU - Railroad Utilities

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| | | |
|--|--|--------------------------------------|
| ITEM NUMBER:238648 1 | PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:36060000 | PROJECT LENGTH: 4.146MI | LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2 |
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| GFSL | 205,655 | |
| GFSN | 30,330 | |
| SN | 264,015 | |
| TOTAL 238648 1 | 500,000 | |
| TOTAL 238648 1 | 500,000 | |

| | | |
|--|---|--------------------------------------|
| ITEM NUMBER:410674 2 | PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314 | *SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:36080000 | PROJECT LENGTH: 5.327MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2 |
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 20,000 | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 434,400 | |
| SN | 1,381,364 | |
| TOTAL 410674 2 | 1,835,764 | |
| TOTAL 410674 2 | 1,835,764 | |

| | | |
|---|--|--------------------------------------|
| ITEM NUMBER:431797 1 | PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:36000041 | PROJECT LENGTH: 1.597MI | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2 |
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | -9,531 | |
| TOTAL 431797 1 | -9,531 | |
| TOTAL 431797 1 | -9,531 | |

| | | |
|--|---|--------------------------------------|
| ITEM NUMBER:431798 1 | PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:36000042 | PROJECT LENGTH: 1.517MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4 |
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | -8,237 | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 364,067 | |
| SN | 20,000 | |
| TOTAL 431798 1 | 375,830 | |
| TOTAL 431798 1 | 375,830 | |

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Ocala-Marion TPO

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ITEM NUMBER:433651 1 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:36570000 PROJECT LENGTH: .741MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2021 |
|--|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 107,314 |
| SN | 304,549 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| GFSL | 34,783 |
| SL | -18,436 |
| TOTAL 433651 1 | 428,210 |
| TOTAL 433651 1 | 428,210 |

ITEM NUMBER:433651 4 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LANDSCAPING
ROADWAY ID:36570000 PROJECT LENGTH: .414MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

| FUND CODE | 2021 |
|--|---------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SN | 60,000 |
| TOTAL 433651 4 | 60,000 |
| TOTAL 433651 4 | 60,000 |

ITEM NUMBER:435659 2 PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36100000 PROJECT LENGTH: .364MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

| FUND CODE | 2021 |
|---|-------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | -268 |
| TOTAL 435659 2 | -268 |
| TOTAL 435659 2 | -268 |

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000 PROJECT LENGTH: .216MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

| FUND CODE | 2021 |
|--|--------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 27,039 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 1,589 |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 92,262 |

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP 579,508
TOTAL 435660 2 700,398
TOTAL 435660 2 700,398

ITEM NUMBER:436879 1 PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE. *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36100000 PROJECT LENGTH: 6.168MI LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHRE -140
TOTAL 436879 1 -140
TOTAL 436879 1 -140

ITEM NUMBER:439887 1 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -9,085
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -139,164
TOTAL 439887 1 -148,249
TOTAL 439887 1 -148,249

ITEM NUMBER:440880 1 PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SIDEWALK
ROADWAY ID:36000173 PROJECT LENGTH: .840MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA 63,449
TALL 35,605
TALT 605
TOTAL 440880 1 99,659
TOTAL 440880 1 99,659

ITEM NUMBER:441136 1 PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36001000 PROJECT LENGTH: 8.846MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
GFSL 4,198
SA 17,573,871
SL 1,433,455
TOTAL 441136 1 19,011,524
TOTAL 441136 1 19,011,524

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OCALA-MARION TPO

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ITEM NUMBER:441366 1 PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36110000 PROJECT LENGTH: .790MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| | |
|--|----------------|
| FUND CODE | 2021 |
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | 272,546 |
| TOTAL 441366 1 | 272,546 |
| TOTAL 441366 1 | 272,546 |

ITEM NUMBER:443170 1 PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36210000 PROJECT LENGTH: 13.993MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

| | |
|--|----------------|
| FUND CODE | 2021 |
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 574,435 |
| TOTAL 443170 1 | 574,435 |
| TOTAL 443170 1 | 574,435 |

ITEM NUMBER:444382 1 PROJECT DESCRIPTION:CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:36150000 PROJECT LENGTH: .014MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| | |
|---|----------------|
| FUND CODE | 2021 |
| ----- | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHP | -51,130 |
| TOTAL 444382 1 | -51,130 |
| TOTAL 444382 1 | -51,130 |

ITEM NUMBER:445687 1 PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36060000 PROJECT LENGTH: .100MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| | |
|--|----------------|
| FUND CODE | 2021 |
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | 1,000 |
| SA | 362,000 |
| TOTAL 445687 1 | 363,000 |
| TOTAL 445687 1 | 363,000 |

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Ocala-Marion TPO

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ITEM NUMBER:445688 1 PROJECT DESCRIPTION:US 27 / US 441 / ABSHIVER BLVD. @ CR 42 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36220000 PROJECT LENGTH: .065MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| | | |
|--|------|---------------|
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | | 5,000 |
| SA | | 74,788 |
| TOTAL 445688 1 | | 79,788 |
| TOTAL 445688 1 | | 79,788 |

ITEM NUMBER:445701 1 PROJECT DESCRIPTION:SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36010000 PROJECT LENGTH: .180MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| | | |
|--|------|----------------|
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | | 67,175 |
| SA | | 46,367 |
| TOTAL 445701 1 | | 113,542 |
| TOTAL 445701 1 | | 113,542 |

ITEM NUMBER:445800 1 PROJECT DESCRIPTION:E SR 40 @ SR 492 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36080000 PROJECT LENGTH: .116MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| | | |
|--|------|----------------|
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | | 270,000 |
| TOTAL 445800 1 | | 270,000 |
| TOTAL 445800 1 | | 270,000 |

ITEM NUMBER:446791 1 PROJECT DESCRIPTION:LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | | |
|---|------|---------------|
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| RHP | | 33,077 |
| TOTAL 446791 1 | | 33,077 |
| TOTAL 446791 1 | | 33,077 |

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ITEM NUMBER: 448854 1
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: NE 40TH ST AT RR CROSSING #627890X
 COUNTY: MARION
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: RAIL SAFETY PROJECT
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
 CODE

2021

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT
 RHP

| | |
|----------------|------------|
| TOTAL 448854 1 | 3,588 |
| TOTAL 448854 1 | 3,588 |
| TOTAL DIST: 05 | 3,588 |
| TOTAL HIGHWAYS | 24,512,043 |
| | 24,512,043 |

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OCALA-MARION TPO

PLANNING
=====

ITEM NUMBER:439331 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC

PL

-107,327

TOTAL 439331 2

-107,327

TOTAL 439331 2

-107,327

ITEM NUMBER:439331 3
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC

PL

687,026

TOTAL 439331 3

687,026

TOTAL 439331 3

687,026

TOTAL DIST: 05

579,699

TOTAL PLANNING

579,699

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Ocala-Marion TPO

MISCELLANEOUS
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| | | |
|--|--|---|
| ITEM NUMBER:426179 1 | PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:MISCELLANEOUS CONSTRUCTION |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALN | 600,000 | |
| TALT | 38,457 | |
| TOTAL 426179 1 | 638,457 | |
| TOTAL 426179 1 | 638,457 | |

| | | |
|--|--|---------------------------------------|
| ITEM NUMBER:436361 1 | PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | 160,000 | |
| TOTAL 436361 1 | 160,000 | |
| TOTAL 436361 1 | 160,000 | |

| | | |
|--|--|---------------------------------------|
| ITEM NUMBER:436361 2 | PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- CITY OF Ocala | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | 110,000 | |
| TOTAL 436361 2 | 110,000 | |
| TOTAL 436361 2 | 110,000 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:439310 1 | PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:BIKE PATH/TRAIL |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALT | -6,083 | |
| TOTAL 439310 1 | -6,083 | |
| TOTAL 439310 1 | -6,083 | |

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Ocala-Marion TPO

MISCELLANEOUS
=====

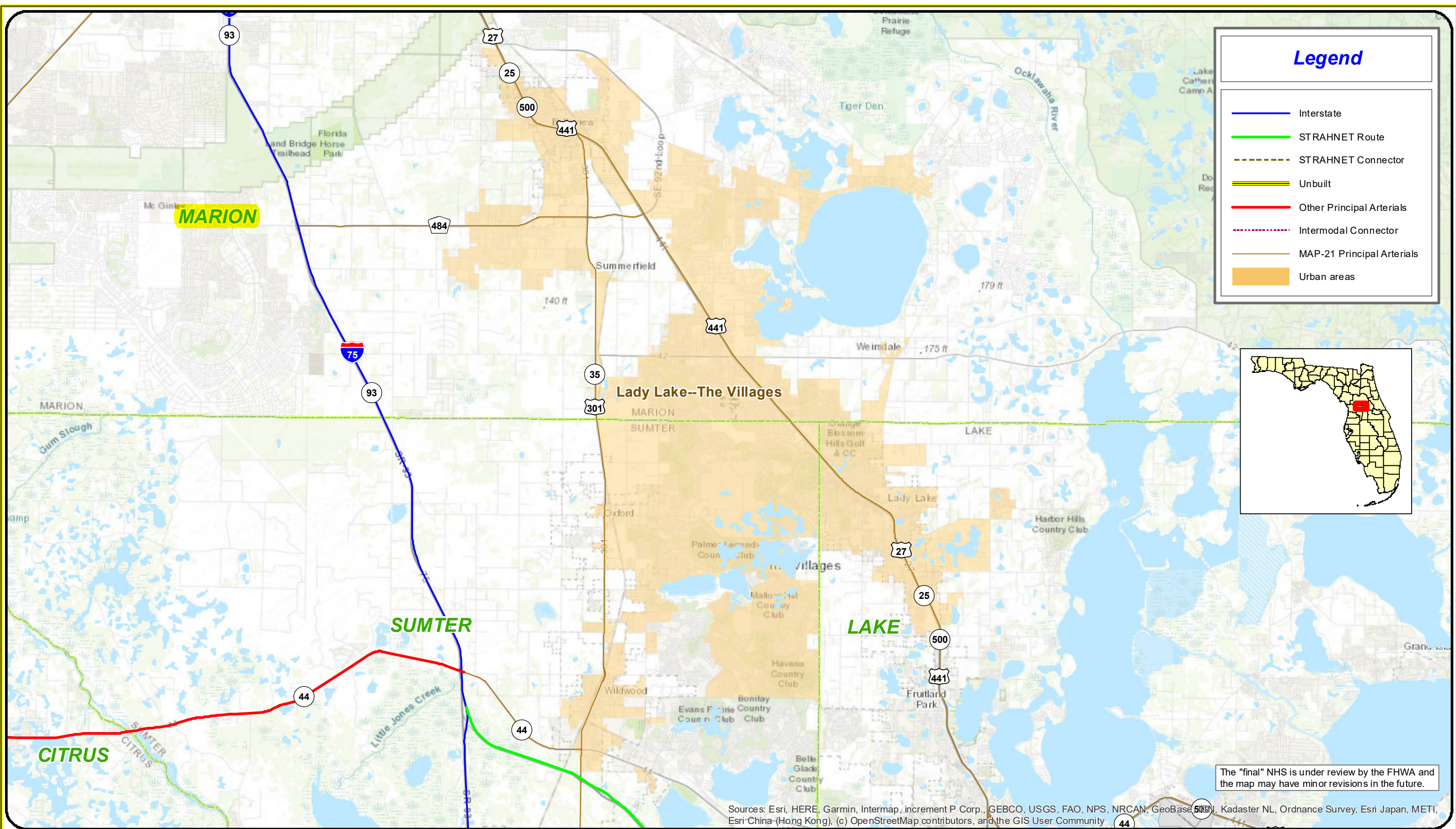
| | | |
|--|--|---------------------------------------|
| ITEM NUMBER:440900 2 | PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| ----- | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NFP | | 43,012 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NFP | | 285,450 |
| TOTAL 440900 2 | | 328,462 |
| TOTAL 440900 2 | | 328,462 |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:442203 4 | PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:EMERGENCY OPERATIONS |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| ----- | ----- | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | | 7,651 |
| TOTAL 442203 4 | | 7,651 |
| TOTAL 442203 4 | | 7,651 |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:442211 4 | PROJECT DESCRIPTION:MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:EMERGENCY OPERATIONS |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| ----- | ----- | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | | 12,191 |
| TOTAL 442211 4 | | 12,191 |
| TOTAL 442211 4 | | 12,191 |
| TOTAL DIST: 05 | | 1,250,678 |
| TOTAL MISCELLANEOUS | | 1,250,678 |

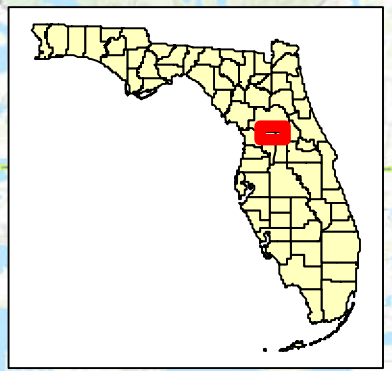
GRAND TOTAL **26,342,420**

**APPENDIX C: National Highway System (NHS) and
Strategic Intermodal System (SIS)**




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.

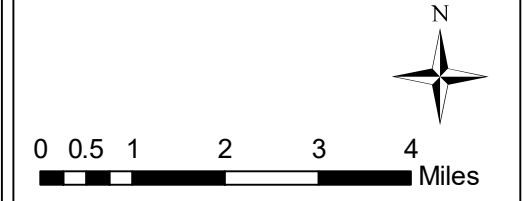
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, Swisstopo, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



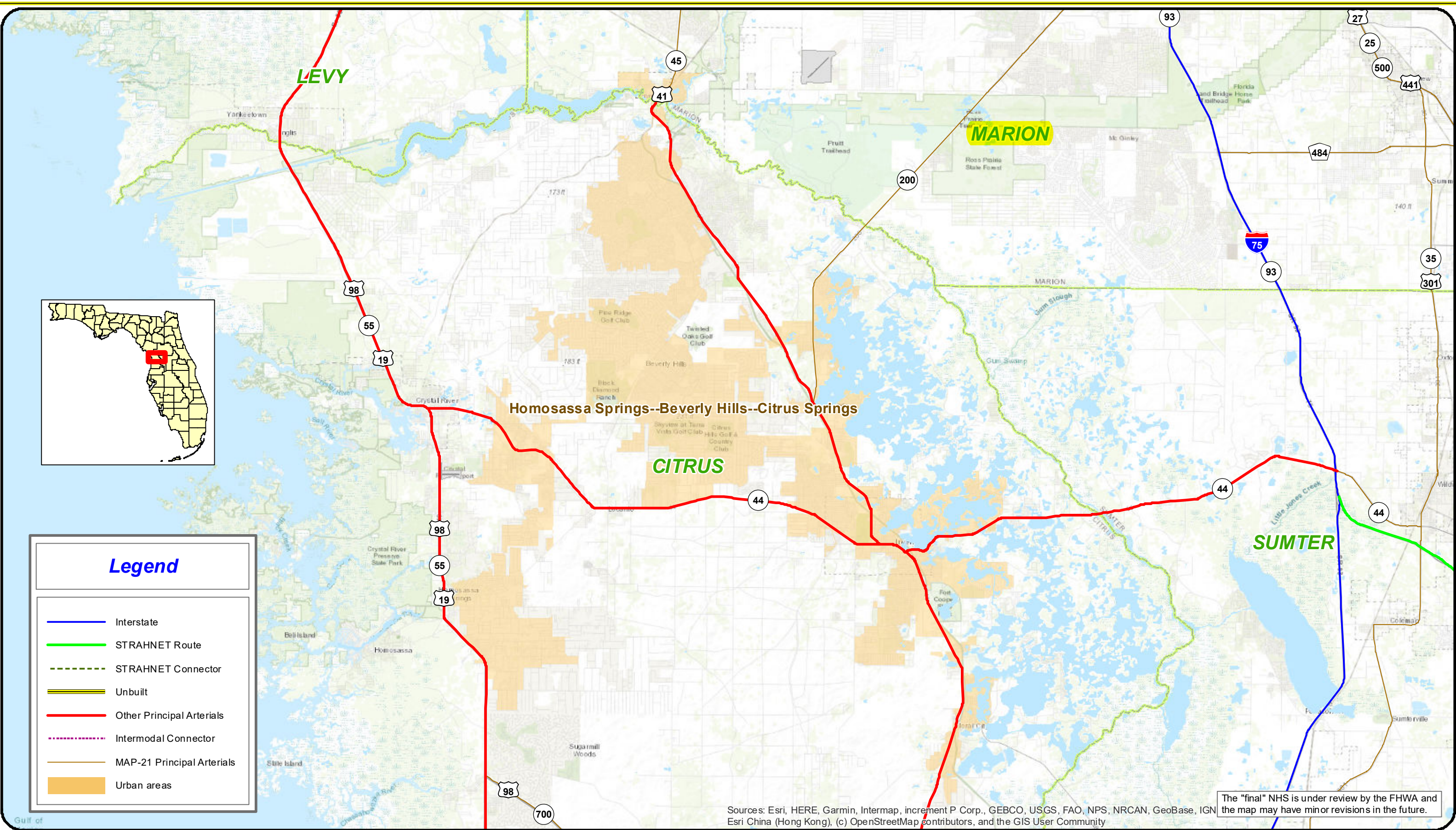
Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Lady Lake, The Villages - 3/2/2022



0 0.5 1 2 3 4 Miles



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.

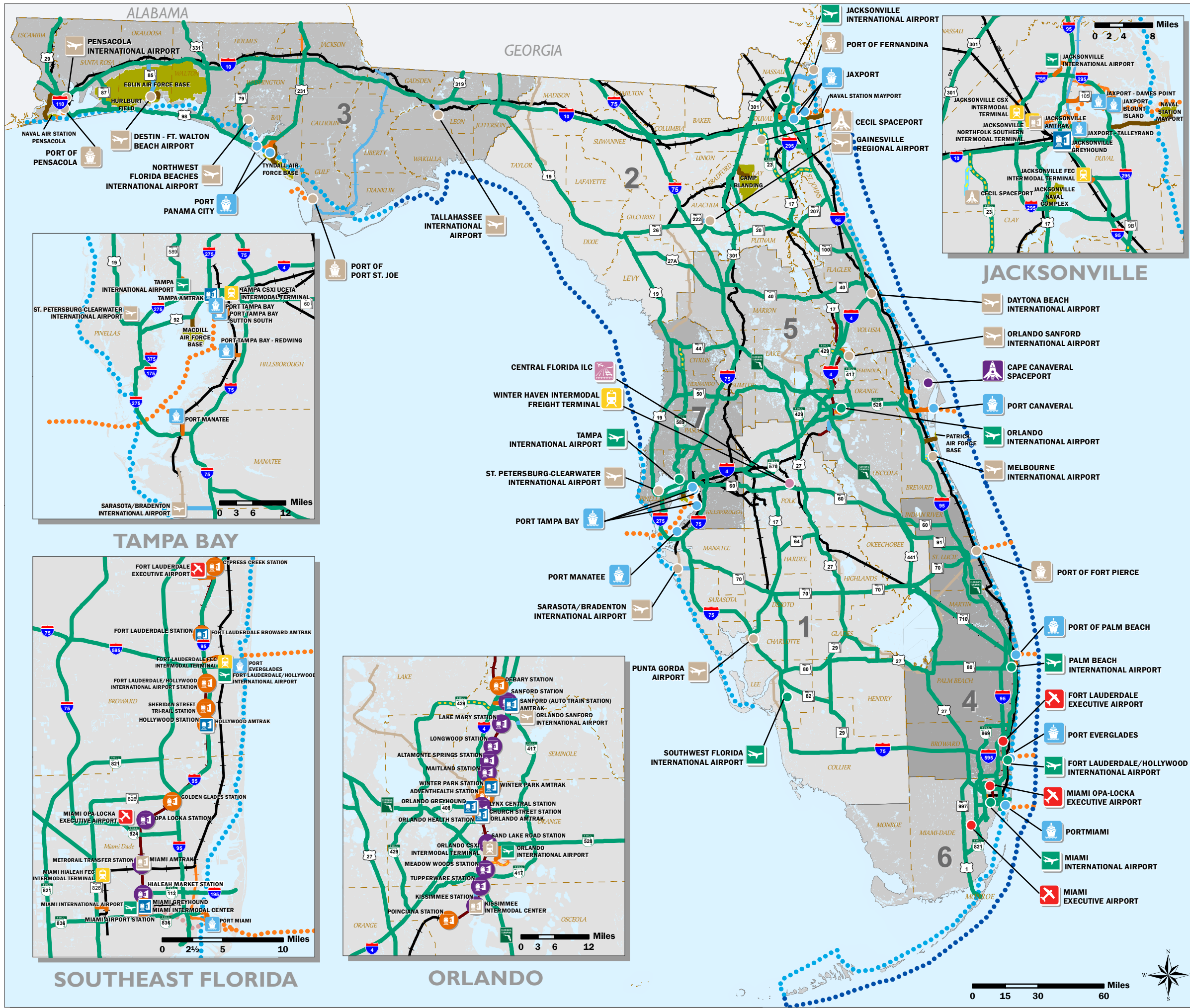
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community


Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Homosassa Springs, Beverly Hills, Citrus Springs - 3/2/2022






0.5 1 2 3 4 Miles







Strategic Intermodal System
System Map



Airports & Spaceports

-  SIS Commercial Service Airport
-  Strategic Growth Commercial Service Airport
-  SIS General Aviation Reliever Airport
-  SIS Spaceport
-  Strategic Growth Spaceport


Seaports

-  SIS Seaport
-  Strategic Growth Seaport



Freight Rail Terminals

-  SIS Freight Rail Terminal
-  Strategic Growth Freight Rail Terminal



Intermodal Logistic Center

-  Strategic Growth Intermodal Logistic Center








Interregional Passenger Terminals

-  SIS Passenger Terminal
-  Strategic Growth Passenger Terminal






Urban Fixed Guideway Transit Terminal

-  SIS Urban Fixed Guideway Hub
-  SIS Urban Fixed Guideway Station



Highway

-  SIS Highway Corridor
-  Future SIS Highway Corridor
-  Strategic Growth Highway Corridor
-  SIS Highway Connector
-  Strategic Growth Highway Connector
-  Future Strategic Growth Highway Connector
-  SIS Military Access Facility

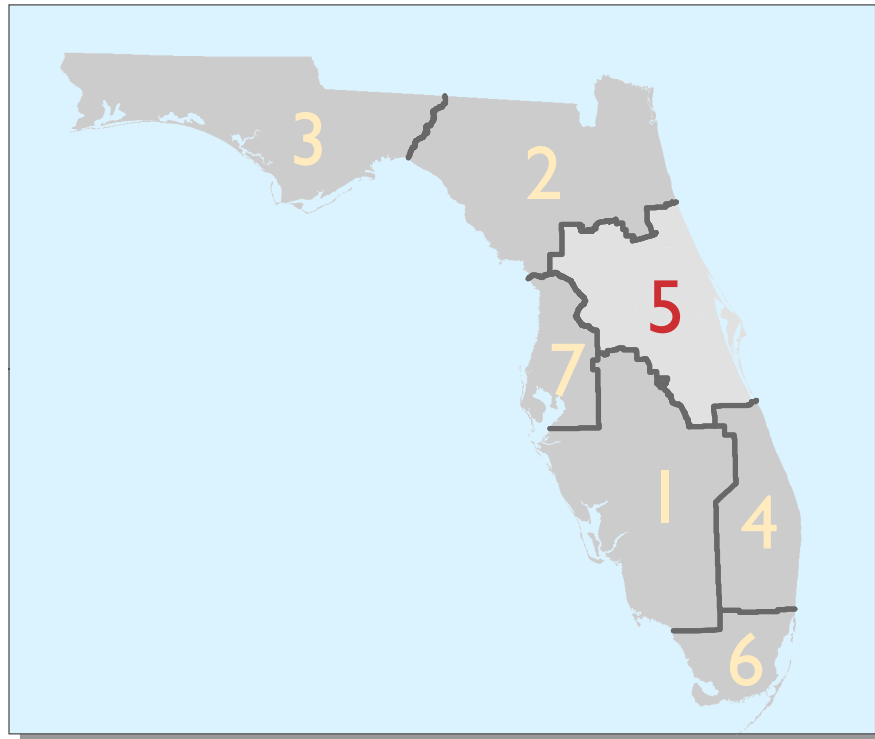
Rail & Urban Fixed Guideway

-  SIS Railway Corridor
-  Strategic Growth Railway Corridor
-  SIS Railway Connector
-  Strategic Growth Railway Connector
-  SIS Urban Fixed Guideway

Waterways

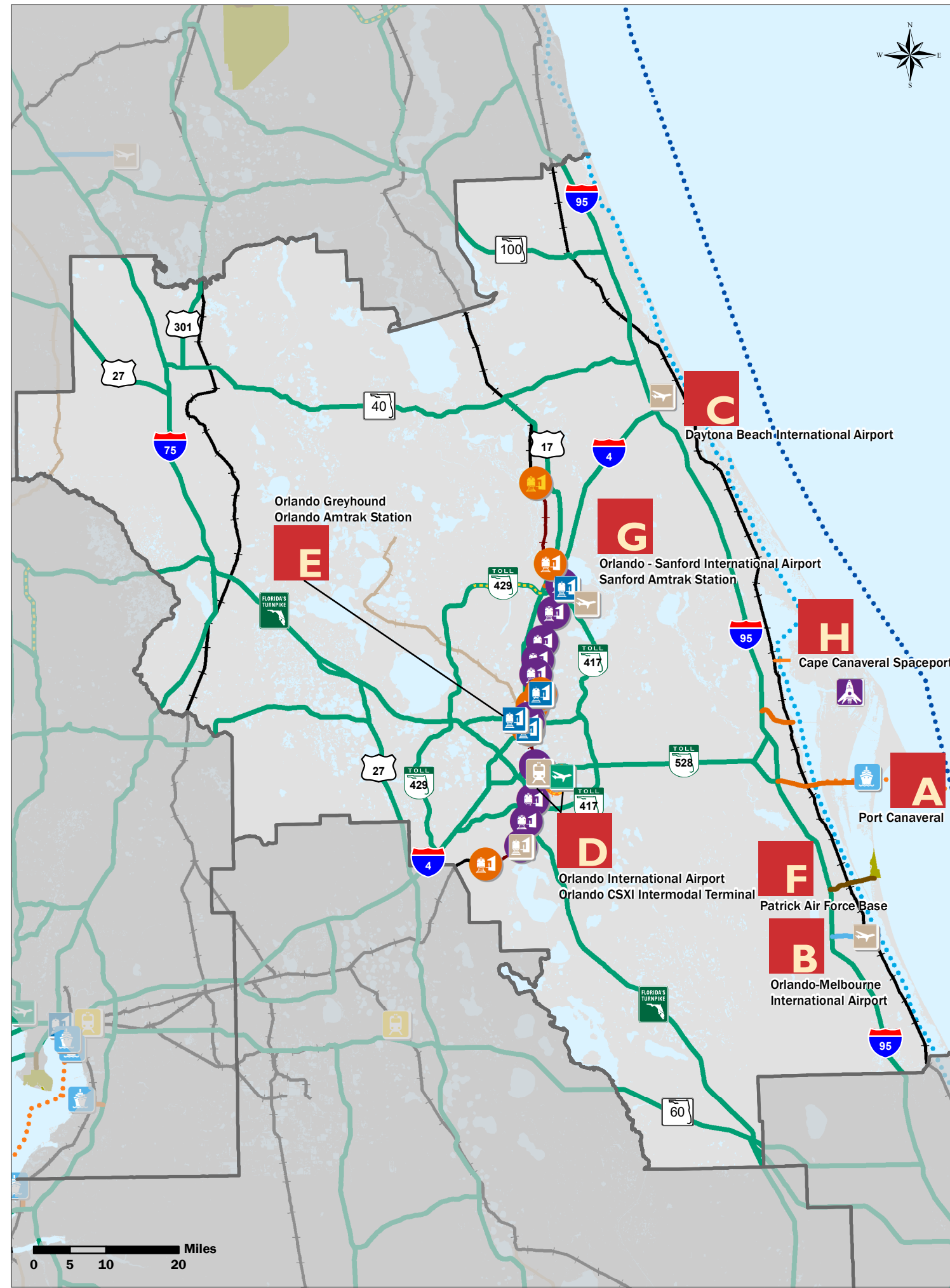
-  SIS Waterway
-  Strategic Growth Waterway
- SIS Waterway Connector
- SIS Waterway Shipping Lane

DISTRICT 5 overview



| DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES | | | | | | |
|--|------------------------------------|------------------|-----------|------------------|--------------------------|-----------------|
| Facility Type | Active and Planned Drop Facilities | | | | | Future Facility |
| | Corridor / Hub | | Connector | | Military Access Facility | |
| | SIS | Strategic Growth | SIS | Strategic Growth | | |
| Airports | 1 | 3 | - | - | - | - |
| Spaceports | 1 | - | - | - | - | - |
| Seaports | 1 | - | - | - | - | - |
| Freight Terminals | - | 1 | - | - | - | - |
| Passenger Terminals | 4 | 1 | - | - | - | - |
| UFG Hubs / Stations | 5 / 11 | - | - | - | - | 1 / 0 |
| Rail Miles | 301 | 54 | 2 | 3 | - | 6 |
| Urban Fixed Guideway | 52 | - | - | - | - | 12 |
| Highway Miles (Centerline) | 796 | - | 28 | 17 | 6 | 13 |
| Highway Miles (Lane) | 3717 | - | 110 | 71 | 26 | 11 |

Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included



SIS atlas

- Airports and Spaceports**
 - SIS Airport
 - Strategic Growth Airport
 - SIS Spaceport
- Seaports**
 - SIS Seaport
- Freight Rail Terminals**
 - Strategic Growth Freight Rail Terminal
- Passenger Terminals**
 - SIS Passenger Terminal
 - Strategic Growth Passenger Terminal
- UFG Transit Terminals**
 - SIS Urban Fixed Guideway Hub
 - Future SIS Urban Fixed Guideway Hub
 - SIS Urban Fixed Guideway Station
- Highway**
 - SIS Highway Corridor
 - Future SIS Highway Corridor
 - SIS Highway Connector
 - Strategic Growth Highway Connector
 - Military Access Facility
- Rail**
 - SIS Railway Corridor
 - Strategic Growth Railway Corridor
 - SIS Railway Connector
- Urban Fixed Guideway (UFG)**
 - SIS Urban Fixed Guideway Corridor
- Waterways**
 - SIS Waterway
 - SIS Waterway Connector
 - SIS Waterway Shipping Lane
- Connector Map Insets**
 - A

APPENDIX D: Transportation Performance Management Fact Sheets

Transportation Performance Management

April 2022

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.



Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

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

Transportation Improvement Programs

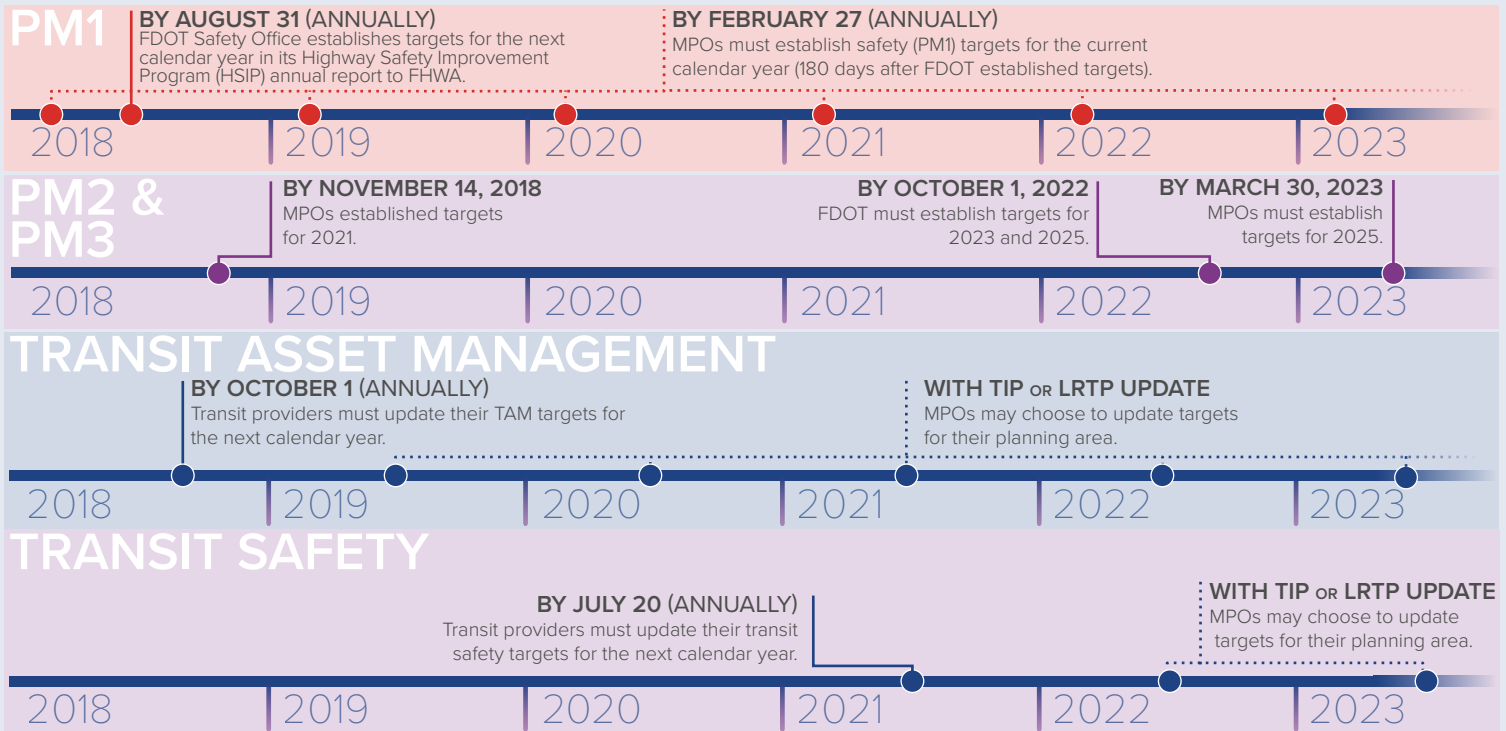
The TIP must:

- » Reflect the investment priorities established in the current long-range transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs

*Please refer to the five accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rules.

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's state-wide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

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, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

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PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

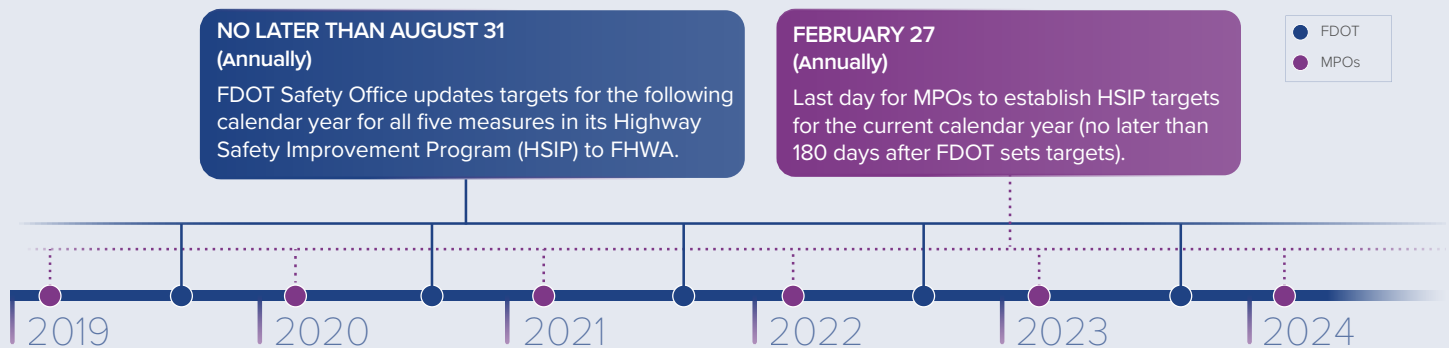
OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

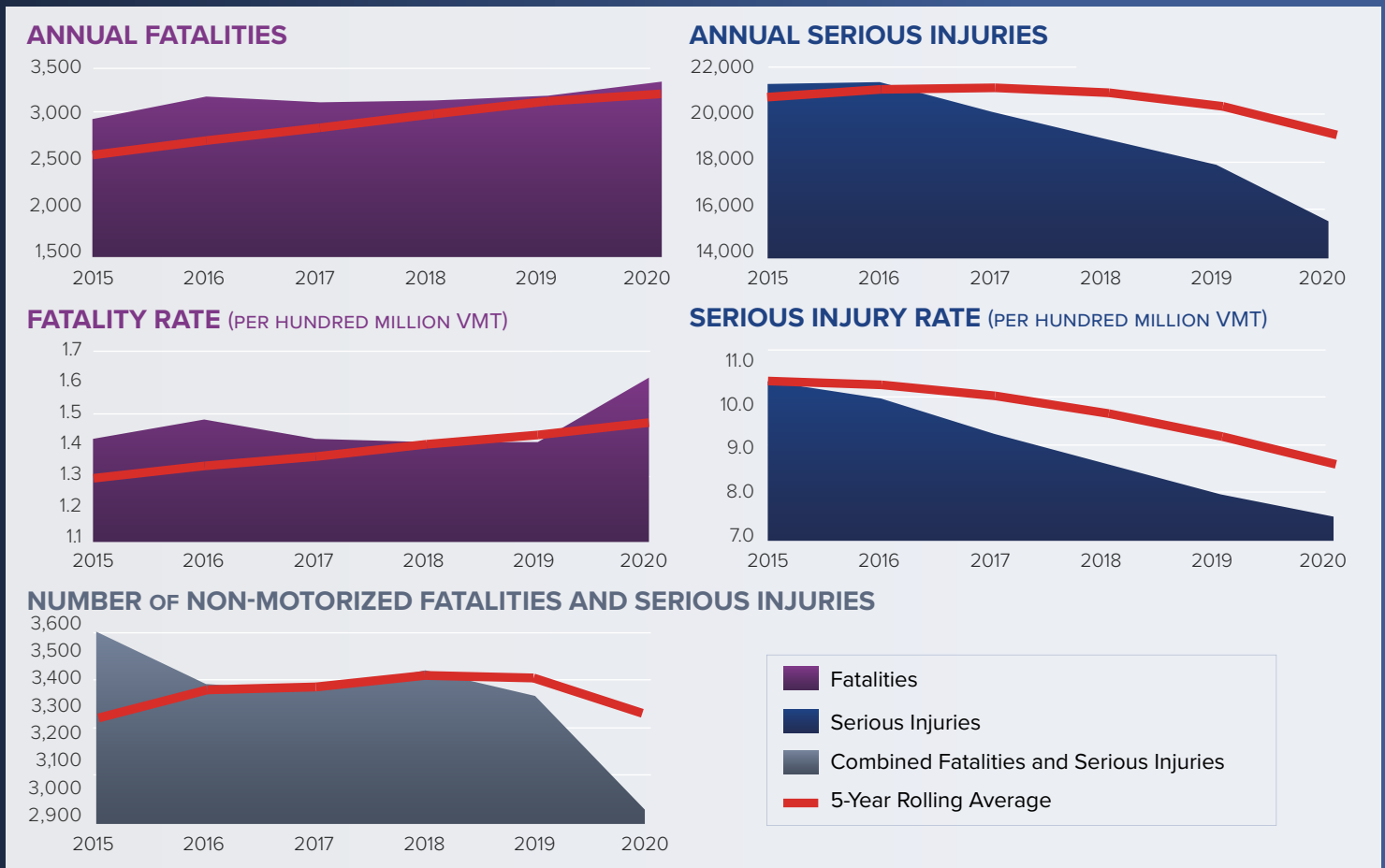
| | | |
|--|--|---|
| NUMBER OF FATALITIES | The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year. | COORDINATION WITH OTHER PLANS Updates to FDOT’s Florida Transportation Plan (FTP) and MPO’s Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets. Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP. |
| RATE OF FATALITIES | The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year. | |
| NUMBER OF SERIOUS INJURIES | The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year. | |
| RATE OF SERIOUS INJURIES | The total number of serious injuries per 100 million VMT in a calendar year. | |
| NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES | The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year. | |

TIMELINE



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS



Source: FLHSMV, 2021.

STATEWIDE TARGETS

- » FDOT annually 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.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

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

MPO TARGETS

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

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Based on FHWA's review, 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 has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

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.

BRIDGE PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

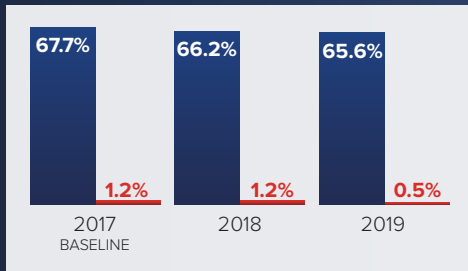
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



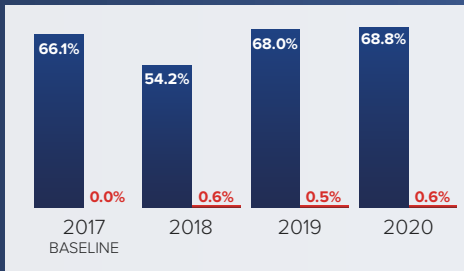
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

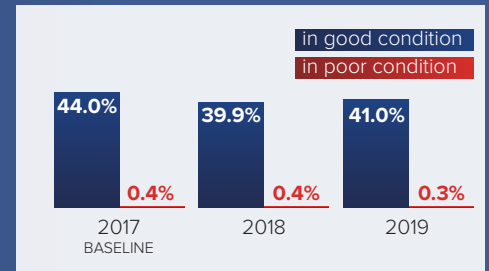
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

| Performance Measure | 2-Year Target | 4-Year Target |
|---|---------------|---------------|
| <i>Pavement</i> | | |
| % of Interstate pavements in GOOD condition | Not required | ≥ 60% |
| % of Interstate pavements in POOR condition | Not required | ≤ 5% |
| % of non-Interstate NHS pavements in GOOD condition | ≥ 40% | ≥ 40% |
| % of non-Interstate NHS pavements in POOR condition | ≤ 5% | ≤ 5% |
| <i>Bridge</i> | | |
| % of NHS bridges (by deck area) classified in GOOD condition | ≥ 50% | ≥ 50% |
| % of NHS bridges (by deck area) classified in POOR condition | ≤ 10% | ≤ 10% |

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

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

FOR MORE INFORMATION PLEASE CONTACT

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PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES

| Performance Measure | Typically Referred to As | What It Measures |
|---|----------------------------|--|
| Percent of person-miles traveled on the Interstate that are reliable | Interstate reliability | Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. |
| Percent of person-miles traveled on the non- Interstate NHS that are reliable | Non-Interstate reliability | Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles. |
| Truck travel time reliability (TTTR) index | Truck reliability | Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience. |

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

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 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

| Performance Measure | 2-Year Target | 4-Year Target |
|--------------------------------|---------------|---------------|
| Interstate reliability | ≥ 75% | ≥ 70% |
| Non-Interstate NHS reliability | Not required | ≥ 50% |
| Truck reliability | ≤ 1.75 | ≤ 2.00 |

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. 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 analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

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TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

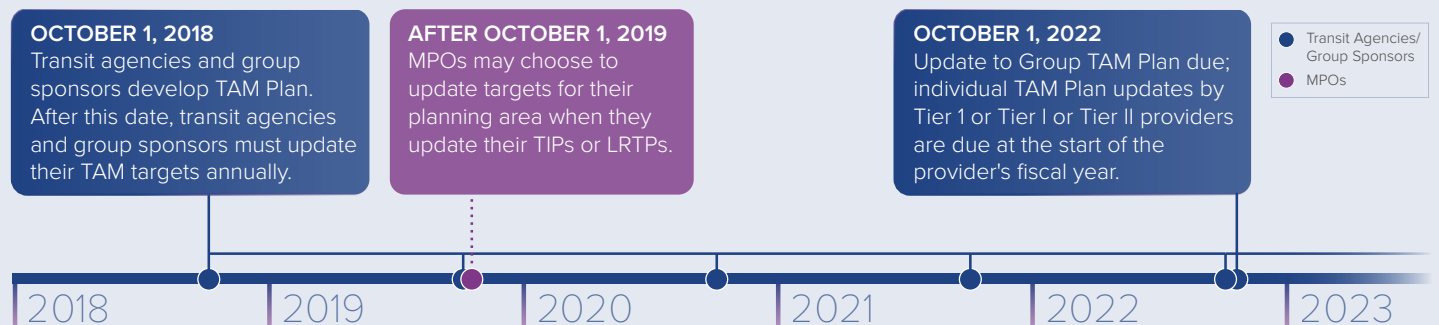
Transit Asset Categories and Related Performance Measures

| FTA Asset Categories | Type of Measure | Performance Measures |
|--|--------------------|---|
| EQUIPMENT Non-revenue support-service and maintenance vehicles | Age | Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB) |
| ROLLING STOCK Revenue vehicles | Age | Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB |
| INFRASTRUCTURE Rail fixed-guideway track | Performance | Percentage of track segments (by mode) with performance restrictions |
| FACILITIES Buildings and structures | Condition | Percentage of facilities within an asset class rated below condition 3 on the Transit Economic Requirement Model (TERM) scale |

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investments have been met or recovered.

TIMELINE



Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II transit providers and establishes different requirements for them.

TIER I

Owns, operates, or manages either:

- > = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route** mode
- OR
- Rail transit

TIER II

Owns, operates, or manages either:

- < = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route** mode
- OR
- Subrecipient under the 5311 program
- OR
- Native American Tribe

TAM Plan Elements

| | |
|--|----------------------|
| 1. Inventory of Capital Assets | ALL PROVIDERS |
| 2. Condition Assessment | |
| 3. Decision Support Tools (Tiers I and II) | |
| 4. Investment Prioritization | |
| 5. TAM and SGR Policy | TIER I ONLY |
| 6. Implementation Strategy | |
| 7. List of Key Annual Activities | |
| 8. Identification of Resources | |
| 9. Evaluation Plan | |

A **TIER I** provider must develop its own TAM Plan. The Tier I provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

- » Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- » MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- » MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation
erika.thompson@dot.state.fl.us | (850) 414-4807

PUBLIC TRANSIT Safety Performance



MAP-21 Performance Management

April 2022

OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

| | |
|--|---|
| RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS | FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds. |
| SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S) | Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT. |

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.



INJURIES

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

SAFETY EVENTS

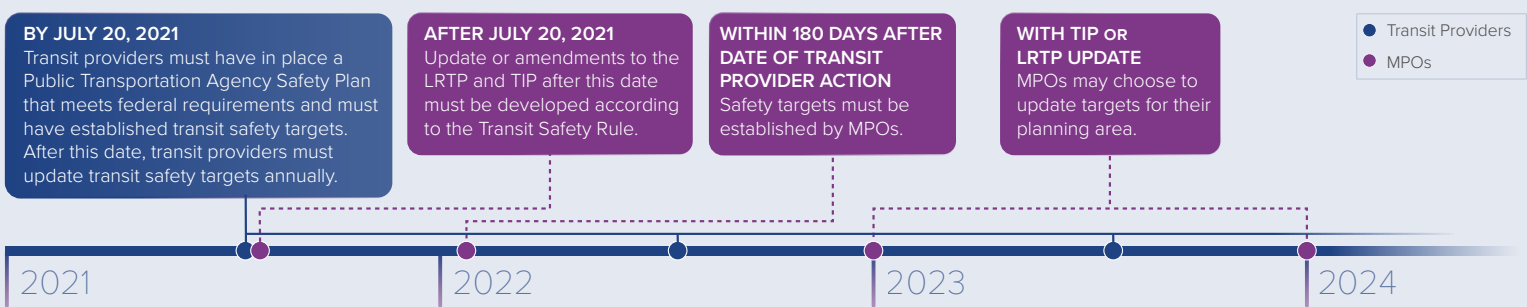
Total number of reportable events and rate per total vehicle revenue miles by mode.



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE



PTASP CERTIFICATION AND REVIEW

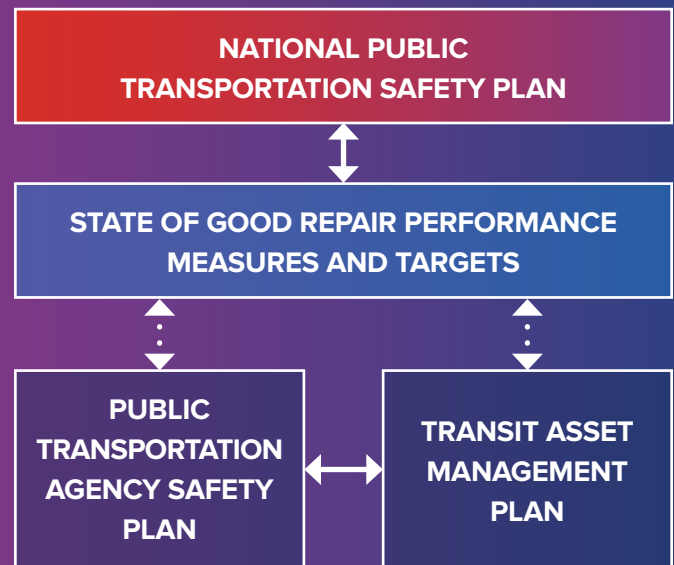
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

- » Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- » MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support a public transit provider's safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- » Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider PTASP targets in the updated TIP.
- » If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

APPENDIX E: Public Notice Records

LOCALiQ

The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

Ocala Marion Tpo
Ocala Marion Tpo
2710 E. SILVER SPRINGS BLVD.
OCALA FL 34470


The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway and bridge construction; operations; resurfacing; bicycle and pedestrian; transit, aviation and rail.
The Draft TIP for Fiscal Years 2023 to 2027 is available for public review by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.
Please use the TPO Feedback Form at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form> to provide comments by June 24, 2022; or contact Rob Balmes, TPO Director. 352-438-2631; rob.balmes@marionfl.org.
May 3, 2022 7198272

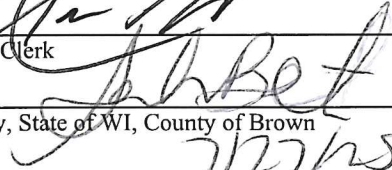
STATE OF FLORIDA, COUNTY OF MARION

The Star Banner, a newspaper printed and published in the city of Ocala, and of general circulation in the County of Marion, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated or by publication on the newspaper's website, if authorized, on:

05/03/2022

and that the fees charged are legal.
Sworn to and subscribed before on 05/03/2022



Legal Clerk


Notary, State of WI, County of Brown
7/27/25

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SARAH BERTELSEN
Notary Public
State of Wisconsin

Ocala StarBanner

Public Notices

Originally published at ocala.com on 05/03/2022

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May 3, 2022 7198272


Draft Transportation Improvement Program (TIP) is available for public review – Transportation Planning Organization



DRAFT
Transportation Improvement Program
Fiscal Years 2023 to 2027



Pending Board Adoption, June 28, 2022



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

2710 E. Silver Springs Boulevard • Ocala, FL 34470 • 352-438-2630

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APPENDIX F: Public and Partner Comments



FY 2023 to 2027 Transportation Improvement Program (TIP)

Public Comments

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. The following public comments were received by the TPO.

- **Comment:** “Please expand I-75 and existing roads before destroying farms, nature, and the springs to build new ones. Once these resources are gone they can never be replaced.”
 - **TPO Response:** Noted for public record. The citizen requested to not receive follow up from the TPO. The comment is part of public record and included in the TIP document for future planning considerations.

- **Comment:** “As a member of the TPO Board who works at Central Florida Community Action Agency and live in Alachua County, one of the things that I've noticed for some of the clients that we serve in Marion County, they have transportation needs to get back and forth to clinical sites that are often located in Belleview, Orlando, etc. I'm not sure if there is some sort of shuttle services that can assist students who are residents and need to travel outside of Marion County for clinicals, work, etc.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.

- **Comment:** “The back and forth regarding opening Ocala Int'l Airport to commercial airlines needs to be resolved in two ways: The designation "International Airport" is misleading. That needs to be changed to something else to reflect the actual air traffic and constituent travel: Regional Airport? Regional Business Airpark? Dump the word "International". Second, a lot of frustration of air travelers having to drive to Orlando or Gainesville could be reduced by a highspeed railway system.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling and other related errors.

Enhancement: Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment **MUST** be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures or statutes that the document does not conform with.

If a question is categorized, a comment must be included. In addition, if a question is answered with "no", a comment must also be included. Once the checklist is finalized, please share as a PDF.

| | | | |
|-----------|-------------------------|------------------------|---------------------|
| MPO: | Ocala Marion TPO | Fiscal Years included: | FY 2023-2027 |
| Review #: | 1 (Draft) | Date of Review: | 5/10/22 |
| | | Reviewed by: | LLH |

TIP Format & Content

| | |
|---|---|
| Does the cover page include the MPO name, address correct fiscal years, and provide a location to add the date of adoption? | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| <i>No comment</i> Click here to enter comments | Page Numbers: 1 |
| <i>Page numbers referenced are page numbers of pdf</i> | |
| Does the Table of Contents show the title of each section with correct page number? | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| <i>No comment</i> Click here to enter comments | Page Numbers: 4 |
| <i>Click here to enter notes</i> | |
| Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| <i>No comment</i> Click here to enter comments | Page Numbers: 2 |
| <i>Click here to enter notes</i> | |
| Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms? | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| <i>No comment</i> Click here to enter comments | Page Numbers: 21 and 138 |
| <i>List of fund codes starts on page 21. Glossary of Terms and Acronyms begins on page 138.</i> | |

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S.].

Yes No

[No comment](#) [Click here to enter comments.](#)

Page Numbers: 20

[Click her to enter notes](#)

Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.] **For consistency guidance, see Section 1. Florida LRTP Amendment Thresholds.**

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 32

[Click here to enter notes](#)

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

No comment

[Click here to enter comments](#)

Page Numbers: 102

[Click here to enter notes](#)

Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes No

No comment

[Click here to enter comments](#)

Page Numbers: 7

[Click here to enter notes](#)

If applicable, does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.

Yes No

N/A

No comment

[Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.

Yes No

No comment

[Click here to enter comments](#)

Page Numbers: 10

[Click here to enter notes](#)

Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.

Yes No

No comment

[Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

Does the TIP discuss how, once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes No

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(c)]

No comment

[Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Does the TIP discuss anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(d)]

[No comment](#) [Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes No

[No comment](#) [Click here to enter comments](#)

Page Numbers: 31

[Click here to enter notes](#)

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, **Department of Economic Opportunity**, FTA, & FHWA?

Yes No

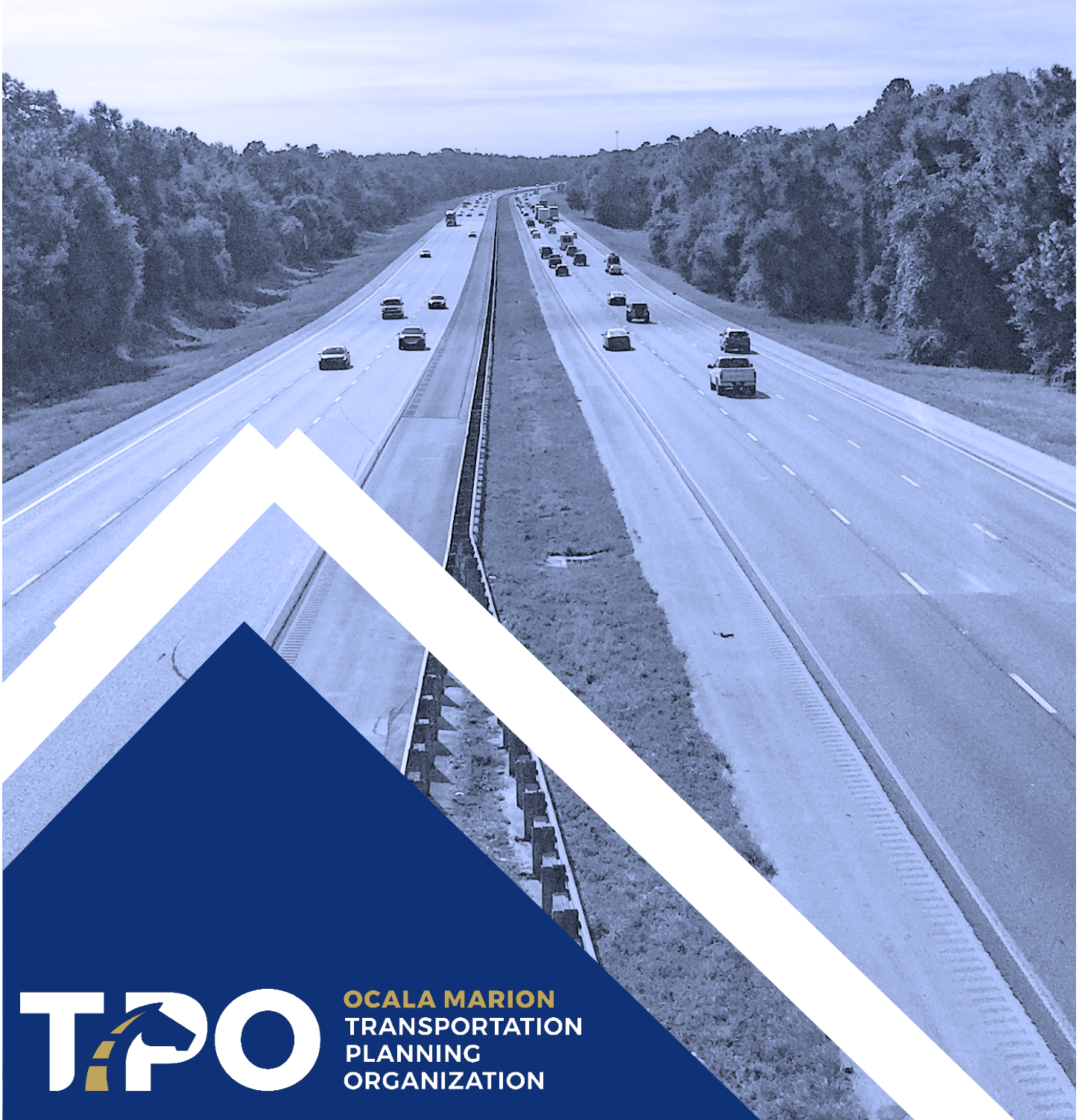
[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

APPENDIX G: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

February 2022

| ACRYONYM | NAME | DESCRIPTION |
|----------|---|---|
| 3C | Continuing, Cooperative and Comprehensive | A Continuing, Cooperative and Comprehensive (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding. |
| ACS | American Community Survey | The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people. |
| ADA | Americans with Disabilities Act | The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. |
| ATMS | Automated Traffic Management System | ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems. |
| BEA | Bureau of Economic Analysis | Federal agency within the Department of Commerce that provides economic data and projections. |
| BLS | Bureau of Labor Statistics | Federal agency within the Department of Labor that tracks federal employment data. |
| BTS | Bureau of Transportation Statistics | The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources. |
| CAAA | Clean Air Act Amendments of 1990 | The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law. |
| CAC | Citizen Advisory Committee | The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented. |
| CBSA | Core Based Statistical Areas | CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel. |
| CFMPOA | Central Florida Metropolitan Planning Organization Alliance | A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region. |
| CFR | Code of Federal Regulations | The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|---|--|
| CFRPM | Central Florida Regional Planning Model | Travel demand forecasting tool used by numerous planning agencies throughout central Florida. |
| CMAQ | Congestion Mitigation and Air Quality Improvement Program | The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.). |
| CMP | Congestion Management Process | A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs. |
| CTC | Community Transportation Coordinator | Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/). |
| CTD | Commission for Transportation Disadvantaged | Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html). |
| CTPP | Census Transportation Planning Products | The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau. |
| CTST | Community Traffic Safety Team | An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition. |
| DBE | Disadvantaged Business Enterprise | The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/). |
| DOPA | Designated Official Planning Agency | An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm) |
| DRI | Development of Regional Impact | A large-scale development project that may impact multiple counties or jurisdictions |
| EIS | Environmental Impact Statement | Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|--|--|
| EPA | Environmental Protection Agency | The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others. |
| ETDM | Efficient Transportation Decision Making | Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects. |
| FAA | Federal Aviation Administration | FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety. |
| FAST Act | Fixing America's Surface Transportation Act | The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. |
| FDOT | Florida Department of Transportation | Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/). |
| FHWA | Federal Highway Administration | A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. |
| FMTTP | Freight Mobility and Trade Plan | FDOT's Freight Mobility and Trade Plan (FMTTP) defines policies and investments that will enhance Florida's economic development into the future. |
| FSUTMS | Florida Standard Urban Transportation Modeling Structure | FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models. |
| FTA | Federal Transit Administration | A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers. |
| FTP | Florida Transportation Plan | Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation. |
| FY | Fiscal Year/ Federal Fiscal Year | The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|--|---|
| GIS | Geographic Information System | Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information. |
| HOV | High-Occupancy Vehicle | Vehicles carrying two or more people. |
| HSIP | Highway Safety Improvement Program | The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. |
| HUD | Department of Housing and Urban Development | HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure. |
| IIJA | Infrastructure Investment and Jobs Act | Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending. |
| IRI | International Roughness Index | International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface. |
| ITS | Intelligent Transportation Systems | Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system. |
| LOS | Level of Service | Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects. |
| LOPP | List of Priority Projects | The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding. |
| LRTP/MTP | Long-Range Transportation Plan (or Metropolitan Transportation Plan) | A document that serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/ . |

| ACRYONYM | NAME | DESCRIPTION |
|---------------|---|---|
| LOTTR | Level of Travel Time Reliability | The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS). |
| MAP-21 | Moving Ahead for Progress in the 21st Century | The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. |
| MPA | Metropolitan Planning Area | The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out. |
| MPO | Metropolitan Planning Organization | An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated as an MPO, an urban area must have a population of at least 50,000 as defined by the US Census Bureau. |
| MPOAC | Metropolitan Planning Organization Advisory Council | A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process. |
| MSA | Metropolitan Statistical Area | A Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting. |
| NTD | National Transit Database | The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems. |
| NEPA | National Environmental Policy Act of 1969 | Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made. |
| NHPP | National Highway Performance Program | The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS. |
| NHPP (Bridge) | National Highway Performance Program (Bridge) | Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)]. |
| NHS | National Highway System | This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b) (23CFR500). |

| ACRYONYM | NAME | DESCRIPTION |
|----------|---|--|
| PD&E | Project Development and Environmental Study | A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - https://www.fdotd7studies.com/what-is-a-pde-study.html). |
| PEA | Planning Emphasis Area | Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs. |
| PM | Performance Management | Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals. |
| PPP | Public Participation Plan | The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input. |
| PTASP | Public Transportation Agency Safety Action Plan | A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system. |
| RPC | Regional Planning Council | Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration. |
| SHSP | Strategic Highway Safety Plan | This is a statewide and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads. |
| SIS | Strategic Intermodal System | A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - https://www.fdot.gov/planning/sis/default.shtm). |
| SOV | Single-Occupancy Vehicle | Any motor vehicle operated or driven by a single person. |
| STBG | Surface Transportation Block Grant Program | The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. |
| STIP | Statewide Transportation Improvement Program | The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. |
| STP | Surface Transportation Program | Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|---|--|
| TAC | Technical Advisory Committee | The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and other state and local professionals. |
| TAMP | Transportation Asset Management Plan | The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts). |
| TAZ | Traffic Analysis Zone | A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups. |
| TD | Transportation Disadvantaged | Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues. |
| TDLCB | Transportation Disadvantaged Local Coordinating Board | The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC). |
| TDM | Transportation Demand Management | Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours. |
| TDP | Transit Development Plan | The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies. |
| TIP | Transportation Improvement Program | A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. |
| TMA | Transportation Management Area | An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area. |
| TMIP | Travel Model Improvement Program | TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|--|---|
| TOD | Transit Oriented Development | Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation (Definition taken from Reconnecting America-www.reconnectingamerica.org). |
| TPM | Transportation Performance Management | FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. |
| TPO | Transportation Planning Organization | A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau. |
| TRB | Transportation Research Board | The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research. |
| TRIP | Transportation Regional Incentive Program | Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities. |
| TTTR | Truck Travel Time Reliability Index | The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system. |
| UA | Urbanized Area | A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people. |
| ULB | Useful Life Benchmark | The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration. |
| UPWP | Unified Planning Work Program | UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. |
| USC | United States Code | The codification by subject matter of the general and permanent laws of United States. |
| USDOT | United States Department of Transportation | When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency. |
| YOE | Year of Expenditure | The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed. |
| VMT | Vehicle Miles Traveled | A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia). |

APPENDIX H: Project Changes from Prior TIP

Project Changes from Prior Transportation Improvement Program (TIP)

The following lists (2) summarize major projects that were programmed in the previous FY 2022 to FY 2026 TIP and their respective status toward implementation. This includes projects that were advanced; completed; under construction (2022); or deferred.

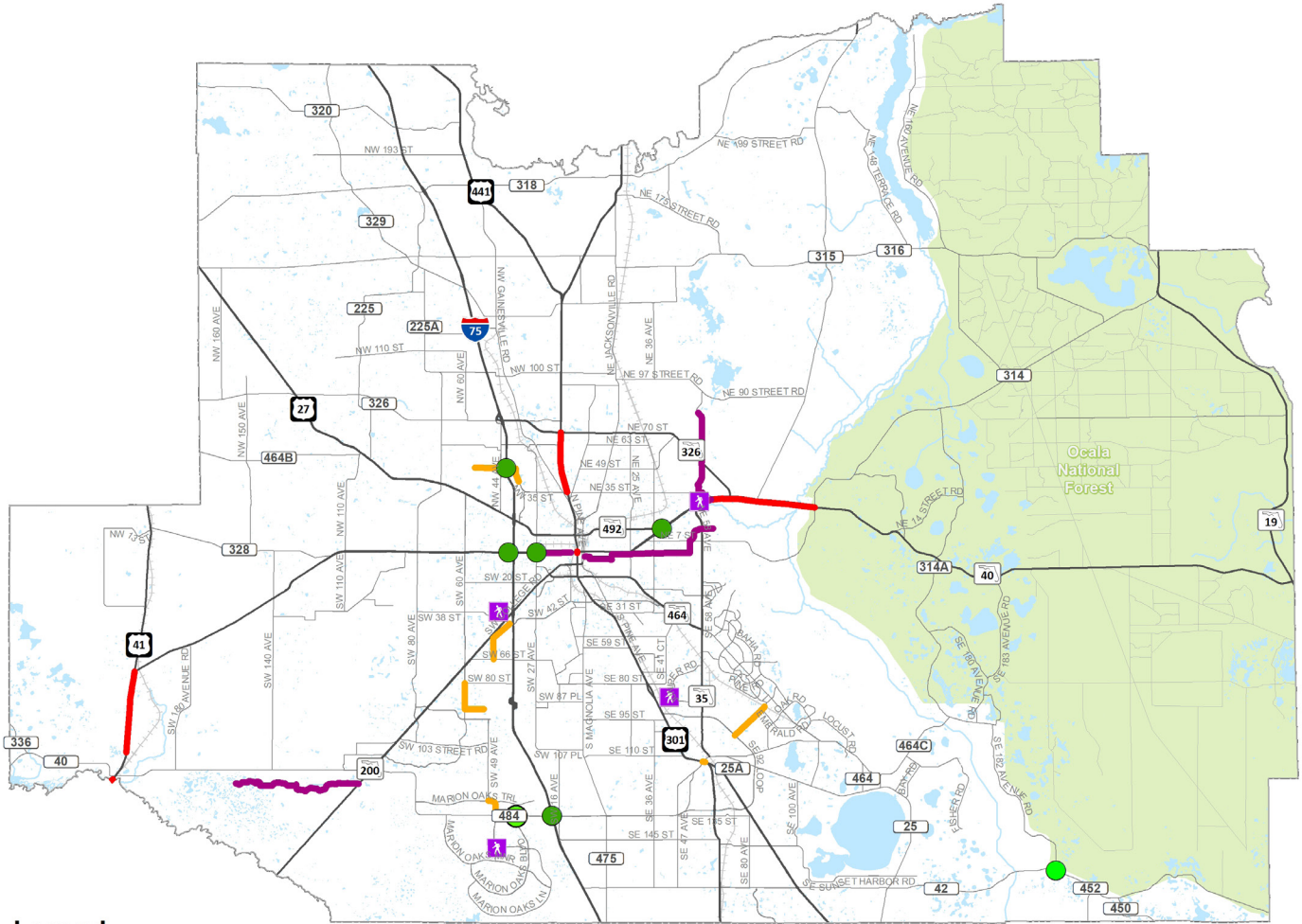
Changes to total project funding are also noted for major projects programmed in both the previous FY 2022 to FY 2026 TIP and the current FY 2023 to FY 2027 TIP.

| Project Status from Prior TIP: Advanced, Completed, Construction or Deferred | | | |
|---|--|-----------------------|-----------------------------|
| Project Number/FM | Project Description | Project Status | FY 22-26 TIP Funding |
| 2386481 | SR 45 (US 41) from SW 110th Street to North of SR 40 | Deferred Out | \$44,211,268 |
| 4112565 | SR 35 (US 301) Dallas Pond Redesign | Construction 2022 | \$537,379 |
| 4336511 | CR 484 from SW 20th Avenue to CR 475A | Construction 2022 | \$15,302,481 |
| 4336611 | U.S. 441 from SR 40 to SR 40A (Broadway) | Construction 2022 | \$3,607,422 |
| 4348441 | CR 42 at SE 182nd Avenue | Deferred to FY 23 | \$407,200 |
| 4354842 | Pruitt Trail from SR 200 to Pruitt Trailhead | Deferred to FY 26 | \$2,158,000 |
| 4364742 | Saddlewood Elementary School Sidewalks | Construction 2022 | \$317,096 |
| 4364743 | Legacy Elementary School Sidewalks | Construction 2022 | \$1,411,659 |
| 4375962 | SR 40 from NW 27th Street to SW 7th Street Sidewalks | Completed 2021 | \$913,539 |
| 4384271 | Marion County Airport Airfield Pavement Improvements | Deferred to FY 25 | \$4,833,608 |
| 4384771 | Ocala International Airport Taxiway Improvements | Deferred to FY 26 | \$6,500,000 |
| 4407801 | Ocala International Airport Pavement Rehabilitation | Deferred to FY 24 | \$1,978,750 |
| 4408801 | Marion Oaks Marion Oaks Manor Sidewalk | Construction 2022 | \$36,210 |
| 4431701 | SR 93 (I-75) from Sumter County to SR 200 | Construction 2022 | \$30,271,013 |
| 4437301 | U.S. 301/U.S. 441 South of Split to North of Split Landscape | Construction 2022 | \$372,839 |
| 4453211 | Wildwood Mainline Weigh-In Motion (WIM) Screening | Construction 2022 | \$4,621,712 |
| 4456871 | U.S. 41/Williams from Brittan Alexander Bridge to River Road | Advanced to FY 22 | \$551,496 |
| 4458001 | SR 40 at SR 492 (NE 14th Street) | Advanced to FY 22 | \$987,415 |
| 4471371 | SR 200 Bridges and SR 40 Bridge Deck Rehabilitation | Construction 2022 | \$1,010,681 |
| 4483891 | NW 9th Street at Railroad Crossing #627174G | Completed 2022 | \$207,629 |
| 4485751 | Ocala International Airport ARFF Building | Deferred to FY 27 | \$1,608,894 |

| Major Project Total Funding Changes: Prior TIP to Current TIP | | | |
|--|--|---------------------------------|----------------------------------|
| Project Number/FM | Project Description | Project Schedule Changes | Change in Project Funding |
| 2386481 | SR 45 (US 41) from SW 110th St to North of SR 40 | Deferred Out | -\$44,211,268 |
| 4336511 | CR 484 from SW 20th to CR 475A | None | -\$2,874,947 |
| 4352091 | I-75 (SR 93) at NW 49th Street from end of NW 49th to NW 35th | None | -\$2,922,305 |
| 4385621 | I-75 (SR 93) Rest Area Marion County, N/O CR 484 to S/O SR 200 | None | \$8,409,437 |
| 4392341 | SR 200 from I-75 to US 301 | None | \$5,749,473 |
| 4411411 | SR 464 from US 301 to SR 35 (Baseline) | None | \$2,314,249 |
| 4452121 | SR 200 (US 301) from S/O NE 175th to Alachua County Line | None | -\$481,617 |
| 4452171 | SR 326 from NW 12th to SR 40 | None | \$3,421,516 |
| 4457011 | SE Abshier Boulevard from SE Hames to N/O SE Agnew Road | None | \$566,843 |

APPENDIX I: List of Projects in 2045 LRTP

FIGURE 7.2: 2021-2025 PROJECTS



Legend

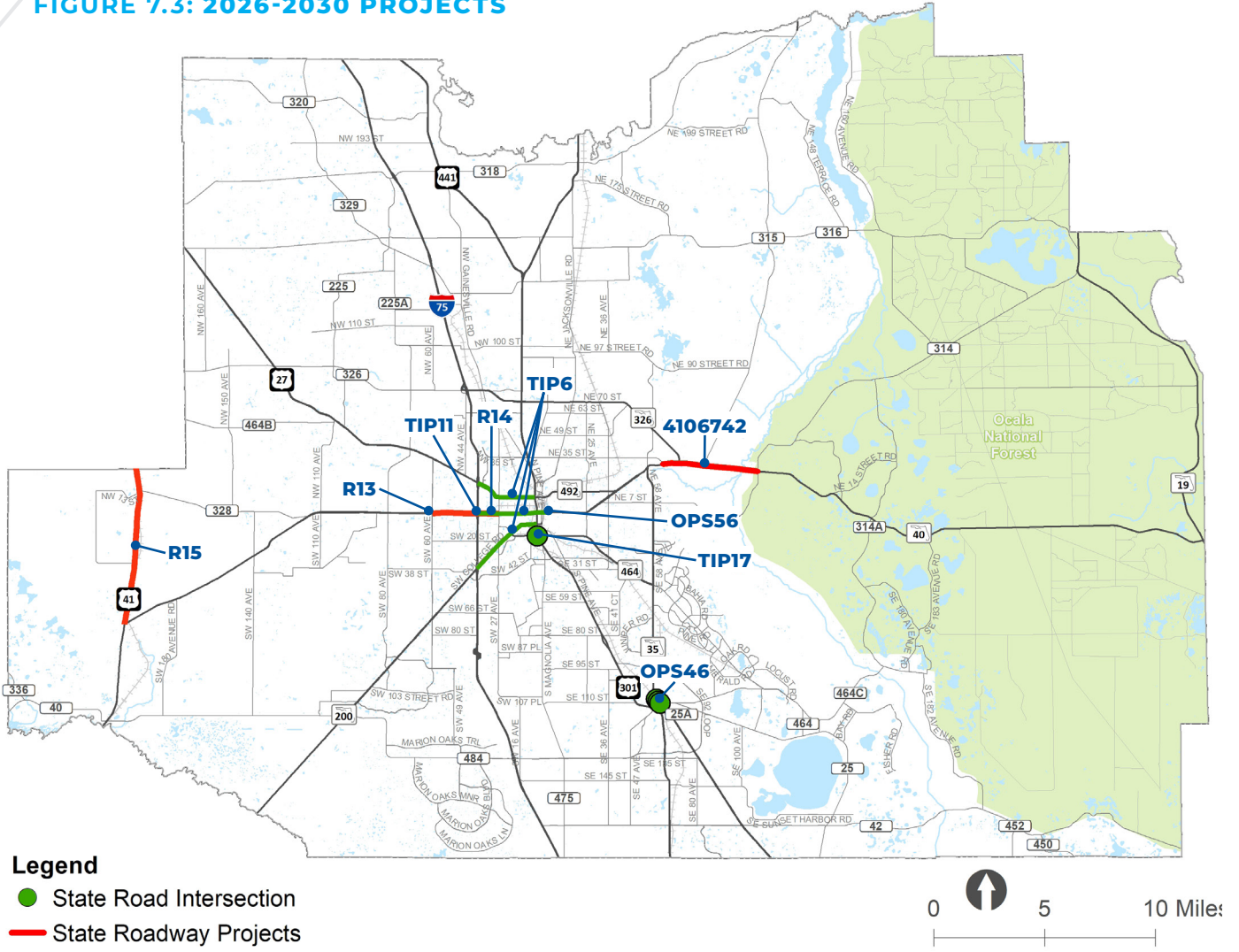
- Local Road Intersection
- State Road Intersection
- Local Roadway Projects
- State Roadway Projects
- Sidewalk Projects
- Trail/Sidewalk Projects



TABLE 7.2: 2021-2025 PROJECTS

| PROJECT TYPE | FACILITY | FROM | TO | IMPROVEMENT |
|--|--|--------------------------------|----------------------------|--------------------------------|
| State/Federal Funded Roadway Investmens | SR 45 (US 41) | SW 110TH St | N of SR 40 | Add Lanes & Reconstruct |
| | SR 40 | End of 4 Lanes | E of CR 314 | Add Lanes & Reconstruct |
| | CR 484 | SW 20TH Ave | CR 475A | Interchange Improvement |
| | SR 40 | at SW 40th Ave and SW 27th Ave | | Add Turn Lane(s) |
| | I-75(SR 93) | End of NW 49th St | End of NW 35th St | New Interchange |
| | US 441 | SR 40 | SR 40A (SW Broadway) | Traffic Ops Improvement |
| | E SR 40 | At SR 492 | | Traffic Signals |
| | SR 40 | SW 27th Ave | MLK Jr. Ave | Safety Project |
| | US 41/Williams St | Brittan Alexander Bridge | River Rd | Safety Project |
| | SR 25 | NW 35th St | SR 326 | Safety Project |
| Local Funded Roadway Investments | CR 42 | at SE 182ND | | Add Turn Lane(s) |
| | SE Abshier Blvd | SE Hames Rd | N of SE Agnew Rd | Traffic Signals |
| | Emerald Road Extension | SE 92nd Loop | Florida Northern Railroad | New 2 Lane |
| | NW 49th Street Ext | NW 44th Ave | NW 35th Ave | New 4 Lane |
| | NW 49th Street | 1.1 miles west of NW 44th Ave | NW 44th Ave | New 2 Lane |
| | SW 49th/40th Ave | SW 66th St | SW 42nd St Flyover | New 4 Lane divided |
| | SW 49th Ave | Marion Oaks Trail | CR 484 | New 4 Lane |
| | SW 90th St | SW 60th Ave | 0.8 miles E of SW 60th Ave | New 2 Lane |
| | SW 60th Ave | SW 90th St | SW 80th St | Traffic Signals |
| | CR 484 | at Marion Oaks Blvd | | Add Turn Lanes, Modify Signals |
| Pedestrian/ Bicycle Investments | Silver Springs State Park | | | Pedestrian Bridges |
| | Pruitt Trail | SR 200 | Pruitt Trailhead | Bike Path/Trail |
| | Indian Lake Trail | Silver Springs State Park | Indian Lake Park | Bike Path/Trail |
| | Downtown Ocala Trail | SE Osceola Ave | Silver Springs State Park | Bike Path/Trail |
| | SR 40 | NW 27th Ave | SW 7th Ave | Sidewalks |
| | Marion Oaks-Sunrise/Horizon | Marion Oaks Golf Way | Marion Oaks Manor | Sidewalks |
| | Saddlewood Elementary Sidewalks | | | Sidewalks |
| | Legacy Elementary Sidewalks | | | Sidewalks |
| Technological Investments | Marion County/ Ocala ITS Operational Support | | | ITS Communication System |

FIGURE 7.3: 2026-2030 PROJECTS



Legend

- State Road Intersection
- State Roadway Projects



TABLE 7.3: 2026-2030 PROJECTS

| FUNDING | ID | FACILITY | FROM | TO | PROJECT DESCRIPTION |
|-----------------------------|---------|---------------------------------|-----------------------------------|-------------------|-----------------------|
| State/ Federal Funded | TIP6 | I-75 FRAME Off System | | | ITS infrastructure |
| | TIP17 | US 441 | at SR 464 | | Turn lane |
| | TIP11 | SR 40 | SW 40th Ave | SW 27th Ave | Left turn lane |
| | R15 | US 41 | SR 40 | Levy County Line | Widen to 4 lanes |
| | OPS46 | SR 35 | at Foss Rd, Robinson Rd, Hames Rd | | Intersection geometry |
| | R13 | SR 40 | SW 60th Avenue | I-75 | Widen to 6 lanes |
| | R14 | SR 40 | I-75 | SW 27th Avenue | Widen to 6 lanes |
| | OPS56 | SR 40 Downtown Operational Imp. | US 441 | NE 8th Ave | Complete Street |
| | 4106742 | SR 40 | from end of 4 lanes | to East of CR 314 | Widen to 4 lanes |

APPENDIX J: FDOT TIP Project Detailed Report

Federal Aid Management (Cynthia Lorenzo - Director)

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

| Selection Criteria | |
|---|---|
| TIP County/MPO Area:Ocala-Marion TPO Number Of Years:5 Version:G1 | Detail All Funds As Of:4 = 04/11/22 |

| HIGHWAYS | | | | | | | | | |
|---|------------------------------------|--|------|---------------------------------------|------|------|-------------------------|-------|------------------|
| Item Number: 433651 1 | | Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A | | | | | | *SIS* | |
| District: 05 | | County: MARION | | Type of Work: INTERCHANGE IMPROVEMENT | | | Project Length: 0.741MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSL-ADVANCE CONSTRUCTION (SL) | 10,000 | | | | | | | 10,000 |
| | ACSN-ADVANCE CONSTRUCTION (SN) | 111,747 | | | | | | | 111,747 |
| | SA-STP, ANY AREA | 144,783 | | | | | | | 144,783 |
| | SL-STP, AREAS <= 200K | 51,687 | | | | | | | 51,687 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | 2,202,713 | | | | | | | 2,202,713 |
| Phase: PRELIMINARY ENGINEERING Totals | | 2,520,930 | | | | | | | 2,520,930 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSL-ADVANCE CONSTRUCTION (SL) | 150,489 | | | | | | | 150,489 |
| | ACSN-ADVANCE CONSTRUCTION (SN) | 31,250 | | | | | | | 31,250 |
| | GFSL-GF STPBG <200K<5K (SMALL URB) | 34,783 | | | | | | | 34,783 |
| | GFSN-GF STPBG <5K (RURAL) | 186,511 | | | | | | | 186,511 |
| | SL-STP, AREAS <= 200K | 478,579 | | | | | | | 478,579 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | 1,309,489 | | | | | | | 1,309,489 |
| Phase: RIGHT OF WAY Totals | | 2,191,101 | | | | | | | 2,191,101 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSN-ADVANCE CONSTRUCTION (SN) | 1,688,285 | | | | | | | 1,688,285 |
| | GFSL-GF STPBG <200K<5K (SMALL URB) | 83,924 | | | | | | | 83,924 |
| | SA-STP, ANY AREA | 241,951 | | | | | | | 241,951 |
| | SL-STP, AREAS <= 200K | 992,858 | | | | | | | 992,858 |
| Phase: RAILROAD & UTILITIES Totals | | 3,007,018 | | | | | | | 3,007,018 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACFP-AC FREIGHT PROG (NFP) | 9,271,487 | | 47,520 | | | | | 9,319,007 |
| | ACSN-ADVANCE CONSTRUCTION (SN) | 190,712 | | | | | | | 190,712 |
| | GFSA-GF STPBG ANY AREA | 1,004,134 | | | | | | | 1,004,134 |
| | | 220,212 | | | | | | | 220,212 |

| | | | | | | | | |
|-----------------------------------|-------------------|--|---------------|--|--|--|--|-------------------|
| GFSN-GF STPBG <5K (RURAL) | | | | | | | | |
| LF-LOCAL FUNDS | 21,958 | | | | | | | 21,958 |
| SA-STP, ANY AREA | 169,113 | | | | | | | 169,113 |
| Phase: CONSTRUCTION Totals | 10,877,616 | | 47,520 | | | | | 10,925,136 |
| Item: 433651 1 Totals | 18,596,665 | | 47,520 | | | | | 18,644,185 |

Item Number: 433651 4 **Project Description:** CR 484 FROM SW 20TH AVENUE TO CR 475A
District: 05 **County:** MARION **Type of Work:** LANDSCAPING **Project Length:** 0.414MI

| | | Fiscal Year | | | | | | |
|---|-------------------|----------------|---------------|------|------|------|-------|-------------------|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: SN-STP, MANDATORY NON-URBAN <= 5K | 61,067 | | | | | | | 61,067 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: SN-STP, MANDATORY NON-URBAN <= 5K | | 179,725 | | | | | | 179,725 |
| Item: 433651 4 Totals | 61,067 | 179,725 | | | | | | 240,792 |
| Project Totals | 18,657,732 | 179,725 | 47,520 | | | | | 18,884,977 |

Item Number: 433652 1 **Project Description:** SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE
District: 05 **County:** MARION **Type of Work:** ADD TURN LANE(S) **Project Length:** 1.309MI

| | | Fiscal Year | | | | | | |
|--|------------------|-------------|------|------|------|------|-------|------------------|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: DDR-DISTRICT DEDICATED REVENUE | 145,138 | | | | | | | 145,138 |
| DIH-STATE IN-HOUSE PRODUCT SUPPORT | 165,885 | | | | | | | 165,885 |
| DS-STATE PRIMARY HIGHWAYS & PTO | 1,682,854 | | | | | | | 1,682,854 |
| Phase: PRELIMINARY ENGINEERING Totals | 1,993,877 | | | | | | | 1,993,877 |

| | | Fiscal Year | | | | | | |
|--|------------------|------------------|----------------|------|------|------|-------|------------------|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT | 70,000 | 30,000 | | | | | | 100,000 |
| SL-STP, AREAS <= 200K | 3,082,846 | 1,122,500 | 247,154 | | | | | 4,452,500 |
| Phase: RIGHT OF WAY Totals | 3,152,846 | 1,152,500 | 247,154 | | | | | 4,552,500 |
| Item: 433652 1 Totals | 5,146,723 | 1,152,500 | 247,154 | | | | | 6,546,377 |
| Project Totals | 5,146,723 | 1,152,500 | 247,154 | | | | | 6,546,377 |

Item Number: 433660 1 **Project Description:** US 441 @ SR 464
District: 05 **County:** MARION **Type of Work:** TRAFFIC OPS IMPROVEMENT **Project Length:** 0.433MI

| | | Fiscal Year | | | | | | |
|--|----------------|-------------|------|----------------|------|------|-------|------------------|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: DDR-DISTRICT DEDICATED REVENUE | 17,089 | | | 160,000 | | | | 177,089 |
| DIH-STATE IN-HOUSE PRODUCT SUPPORT | 147,761 | | | | | | | 147,761 |
| DS-STATE PRIMARY HIGHWAYS & PTO | 689,533 | | | | | | | 689,533 |
| Phase: PRELIMINARY ENGINEERING Totals | 854,383 | | | 160,000 | | | | 1,014,383 |

| | | Fiscal Year | | | | | | |
|---------------------------------------|---------|-------------|------|------|------|------|-------|-----------|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| | 472,364 | | | | | | | 472,364 |

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| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | | | | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 153,140 | | | | | | | 153,140 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 26,450 | | | | | | | 26,450 |
| Phase: RIGHT OF WAY Totals | | 651,954 | | | | | | | 651,954 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 3,066,244 | 23,080 | | | 3,089,324 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 27,975 | | | | 27,975 |
| Phase: CONSTRUCTION Totals | | | | | 3,094,219 | 23,080 | | | 3,117,299 |
| Item: 433660 1 Totals | | 1,506,337 | | | 160,000 | 3,094,219 | 23,080 | | 4,783,636 |
| Project Totals | | 1,506,337 | | | 160,000 | 3,094,219 | 23,080 | | 4,783,636 |
| Item Number: 433661 1 Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY) | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: TRAFFIC OPS IMPROVEMENT | | | | Project Length: 0.384MI | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 234,257 | | | | | | | 234,257 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 77,976 | | | | | | | 77,976 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 633,083 | | | | | | | 633,083 |
| Phase: PRELIMINARY ENGINEERING Totals | | 945,316 | | | | | | | 945,316 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 212,102 | | | | | | | 212,102 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 73,434 | | | | | | | 73,434 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 270,000 | | | | | | | 270,000 |
| Phase: RIGHT OF WAY Totals | | 555,536 | | | | | | | 555,536 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | 173,355 | | | | | | | 173,355 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSL-ADVANCE CONSTRUCTION (SL) | 1,907,410 | | | | | | | 1,907,410 |
| | DDR-DISTRICT DEDICATED REVENUE | 1,347,990 | 17,767 | | | | | | 1,365,757 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 34,361 | | | | | | | 34,361 |
| | LF-LOCAL FUNDS | 178,636 | | | | | | | 178,636 |
| | SL-STP, AREAS <= 200K | 334,745 | | | | | | | 334,745 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | 921,101 | | | | | | | 921,101 |
| Phase: CONSTRUCTION Totals | | 4,724,243 | 17,767 | | | | | | 4,742,010 |
| Item: 433661 1 Totals | | 6,398,450 | 17,767 | | | | | | 6,416,217 |
| Project Totals | | 6,398,450 | 17,767 | | | | | | 6,416,217 |
| Item Number: 434844 1 Project Description: CR 42 AT SE 182ND | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: ADD LEFT TURN LANE(S) | | | | Project Length: 0.307MI | | | |
| Fiscal Year | | | | | | | | | |

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|---|---|-----------------------|----------------|----------------|--------------------------------------|-------------|-----------------|--------------------------------|-------------------|
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | | | | | | |
| | TRIP-TRANS REGIONAL INCENTIVE PROGM | | | | 5,703,448 | | | | 5,703,448 |
| | TRWR-2015 SB2514A- TRAN REG INCT PRG | | | | 3,418,567 | | | | 3,418,567 |
| Phase: CONSTRUCTION Totals | | | | | 42,379,864 | | | | 42,379,864 |
| Item: 435209 1 Totals | | 18,087,376 | | | 42,379,864 | | | | 60,467,240 |
| Project Totals | | 18,087,376 | | | 42,379,864 | | | | 60,467,240 |
| Item Number: 435484 2 | | | | | | | | | |
| Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD | | | | | | | | | |
| District: 05 | | County: MARION | | | Type of Work: BIKE PATH/TRAIL | | | Project Length: 0.000 | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | SL-STP, AREAS <= 200K | | | | 460,700 | | | | 460,700 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | | 561,853 | | | | 561,853 |
| | TALL-TRANSPORTATION ALTS- <200K | | | | 622,203 | | | | 622,203 |
| | TALT-TRANSPORTATION ALTS- ANY AREA | | | | 513,244 | | | | 513,244 |
| Phase: CONSTRUCTION Totals | | | | | 2,158,000 | | | | 2,158,000 |
| Item: 435484 2 Totals | | | | | 2,158,000 | | | | 2,158,000 |
| Project Totals | | | | | 2,158,000 | | | | 2,158,000 |
| Item Number: 436756 1 | | | | | | | | | |
| Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK | | | | | | | | | |
| District: 05 | | County: MARION | | | Type of Work: BIKE PATH/TRAIL | | | Project Length: 0.000 | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | TALL-TRANSPORTATION ALTS- <200K | | | 253,001 | | | | | 253,001 |
| Item: 436756 1 Totals | | | | 253,001 | | | | | 253,001 |
| Project Totals | | | | 253,001 | | | | | 253,001 |
| Item Number: 437596 2 | | | | | | | | | |
| Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE | | | | | | | | | |
| District: 05 | | County: MARION | | | Type of Work: SIDEWALK | | | Project Length: 1.423MI | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 406,973 | | | | | | | 406,973 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 25,267 | | | | | | | 25,267 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 1,789 | | | | | | | 1,789 |
| Phase: PRELIMINARY ENGINEERING Totals | | 434,029 | | | | | | | 434,029 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,270 | | | | | | 10,270 |
| | SL-STP, AREAS <= 200K | | 899,009 | | | | | | 899,009 |
| Phase: CONSTRUCTION Totals | | | 909,279 | | | | | | 909,279 |
| Item: 437596 2 Totals | | 434,029 | 909,279 | | | | | | 1,343,308 |

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|--|------------------------------------|--|-------------------|----------------|-------------|--------------------------------|-----------------|------------------|-------------------|
| Project Totals | | 434,029 | 909,279 | | | | | | 1,343,308 |
| Item Number: 437826 1 | | Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING | | | | | | *SIS* | |
| District: 05 | County: MARION | Type of Work: LANDSCAPING | | | | Project Length: 0.542MI | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,860 | | | | | 10,860 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | | 400,424 | | | | | 400,424 |
| Phase: CONSTRUCTION Totals | | | | 411,284 | | | | | 411,284 |
| Item: 437826 1 Totals | | | | 411,284 | | | | | 411,284 |
| Project Totals | | | | 411,284 | | | | | 411,284 |
| Item Number: 438562 1 | | Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200 | | | | | | *SIS* | |
| District: 05 | County: MARION | Type of Work: REST AREA | | | | Project Length: 0.547MI | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 660,000 | | | | | | | 660,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 56,082 | | | | | | | 56,082 |
| | DRA-REST AREAS - STATE 100% | 2,637,424 | | | | | | | 2,637,424 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 10,700 | | | | | | | 10,700 |
| Phase: PRELIMINARY ENGINEERING Totals | | 3,364,206 | | | | | | | 3,364,206 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 2,456,502 | | | | | | 2,456,502 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 51,350 | | | | | | 51,350 |
| | DRA-REST AREAS - STATE 100% | | 27,434,141 | | | | | | 27,434,141 |
| Phase: CONSTRUCTION Totals | | | 29,941,993 | | | | | | 29,941,993 |
| Item: 438562 1 Totals | | 3,364,206 | 29,941,993 | | | | | | 33,306,199 |
| Project Totals | | 3,364,206 | 29,941,993 | | | | | | 33,306,199 |
| Item Number: 439234 1 | | Project Description: SR 200 FROM I-75 TO US 301 | | | | | | *SIS* | |
| District: 05 | County: MARION | Type of Work: RESURFACING | | | | Project Length: 3.321MI | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 772,311 | | | | | | | 772,311 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 41,065 | | | | | | | 41,065 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 13,036 | | | | | | | 13,036 |
| Phase: PRELIMINARY ENGINEERING Totals | | 826,412 | | | | | | | 826,412 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| | | | 6,438,783 | | | | | | 6,438,783 |

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| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | | | | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,270 | | | | | | 10,270 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | 2,292,309 | | | | | | 2,292,309 |
| | SA-STP, ANY AREA | | 3,712,443 | | | | | | 3,712,443 |
| | SL-STP, AREAS <= 200K | | 891,182 | | | | | | 891,182 |
| Phase: | CONSTRUCTION Totals | | 13,344,987 | | | | | | 13,344,987 |
| | Item: 439234 1 Totals | 826,412 | 13,344,987 | | | | | | 14,171,399 |
| | Project Totals | 826,412 | 13,344,987 | | | | | | 14,171,399 |

Item Number: 439238 2 **Project Description:** SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET
District: 05 **County:** MARION **Type of Work:** BIKE LANE/SIDEWALK **Project Length:** 7.230MI

| | | Fiscal Year | | | | | | | |
|--|---------------------------------------|------------------|------|------|------|------|-------|------------------|--|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 1,675,000 | | | | | | 1,675,000 | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 10,000 | | | | | | 10,000 | |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 12,850 | | | | | | 12,850 | |
| Phase: | PRELIMINARY ENGINEERING Totals | 1,697,850 | | | | | | 1,697,850 | |

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| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 2,975,178 | | | | 2,975,178 |
| | Item: 439238 2 Totals | 1,697,850 | | 2,975,178 | | | | 4,673,028 |
| | Project Totals | 1,697,850 | | 2,975,178 | | | | 4,673,028 |

Item Number: 441141 1 **Project Description:** SR 464 FROM SR 500 (US 27/301) TO SR 35
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 5.878MI

| | | Fiscal Year | | | | | | | |
|--|---------------------------------------|------------------|------|------|------|------|-------|------------------|--|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 2,746,808 | | | | | | 2,746,808 | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 80,026 | | | | | | 80,026 | |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 23,317 | | | | | | 23,317 | |
| Phase: | PRELIMINARY ENGINEERING Totals | 2,850,151 | | | | | | 2,850,151 | |

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| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DS-STATE PRIMARY HIGHWAYS & PTO | 30,000 | | | | | | 30,000 |

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| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 7,623,175 | | | | | 7,623,175 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | 4,480,227 | | | | | 4,480,227 |
| | SA-STP, ANY AREA | | 7,235,763 | | | | | 7,235,763 |
| | SL-STP, AREAS <= 200K | | 2,305,807 | | | | | 2,305,807 |
| Phase: | CONSTRUCTION Totals | | 21,644,972 | | | | | 21,644,972 |
| | Item: 441141 1 Totals | 2,880,151 | 21,644,972 | | | | | 24,525,123 |
| | Project Totals | 2,880,151 | 21,644,972 | | | | | 24,525,123 |

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| Item Number: 445212 1 | | Project Description: SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE | | | | | | *SIS* | |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | Project Length: 2.362MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSA-ADVANCE CONSTRUCTION (SA) | 934,950 | | | | | | | 934,950 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 20,000 | | | | | | | 20,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | 954,950 | | | | | | | 954,950 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 4,719,129 | | | | | 4,719,129 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,560 | | | | | 10,560 |
| Phase: CONSTRUCTION Totals | | | | 4,729,689 | | | | | 4,729,689 |
| Item: 445212 1 Totals | | 954,950 | | 4,729,689 | | | | | 5,684,639 |
| Project Totals | | 954,950 | | 4,729,689 | | | | | 5,684,639 |

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| Item Number: 445217 1 | | Project Description: SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40 | | | | | | *SIS* | |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | Project Length: 8.404MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 662,000 | | | | | | | 662,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 21,308 | | | | | | | 21,308 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 194,971 | | | | | | | 194,971 |
| Phase: PRELIMINARY ENGINEERING Totals | | 878,279 | | | | | | | 878,279 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 298,000 | | | | | | | 298,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | 8,852,307 | | | | | | 8,852,307 |
| | DDR-DISTRICT DEDICATED REVENUE | | 1,412,976 | | | | | | 1,412,976 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,270 | | | | | | 10,270 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 9,029 | 402,640 | | | | | | 411,669 |
| | SL-STP, AREAS <= 200K | | 1,197,737 | | | | | | 1,197,737 |
| Phase: CONSTRUCTION Totals | | 9,029 | 11,875,930 | | | | | | 11,884,959 |
| Item: 445217 1 Totals | | 1,185,308 | 11,875,930 | | | | | | 13,061,238 |
| Project Totals | | 1,185,308 | 11,875,930 | | | | | | 13,061,238 |

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| Item Number: 445218 1 | | Project Description: SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | Project Length: 3.146MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |

| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
|---|-------------------------------------|--------------------|------------------|------------------|-------------------|-------------|-------------|-----------------|-------------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 917,369 | | | | | 917,369 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,000 | | | | | 10,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | | | 927,369 | | | | | 927,369 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 6,156,852 | | | | 6,156,852 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 10,860 | | | | 10,860 |
| Phase: CONSTRUCTION Totals | | | | | 6,167,712 | | | | 6,167,712 |
| Item: 445218 1 Totals | | | | 927,369 | 6,167,712 | | | | 7,095,081 |
| Item Number: 448635 1 Project Description: SR-25 FROM NORTH OF CR-25A TO AVENUE I | | | | | | | | | |
| District: 05 County: MARION Type of Work: RESURFACING Project Length: 3.173MI | | | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 1,032,000 | | | | | | 1,032,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,000 | | | | | | 10,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | | 1,042,000 | | | | | | 1,042,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | | | 5,923,545 | | | | 5,923,545 |
| | DDR-DISTRICT DEDICATED REVENUE | | | | 596,431 | | | | 596,431 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 10,000 | | | | 10,000 |
| Phase: CONSTRUCTION Totals | | | | | 6,529,976 | | | | 6,529,976 |
| Item: 448635 1 Totals | | | 1,042,000 | | 6,529,976 | | | | 7,571,976 |
| Project Totals | | | 1,969,369 | | 12,697,688 | | | | 14,667,057 |
| Item Number: 445302 1 Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD | | | | | | | | | |
| District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.207MI | | | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 748,364 | | | | | | | 748,364 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 10,000 | | | | | | | 10,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | 758,364 | | | | | | | 758,364 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 3,043,937 | | | | | 3,043,937 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,560 | | | | | 10,560 |
| Phase: CONSTRUCTION Totals | | | | 3,054,497 | | | | | 3,054,497 |
| Item: 445302 1 Totals | | 758,364 | | 3,054,497 | | | | | 3,812,861 |
| Project Totals | | 758,364 | | 3,054,497 | | | | | 3,812,861 |

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|--|-------------------------------------|--|------------------|--------------------------------------|-------------|-------------|--------------------------------|-----------------|------------------|
| Item Number: 445688 1 | | Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42 | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: TRAFFIC SIGNALS | | | Project Length: 0.065MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACID-ADV CONSTRUCTION SAFETY (HSID) | 150,000 | | | | | | | 150,000 |
| | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | 10,000 | | | | | | | 10,000 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 1,305 | | | | | | | 1,305 |
| | HSP-SAFETY (HIWAY SAFETY PROGRAM) | 5,059 | | | | | | | 5,059 |
| | SA-STP, ANY AREA | 74,788 | | | | | | | 74,788 |
| Phase: PRELIMINARY ENGINEERING Totals | | 241,152 | | | | | | | 241,152 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | 1,094,294 | | | | | | 1,094,294 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 5,135 | | | | | | 5,135 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 761 | | | | | | | 761 |
| Phase: CONSTRUCTION Totals | | 761 | 1,099,429 | | | | | | 1,100,190 |
| Item: 445688 1 Totals | | 241,913 | 1,099,429 | | | | | | 1,341,342 |
| Project Totals | | 241,913 | 1,099,429 | | | | | | 1,341,342 |
| Item Number: 445701 1 | | Project Description: SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: TRAFFIC SIGNALS | | | Project Length: 0.180MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACID-ADV CONSTRUCTION SAFETY (HSID) | 353,404 | | | | | | | 353,404 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 980 | | | | | | | 980 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 3,300 | | | | | | | 3,300 |
| | HSP-SAFETY (HIWAY SAFETY PROGRAM) | 67,175 | | | | | | | 67,175 |
| | SA-STP, ANY AREA | 46,367 | | | | | | | 46,367 |
| Phase: PRELIMINARY ENGINEERING Totals | | 471,226 | | | | | | | 471,226 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | 151,868 | | | | | | 151,868 |
| | DDR-DISTRICT DEDICATED REVENUE | | 1,900,002 | | | | | | 1,900,002 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,270 | | | | | | 10,270 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 152 | | | | | | | 152 |
| Phase: CONSTRUCTION Totals | | 152 | 2,062,140 | | | | | | 2,062,292 |

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|---|------------------------------------|--|------------------|----------------|-------------------|--------------------------------|-----------------|------------------|-------------------|
| Item: 445701 1 Totals | | 471,378 | 2,062,140 | | | | | | 2,533,518 |
| Project Totals | | 471,378 | 2,062,140 | | | | | | 2,533,518 |
| Item Number: 447603 1 Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE. | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: TRAFFIC SIGNALS | | | | Project Length: 0.026MI | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSL-ADVANCE CONSTRUCTION (SL) | 517,150 | | | | | | | 517,150 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 7,730 | | | | | | | 7,730 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 250 | | | | | | | 250 |
| Phase: PRELIMINARY ENGINEERING Totals | | 525,130 | | | | | | | 525,130 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | | 65,228 | | | | | 65,228 |
| | LF-LOCAL FUNDS | | | 174,240 | | | | | 174,240 |
| | SL-STP, AREAS <= 200K | | | 528,000 | | | | | 528,000 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | 54,710 | | | | | 54,710 |
| Phase: CONSTRUCTION Totals | | | | 822,178 | | | | | 822,178 |
| Item: 447603 1 Totals | | 525,130 | | 822,178 | | | | | 1,347,308 |
| Project Totals | | 525,130 | | 822,178 | | | | | 1,347,308 |
| Item Number: 447861 1 Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES *SIS* | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: MCCO WEIGH STATION STATIC/WIM | | | | Project Length: 1.136MI | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DWS-WEIGH STATIONS - STATE 100% | | | | | 532,902 | | | 532,902 |
| Item: 447861 1 Totals | | | | | | 532,902 | | | 532,902 |
| Project Totals | | | | | | 532,902 | | | 532,902 |
| Item Number: 448376 1 Project Description: I-75/SR-93 FROM SR-200 TO NORTH OF SR-500 *SIS* | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: RESURFACING | | | | Project Length: 4.469MI | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACNP-ADVANCE CONSTRUCTION NHPP | | 1,439,000 | | | | | | 1,439,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACNP-ADVANCE CONSTRUCTION NHPP | | | | 15,977,866 | | | | 15,977,866 |
| Item: 448376 1 Totals | | | 1,439,000 | | 15,977,866 | | | | 17,416,866 |
| Project Totals | | | 1,439,000 | | 15,977,866 | | | | 17,416,866 |
| Item Number: 448526 1 Project Description: SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: RESURFACING | | | | Project Length: 1.410MI | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |

| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
|---|------------------------------------|--|--|---------|--|--|--|--|---------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 878,000 | | | | | 878,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,000 | | | | | 10,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | | | 888,000 | | | | | 888,000 |

| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
|--------------------------------|-------------------------------------|--|--|---------|-----------|--|--|--|-----------|
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | | | 3,653,002 | | | | 3,653,002 |
| | DDR-DISTRICT DEDICATED REVENUE | | | | 386,990 | | | | 386,990 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 10,000 | | | | 10,000 |
| Phase: CONSTRUCTION Totals | | | | | 4,049,992 | | | | 4,049,992 |
| Item: 448526 1 Totals | | | | 888,000 | 4,049,992 | | | | 4,937,992 |
| Project Totals | | | | 888,000 | 4,049,992 | | | | 4,937,992 |

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|----------------------------|----------------|--|------|------|------|------|-------------------------|-----------|--|
| Item Number: 448924 1 | | Project Description: SR-492 OVER CSX RR | | | | | | | |
| District: 05 | County: MARION | Type of Work: BRIDGE-REPAIR/REHABILITATION | | | | | Project Length: 0.102MI | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |

| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
|---|------------------------------------|--------|--|--|--|--|--|--|--------|
| Fund Code: | BRRP-STATE BRIDGE REPAIR & REHAB | 43,595 | | | | | | | 43,595 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 2,000 | | | | | | | 2,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | 45,595 | | | | | | | 45,595 |

| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
|--------------------------------|------------------------------------|--------|---------|--|--|--|--|--|---------|
| Fund Code: | BRRP-STATE BRIDGE REPAIR & REHAB | | 387,195 | | | | | | 387,195 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 2,054 | | | | | | 2,054 |
| Phase: CONSTRUCTION Totals | | | 389,249 | | | | | | 389,249 |
| Item: 448924 1 Totals | | 45,595 | 389,249 | | | | | | 434,844 |
| Project Totals | | 45,595 | 389,249 | | | | | | 434,844 |

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|----------------------------|----------------|--|------|------|------|------|-------------------------|-----------|--|
| Item Number: 449261 1 | | Project Description: SW 60TH AVE FROM SW 54TH ST TO SECO ENERGY DRIVEWAY | | | | | | | |
| District: 05 | County: MARION | Type of Work: INTERSECTION IMPROVEMENT | | | | | Project Length: 0.436MI | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |

| PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
|--|----------------|--|--------|--|--|--|--|--|--------|
| Fund Code: | LF-LOCAL FUNDS | | 47,818 | | | | | | 47,818 |

| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
|---|-----------------------------------|--|--------|---------|--|--|--|--|---------|
| Fund Code: | SN-STP, MANDATORY NON-URBAN <= 5K | | | 199,243 | | | | | 199,243 |
| Item: 449261 1 Totals | | | 47,818 | 199,243 | | | | | 247,061 |
| Project Totals | | | 47,818 | 199,243 | | | | | 247,061 |

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|----------------------------|----------------|---|------|------|------|------|-------------------------|-----------|--|
| Item Number: 449277 1 | | Project Description: CR-484 AT THE INTERSECTION OF MARION OAKS BLVD | | | | | | | |
| District: 05 | County: MARION | Type of Work: INTERSECTION IMPROVEMENT | | | | | Project Length: 0.021MI | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |

| PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
|--|-------------------------------------|----------------|-----------|-------------------------------------|------|-----------|-------------------------|-----------|-----------|
| Fund Code: | LF-LOCAL FUNDS | | 60,795 | | | | | | 60,795 |
| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | | 30,000 | | | | | | 30,000 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | 445,830 | | | | | | 445,830 |
| Phase: CONSTRUCTION Totals | | | 475,830 | | | | | | 475,830 |
| Item: 449277 1 Totals | | | 60,795 | 475,830 | | | | | 536,625 |
| Project Totals | | | 60,795 | 475,830 | | | | | 536,625 |
| Item Number: 449317 1 Project Description: CR 484 AT SW 135TH ST RD | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: ADD LEFT TURN LANE(S) | | | Project Length: 0.236MI | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | | 88,705 | | | | | | 88,705 |
| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | SN-STP, MANDATORY NON-URBAN <= 5K | | 369,605 | | | | | | 369,605 |
| Item: 449317 1 Totals | | | 88,705 | 369,605 | | | | | 458,310 |
| Project Totals | | | 88,705 | 369,605 | | | | | 458,310 |
| Item Number: 449443 1 Project Description: NE 8TH AVE FROM SR 40 TO SR 492 | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: ROUNDABOUT | | | Project Length: 0.900MI | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CONSTRUCTION / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | SL-STP, AREAS <= 200K | | | | | 4,452,800 | | | 4,452,800 |
| Item: 449443 1 Totals | | | | | | 4,452,800 | | | 4,452,800 |
| Project Totals | | | | | | 4,452,800 | | | 4,452,800 |
| Item Number: 450340 1 Project Description: EMERALD ROAD EXTENSION FROM SE 92ND LOOP TO CR424(SE MARICAMP RD) | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: NEW ROAD CONSTRUCTION | | | Project Length: 0.000 | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| RIGHT OF WAY / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | CIGP-COUNTY INCENTIVE GRANT PROGRAM | | 325,000 | | | | | | 325,000 |
| | LF-LOCAL FUNDS | | 325,000 | | | | | | 325,000 |
| Phase: RIGHT OF WAY Totals | | | 650,000 | | | | | | 650,000 |
| CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | CIGP-COUNTY INCENTIVE GRANT PROGRAM | | 4,370,763 | | | | | | 4,370,763 |
| | LF-LOCAL FUNDS | | 4,629,237 | | | | | | 4,629,237 |
| Phase: CONSTRUCTION Totals | | | 9,000,000 | | | | | | 9,000,000 |
| Item: 450340 1 Totals | | | 9,650,000 | | | | | | 9,650,000 |
| Project Totals | | | 9,650,000 | | | | | | 9,650,000 |
| FIXED CAPITAL OUTLAY | | | | | | | | | |
| Item Number: 450125 1 Project Description: OCALA OPERATIONS CENTER CONSTRUCTION RENOVATION | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: FIXED CAPITAL OUTLAY | | | Project Length: 0.000 | | |

| | | Fiscal Year | | | | | | | |
|--|-----------------------------------|-------------|-----------|---------|---------|------|-------|-----------|--|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | FCO-PRIMARY/FIXED CAPITAL OUTLAY | | 534,900 | | | | | 534,900 | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | FCO-PRIMARY/FIXED CAPITAL OUTLAY | | 5,001,200 | | | | | 5,001,200 | |
| Item: 450125 1 Totals | | | 5,536,100 | | | | | 5,536,100 | |
| Project Totals | | | 5,536,100 | | | | | 5,536,100 | |
| Item Number: 450168 1 Project Description: OCALA OPERATIONS CENTER SECURITY- INTEGRATED ELECTRONIC SEC SYS ON GATE District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000 | | | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | FCO-PRIMARY/FIXED CAPITAL OUTLAY | | 9,000 | | | | | 9,000 | |
| Item: 450168 1 Totals | | | 9,000 | | | | | 9,000 | |
| Project Totals | | | 9,000 | | | | | 9,000 | |
| Item Number: 450169 1 Project Description: OCALA OPERATIONS CENTER SECURITY- FENCING/GATE UPDATES District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000 | | | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | FCO-PRIMARY/FIXED CAPITAL OUTLAY | | 70,000 | | | | | 70,000 | |
| Item: 450169 1 Totals | | | 70,000 | | | | | 70,000 | |
| Project Totals | | | 70,000 | | | | | 70,000 | |
| TRANSPORTATION PLANNING | | | | | | | | | |
| Item Number: 439331 4 Project Description: OCALA/MARION URBAN AREA FY 2022/2023- 2023/2024 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000 | | | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | PL-METRO PLAN (85% FA; 15% OTHER) | | 723,984 | 669,715 | | | | 1,393,699 | |
| Item: 439331 4 Totals | | | 723,984 | 669,715 | | | | 1,393,699 | |
| Item Number: 439331 5 Project Description: OCALA/MARION URBAN AREA FY 2024/2025- 2025/2026 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000 | | | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | PL-METRO PLAN (85% FA; 15% OTHER) | | | 676,473 | 683,366 | | | 1,359,839 | |
| Item: 439331 5 Totals | | | | 676,473 | 683,366 | | | 1,359,839 | |
| Item Number: 439331 6 Project Description: OCALA/MARION URBAN AREA FY 2026/2027- 2027/2028 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000 | | | | | | | | | |

| | | Fiscal Year | | | | | | | |
|---|-------------------|---|------------------|------------------|--|------------------|------------------------------|-------------------|--|
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: PL-METRO PLAN (85% FA; 15% OTHER) | | | | | | 683,366 | | 683,366 | |
| Item: 439331 6 Totals | | | | | | 683,366 | | 683,366 | |
| Project Totals | | 723,984 | 669,715 | 676,473 | 683,366 | 683,366 | | 3,436,904 | |
| MAINTENANCE | | | | | | | | | |
| Item Number: 413615 3 | | Project Description: LIGHTING AGREEMENTS | | | | | | | |
| District: 05 | | County: MARION | | | Type of Work: LIGHTING | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: D-UNRESTRICTED STATE PRIMARY | 2,254,886 | 433,240 | 441,220 | 454,457 | 468,088 | 487,617 | | 4,539,508 | |
| DDR-DISTRICT DEDICATED REVENUE | 3,169,391 | | | | | | | 3,169,391 | |
| Phase: BRDG/RDWY/CONTRACT MAINT Totals | 5,424,277 | 433,240 | 441,220 | 454,457 | 468,088 | 487,617 | | 7,708,899 | |
| Item: 413615 3 Totals | 5,424,277 | 433,240 | 441,220 | 454,457 | 468,088 | 487,617 | | 7,708,899 | |
| Project Totals | 5,424,277 | 433,240 | 441,220 | 454,457 | 468,088 | 487,617 | | 7,708,899 | |
| Item Number: 418107 1 | | Project Description: MARION PRIMARY IN-HOUSE | | | | | | | |
| District: 05 | | County: MARION | | | Type of Work: ROUTINE MAINTENANCE | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: D-UNRESTRICTED STATE PRIMARY | 40,439,904 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | | 49,599,769 | |
| Item: 418107 1 Totals | 40,439,904 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | | 49,599,769 | |
| Project Totals | 40,439,904 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | | 49,599,769 | |
| Item Number: 423391 2 | | Project Description: ASPHALT RESURFACING VARIOUS LOCATIONS | | | | | | | |
| District: 05 | | County: MARION | | | Type of Work: ROUTINE MAINTENANCE | | Project Length: 0.000 | | |
| Extra Description: | | SITE SPECIFIC E5M43 | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: D-UNRESTRICTED STATE PRIMARY | 4,542,202 | 200,000 | | | | | | 4,742,202 | |
| Item: 423391 2 Totals | 4,542,202 | 200,000 | | | | | | 4,742,202 | |
| Project Totals | 4,542,202 | 200,000 | | | | | | 4,742,202 | |
| Item Number: 429178 1 | | Project Description: UNPAVED SHOULDER REPAIR | | | | | | | |
| District: 05 | | County: MARION | | | Type of Work: ROUTINE MAINTENANCE | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: D-UNRESTRICTED STATE PRIMARY | 1,564,038 | 220,000 | | | | | | 1,784,038 | |
| Item: 429178 1 Totals | 1,564,038 | 220,000 | | | | | | 1,784,038 | |
| Project Totals | 1,564,038 | 220,000 | | | | | | 1,784,038 | |
| Item Number: 442738 1 | | Project Description: CITY OF OCALA MOA | | | | | | | |
| District: 05 | | County: MARION | | | Type of Work: ROUTINE MAINTENANCE | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |

| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
|---|-----------------------------------|---|-----------|-----------|-----------|-----------|-----------------------|-------|------------|--|
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA | | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 92,850 | | 50,000 | | | 50,000 | | 192,850 | |
| Item: 442738 1 Totals | | 92,850 | | 50,000 | | | 50,000 | | 192,850 | |
| Project Totals | | 92,850 | | 50,000 | | | 50,000 | | 192,850 | |
| Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE | | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: ROUTINE MAINTENANCE | | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 1,721,305 | 850,000 | | | | | | 2,571,305 | |
| Item: 446691 1 Totals | | 1,721,305 | 850,000 | | | | | | 2,571,305 | |
| Project Totals | | 1,721,305 | 850,000 | | | | | | 2,571,305 | |
| Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY | | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: ROUTINE MAINTENANCE | | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 3,964,905 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | | 19,627,885 | |
| Item: 446910 1 Totals | | 3,964,905 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | | 19,627,885 | |
| Project Totals | | 3,964,905 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | | 19,627,885 | |
| Item Number: 450165 1 Project Description: OCALA OPERATIONS CENTER DEMO OF OLD BUILDINGS | | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: FIXED CAPITAL OUTLAY | | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | | | 100,000 | | | | | 100,000 | |
| Item: 450165 1 Totals | | | | 100,000 | | | | | 100,000 | |
| Project Totals | | | | 100,000 | | | | | 100,000 | |
| FLP: AVIATION | | | | | | | | | | |
| Item Number: 438417 1 Project Description: MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS | | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION PRESERVATION PROJECT | | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 350,000 | | | | | 350,000 | |
| | LF-LOCAL FUNDS | | | 87,500 | | | | | 87,500 | |
| Phase: CAPITAL Totals | | | | 437,500 | | | | | 437,500 | |
| Item: 438417 1 Totals | | | | 437,500 | | | | | 437,500 | |
| Project Totals | | | | 437,500 | | | | | 437,500 | |
| Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS | | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION PRESERVATION PROJECT | | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | | |

| | | | | | | | | | |
|--|--------------------------------|--|------------------|------------------|------------------|------------------------------|-----------------|------------------|------------------|
| Fund Code: | DPTO-STATE - PTO | | | | 200,000 | | | | 200,000 |
| | FAA-FEDERAL AVIATION ADMIN | | | | 2,250,000 | | | | 2,250,000 |
| | LF-LOCAL FUNDS | | | | 50,000 | | | | 50,000 |
| | Phase: CAPITAL Totals | | | | 2,500,000 | | | | 2,500,000 |
| | Item: 438427 1 Totals | | | | 2,500,000 | | | | 2,500,000 |
| | Project Totals | | | | 2,500,000 | | | | 2,500,000 |
| Item Number: 438477 1 Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION PRESERVATION PROJECT | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CAPITAL / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 520,000 | | | | 520,000 |
| | FAA-FEDERAL AVIATION ADMIN | | | | 5,850,000 | | | | 5,850,000 |
| | LF-LOCAL FUNDS | | | | 130,000 | | | | 130,000 |
| | Phase: CAPITAL Totals | | | | 6,500,000 | | | | 6,500,000 |
| | Item: 438477 1 Totals | | | | 6,500,000 | | | | 6,500,000 |
| | Project Totals | | | | 6,500,000 | | | | 6,500,000 |
| Item Number: 440780 1 Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION PRESERVATION PROJECT | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CAPITAL / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 1,200,000 | | | | | | 1,200,000 |
| | LF-LOCAL FUNDS | | 300,000 | | | | | | 300,000 |
| | Phase: CAPITAL Totals | | 1,500,000 | | | | | | 1,500,000 |
| | Item: 440780 1 Totals | | 1,500,000 | | | | | | 1,500,000 |
| | Project Totals | | 1,500,000 | | | | | | 1,500,000 |
| Item Number: 444877 1 Project Description: MARION-OCALA INTL HANGAR | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION REVENUE/OPERATIONAL | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CAPITAL / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 1,000,000 | | | | | 1,000,000 |
| | LF-LOCAL FUNDS | | | 250,000 | | | | | 250,000 |
| | Phase: CAPITAL Totals | | | 1,250,000 | | | | | 1,250,000 |
| | Item: 444877 1 Totals | | | 1,250,000 | | | | | 1,250,000 |
| | Project Totals | | | 1,250,000 | | | | | 1,250,000 |
| Item Number: 448575 1 Project Description: MARION-OCALA INTL ARFF BUILDING | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION SAFETY PROJECT | | | | Project Length: 0.000 | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | 800,000 | | | 800,000 |
| | LF-LOCAL FUNDS | | | | | 200,000 | | | 200,000 |
| | Phase: CAPITAL Totals | | | | | 1,000,000 | | | 1,000,000 |

| | | | | | | | |
|--|------------------------------------|-----------------------|------------------|---|------------------|------------------------------|---------------------------|
| Item: 448575 1 Totals | | | | | | 1,000,000 | 1,000,000 |
| Project Totals | | | | | | 1,000,000 | 1,000,000 |
| Item Number: 449760 1 | | | | | | | |
| Project Description: MARION CO AIRPORT FUEL SYSTEM | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: AVIATION REVENUE/OPERATIONAL | | Project Length: 0.000 | |
| Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 All Years |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 250,000 | | | | | 250,000 |
| | LF-LOCAL FUNDS | 62,500 | | | | | 62,500 |
| | Phase: CAPITAL Totals | 312,500 | | | | | 312,500 |
| | Item: 449760 1 Totals | 312,500 | | | | | 312,500 |
| | Project Totals | 312,500 | | | | | 312,500 |
| Item Number: 449774 1 | | | | | | | |
| Project Description: MARION COUNTY AIRPORT HANGAR | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: AVIATION REVENUE/OPERATIONAL | | Project Length: 0.000 | |
| Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 All Years |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 1,237,596 | | | 1,237,596 |
| | DPTO-STATE - PTO | | | 762,404 | | | 762,404 |
| | LF-LOCAL FUNDS | | | 500,000 | | | 500,000 |
| | Phase: CAPITAL Totals | | | 2,500,000 | | | 2,500,000 |
| | Item: 449774 1 Totals | | | 2,500,000 | | | 2,500,000 |
| | Project Totals | | | 2,500,000 | | | 2,500,000 |
| Item Number: 449858 1 | | | | | | | |
| Project Description: MARION / OCALA INTERNATIONAL HANGER DEVELOPMENT | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: AVIATION CAPACITY PROJECT | | Project Length: 0.000 | |
| Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 All Years |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 1,500,000 | | | | | 1,500,000 |
| | LF-LOCAL FUNDS | 375,000 | | | | | 375,000 |
| | Phase: CAPITAL Totals | 1,875,000 | | | | | 1,875,000 |
| | Item: 449858 1 Totals | 1,875,000 | | | | | 1,875,000 |
| | Project Totals | 1,875,000 | | | | | 1,875,000 |
| FLP: TRANSIT | | | | | | | |
| Item Number: 427188 2 | | | | | | | |
| Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009 | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: CAPITAL FOR FIXED ROUTE | | Project Length: 0.000 | |
| Extra Description: AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL. | | | | | | | |
| Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 All Years |
| CAPITAL / MANAGED BY MARION COUNTY TRANSIT | | | | | | | |
| Fund Code: | FTA-FEDERAL TRANSIT ADMINISTRATION | 16,221,737 | 2,467,181 | 2,541,196 | 2,617,431 | 2,617,431 | 29,082,407 |
| | LF-LOCAL FUNDS | 4,055,434 | 616,795 | 635,299 | 654,398 | 654,398 | 7,270,722 |
| | Phase: CAPITAL Totals | 20,277,171 | 3,083,976 | 3,176,495 | 3,271,829 | 3,271,829 | 36,353,129 |
| | Item: 427188 2 Totals | 20,277,171 | 3,083,976 | 3,176,495 | 3,271,829 | 3,271,829 | 36,353,129 |
| | Project Totals | 20,277,171 | 3,083,976 | 3,176,495 | 3,271,829 | 3,271,829 | 36,353,129 |
| Item Number: 442455 1 | | | | | | | |
| Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE | | | | | | | |

| | | | | | | | | | |
|---|---------------------------------------|--------------------|--------------------|---|-------------------|-------------------|-------------------|-----------------------|--------------------|
| District: 05 | | County: MARION | | Type of Work: OPERATING FOR FIXED ROUTE | | | | Project Length: 0.000 | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| OPERATIONS / MANAGED BY OCALA | | | | | | | | | |
| Fund Code: | DPTO-STATE - PTO | | 733,602 | 755,610 | 778,278 | 801,626 | 825,675 | | 3,894,791 |
| | LF-LOCAL FUNDS | | 733,602 | 755,610 | 779,279 | 801,626 | 825,675 | | 3,895,792 |
| Phase: OPERATIONS Totals | | | 1,467,204 | 1,511,220 | 1,557,557 | 1,603,252 | 1,651,350 | | 7,790,583 |
| Item: 442455 1 Totals | | | 1,467,204 | 1,511,220 | 1,557,557 | 1,603,252 | 1,651,350 | | 7,790,583 |
| Project Totals | | | 1,467,204 | 1,511,220 | 1,557,557 | 1,603,252 | 1,651,350 | | 7,790,583 |
| Item Number: 442460 1 | | | | | | | | | |
| Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: OPERATING/ADMIN. ASSISTANCE | | | | Project Length: 0.000 | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| OPERATIONS / MANAGED BY MARION COUNTY TRANSIT | | | | | | | | | |
| Fund Code: | DU-STATE PRIMARY/FEDERAL REIMB | | | 909,849 | 937,146 | 965,259 | 993,939 | | 3,806,193 |
| | LF-LOCAL FUNDS | | | 909,849 | 937,146 | 965,259 | 993,939 | | 3,806,193 |
| Phase: OPERATIONS Totals | | | | 1,819,698 | 1,874,292 | 1,930,518 | 1,987,878 | | 7,612,386 |
| Item: 442460 1 Totals | | | | 1,819,698 | 1,874,292 | 1,930,518 | 1,987,878 | | 7,612,386 |
| Project Totals | | | | 1,819,698 | 1,874,292 | 1,930,518 | 1,987,878 | | 7,612,386 |
| MISCELLANEOUS | | | | | | | | | |
| Item Number: 426179 1 | | | | | | | | | |
| Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: MISCELLANEOUS CONSTRUCTION | | | | Project Length: 0.000 | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | TALL-TRANSPORTATION ALTS- <200K | 264,445 | | | | | | | 264,445 |
| | TALN-TRANSPORTATION ALTS- < 5K | 287,347 | | | | | | | 287,347 |
| | TALT-TRANSPORTATION ALTS- ANY AREA | 883,075 | | | | | | | 883,075 |
| Phase: PRELIMINARY ENGINEERING Totals | | 1,434,867 | | | | | | | 1,434,867 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 5,280 | | | | | 5,280 |
| | SL-STP, AREAS <= 200K | | | 1,872,596 | | | | | 1,872,596 |
| | TALL-TRANSPORTATION ALTS- <200K | | | 11,289 | | | | | 11,289 |
| | TALN-TRANSPORTATION ALTS- < 5K | | | 166,133 | | | | | 166,133 |
| | TALT-TRANSPORTATION ALTS- ANY AREA | | | 1,610,141 | | | | | 1,610,141 |
| Phase: CONSTRUCTION Totals | | | | 3,665,439 | | | | | 3,665,439 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | SA-STP, ANY AREA | 50,000 | | | | | | | 50,000 |
| Item: 426179 1 Totals | | 1,484,867 | | 3,665,439 | | | | | 5,150,306 |
| Project Totals | | 1,484,867 | | 3,665,439 | | | | | 5,150,306 |
| Grand Total | | 142,739,435 | 116,925,211 | 28,281,572 | 97,954,050 | 25,206,743 | 18,572,489 | | 429,679,500 |

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management
Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

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APPENDIX K: Roll Forward TIP Amendment Report



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2023 to 2027

Roll Forward Amendment

Approved on August 23, 2022



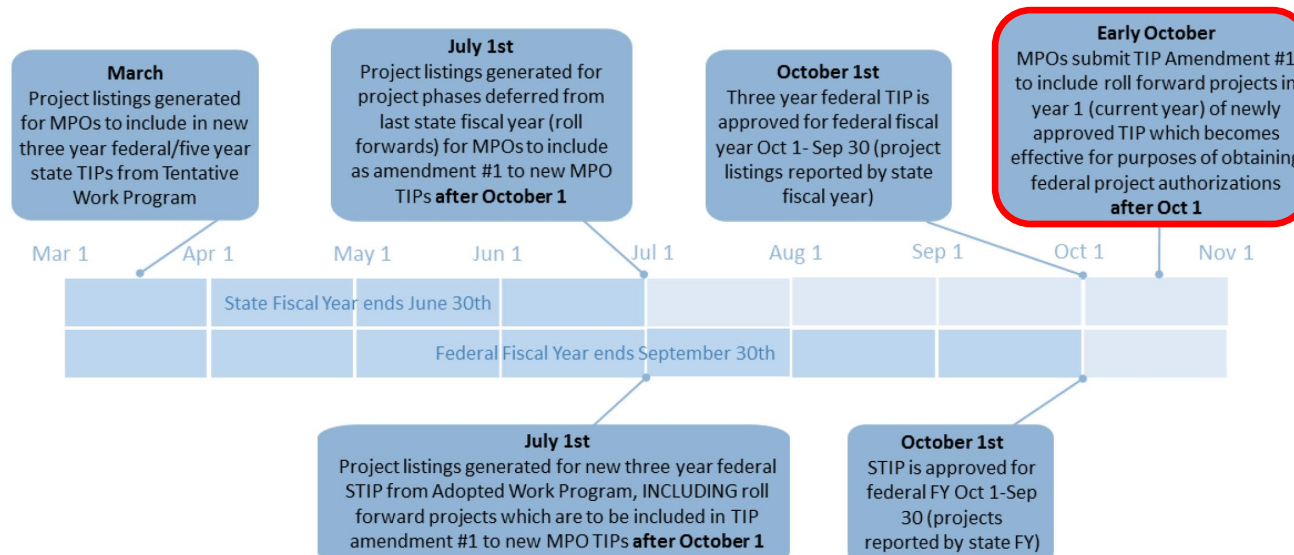
Roll Forward TIP Amendment

PURPOSE

The TPO's FY 2023 to FY 2027 Transportation Improvement Program (TIP) was adopted by the Board on June 28, 2022. The purpose of the TIP Roll Forward Amendment is to ensure full consistency by October 1 each year between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program.

In some cases, project funding programmed in the previous fiscal year of the prior TIP document was not authorized and encumbered prior to June 30. These projects then roll-forward in the FDOT Work Program for year one (FY 2023), but not into the TPO's TIP to meet the timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include roll-forward projects in the current fiscal year to ensure consistency with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

Unlike all other projects, Federal Transit Administration (FTA) projects do not automatically roll-forward in the FDOT Work Program. The TPO coordinates with SunTran to verify that project funding is appropriately accounted for in the Roll Forward TIP Amendment. The following graphic displays the Roll Forward process and all key milestones.



Source: Florida Department of Transportation MPO Program Management Handbook, 2021

Roll Forward Summary

The following tables summarize roll forward projects for the FY 2023 to FY 2027 TIP. The table includes current FY 2023 project funding, amount of funding rolled forward, and revised FY 2023 project funding.

| Project FM # | Project Name | Work Type | Phase(s) | Current TIP FY 2023 | Amount Rolled Forward | Revised TIP FY 2023 |
|--------------|--|---|---------------|---------------------|-----------------------|---------------------|
| 238648-1 | SR 45 (US 41) From SW 110th Street to North of SR 40 | Add Lanes and Reconstruction | PE | \$0 | \$275,665 | \$275,665 |
| | | | ROW | \$0 | \$4,666 | \$4,666 |
| | | | Total: | \$0 | \$280,331 | \$280,331 |
| 238677-4 | SR 35/Belleview Bypass from US 27/441 to SR 35 | New Road Construction | PE | \$0 | \$1,196 | \$1,196 |
| 238693-1 | SR 35/Baseline Road from SE 92PL/Belleview Bypass to SR 464/Maricamp | Add Lanes and Reconstruction | DB | \$0 | \$7,399 | \$7,399 |
| | | | PE | \$0 | \$4,467 | \$4,467 |
| | | | Total: | \$0 | \$11,866 | \$11,866 |
| 238719-1 | SR 40 from CR 328 to SW 80th Ave(CR 225A) | Add Lanes, Reconstruction | ROW | \$0 | \$4,605 | \$4,605 |
| 410674-3 | SR 40 From East Of CR 314 To East Of CR 314A | Preliminary Engineering for Future Capacity | PE | \$0 | \$16,570 | \$16,570 |
| | | | ROW | \$0 | \$6,841,000 | \$6,841,000 |
| | | | Total: | \$0 | \$6,857,570 | \$6,857,570 |
| 411256-5 | SR 35 (US 301) Dallas Pond Redesign | Drainage Improvements | CST | \$0 | \$9,798 | \$9,798 |
| | | | PE | \$0 | \$1,772 | \$1,772 |
| | | | ROW | \$0 | \$1,291 | \$1,291 |
| | | | Total: | \$0 | \$12,861 | \$12,861 |
| 430655-1 | SR 492 SR25/200/500 US301/441 to SR 40 | Roadway Resurfacing | CST | \$0 | \$3,490 | \$3,490 |
| 431797-2 | NE 25th Avenue From NE 14th Street (SR 492) TO NE 24th Street | Add Lanes and Reconstruction | PE | \$0 | \$991 | \$991 |
| 431797-3 | NE 25th Avenue From NE 24th Street To NE 35th Street | Add Lanes and Reconstruction | PE | \$0 | \$8,063 | \$8,063 |
| 433651-1 | CR 484 From SW 20th Avenue To CR 475A | Interchange Improvements | CST | \$0 | \$19,833 | \$19,833 |
| | | | PE | \$0 | \$12,912 | \$12,912 |
| | | | ROW | \$0 | \$41,012 | \$41,012 |
| | | | Total: | \$0 | \$73,757 | \$73,757 |

(continued next page)

| Project FM # | Project Name | Work Type | Phase(s) | Current TIP FY 2023 | Amount Rolled Forward | Revised TIP FY 2023 |
|--------------|---|----------------------------|---------------|---------------------|-----------------------|---------------------|
| 433651-4 | CR 484 From SW 20th Avenue To CR 475A | Landscaping Improvements | CST | \$179,725 | \$0 | \$179,725 |
| | | | PE | \$0 | \$5,000 | \$5,000 |
| | | | Total: | \$179,725 | \$5,000 | \$184,725 |
| 443170-1 | SR 93 (I-75) From Sumter County To SR 200 | Resurfacing of Interstate | CST | \$0 | \$102,257 | \$102,257 |
| | | | PE | \$0 | \$36,043 | \$36,043 |
| | | | Total: | \$0 | \$138,300 | \$138,300 |
| 445800-1 | E SR 40 @ SR 492 | Traffic Signals | CST | \$0 | \$10,000 | \$10,000 |
| | | | PE | \$0 | \$12,423 | \$12,423 |
| | | | Total: | \$0 | \$22,423 | \$22,423 |
| 434408-1 | SR 40 Fort Brooks Road From East of NE 10th Street Road to East of NE 145TH Avenue Road | Resurfacing of Roadway | PE | \$0 | \$2,684 | \$2,684 |
| 435057-1 | I-75 (SR 93) At CR 484, SR 326, CR 318 | Lighting | PE | \$0 | \$4,945 | \$4,945 |
| 435466-1 | I-75 2 Locations | Landscaping Improvements | CST | \$0 | \$51,689 | \$51,689 |
| 435492-2 | SR 40 Intersection Improvements at Martin Luther King Boulevard | Intersection Improvements | CST | \$0 | \$9,380 | \$9,380 |
| 437344-1 | SR 200/SW College Road From East of SW 60th Avenue to East of SW 38th Court | Resurfacing of Roadway | CST | \$0 | \$13,622 | \$13,622 |
| | | | PE | \$0 | \$4,886 | \$4,886 |
| | | | Total: | \$0 | \$18,508 | \$18,508 |
| 435660-2 | SR 326 From SR 326 RXR Crossing 627142B To East Of CR 25A (NW Gainesville Road) | Addition of Turn lanes | CST | \$0 | \$37,318 | \$37,318 |
| | | | ROW | \$0 | \$23,888 | \$23,888 |
| | | | Total: | \$0 | \$61,206 | \$61,206 |
| 435686-1 | SR 500 /US 441 @SE 98th Lane | Addition of Left Turn Lane | CST | \$0 | \$51,654 | \$51,654 |
| | | | PE | \$0 | \$13,291 | \$13,291 |
| | | | Total: | \$0 | \$64,945 | \$64,945 |
| 436879-1 | SR 200 From South Of CR 484 To South Of SW 60th Avenue | Resurfacing of Roadway | CST | \$0 | \$55 | \$55 |
| | | | PE | \$0 | \$7,587 | \$7,587 |
| | | | Total: | \$0 | \$7,642 | \$7,642 |
| 437339-1 | SR 500 /US 27 From Levy County Line To CR 326 | Resurfacing of Roadway | CST | \$0 | \$24,916 | \$24,916 |
| | | | PE | \$0 | \$2,862 | \$2,862 |
| | | | Total: | \$0 | \$27,778 | \$27,778 |
| 437818-1 | I-75 @ CR 318 Interchange | Landscaping Improvements | CST | \$0 | \$12,971 | \$12,971 |

(continued next page)

| Project FM # | Project Name | Work Type | Phase(s) | Current TIP FY 2023 | Amount Rolled Forward | Revised TIP FY 2023 |
|--------------|---|------------------------------|---------------|---------------------|-----------------------|---------------------|
| 437828-1 | I-75 @ SW 20th Street & I-75 @ SW 43rd Street | Landscaping Improvements | CST | \$0 | \$15,243 | \$15,243 |
| 440880-1 | Marion Oaks Sunrise/Horizon-Marion Oaks Golf Way To Marion Oaks Manor | Sidewalk | PE | \$0 | \$648 | \$648 |
| 441136-1 | SR25/SR200/US301/US441 From CR 25A To US 301/US441 Interchange | Resurfacing of Roadway | CST | \$0 | \$58,119 | \$58,119 |
| | | | PE | \$0 | \$33,820 | \$33,820 |
| | | | Total: | \$0 | \$91,939 | \$91,939 |
| 443270-1 | SR 25 / 200 To Alachua Bridges 360025 & 360026 | Bridge Repair/Rehabilitation | CST | \$0 | \$6,010 | \$6,010 |
| | | | PE | \$0 | \$6,957 | \$6,957 |
| | | | Total: | \$0 | \$12,967 | \$12,967 |
| 445687-1 | US 41 N / S Williams Street From Brittan Alexander Bridge To River Road | Safety Project | CST | \$0 | \$29,963 | \$29,963 |
| | | | PE | \$0 | \$18,206 | \$18,206 |
| | | | Total: | \$0 | \$48,169 | \$48,169 |
| 448924-1 | SR-492 Over CSX Railroad | Bridge Repair/Rehabilitation | CST | \$389,249 | \$0 | \$389,249 |
| | | | PE | \$0 | \$2,000 | \$2,000 |
| | | | Total: | \$389,249 | \$2,000 | \$391,249 |
| 450506-1 | Marion County I-75 Three Dynamic Message Signs | ITS Surveillance System | CST | \$0 | \$559,945 | \$559,945 |
| 418107-1 | Marion County Primary In-House | Routine Maintenance | CRT MTN | \$1,831,973 | \$0 | \$1,831,973 |
| 426179-1 | Silver Springs State Park Pedestrian Bridges | Miscellaneous Construction | ENV | \$0 | \$50,000 | \$50,000 |
| | | | PE | \$0 | \$103,650 | \$103,650 |
| | | | Total: | \$0 | \$153,650 | \$153,650 |
| 436474-2 | Saddlewood Elementary School Sidewalks | New Sidewalks | CST | \$0 | \$4,455 | \$4,455 |
| 436474-4 | Saddlewood Elementary School Sidewalks | New Sidewalks | CST | \$0 | \$14,365 | \$14,365 |
| 436474-5 | Legacy Elementary School Sidewalks | New Sidewalks | CST | \$0 | \$44,424 | \$44,424 |
| 439310-1 | Osceola Avenue Trail From SE 3rd Street To NE 5th Street | Bike Path/Trail | PE | \$0 | \$101 | \$101 |
| 431798-3 | NE 36th Avenue From NE 20th Place to North of NE 25th Street | Rail Capacity Project | CST | \$0 | \$78,201 | \$78,201 |
| | | | RRU | \$0 | \$266,191 | \$266,191 |
| | | | Total: | \$0 | \$344,392 | \$344,392 |
| 427188-2 | SunTran/Ocala/Marion Urban CAP/OPER. Fixed Route Section 5307-2009 | Capital for Fixed Route | CAP | \$3,083,976 | \$20,277,171 | \$23,361,147 |
| 445377-1 | Marion Ocala Section 5399 Small Urban Capital | Capital for Fixed Route | CAP | \$0 | \$1,231,367 | \$1,231,367 |
| 448170-1 | Marion/Ocala Section 5339 Small Urban Capital | Capital for Fixed Route | CAP | \$0 | \$470,711 | \$470,711 |
| 449238-1 | Marion-Ocala SunTran Section 5307 ARP Small Urban | Capital for Fixed Route | CAP | \$0 | \$783,759 | \$783,759 |

Roll Forward Totals: \$5,484,923 \$31,737,507 \$37,222,430

Project Phase Acronym Description

| | |
|---------|------------------------------|
| CAP | Capital |
| CRT MTN | Contract Routine Maintenance |
| CST | Construction |
| DB | Design Build |
| ENV | Environmental |
| OPS | Operations |
| PE | Preliminary Engineering |
| ROW | Right of Way |
| RRU | Railroad and Utilities |



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

July 11, 2022

Ocala Marion TPO
ATTN: Rob Balmes, Executive Director
2710 E Silver Springs Blvd
Ocala FL 34470

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP) – Annual Roll Forward

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP with the Annual Roll-Forward Report. The Roll Forward report reconciles differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program. This annual process is routine and assists the MPO with identifying projects using federal funds that were not committed during the previous state fiscal year (FY 2021/2022). These projects have automatically "rolled forward" in the FDOT Adopted Five-Year Work Program as of July 1, 2022. This amendment ensures that year one of the TIP matches year one of FDOT's Adopted Five-year Work Program.

The reason for this amendment is to ensure projects with federal funding can be authorized prior to the new Federal Fiscal Year (FFY) beginning on October 1 each year. Until then, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) continue to recognize the FY 2021/22 – 2025/26 TIP as the effective document. Adopting the Roll Forward Report and amending it into the TIP ensure projects will continue to be authorized without interruption.

The affected projects are listed in the attached Roll-Forward Report dated July 5, 2022. The MPO is requested to add this report to the FY 2022/23-2026/27 TIP in its entirety.

Feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us.

Sincerely,

DocuSigned by:

Rakinya Hinson

DF5360D3FA644A8...

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

Ocala-Marion TPO

HIGHWAYS
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ITEM NUMBER:238648 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000 PROJECT LENGTH: 4.146MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|-------------------|----------------|----------|----------|----------|----------|-------------------|-------------------|
| PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DIH | 143,104 | 0 | 0 | 0 | 0 | 0 | 0 | 143,104 |
| HPP | 682,728 | 0 | 0 | 0 | 0 | 0 | 0 | 682,728 |
| SA | 987,634 | 0 | 0 | 0 | 0 | 0 | 0 | 987,634 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSA | 0 | 38,000 | 0 | 0 | 0 | 0 | 0 | 38,000 |
| DDR | 547,588 | 0 | 0 | 0 | 0 | 0 | 0 | 547,588 |
| DIH | 372,283 | 0 | 0 | 0 | 0 | 0 | 0 | 372,283 |
| DS | 114,967 | 0 | 0 | 0 | 0 | 0 | 0 | 114,967 |
| EB | 6,851 | 0 | 0 | 0 | 0 | 0 | 0 | 6,851 |
| GFSL | 205,655 | 0 | 0 | 0 | 0 | 0 | 0 | 205,655 |
| GFSN | 30,330 | 0 | 0 | 0 | 0 | 0 | 0 | 30,330 |
| SA | 19,684 | 665 | 0 | 0 | 0 | 0 | 0 | 20,349 |
| SL | 213,966 | 30,000 | 0 | 0 | 0 | 0 | 0 | 243,966 |
| SN | 2,435,547 | 207,000 | 0 | 0 | 0 | 0 | 0 | 2,642,547 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 10,337,582 | 0 | 0 | 0 | 0 | 0 | 0 | 10,337,582 |
| DIH | 975,343 | 4,666 | 0 | 0 | 0 | 0 | 0 | 980,009 |
| DS | 3,121,944 | 0 | 0 | 0 | 0 | 0 | 0 | 3,121,944 |
| HPP | 90,955 | 0 | 0 | 0 | 0 | 0 | 0 | 90,955 |
| SA | 2,070,206 | 0 | 0 | 0 | 0 | 0 | 0 | 2,070,206 |
| SL | 5,718,406 | 0 | 0 | 0 | 0 | 0 | 0 | 5,718,406 |
| TOTAL 238648 1 | 28,074,773 | 280,331 | 0 | 0 | 0 | 0 | 0 | 28,355,104 |
| TOTAL PROJECT: | 28,074,773 | 280,331 | 0 | 0 | 0 | 0 | 0 | 28,355,104 |

ITEM NUMBER:238677 4 PROJECT DESCRIPTION:SR 35 / BELLEVIEW BYPASS FROM US 27/441 TO SR 35 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:NEW ROAD CONSTRUCTION
ROADWAY ID:36050000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|--------------|----------|----------|----------|----------|-------------------|---------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DIH | 26,621 | 1,196 | 0 | 0 | 0 | 0 | 0 | 27,817 |
| TOTAL 238677 4 | 26,621 | 1,196 | 0 | 0 | 0 | 0 | 0 | 27,817 |
| TOTAL PROJECT: | 26,621 | 1,196 | 0 | 0 | 0 | 0 | 0 | 27,817 |

ITEM NUMBER:238693 1 PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36009000 PROJECT LENGTH: 3.758MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|-------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DIH | 250,497 | 4,467 | 0 | 0 | 0 | 0 | 0 | 254,964 |
| DS | 189,210 | 0 | 0 | 0 | 0 | 0 | 0 | 189,210 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 810 | 0 | 0 | 0 | 0 | 0 | 0 | 810 |
| DIH | 546,592 | 0 | 0 | 0 | 0 | 0 | 0 | 546,592 |
| DS | 932 | 0 | 0 | 0 | 0 | 0 | 0 | 932 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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Ocala-Marion TPO

HIGHWAYS

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|---|-------------------|---------------|----------|----------|----------|----------|----------|-------------------|
| SL | 8,397,532 | 0 | 0 | 0 | 0 | 0 | 0 | 8,397,532 |
| SN | 1,771,589 | 0 | 0 | 0 | 0 | 0 | 0 | 1,771,589 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 79,992 | 0 | 0 | 0 | 0 | 0 | 0 | 79,992 |
| DS | 763,589 | 0 | 0 | 0 | 0 | 0 | 0 | 763,589 |
| PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 3,560,477 | 0 | 0 | 0 | 0 | 0 | 0 | 3,560,477 |
| DER | 48,328 | 0 | 0 | 0 | 0 | 0 | 0 | 48,328 |
| DIH | 176,683 | 7,399 | 0 | 0 | 0 | 0 | 0 | 184,082 |
| DS | 19,471,566 | 0 | 0 | 0 | 0 | 0 | 0 | 19,471,566 |
| TOTAL 238693 1 | 35,257,797 | 11,866 | 0 | 0 | 0 | 0 | 0 | 35,269,663 |
| TOTAL PROJECT: | 35,257,797 | 11,866 | 0 | 0 | 0 | 0 | 0 | 35,269,663 |

ITEM NUMBER:238719 1 PROJECT DESCRIPTION:SR 40 FROM CR 328 TO SW 80TH AVE(CR 225A) *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36110000 PROJECT LENGTH: 4.035MI LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|-------------------|--------------|----------|----------|----------|----------|-------------------|-------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DC | 1,628 | 0 | 0 | 0 | 0 | 0 | 0 | 1,628 |
| DDR | 205,169 | 0 | 0 | 0 | 0 | 0 | 0 | 205,169 |
| DIH | 241,144 | 0 | 0 | 0 | 0 | 0 | 0 | 241,144 |
| DS | 994,290 | 0 | 0 | 0 | 0 | 0 | 0 | 994,290 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 7,024,431 | 0 | 0 | 0 | 0 | 0 | 0 | 7,024,431 |
| DIH | 316,085 | 4,605 | 0 | 0 | 0 | 0 | 0 | 320,690 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 23,892 | 0 | 0 | 0 | 0 | 0 | 0 | 23,892 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 1,029,553 | 0 | 0 | 0 | 0 | 0 | 0 | 1,029,553 |
| DIH | 608,435 | 0 | 0 | 0 | 0 | 0 | 0 | 608,435 |
| DS | 11,417,482 | 0 | 0 | 0 | 0 | 0 | 0 | 11,417,482 |
| PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DS | 6,795 | 0 | 0 | 0 | 0 | 0 | 0 | 6,795 |
| TOTAL 238719 1 | 21,868,904 | 4,605 | 0 | 0 | 0 | 0 | 0 | 21,873,509 |
| TOTAL PROJECT: | 21,868,904 | 4,605 | 0 | 0 | 0 | 0 | 0 | 21,873,509 |

ITEM NUMBER:410674 3 PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A *SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
 ROADWAY ID:36080000 PROJECT LENGTH: 6.140MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|-----------|------------|------|------|------|-------------------|------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSA | 302,632 | 0 | 0 | 0 | 0 | 0 | 0 | 302,632 |
| ART | 1,549,011 | 0 | 0 | 0 | 0 | 0 | 0 | 1,549,011 |
| DIH | 332,564 | 16,570 | 0 | 0 | 0 | 0 | 0 | 349,134 |
| DS | 42,719 | 0 | 0 | 0 | 0 | 0 | 0 | 42,719 |
| EB | 136,930 | 0 | 0 | 0 | 0 | 0 | 0 | 136,930 |
| SA | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| SL | 5,416,792 | 0 | 0 | 0 | 0 | 0 | 0 | 5,416,792 |
| SN | 86,580 | 0 | 0 | 0 | 0 | 0 | 0 | 86,580 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ART | 0 | 6,000,000 | 23,932,000 | 0 | 0 | 0 | 0 | 29,932,000 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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OCALA-MARION TPO

HIGHWAYS
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ITEM NUMBER:435492 2 PROJECT DESCRIPTION:SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD. *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:36110000 PROJECT LENGTH: .114MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|------|--------------|----------|----------|----------|-------------------|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF Ocala | | | | | | | | |
| DDR | 740,722 | | 0 | 0 | 0 | 0 | 0 | 740,722 |
| DIH | 526 | | 0 | 0 | 0 | 0 | 0 | 526 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DIH | 250 | | 9,380 | 0 | 0 | 0 | 0 | 9,630 |
| TOTAL 435492 2 | 741,498 | | 9,380 | 0 | 0 | 0 | 0 | 750,878 |
| TOTAL PROJECT: | 741,498 | | 9,380 | 0 | 0 | 0 | 0 | 750,878 |

ITEM NUMBER:437344 1 PROJECT DESCRIPTION:SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36100000 PROJECT LENGTH: 2.767MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|------------------|---------------|----------|----------|----------|----------|-------------------|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DC | 2,720 | | 0 | 0 | 0 | 0 | 0 | 2,720 |
| DDR | 183,653 | | 0 | 0 | 0 | 0 | 0 | 183,653 |
| DIH | 67,114 | 4,886 | 0 | 0 | 0 | 0 | 0 | 72,000 |
| DS | 34,254 | 0 | 0 | 0 | 0 | 0 | 0 | 34,254 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 4,959,036 | | 0 | 0 | 0 | 0 | 0 | 4,959,036 |
| DIH | 14,832 | 13,622 | 0 | 0 | 0 | 0 | 0 | 28,454 |
| DS | 255,045 | 0 | 0 | 0 | 0 | 0 | 0 | 255,045 |
| TOTAL 437344 1 | 5,516,654 | 18,508 | 0 | 0 | 0 | 0 | 0 | 5,535,162 |
| TOTAL PROJECT: | 5,516,654 | 18,508 | 0 | 0 | 0 | 0 | 0 | 5,535,162 |

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000 PROJECT LENGTH: .216MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|--------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 14,869 | | 0 | 0 | 0 | 0 | 0 | 14,869 |
| DI | 3,245 | | 0 | 0 | 0 | 0 | 0 | 3,245 |
| DS | 170,487 | | 0 | 0 | 0 | 0 | 0 | 170,487 |
| NHPP | 398,753 | | 0 | 0 | 0 | 0 | 0 | 398,753 |
| SA | 115,217 | | 0 | 0 | 0 | 0 | 0 | 115,217 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACNP | 2,148 | 23,660 | 0 | 0 | 0 | 0 | 0 | 25,808 |
| DDR | 42,383 | 0 | 0 | 0 | 0 | 0 | 0 | 42,383 |
| NHPP | 435,644 | 228 | 0 | 0 | 0 | 0 | 0 | 435,872 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACNP | 9,738 | 0 | 0 | 0 | 0 | 0 | 0 | 9,738 |
| NHPP | 92,262 | 0 | 0 | 0 | 0 | 0 | 0 | 92,262 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACNP | 32,992 | 36,841 | 0 | 0 | 0 | 0 | 0 | 69,833 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS
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Ocala-Marion TPO

ITEM NUMBER: 448924 1 PROJECT DESCRIPTION: SR-492 OVER CSX RR *NON-SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION
 ROADWAY ID: 36000076 PROJECT LENGTH: .102MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|----------------|----------|----------|----------|----------|-------------------|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| BRRP | 43,595 | | 0 | 0 | 0 | 0 | 0 | 43,595 |
| DIH | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 2,000 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| BRRP | 0 | 387,195 | 0 | 0 | 0 | 0 | 0 | 387,195 |
| DIH | 0 | 2,054 | 0 | 0 | 0 | 0 | 0 | 2,054 |
| TOTAL 448924 1 | 43,595 | 391,249 | 0 | 0 | 0 | 0 | 0 | 434,844 |
| TOTAL PROJECT: | 43,595 | 391,249 | 0 | 0 | 0 | 0 | 0 | 434,844 |

ITEM NUMBER: 450506 1 PROJECT DESCRIPTION: MARION COUNTY I-75 THREE DYNAMIC MESSAGE SIGNS *SIS*
 DISTRICT: 05 COUNTY: MARION TYPE OF WORK: ITS SURVEILLANCE SYSTEM
 ROADWAY ID: 36210000 PROJECT LENGTH: 38.282MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|--------------------|------------------|-------------------|----------|----------|----------|-------------------|--------------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DS | 0 | 559,945 | 0 | 0 | 0 | 0 | 0 | 559,945 |
| TOTAL 450506 1 | 0 | 559,945 | 0 | 0 | 0 | 0 | 0 | 559,945 |
| TOTAL PROJECT: | 0 | 559,945 | 0 | 0 | 0 | 0 | 0 | 559,945 |
| TOTAL DIST: 05 | 211,302,959 | 8,982,086 | 23,979,520 | 0 | 0 | 0 | 0 | 244,264,565 |
| TOTAL HIGHWAYS | 211,302,959 | 8,982,086 | 23,979,520 | 0 | 0 | 0 | 0 | 244,264,565 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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MAINTENANCE
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Ocala-Marion TPO

ITEM NUMBER: 418107 1
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: MARION PRIMARY IN-HOUSE
 COUNTY: MARION
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: ROUTINE MAINTENANCE
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|-------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| D | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |
| TOTAL 418107 1 | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |
| TOTAL PROJECT: | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |
| TOTAL DIST: 05 | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |
| TOTAL MAINTENANCE | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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OCALA-MARION TPO

TRANSIT
=====

ITEM NUMBER:427188 2 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|----------------|-------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT | | | | | | | | |
| FTA | 0 | 18,688,918 | 2,541,196 | 2,617,431 | 2,617,431 | 2,617,431 | 0 | 29,082,407 |
| LF | 0 | 4,672,229 | 635,299 | 654,398 | 654,398 | 654,398 | 0 | 7,270,722 |
| TOTAL 427188 2 | 0 | 23,361,147 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | 0 | 36,353,129 |
| TOTAL PROJECT: | 0 | 23,361,147 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | 0 | 36,353,129 |

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|----------------|------------------|----------|----------|----------|----------|-------------------|------------------|
| PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA | | | | | | | | |
| FTA | 0 | 985,093 | 0 | 0 | 0 | 0 | 0 | 985,093 |
| LF | 0 | 246,274 | 0 | 0 | 0 | 0 | 0 | 246,274 |
| TOTAL 445377 1 | 0 | 1,231,367 | 0 | 0 | 0 | 0 | 0 | 1,231,367 |
| TOTAL PROJECT: | 0 | 1,231,367 | 0 | 0 | 0 | 0 | 0 | 1,231,367 |

ITEM NUMBER:448170 1 PROJECT DESCRIPTION:MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|----------------|----------------|----------|----------|----------|----------|-------------------|----------------|
| PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA | | | | | | | | |
| FTA | 0 | 376,569 | 0 | 0 | 0 | 0 | 0 | 376,569 |
| LF | 0 | 94,142 | 0 | 0 | 0 | 0 | 0 | 94,142 |
| TOTAL 448170 1 | 0 | 470,711 | 0 | 0 | 0 | 0 | 0 | 470,711 |
| TOTAL PROJECT: | 0 | 470,711 | 0 | 0 | 0 | 0 | 0 | 470,711 |

ITEM NUMBER:449238 1 PROJECT DESCRIPTION:MARION - OCALA SUNTRAN SECTION 5307 ARP SMALL URBAN AREA *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|----------------|-------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA | | | | | | | | |
| FTA | 0 | 627,007 | 0 | 0 | 0 | 0 | 0 | 627,007 |
| LF | 0 | 156,752 | 0 | 0 | 0 | 0 | 0 | 156,752 |
| TOTAL 449238 1 | 0 | 783,759 | 0 | 0 | 0 | 0 | 0 | 783,759 |
| TOTAL PROJECT: | 0 | 783,759 | 0 | 0 | 0 | 0 | 0 | 783,759 |
| TOTAL DIST: 05 | 0 | 25,846,984 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | 0 | 38,838,966 |
| TOTAL TRANSIT | 0 | 25,846,984 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | 0 | 38,838,966 |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====
TRANSIT
=====

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
MISCELLANEOUS
 =====

OCALA-MARION TPO

ITEM NUMBER:436474 5 PROJECT DESCRIPTION:LEGACY ELEMENTARY SCHOOL SIDEWALKS TYPE OF WORK:SIDEWALK *NON-SIS*
 DISTRICT:05 COUNTY:MARION LANS EXIST/IMPROVED/ADDED: 0/ 0/ 0
 ROADWAY ID: PROJECT LENGTH: .000

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|----------------|---------------|----------|----------|----------|----------|-------------------|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| LF | 260,159 | 44,424 | 0 | 0 | 0 | 0 | 0 | 304,583 |
| SL | 28,181 | 0 | 0 | 0 | 0 | 0 | 0 | 28,181 |
| TALT | 7,819 | 0 | 0 | 0 | 0 | 0 | 0 | 7,819 |
| TOTAL 436474 5 | 296,159 | 44,424 | 0 | 0 | 0 | 0 | 0 | 340,583 |
| TOTAL PROJECT: | 700,754 | 63,244 | 0 | 0 | 0 | 0 | 0 | 763,998 |

ITEM NUMBER:439310 1 PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET TYPE OF WORK:BIKE PATH/TRAIL *NON-SIS*
 DISTRICT:05 COUNTY:MARION LANS EXIST/IMPROVED/ADDED: 0/ 0/ 0
 ROADWAY ID: PROJECT LENGTH: .000

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|------------------|----------------|------------------|----------|----------|----------|-------------------|------------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA | | | | | | | | |
| LF | 194,476 | 0 | 0 | 0 | 0 | 0 | 0 | 194,476 |
| TALL | 650,316 | 0 | 0 | 0 | 0 | 0 | 0 | 650,316 |
| TALT | 245,472 | 0 | 0 | 0 | 0 | 0 | 0 | 245,472 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DIH | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 101 |
| TALT | 11,217 | 0 | 0 | 0 | 0 | 0 | 0 | 11,217 |
| TOTAL 439310 1 | 1,101,481 | 101 | 0 | 0 | 0 | 0 | 0 | 1,101,582 |
| TOTAL PROJECT: | 1,101,481 | 101 | 0 | 0 | 0 | 0 | 0 | 1,101,582 |
| TOTAL DIST: 05 | 3,133,452 | 216,995 | 3,665,439 | 0 | 0 | 0 | 0 | 7,015,886 |
| TOTAL MISCELLANEOUS | 3,133,452 | 216,995 | 3,665,439 | 0 | 0 | 0 | 0 | 7,015,886 |

GRAND TOTAL 292,620,556 **37,222,430** 32,653,427 5,103,802 5,103,802 5,103,802 0 377,807,819



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2045 Long Range Transportation Plan (LRTP) Amendment

The Ocala Marion Transportation Planning Organization (TPO) will hold a public hearing on **September 27, 2022 at 4:00 p.m.** at the **Marion County Commission Auditorium, located at 601 SE 25th Avenue, Ocala, FL 34471.** The public hearing is for an amendment to the 2045 Long Range Transportation Plan (LRTP).

The amendment is being proposed based on local/state requests, state appropriations, project updates, and to ensure appropriate consistency between the Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) and 2045 LRTP. The Florida LRTP Amendment Threshold document was used as a reference to guide the process. The following summarizes the proposed changes in this amendment cycle.

Cost Feasible Projects

- **CR 484 at Marion Oaks, Intersection Improvements (Add 2021 to 2025)**
 - Programmed in Fiscal Years (FY) 2023 to 2027 TIP
 - FY 2023, 2024
- **CR 484 at SW 135th, Intersection Improvements (Add 2021 to 2025)**
 - Programmed in FY 2023 to 2027 TIP
 - FY 2023, 2024
- **Dunnellon Trail from River View to Rainbow River Bridge, Multimodal Trail (Add 2021 to 2025)**
 - State Appropriations Funding
 - FY 2023
- **Emerald Road Extension from SE 92nd Loop Road to Florida Northern Rail, New Roadway (Add 2021 to 2025)**
 - Programmed in FY 2023 to 2027 TIP
 - FY 2023
- **NE 8th Avenue from SR 40 to SR 492, Roundabouts (Add 2026 to 2030)**
 - Programmed in FY 2023 to 2027 TIP
 - FY 2027
- **NW 44th Avenue from SR 40 to NW 11th Street, New Roadway (Add/Change 2021 to 2025)**
 - State Appropriations Funding
 - FY 2023

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- **SW 44th Avenue from SR 200 to SW 20th Street, Widen to 4 Lanes (Change 2026 to 2030)**
 - Change Improvement from New 4 lane to Widen to 4 lanes per City of Ocala request
 - Update ‘Other Roads’ Funding from \$36.27 Million to \$4 Million. Plus Local Funding of \$4 Million.
- **SW 44th Avenue from SW 20th Street to SR 40, Widen to 4 Lanes (Change, Move 2026 to 2030)**
 - Change Project Limits from SW 13th Street to SR 40 to SW 20th Street to SR 40 per City of Ocala request
 - Update ‘Other Roads’ Funding from \$10.81 Million to \$2.55 Million. Plus Local Funding of \$2.55 Million.
- **SR 35/58th Avenue (Baseline) at CR/SR 464, Intersection/Flyover (Add 2036 to 2040)**
 - Add to Cost Feasible per request of Marion County
 - Funding is available in Cost Feasible Plan 2036 to 2045 10-year timeband to support addition of project
 - Year of Expenditure (YOE) Cost Estimates provided by Marion County Office of County Engineer with LRTP inflation factor
- **SW 60th Avenue from SW 54th Street to SECO Energy Drive, Intersection Improvements (Add 2021 to 2025)**
 - Programmed in FY 2023 to 2027 TIP
 - FY 2023, 2024
- **SR 40 from SW 40th Avenue to SW 27th Avenue, Turn Lanes (Update 2026 to 2030, TIP Consistency)**
 - Currently in 2045 Cost Feasible Plan (2026 to 2030 timeband)
 - Partly Programmed in FY 2023 to 2027 TIP
 - FY 2023, 2024
 - Update construction cost 2026 to 2030 based on current FDOT estimate
- **SR 40 at SR 35, Intersection/Roundabout (Update 2026 to 2030)**
 - Currently in 2045 Cost Feasible Plan (2031 to 2035 timeband)
 - Update YOE Construction Cost based on FDOT roundabout study with LRTP inflation factor
- **US 441 at SR 464 (Update 2026 to 2030, TIP Consistency)**
 - Currently in 2045 Cost Feasible Plan (2026 to 2030 timeband)
 - Programmed in FY 2023 to 2027 TIP
 - FY 2025, 2026, 2027
 - Update project costs in 2026 to 2030 timeband

Unfunded Projects (Needs List)

- **NW 35th Avenue from NW 49th/35th to NW 63rd Street, New 4 Lane (Add)**

Included with this memo is Chapter 7 – Funding the Plan of the 2045 LRTP with revisions highlighted in red for ease of tracking and review. The most current adopted LRTP documents are available on the TPO’s website at:

<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>

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

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OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN

Amendment #1

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

Committee Meetings
September 13, 2022

The LRTP amendment is proposed based on:

- **Local, State Requests**
- **State Appropriations**
- **Project Updates and**
- **Planning-level consistency with FY 2023 to 2027 Transportation Improvement Program**

- **Call for Amendments – April to May**
- **30-day Public Notice – August 25**
- **TAC and CAC Presentations – Sept. 13**
- **TPO Board Public Hearing**
 - **September 27, 2022**

Proposed Changes

- Chapter 7 – Funding the Plan
 - Revenue/Cost Balance Table Changes

TABLE 7.12: COST FEASIBLE PLAN REVENUE/COST BALANCE TABLE (IN MILLIONS YOY \$)

| Funding Source ² | 2021-2025 ¹ | | | 2026-2030 | | | 2031-2035 | | | 2036-2040 | | | 2041-2045 | | | Total 2026-2045 | | |
|-----------------------------|------------------------|--------------------|----------------------|-----------------|---------------------|----------------------|-----------------|---------------------|----------------------|-----------------|---------------------|----------------------|-----------------|-----------------|----------------------|------------------|----------------------|----------------------|
| | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ |
| State/Federal | | | | | | | | | | | | | | | | | | |
| Other Roads ⁴ | \$78.40 | \$78.40 | \$0.00 | \$175.30 | \$182.25 | -\$6.95 | \$189.20 | \$194.69 | -\$5.49 | \$196.80 | \$188.00 | \$0.93 | \$196.80 | \$192.18 | \$4.62 | \$758.1 | \$757.1 | \$1.0 |
| SIS | \$141.83 | \$141.83 | | \$185.30 | \$185.30 | \$0.00 | \$730.43 | \$730.43 | \$0.00 | \$349.89 | \$349.89 | \$0.00 | \$56.86 | \$56.86 | \$0.00 | \$1,322.5 | \$1,322.5 | \$0.0 |
| Total | \$78.40 | \$78.40 | \$0.00 | \$360.60 | \$367.55 | -\$6.95 | \$919.63 | \$925.11 | -\$5.49 | \$546.69 | \$537.89 | \$8.80 | \$253.66 | \$249.04 | \$4.62 | \$2,080.6 | \$2,079.6 | \$1.0 |
| | \$141.83 | \$141.83 | | \$370.83 | | -\$10.23 | \$911.33 | | \$8.30 | \$548.92 | | -\$2.23 | | | | \$2,080.1 | | \$0.5 |

Proposed Changes

**FY 2021 to 2025 LRTP Timeband
State Appropriation Projects
FY 2023 to 2027 TIP Consistency**

Dunnellon Trail (\$2,537,000)

- From River View to Rainbow River Bridge
- Fiscal Year (FY 2023)

NW 44th Avenue (\$8,000,000)

- SR 40 to NW 11th
- Fiscal Year (FY 2023)

CR 484 at Marion Oaks (\$536,625)

- **Intersection Improvements**
- **Fiscal Year (FY 2023, 2024)**

CR 484 at SW 135th (\$458,310)

- **Intersection Improvements**
- **Fiscal Year (FY 2023)**

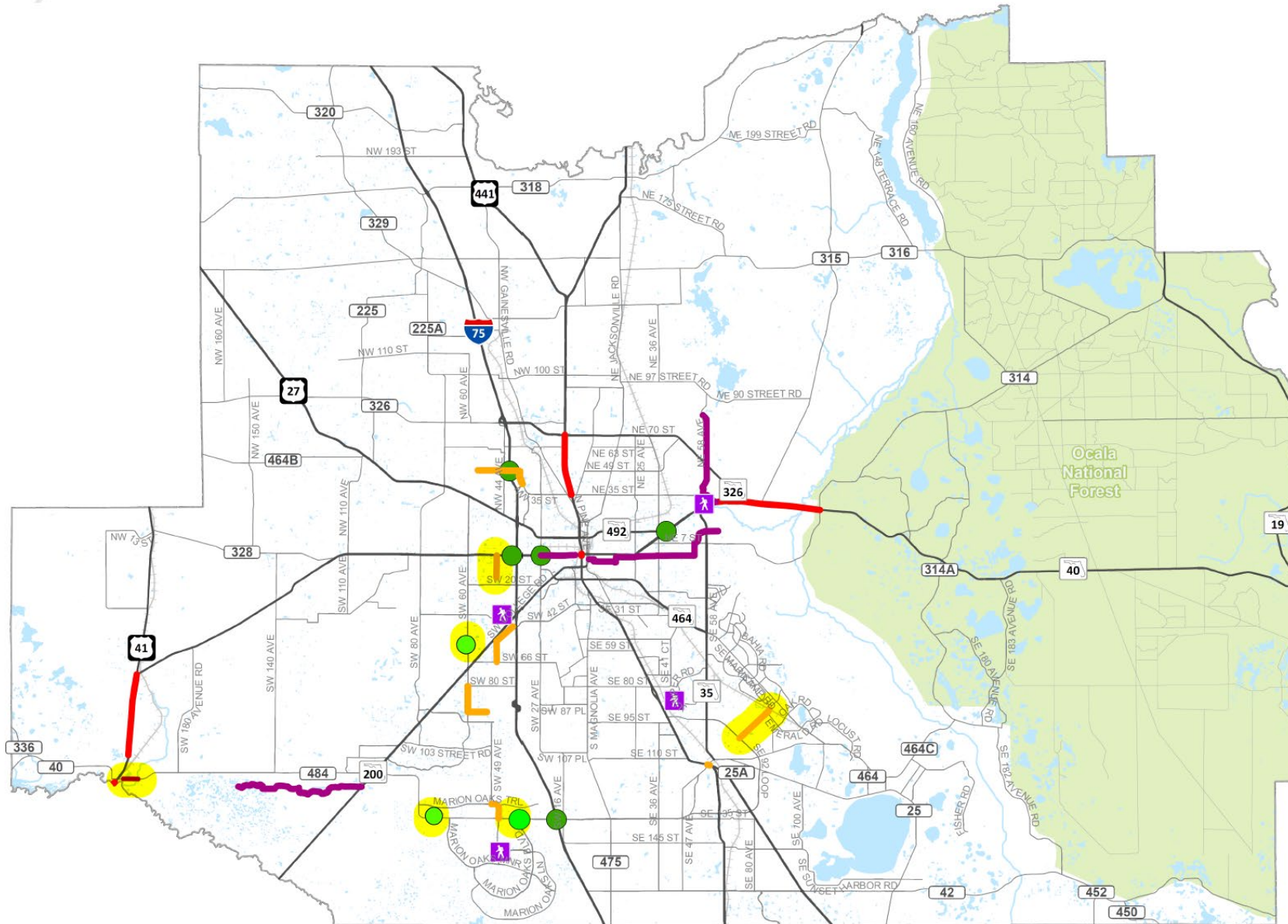
Emerald Road Extension (\$9,650,000)

- **New Roadway**
- **Fiscal Year (FY 2023)**

SW 60th from SW 54th to SECO (\$247,061)

- **Intersection Improvements**
- **Fiscal Year (FY 2023, 2024)**

FIGURE 7.2: 2021-2025 PROJECTS



Legend

- Local Road Intersection
- Local Roadway Projects
- Trail/Sidewalk Projects
- State Road Intersection
- State Roadway Projects
- Sidewalk Projects



Proposed Changes

FY 2026 to 2030 LRTP Timeband
FY 2023 to 2027 TIP Consistency
Project Cost, limits changes

TIP Consistency, Project Changes

NE 8th Ave, SR 40 to SR 492 (\$4,452,000)

- Roundabouts
- Fiscal Year (FY 2027)

SW 44th from SR 200 to SW 20th

- Widen to 4 lanes
- \$2,550,000 'Other Roads' Funding

TIP Consistency, Project Changes

SW 44th from SW 20th to SR 40

- Widen to 4 lanes
- \$4,000,000 'Other Roads' Funding

SR 40, SW 40th to SW 27th

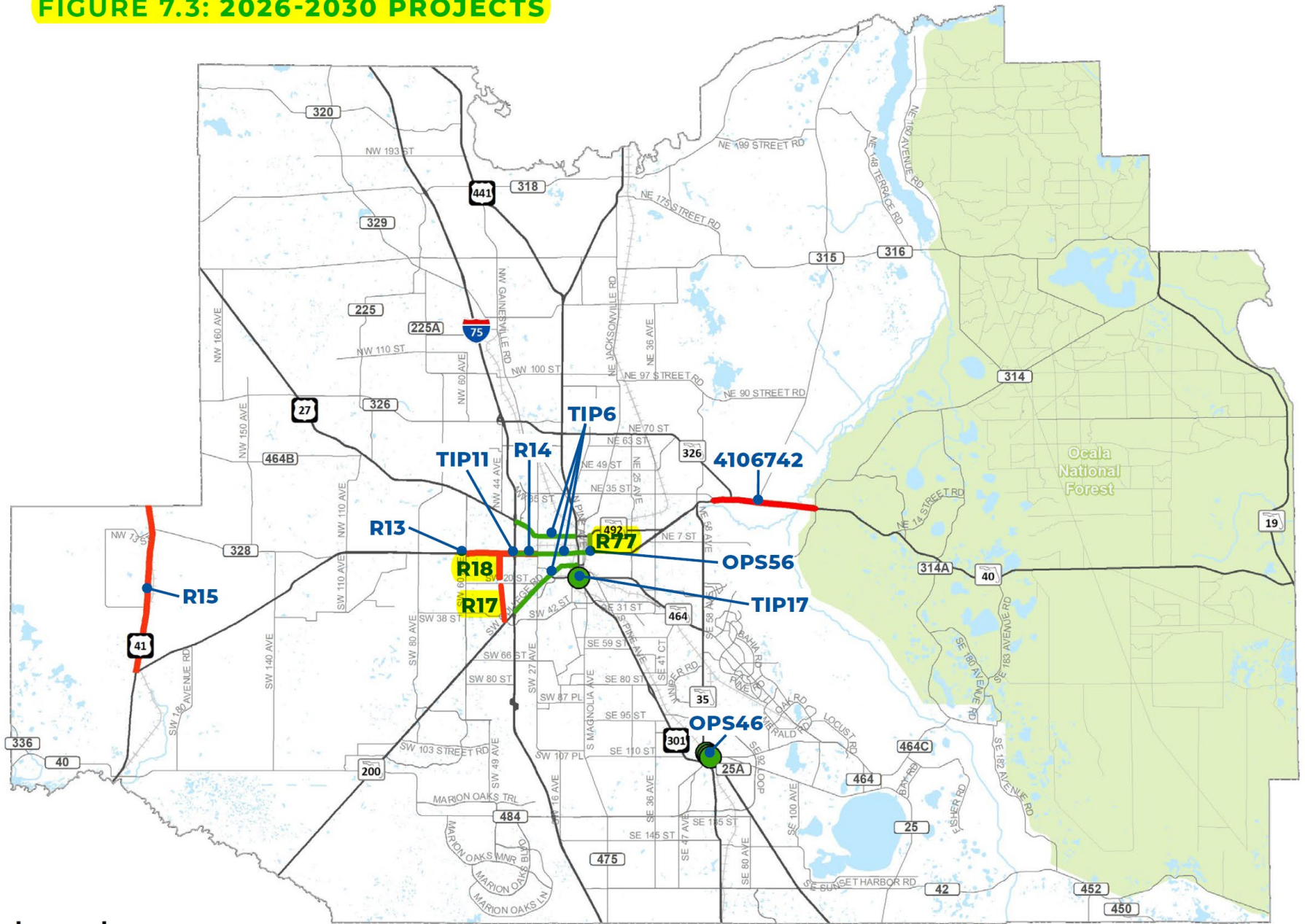
- Turn Lanes
- \$5,500,000 'Other Roads' Construction

TIP Consistency, Project Changes

US 441 at SR 464 Intersection

- FY 2025, 2026, 2027
- \$3,277,000 'Other Roads' Funding

FIGURE 7.3: 2026-2030 PROJECTS



Legend

- State Road Intersection
- State Roadway Projects



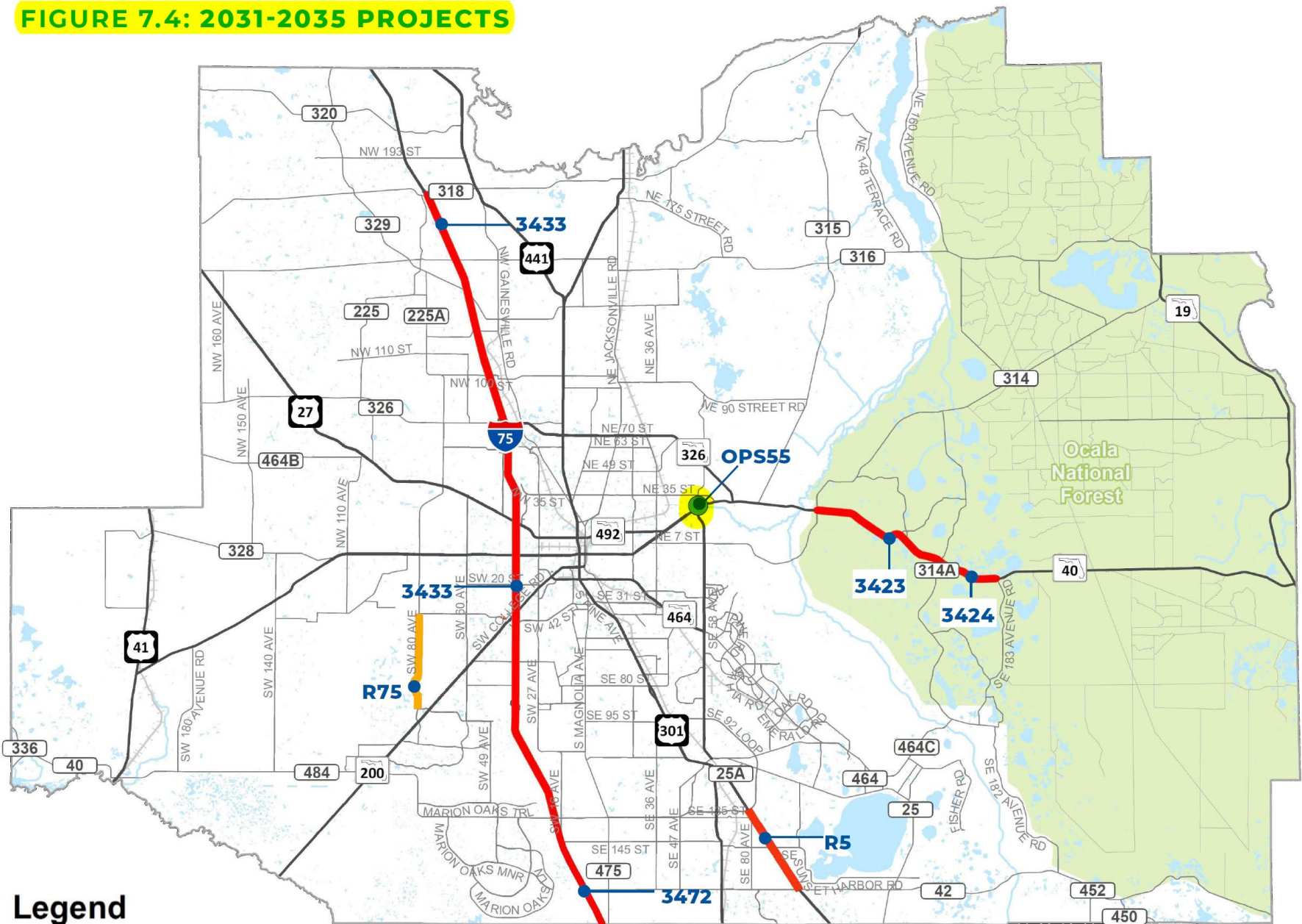
Proposed Changes

**FY 2031 to 2035 LRTP Timeband
Project Cost, Improvement changes**

SR 40 at SR 35 Intersection

- Intersection/Roundabout
- \$9,350,000 'Other Roads' Funding

FIGURE 7.4: 2031-2035 PROJECTS



Legend

- State/Fed Funded Operational
- Local Funded Operational
- State/Fed Funded Capacity
- Local Funded Capacity
- State/Fed Funded Operational
- Local Funded Operational



Proposed Changes

FY 2036 to 2040 LRTP Timeband Addition of Project

SR 35/58th (Baseline) at CR/SR 464

- Intersection/Flyover
- \$35,050,000 'Other Roads' Funding

Proposed Changes

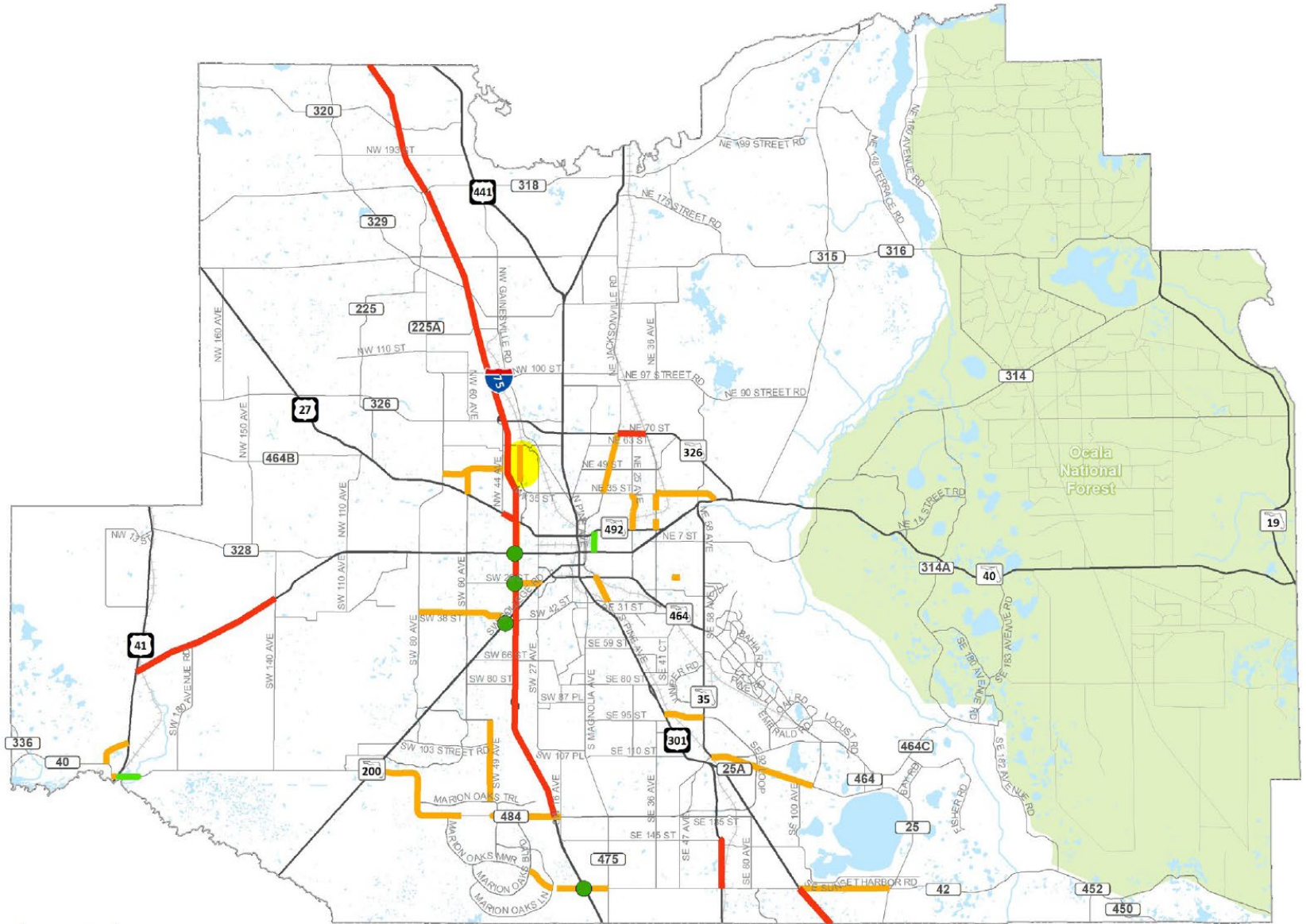
2045 Unfunded Needs Project Addition

Project Changes

NW 35th Avenue, NW 49th/35th to NW 63rd

- **New 4 Lane**

FIGURE 7.9: UNFUNDED ROADWAY PROJECTS



Legend

- Local Road Intersection
- Local Roadway Capacity
- Local Roadway Operational
- State Road Operational
- State Roadway Capacity
- State Roadway Operational



Questions or Comments?

OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION





AMENDMENT #1 - DRAFT FOR PUBLIC REVIEW

OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

ADOPTED NOVEMBER 24, 2020
MODIFICATION #1, JANUARY 25, 2022
AMENDMENT #1, SEPTEMBER 27, 2022

Updates highlighted in Red for public review

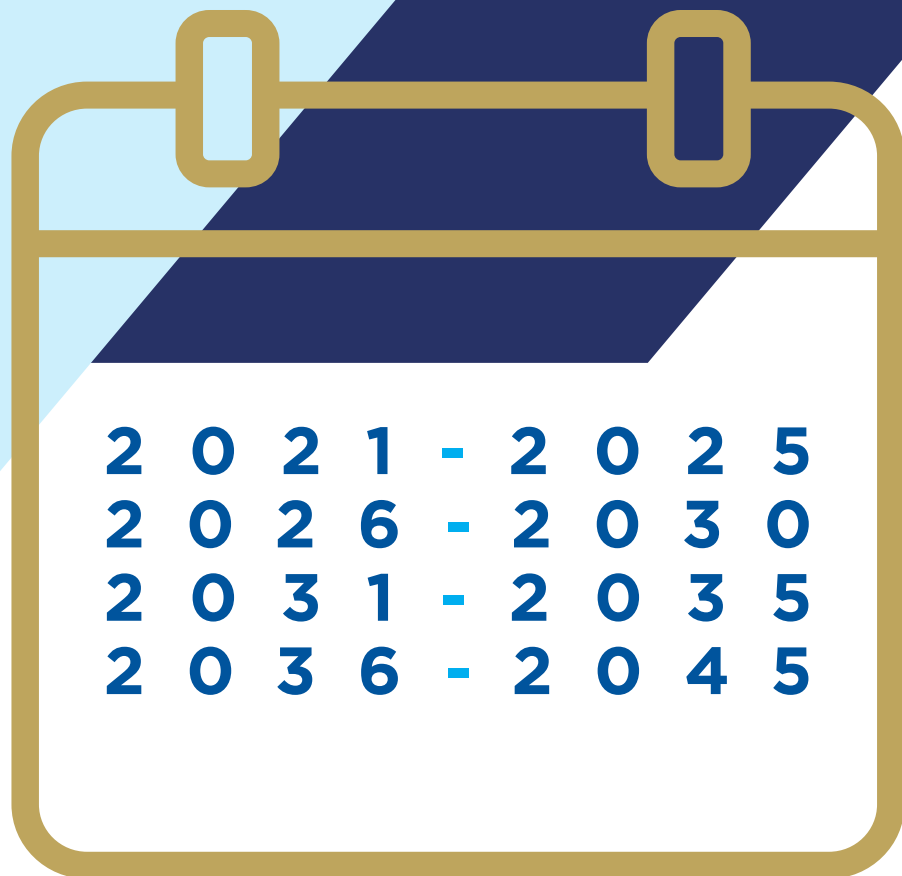
CHAPTER 7. FUNDING THE PLAN

Cost Feasible Plan

The culmination of the LRTP planning process is a Cost Feasible Plan (CFP) of multimodal improvement needs that address local needs, desires, and priorities based on public and stakeholder input; a performance-based needs assessment analysis; and revenue expected to be available in the future. The TPO's commitment to multi-faceted investment strategy that does not rely solely on traditional roadway capacity improvements is reflected in the package of improvements in the CFP.

The 2045 CFP also adheres to the federal requirement to practice performance-based planning through the analysis and prioritization of goal-specific data to estimate the need for infrastructure improvements as well as the impacts and benefits of the identified needs.

The CFP is structured in 5- and 10-year time bands, each of which is represented in year of expenditure dollars, inflated using rates prepared by the Florida Department of Transportation (FDOT). The first time band (2021-2025) includes improvements that have been programmed in the FDOT Work Program and the TPO Transportation Improvement Program. The remaining time bands include projects that were identified, prioritized, and included in respective bands based on project cost estimates and revenue forecasts, for which specific improvements are eligible.



Sixteen percent of the non-SIS projected revenue available for infrastructure improvements is allocated to three boxed fund categories of improvements in the 2026-2045 period. The three boxed fund programs include Intelligent Transportation System (ITS) projects, multimodal projects, and corridor studies. The remainder of the projected revenues are allocated to specific roadway projects, including both capacity and operational roadway improvements. Eighty-four percent of non-SIS revenues were allocated to state and local roadway improvements and the remaining sixteen percent to boxed funds programs. The Other Roads & ROW revenue program is a State/Federal funding source, but in non-Transportation Management Area regions, up to fifteen percent of the Other Roads revenues may be allocated to non-state facilities. In the 2045 CFP, twelve percent of this program funding was used to include four roadway improvement projects on non-state roadways.

Roadway Capacity and Operational Improvements

The Cost Feasible Plan includes almost 120 centerline miles of roadway capacity improvements, including widening existing roads and new roadway segments. It also includes thirteen intersection improvements, including one new interchange at I-75 and NW 49th St, two existing interchange improvements at US 27 and CR 484, and nine intersection improvements in various locations across the County. The total cost of non-SIS roadway improvements in the Cost Feasible Plan is \$940.5 million, including the improvements funded in the first five years between 2021 and 2025. The prioritized roadway improvements included in the outer years of the Cost Feasible Plan are listed and mapped on the following pages by five-year timeband.



6% ITS



10% Multimodal



0.3% Corridor Studies



82% Roadway Capacity



2% Roadway Operational

Projects in Environmental Justice Areas

A summary of planned investments within Environmental Justice (EJ) areas provides an equity assessment of the Cost Feasible Plan. EJ is defined by the USEPA as the *fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies*. The achievement of environmental justice, then, is measured in two ways:

- The degree to which different segments of the population are protected from environmental hazards and
- The level of access people have to the decision-making process.

Both measures of EJ are addressed in the 2045 LRTP. The first is addressed through a EJ measure applied in the project evaluation and prioritization process, assessing projects in terms of their proximity to transportation disadvantaged populations, also referred to as EJ population. This metric is described in the previous section. The

second measure is addressed through the LRTP public involvement process, as described in **Chapter 3**. In both cases, the defining characteristic is the location of EJ population. The identification of this segment of the Marion County population was accomplished through the analysis US Census data on minority and low income population levels.

The two criteria used to identify EJ population are poverty and minority. The countywide average poverty rate in Marion County is 17.6% and the minority rate is 17.8%, in accordance with the Census data. Areas in the County with both a poverty and minority rate above the countywide averages, respectively, were considered EJ areas for the purpose of the LRTP analysis. A minimum population threshold was also applied to isolate areas with substantial population. The threshold for both minority and poverty is a minimum of 500. Areas meeting either the minority or poverty definition were also considered, particularly in the identification of workshop locations to provide adequate access to the planning process to those people. **TABLE 7.1** summarizes the cost feasible and unfunded needs projects in EJ versus non-EJ areas. Only the portions of projects in Environmental Justice areas are included in the cost/mileage summaries in the EJ Areas column. As indicated in the table, 16% of non-motorized and 26% of motorized projects in the Cost Feasible Plan are located in EJ areas, indicating a proportional distribution of investments, as measured by population distribution in EJ versus non-EJ areas.

TABLE 7.1: INVESTMENTS IN ENVIRONMENTAL JUSTICE AREAS

| | EJ AREAS | NON-EJ AREAS | TOTAL |
|---|---------------|---------------|---------------|
| Population | 62,300 | 270,900 | 333,200 |
| Cost Feasible Roadway Projects | \$132,930,000 | \$384,378,000 | \$517,308,000 |
| Per Capita | \$2,134 | \$1,419 | \$1,553 |
| Unfunded Roadway Needs | \$61,326,000 | \$862,915,000 | \$924,241,000 |
| Per Capita | \$984 | \$3,185 | \$2,774 |
| ITS Improvements Mileage | 49.1 | 169.7 | 218.9 |
| Per thousand residents | 0.79 | 0.63 | 0.66 |
| Multimodal Improvements Total Mileage | 84 | 431 | 515 |
| Multimodal Improvements Total per thousand residents | 1.34 | 1.59 | 1.55 |
| Sidewalk Mileage | 12 | 60 | 72 |
| Bicycle Lane Mileage | 22 | 159 | 181 |
| Trail Mileage | 49 | 213 | 262 |

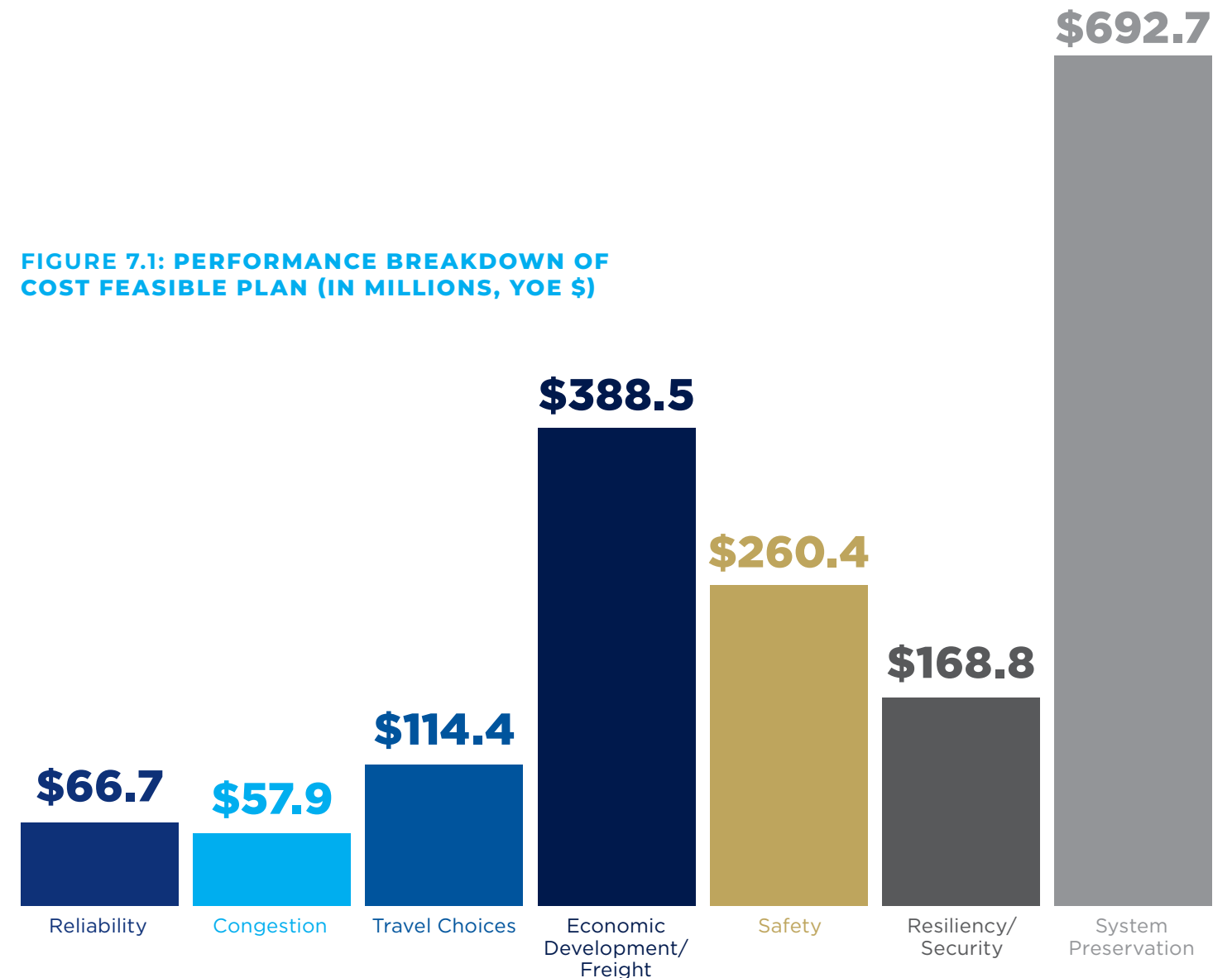
Note: Project cost estimates are represented in present day cost. Multimodal and ITS improvements represent all candidate projects in boxed fund programs.

Projects by Performance Category

Projects are also categorized in accordance with the data-based analysis described in **Chapter 5**. The performance categories assigned to projects include the primary, and in some cases primary and secondary performance groupings. While the distinction of performance category for any transportation infrastructure improvement is not necessarily exclusive of other categories, this assignment is intended to illustrate the main drivers of the multi variable project evaluation process by roadway segment. For example, safety is a primary consideration in any infrastructure improvement, but for some, based on crash history, safety is the primary driver of the improvement need.

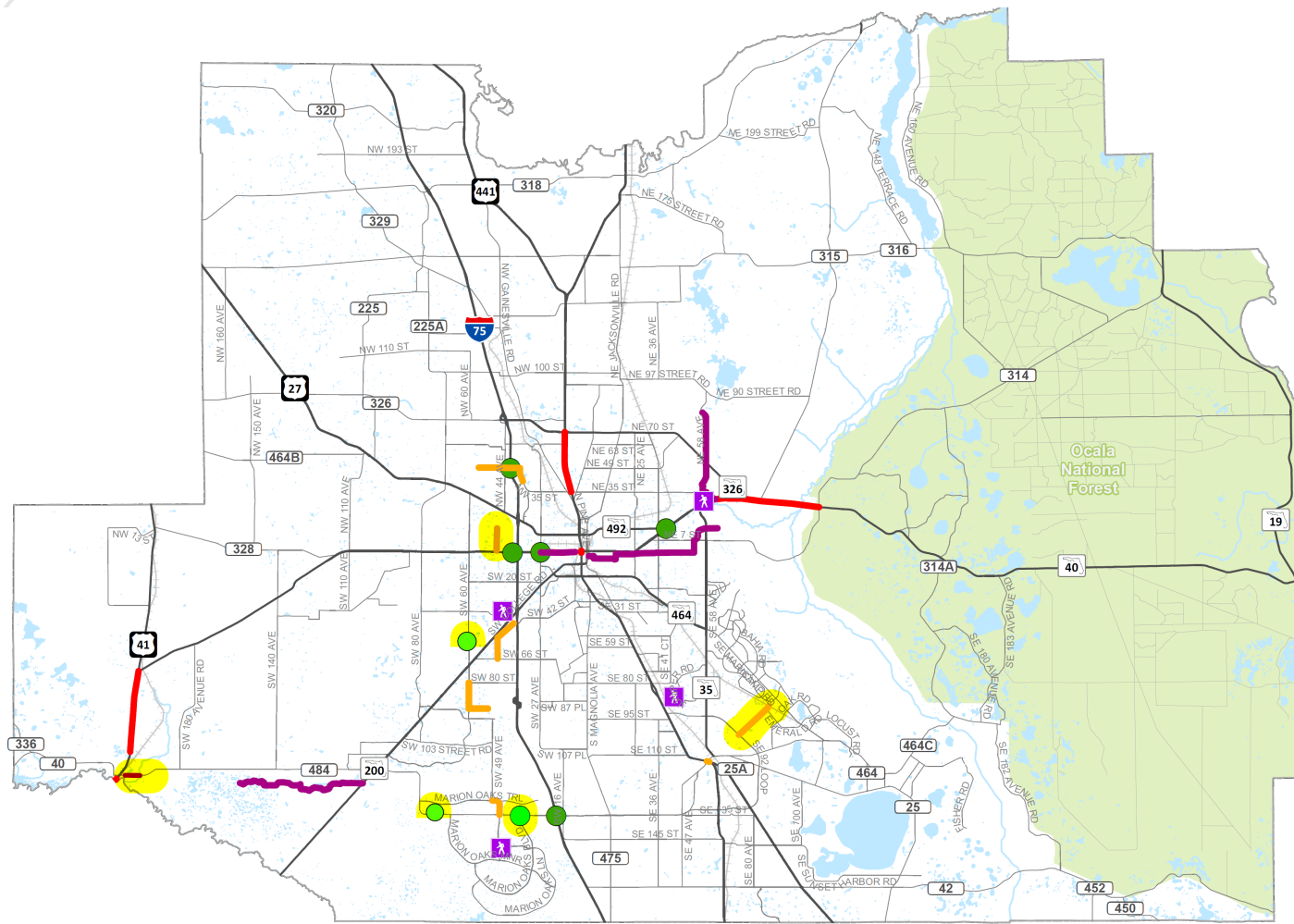
The categories used for the Cost Feasible Plan summary illustrated in **FIGURE 7.1** include Reliability, Congestion, and Safety, which represent the first three federally required performance monitoring measures and targets described in **Appendix F**. The reliability allocation represented in **FIGURE 7.1** reflects both projects outlined in the Cost Feasible Plan by five-year timeband as well as the ITS boxed fund program allocation. Likewise, the Travel Choices category includes the Multimodal boxed fund program allocation. Other categories used in this summary include Economic Development/Freight, and Resiliency/Security. The latter category includes improvements identified on congested evacuation corridors, which are categorized as Resiliency due to their importance to facilitate an evacuation response to natural disasters, and as Security due to the role these facilities play ensuring the security of Marion County residents in the face of such a natural disaster.

FIGURE 7.1: PERFORMANCE BREAKDOWN OF COST FEASIBLE PLAN (IN MILLIONS, YOY \$)



Note: Cost allocations do not sum to the Cost Feasible Plan total, as some project costs are reflected in more than one category.

FIGURE 7.2: 2021-2025 PROJECTS



Legend
 ● Local Road Intersection — Local Roadway Projects ■ Sidewalk Projects
 ● State Road Intersection — State Roadway Projects — Trail/Sidewalk Projects

TABLE 7.2: 2021-2025 PROJECTS

| PROJECT TYPE | FACILITY | FROM | TO | IMPROVEMENT |
|--|--|--|----------------------------|--------------------------------|
| State/Federal Funded Roadway Investments | SR 45 (US 41) | SW 110TH St | N of SR 40 | Add Lanes & Reconstruct |
| | SR 40 | End of 4 Lanes | E of CR 314 | Add Lanes & Reconstruct |
| | CR 484 | SW 20TH Ave | CR 475A | Interchange Improvement |
| | SR 40 | at SW 40th Ave and SW 27th Ave | | Add Turn Lane(s) |
| | I-75(SR 93) | End of NW 49th St | End of NW 35th St | New Interchange |
| | US 441 | SR 40 | SR 40A (SW Broadway) | Traffic Ops Improvement |
| | E SR 40 | At SR 492 | | Traffic Signals |
| | SR 40 | SW 27th Ave | MLK Jr. Ave | Safety Project |
| | US 41/Williams St | Brittan Alexander Bridge | River Rd | Safety Project |
| | SR 25 | NW 35th St | SR 326 | Safety Project |
| | CR 42 | at SE 182ND | | Add Turn Lane(s) |
| | NW 44th Avenue | SR 40 | NW 11th Street | New Four Lanes |
| | Dunnellon Trail | River View | Rainbow River Bridge | Multimodal/Roadway |
| | Emerald Rd. Exten. | SE 92nd Loop | FL Northern Railroad | New 2 Lane |
| Local Funded Roadway Investments | CR 484 | at Intersection of Marion Oaks Boulevard | | Intersection/Turn lanes |
| | CR 484 | at SW 135th Street Road | | Intersection/Turn lanes |
| | CR 484 | SW 54th Street | SECO Driveway | Intersection/Turn lanes |
| | SE Abshier Blvd | SE Hames Rd | N of SE Agnew Rd | Traffic Signals |
| | Emerald Road Extension | SE 92nd Loop | Florida Northern Railroad | New 2 Lane |
| | NW 49th Street Ext | NW 44th Ave | NW 35th Ave | New 4 Lane |
| | NW 49th Street | 1.1 miles west of NW 44th Ave | NW 44th Ave | New 2 Lane |
| | SW 49th/40th Ave | SW 66th St | SW 42nd St Flyover | New 4 Lane divided |
| | SW 49th Ave | Marion Oaks Trail | CR 484 | New 4 Lane |
| | SW 90th St | SW 60th Ave | 0.8 miles E of SW 60th Ave | New 2 Lane |
| Pedestrian/ Bicycle Investments | SW 60th Ave | SW 90th St | SW 80th St | Traffic Signals |
| | CR 484 | at Marion Oaks Blvd | | Add Turn Lanes, Modify Signals |
| | Silver Springs State Park | | | Pedestrian Bridges |
| | Pruitt Trail | SR 200 | Pruitt Trailhead | Bike Path/Trail |
| | Indian Lake Trail | Silver Springs State Park | Indian Lake Park | Bike Path/Trail |
| | Downtown Ocala Trail | SE Osceola Ave | Silver Springs State Park | Bike Path/Trail |
| | SR 40 | NW 27th Ave | SW 7th Ave | Sidewalks |
| | Marion Oaks-Sunrise/Horizon | Marion Oaks Golf Way | Marion Oaks Manor | Sidewalks |
| Technological Investments | Saddlewood Elementary Sidewalks | | | Sidewalks |
| | Legacy Elementary Sidewalks | | | Sidewalks |
| Technological Investments | Marion County/ Ocala ITS Operational Support | | | ITS Communication System |

FIGURE 7.3: 2026-2030 PROJECTS

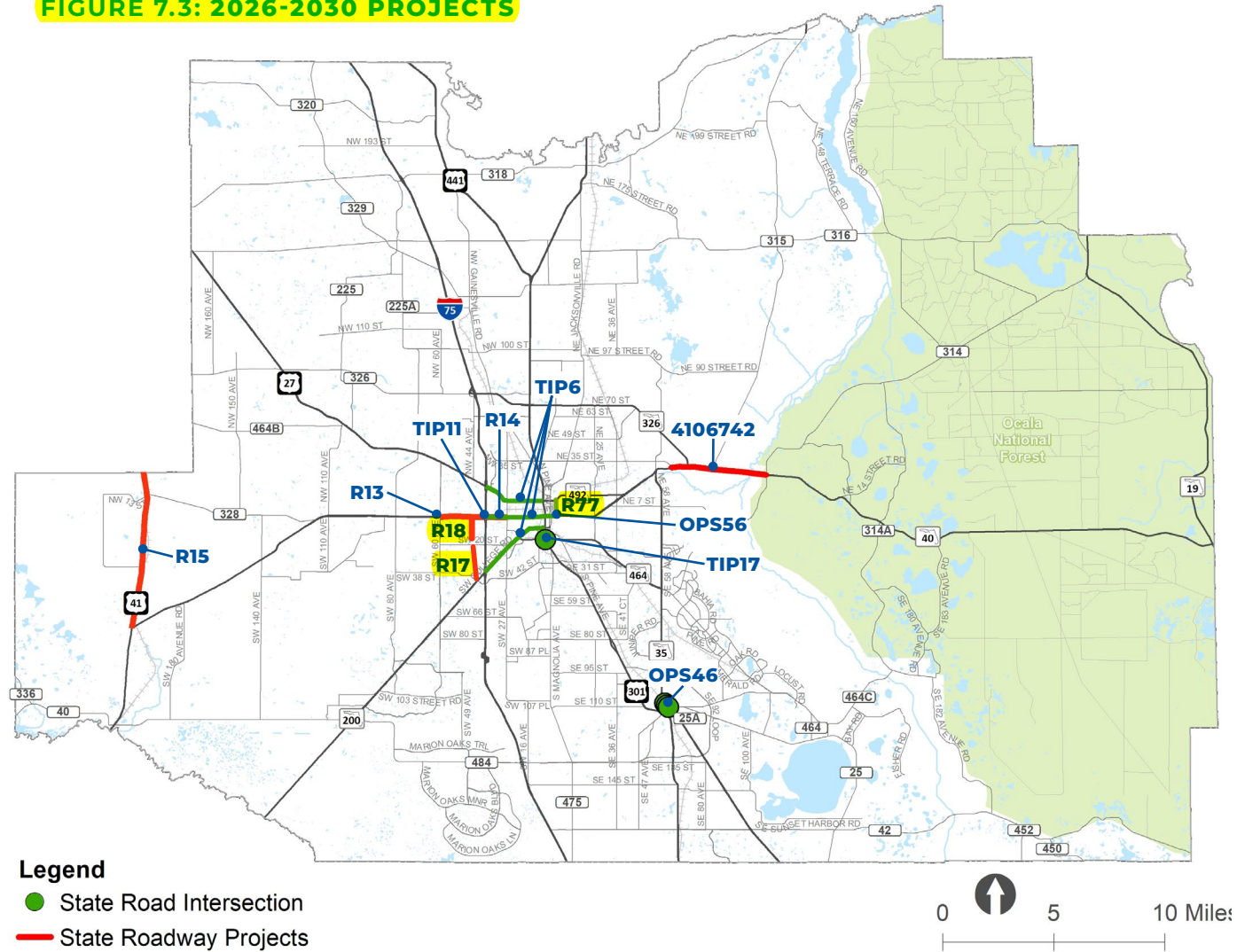


FIGURE 7.4: 2031-2035 PROJECTS

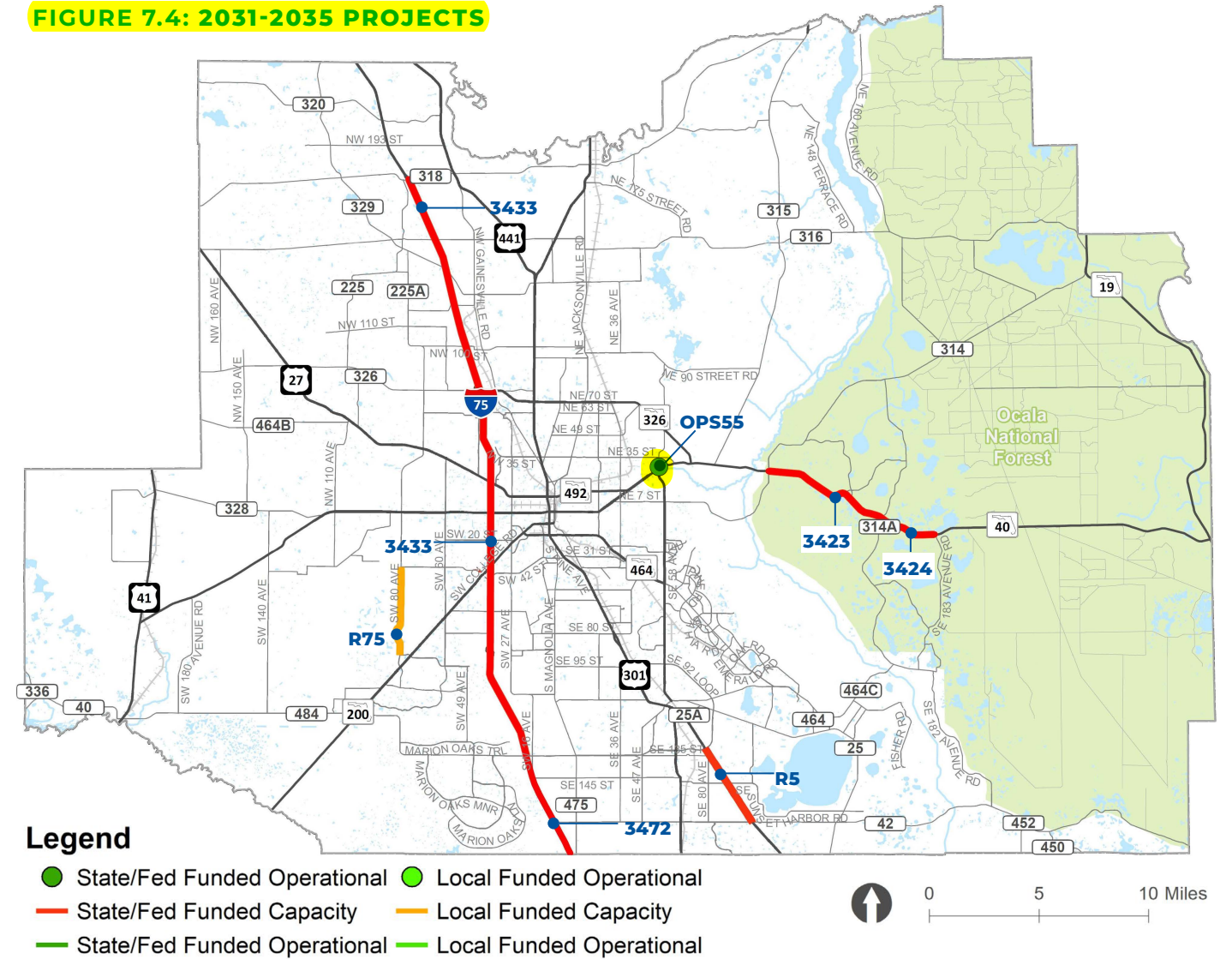


TABLE 7.3: 2026-2030 PROJECTS

| FUNDING | ID | FACILITY | FROM | TO | PROJECT DESCRIPTION |
|-----------------------------|---------|---------------------------------|-----------------------------------|-------------------|-----------------------|
| State/ Federal Funded | TIP6 | I-75 FRAME Off System | | | ITS infrastructure |
| | TIP17 | US 441 | at SR 464 | | Turn lane |
| | TIP11 | SR 40 | SW 40th Ave | SW 27th Ave | Left turn lane |
| | R15 | US 41 | SR 40 | Levy County Line | Widen to 4 lanes |
| | OPS46 | SR 35 | at Foss Rd, Robinson Rd, Hames Rd | | Intersection geometry |
| | R13 | SR 40 | SW 60th Avenue | I-75 | Widen to 6 lanes |
| | R14 | SR 40 | I-75 | SW 27th Avenue | Widen to 6 lanes |
| | OPS56 | SR 40 Downtown Operational Imp. | US 441 | NE 8th Ave | Complete Street |
| | 4106742 | SR 40 | from end of 4 lanes | to East of CR 314 | Widen to 4 lanes |
| | R17 | SW 44TH Avenue | SR 200 | SW 20th Street | Widen to 4 lanes |
| | R18 | SW 44TH Avenue | SW 20th Street | SR 40 | Widen to 4 lanes |
| | R77 | NE 8th Avenue | SR 40 | SR 492 | Roundabouts |

TABLE 7.4: 2031-2035 PROJECTS

| FUNDING | ID | FACILITY | FROM | TO | PROJECT DESCRIPTION |
|-----------------------------|-------|------------------|-----------------------|--------------------|-----------------------------|
| State/ Federal Funded | R5 | US 441 | CR 42 | SE 132nd Street Rd | Widen to 6 lanes |
| | R17 | SW 44th Avenue | SR 200 | SW 20th Street | New 4 lane |
| | OPS55 | SR 40 | SR 35 | | Intersection/ Roundabout |
| | 3472 | I-75 | Sumter/Marion Co Line | CR 484 | Widen to 8 lanes |
| | 3433 | I-75 | CR 484 | CR 318 | Widen to 8 lanes |
| | 3423 | SR 40 | E of CR 314 | CR 314A | Widen to 4 lanes |
| | 3424 | SR 40 | CR 314A | Levy Hammock Rd | Widen to 4 lanes |
| Locally Funded | R75 | SW 70th/80th Ave | SW 90th St | SW 38th St | Widen to 4 lanes |

FIGURE 7.5: 2036-2040 PROJECTS

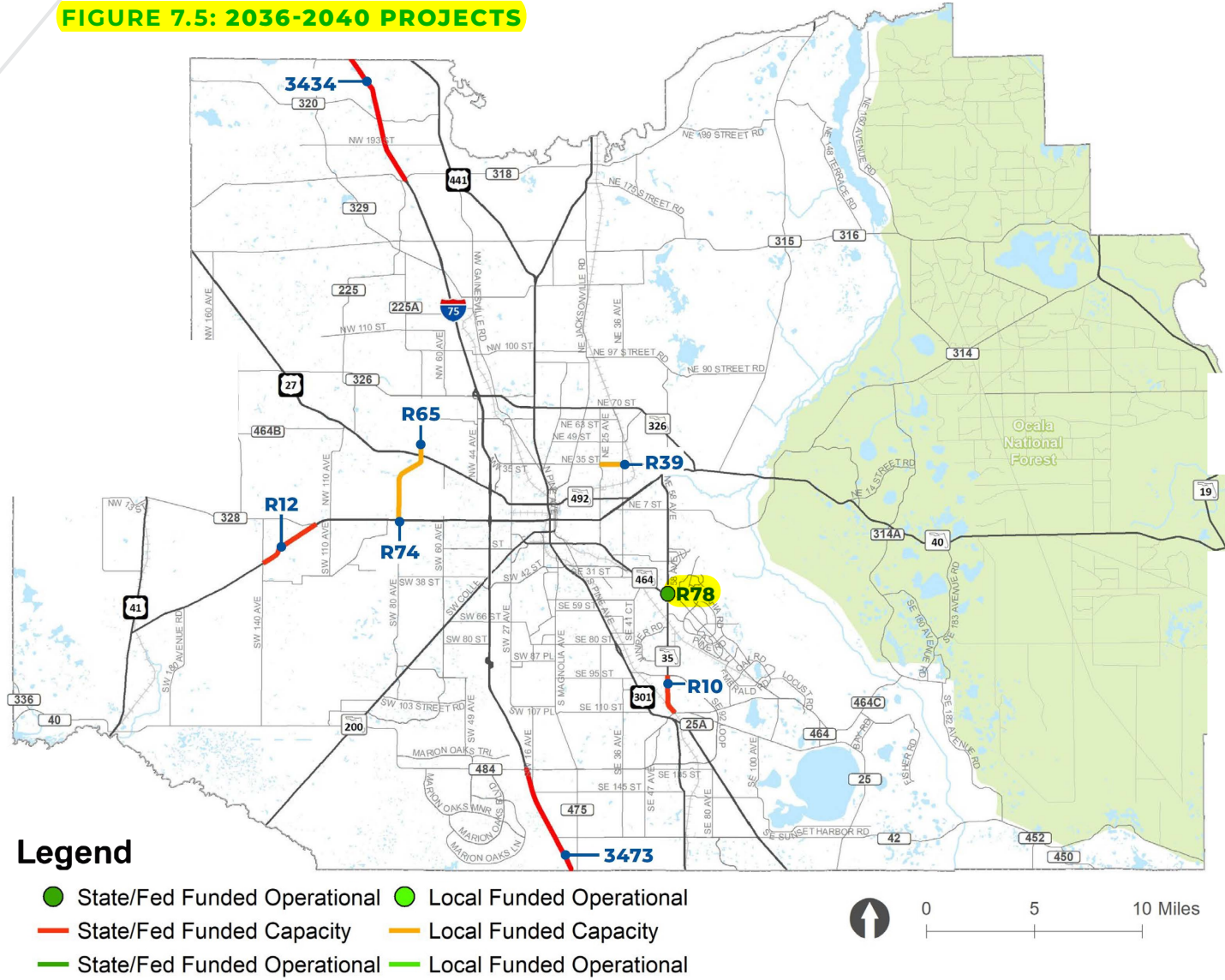


FIGURE 7.6: 2041-2045 PROJECTS

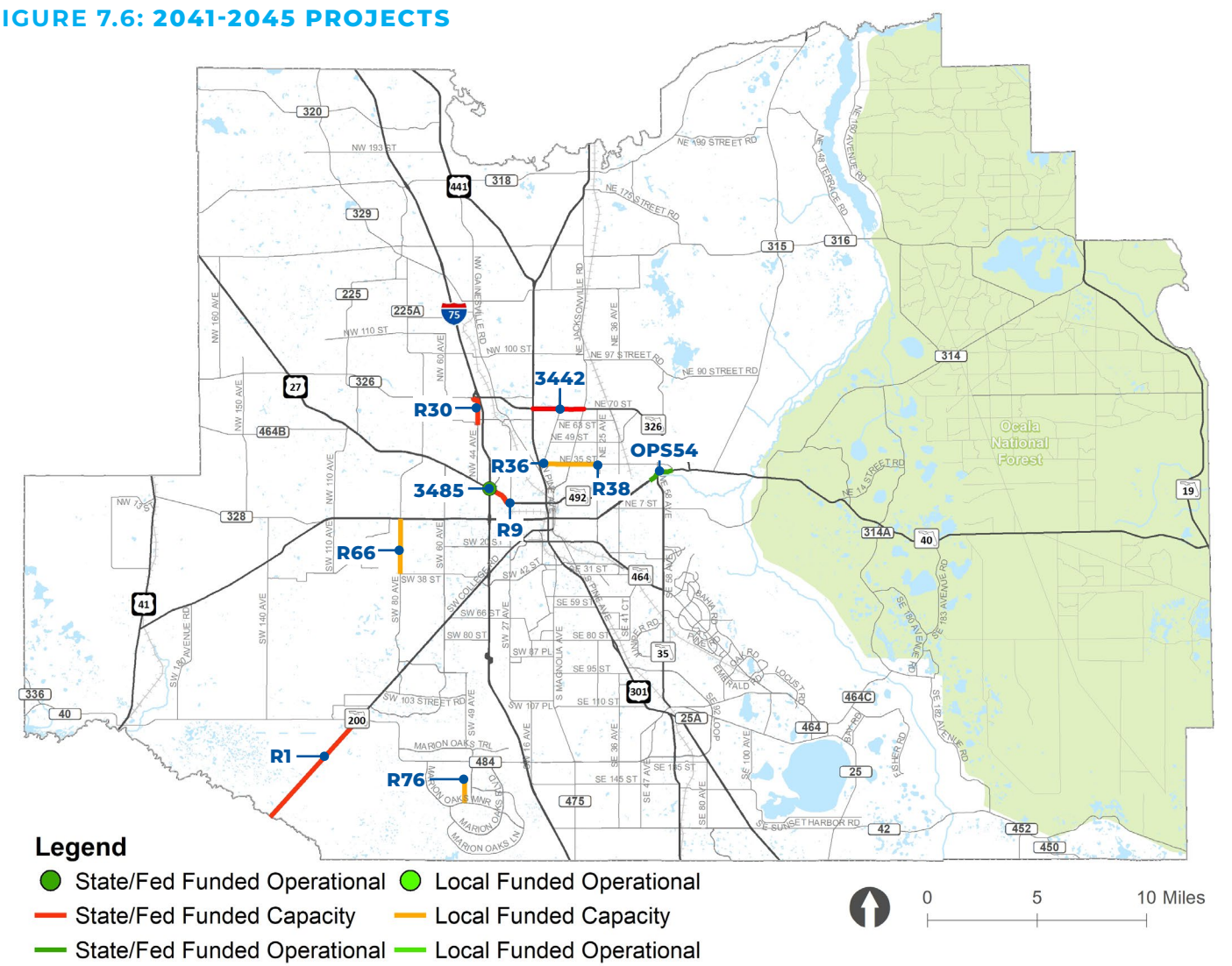


TABLE 7.5: 2036-2040 PROJECTS

| FUNDING | ID | FACILITY | FROM | TO | PROJECT DESCRIPTION |
|-----------------------------|------|---------------------|---------------------------------------|---------------------------|----------------------|
| State/ Federal Funded | R12 | SR 40 | SW 140th Avenue | CR 328 | Widen to 4 lanes |
| | R10 | SR 35 | CR 25 | SE 92nd Place Rd | Widen to 4 lanes |
| | R18 | SW 44th Avenue | SW 13th St | SR 40 | Widen to 4 lanes |
| | R19 | NW 44th Avenue | SR 40 | NW 10th Street | New 4 lane |
| | 3434 | I-75 | CR 318 | Marion/Alachua Co Line | Widen to 8 lanes |
| | 3473 | I-75 | Sumter/Marion Co Line | CR 484 | Managed Lanes |
| | R78 | SR 35/Baseline Road | at SR/CR 464 Maricamp Rd Intersection | | Intersection/Flyover |
| Locally Funded | R74 | NW 70th/80th Ave | SR 40 | US 27 | Widen to 4 lanes |
| | R65 | NW 70th Ave | US 27 | NW 43rd St/NW 49th Street | Widen to 4 lanes |
| | R39 | NE 35th Street | NE 25th Avenue | NE 36th Avenue | Widen to 4 lanes |

TABLE 7.6: 2041-2045 PROJECTS

| FUNDING | ID | FACILITY | FROM | TO | PROJECT DESCRIPTION |
|-----------------------------|-------------------|------------------------------|--------------------|-------------------|---------------------|
| State/ Federal Funded | R9 | US 27 | I-75 | NW 27th Avenue | Widen to 6 lanes |
| | R1 | SR 200 | Citrus County Line | CR 484 | Widen to 4 lanes |
| | R30 | NW 44th Avenue | NW 60th Street | SR 326 | Widen to 4 lanes |
| | OPS54 | SR 40 - East Multimodal Imp. | NE 49th Terr | NE 60th Ct | Left turn lane |
| | 3485 | I-75 | at US 27 | | Modify Interchange |
| | 3442 | SR 326 | SR 25/US301/US 441 | Old US 301/CR200A | Widen to 4 lanes |
| | Locally Funded | R36 | NE 35th St | W Anthony Rd | SR 200A |
| R38 | | NE 35th St | SR 200A | NE 25th Ave | Widen to 4 lanes |
| R66 | | SW 70th/80th Ave | SW 38th St | SR 40 | Widen to 4 lanes |
| R76 | | SW 49th Ave | Marion Oaks Manor | SW 142nd Pl Rd | Widen to 4 lanes |

Boxed Fund Projects

The Corridor Studies, ITS, and Multimodal boxed funds programs include more than 200 projects identified through the system needs assessment described in **Chapter 5**, the 2018 ITS Strategic Plan, and the TPO's bicycle, pedestrian, and regional trails plans reviewed in the Plan Synthesis, respectively. The boxed funds projects are listed in the following tables and illustrated on respective maps.

TABLE 7.7: BOXED FUNDS PROGRAMS

| FUNDING | FACILITY | FROM | TO |
|------------------------------------|---------------------------|---------------------|-------------------|
| Corridor Studies Boxed Fund | NW 35th Ave. | NW 49th St | NW 63rd St |
| | CR 484 | SR 200 | Marion Oaks Tr |
| | CR 484 | US 41 | SW 140th Ave |
| | SR 40 | SE 183rd Ave Rd | Lake Co line |
| | NE Jacksonville Rd | NE 49th St | SR 326 |
| | CR 316 | CR 315 | NE 148th Terr Rd |
| | SE Sunset Harbor Rd | SE 100th Ave | CR 25 |
| | Oak Rd | Emerald Rd | SE Maricamp Rd |
| ITS Boxed Funds Program | SR 40 | SW 60th Avenue | SR 35 |
| | SR 40 | Hwy 328 | SW 27th Ave. |
| | US 27 | SW 27th Avenue | SR 35 |
| | US 301/US 441 | SE 165th St. | SR 464 |
| | US 441 | US 301 | CR 475 |
| | US 441 | SR 200 | CR 25A |
| | CR 484 | Marion Oaks Course | US 441 |
| | SW 20th Street | SW 60th Avenue | I-75 |
| | SW 20th St. | NW 60th Ave. | SR 200 |
| | US 27 | NW 27th Avenue | US 441 |
| | SR 40 | NE 1st Ave. | SE 25th Ave. |
| | US 27 | CR 225 | I-75 |
| | US 441 | SE 132nd Street Rd | US 301 |
| | US 41 | SW 111th Place Lane | SR 40 |
| | US 441 | CR 475 | SR 200 |
| | SR 200 | CR 484 | SR 464 |
| | SR 40 | SR 35 | CR 314A |
| | US 301 | SE 143rd Place | US 441 |
| | US 301 | NW 35th St. | SR 326 |
| | CR 464 | Midway Rd | Oak Rd |
| | SR 464 | SR 200 | Oak Rd |
| | US 301 | Sumter County Line | CR 42 |
| | SR 35 | SE 92nd Place Rd | SR 464 |
| | CR 464 | SR 35 | Midway Rd |
| | SR 464 | SR 200 | SR 35 |
| | SR 200A | US 301 | NE 49th St. |
| | NW/SW 27th Avenue | US 27 | NW 35th Street |
| | E Magnolia Ave/E 1st Ave. | NE 20th St. | SR 200/SE 10th St |
| | SR 326 | I-75 | SR 200A |
| | Hwy 42 | US 301 | US 441 |
| | US 41 | Citrus County Line | SW 111th Place Ln |

| FUNDING | FACILITY | FROM | TO |
|--|------------------------------|------------------|---------------------|
| ITS Boxed Funds Program | SW 42nd St. | SR 200 | SR 464 |
| | NW/SW 27th Avenue | SW 42nd Street | SR 200 |
| | NW/SW 27th Avenue | SR 200 | SR 40 |
| | SR 35 | SR 464 | SR 40 |
| | NW 35th St. | NW 35th Ave. Rd. | NE 36th Ave. |
| ITS Intersection Improvements | SE 36th Ave | SR 464 | SR 40 |
| | SW 27th Ave/SW 19th Ave Road | SW 42nd St. | SR 464 |
| ITS Boxed Funds Program | US 27 | I-75 | NW 27th Ave |
| | NW 27th Ave | US 27 | SR 40 |
| | 60th Ave | US 27 | SW 95th St |
| | US 301 | SR 326 | W Hwy 329 |
| | CR 42 | US 441 | Ocala Rd |
| | NE 36th Ave | NE 35th St | SR 40 |
| | Maricamp Rd | Oak Rd | SE 108th Terrace Rd |
| | US 492 | US 301 | SR 40 |
| | SW 20th St | I-75 | SR 200 |
| | SW 49th Ave | SW 95th St | CR 484 |
| | 25th Ave | NE 35th St | SR 464 |
| Emergency Vehicle Preemption Intersection Improvements | SE 132nd St | CR 484 | US 441 |
| | SW 95th St | SW 60th Avenue | SW 49th Ave |

FIGURE 7.7: CORRIDOR STUDIES AND ITS BOXED FUNDS PROJECTS

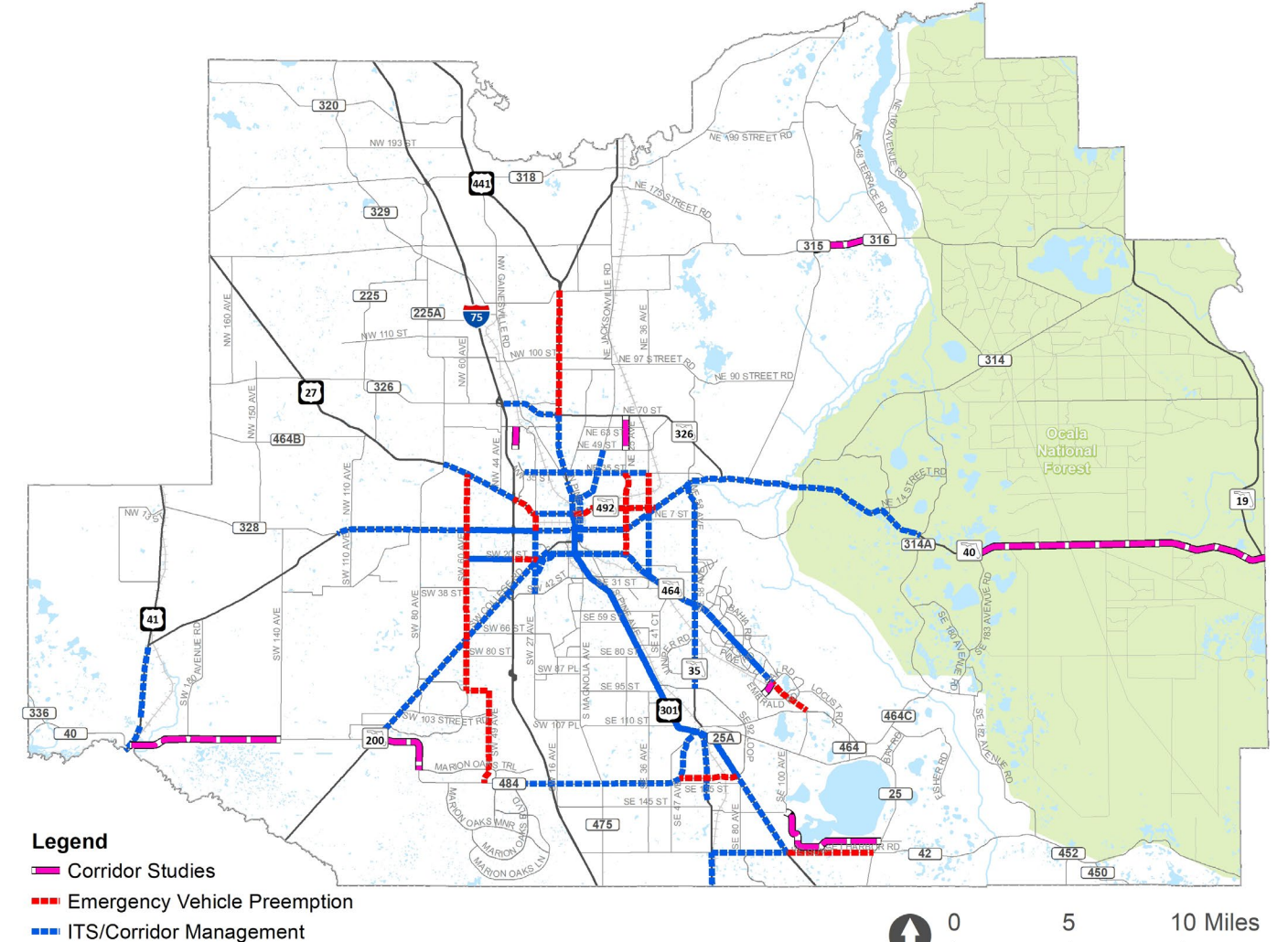


TABLE 7.8: MULTIMODAL BOXED FUND PROJECTS

| BOXED FUND | FACILITY | FROM | TO |
|-----------------------|-----------------------------|----------------------|---------------------------|
| Multimodal Boxed Fund | CR 484 at I-75 | | shared park-and-ride lots |
| | Transit Station Projects | SR200 W of I-75 | shared park-and-ride lots |
| Multimodal Boxed Fund | CR 42 (SE Hwy 42) | SE 80th Ave | SE 105th Ave |
| | CR 484 | SE 25th Ave | US 441 |
| | E Fort King St | NE 48th Ave | NE 58th Ave |
| | Marion Oaks-Sunrise/Horizon | Marion Oaks Golf Way | Marion Oaks Manor |
| | N Magnolia Ave | NW 28th St | NW 20th St |
| | NE 10th St | NE 8th Ave | NE 9th St |
| | NE 12th Ave | NE 14th St | Silver Springs Blvd |
| | NE 14th St | NE 24th Ave | NE 25th Ave |
| | NE 17th Ave | NE 14th St | NE 3rd St |
| | NE 19th Ave | NE 28th St | NE 14th St |
| | NE 24th St | NE Jacksonville Rd | NE 19th Ave |
| | NE 25th Ave | NE 14th St | NE 49th St |
| | NE 28th St | NE 12th Court | NE 19th Ave |
| | NE 28th St | US 301 | E of NE Jacksonville Rd |
| | NE 35th St | US 441 | NE 59th Terr |
| | NE 36th Ave | NE 14th St | NE 20th Pl |
| | NE 3rd St | NE Tusawilla Ave | NE Sanchez Ave |
| | NE 7th St | NE 36th Ave | NE 58th Ave |
| | NE 8th Ave | NE 10th St | NE Jacksonville Rd |
| | NE Jacksonville Rd | NE 53rd St | NE 35th St |
| | NW 16th Ave | NW Gainesville Rd | NW 31st St |
| | NW 27th Ave | S of NW 17th St | NW Old Blitchton Rd |
| | NW 35th St | NW 16th Ave | US 441 |
| | NW 44th Ave | W Hwy 326 | NW 63rd St |
| | NW Gainesville Rd | NW 37th St | S of NW 35th St |
| | NW MLK Jr Ave | NW 31st St | NW 22nd St |
| | SE 102nd Pl | US 441 | SE 52nd Ct |
| | SE 110th St | SE 36th Ave | SE 55th Ct |
| | SE 110th St Rd | SE Baseline Rd | SE 90th Ct |
| | SE 110th St/CR25 | SE Baseline Rd | SE 109th Terrace Rd |
| | SE 113th St | Hames Rd | SE 56th Ave |
| | SE 11th Ave | Silver Springs Blvd | SE 17th St |
| | SE 132nd St Rd | SE 55th Ave Rd | US 301 |
| | SE 147th Pl | SE 84th Terr | US 441 |
| | SE 17th St | SE 30th St | SE 32nd Ave |
| | SE 17th St | SE 25th Ave | SE 36th Ave |
| | SE 18th Ave | SE 17th St | SE 28th Loop |
| | SE 19th Ave | SE 28th St | SE 31st St |
| | SE 1st Ave | SW 1st Ave | SW 6th St |
| | SE 22nd Ave | E Fort King St | SE 17th St |

| BOXED FUND | FACILITY | FROM | TO | |
|-----------------------|-------------------------------------|-------------------------|--------------------------------|---------------|
| Multimodal Boxed Fund | SE 24th St | SE Maricamp Rd | SE 36th Ave | |
| | SE 30th Ave | SE 32nd Ave | Existing sidewalk to the south | |
| | SE 32nd Ave | SE Fort Kiing St | SE 13th St | |
| | SE 36th Ave | SE 95th St | SE Hwy 42 | |
| | SE 38th St | SE 38th St / SE 36th St | SE 37th Ct | |
| | SE 38th St | SE Lake Weir Ave | SE 31st St | |
| | SE 3rd Ave | SE 6th St | SE 8th ST | |
| | SE 3rd Ave | S Magnolia Ave | SE 17th St | |
| | SE 44th Ave Rd | SE 48th Place Rd | SE Maricamp Rd | |
| | SE 55th Ave Rd | US 27 (SE Ashbier Blvd) | SE 132nd St Rd | |
| | SE 79th St | SE 41st Ct | Juniper Rd | |
| | SE 95th St | Cross Florida Trail | US 441 | |
| | SE Lake Weir Ave | SE 31st St | SE 38th St | |
| | SE Maricamp Rd | SE 36th Ave | Oak Rd | |
| | SE Sunset Harbor Rd | US 441 | CR 42 (SE Hwy 42) | |
| | SR 200 | SW 20th St | SW 17th Rd | |
| | SR 40 - West Multimodal Improvement | CSX Rail Bridge | I-75 | |
| | SW 13th St | SW 33rd Ave | SW 12th Ave | |
| | SW 17th St | SW College Rd | SW 12th Ave | |
| | SW 19th Ave Rd | SW 17th St | W of SW 21st Ave | |
| | Sidewalk Projects | SW 1st Ave | US 27 (S Pine Ave) | SW 29th St Rd |
| | | SW 1st Ave | SW Fort King St | US 441 |
| | | SW 20th St | SW 60th Ave | SW 57th Ave |
| | | SW 20th St | I-75 | SW 31st Ave |
| | | SW 32nd Ave | SW College Rd | SW 31st Rd |
| | | SW 32nd Ave | SW 34th Cir | SW 34th Ave |
| | | SW 38th St | SW 60th Ave | SW 48th Ave |
| | | SW 40th St | SW 48th Ave | SW 43rd Ct |
| | | SW 43rd Ct | SW 32nd Pl | SW 44th St |
| | | SW 5th St | SW 1st Ave | Pine Ave |
| | | SW College Rd | SW 39th St | SW 17th St |
| | | US 27 (Pine Ave) | W of SE 10th Ave | SE 10th Ave |
| | | US 27 (S Pine Ave) | SE 38th St | SE 52nd St |
| | | US 27 (S Pine Ave) | SE 3rd Ave | SE 30th St |
| | | US 301 | SE 62nd Ave | SE 115th Ln |
| | | US 301 | W Anthony Rd | NW 28th St |
| | | US 441 | SW 15th Pl | SW 17th St |
| | | US 441 | US 301 | SE 173rd St |
| | | W Anthony Rd | NW 34th Pl | US 301 |
| | | W Anthony Rd | NW 44th St | NW 35th St |

| BOXED FUND | FACILITY | FROM | TO |
|------------|---|---------------------------|-----------------------------|
| | NE 97th Street Rd | NE 58th Ave | CR 200A |
| | CR 200A | NE 97th Street Rd | NE 100th St |
| | NE/NW 100th St/NE 97th St | NE 36th Ave | CR 225A |
| | CR 225A | NE 100th St | SR 40 |
| | SW 80th Ave | SR 40 | SW 90th St |
| | SW 95th Street Rd | SW 60th Ave | SW 49th Ave |
| | SW 49th Ave | SW 95th Street Rd | Marion Oaks Course |
| | Marion Oaks Course | SW 49th Ave | CR 484 |
| | CR 484 | SW 16th Ave | SR 25 (Hames Rd) |
| | SR 25 (Hames Rd) | US 441 | SR 35 (Baseline Rd) |
| | SR 35 (Baseline Rd) | SR 25 (Hames Rd) | SE Maricamp Rd |
| | SR 35 (Baseline Rd) | SR 40 | NE 97th Street Rd |
| | CR 25 (Ocala Rd) | SR 35 (Baseline Rd) | SE Sunset Harbor Rd |
| | SE Sunset Harbor Rd | CR 25 (Ocala Rd) | SE 100th Ave |
| | SE 100th Ave | SE Sunset Harbor Rd | CR 25 (Ocala Rd) |
| | SE 132nd Place | SE 100th Ave | Carney Island Park Entrance |
| | Withlacoochee Bay Trail | Downtown Dunnellon | Levy County line |
| | Villages Trail | Lake Weir | Lake County line |
| | SR 40 to Silver Springs State Park Connection | Half Mile Creek Trailhead | Silver Springs State Park |
| | Indian Lake State Forest Connection | Half Mile Creek Trailhead | Indian Lake State Forest |
| | CR 200A | NE 35th St | CR 200 |
| | SR 40 | CR 328 | US 41 |
| | CR 42 | CR 475 | County line |
| | SE 110 Street Rd | CR 25 | SE Maricamp Rd |
| | CR 464C | CR 25 | CR 314A |
| | CR 475A (SW 27 Ave) | SR 200 | CR 475 |
| | CR 475 (S Magnolia Ave) | US 27 | South County line |
| | CR 314 | SR 35 | CR 214A |
| | CR 314A | CR 314 | CR 464C |
| | SE 36th Ave | SR 40 | Maricamp Rd |
| | SE 95th St | CR 475 | US 441 |
| | NE Osceola Ave | Bonnie Heath Blvd | NE 14th St |
| | SW 19th Ave Rd | SW 27th Ave | SW 17th St |
| | SR 464 | SR 200 | US 441 |
| | SR 40 (Black Bear Trail) | SE 183rd Rd | US 17 (Volusia Co) |

**Multimodal
Boxed Fund**

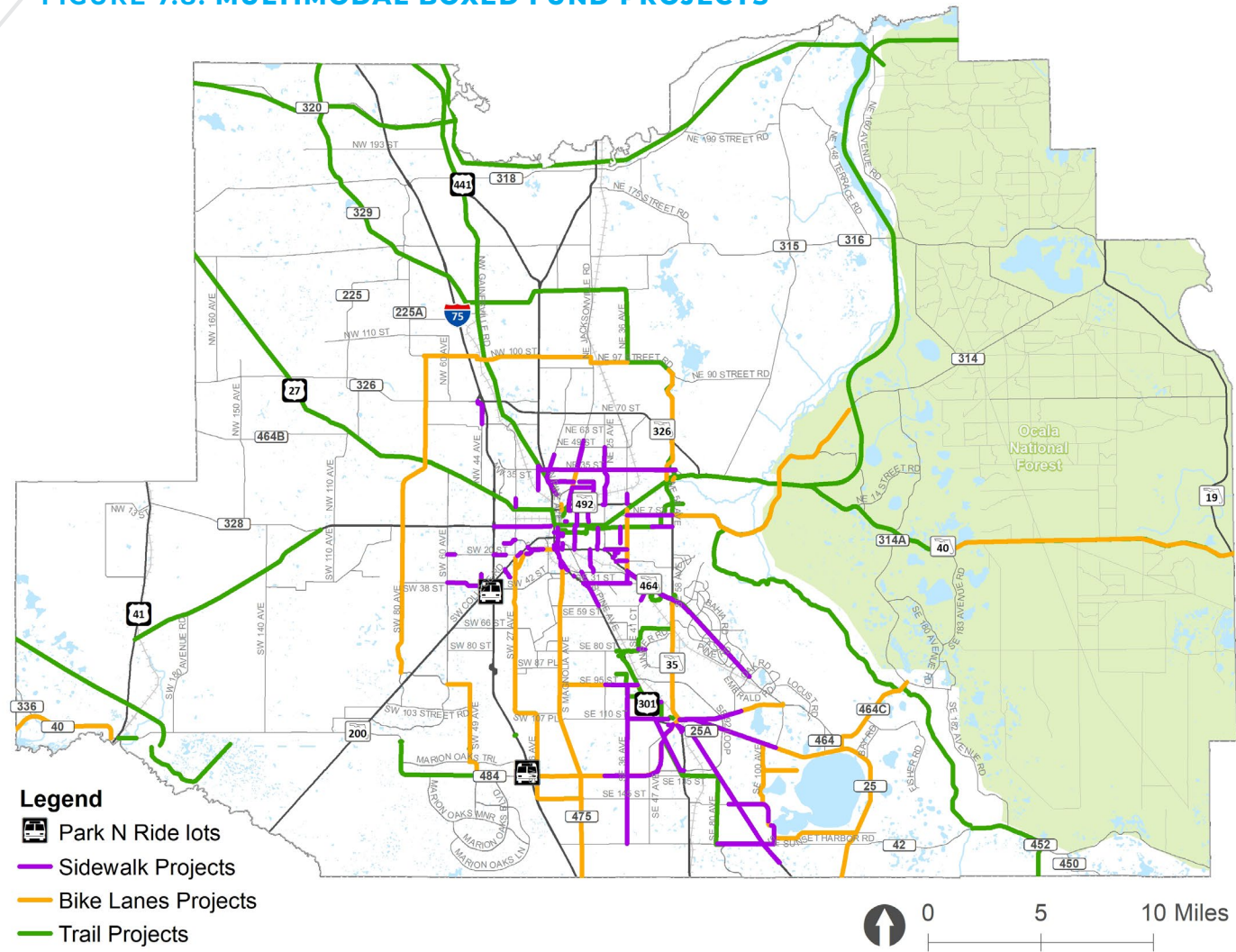
Bicycle Facility
Projects

| BOXED FUND | FACILITY | FROM | TO |
|------------|---|--|--|
| | Indian Lake Trail | Silver Springs State Park | Indian Lake Trailhead |
| | Silver Springs Bikeway Phase II | Baseline Paved Trail - North Trailhead | CR 42 |
| | Ocala to Silver Springs Trail | Osceola Trail / Ocala City Hall | Silver Springs State Park |
| | Silver Springs to Hawthorne Trail | Silver Springs State Park | Alachua County Line; Hawthorne |
| | Santos to Baseline, US441 crossing | Baseline Trailhead | Santos Trailhead |
| | CR484 Pennsylvania Ave Multi-Modal | Blue Run Park | Mary Street |
| | Watula Trail & NE 8th Road Trail | Tusawilla Art Park | CR 200A/SE Jacksonville Road |
| | Nature Coast Trail | Levy County Line | CR 484 |
| | Bellevue to Greenway Trail | Lake Lillian Park | Cross Florida Greenway |
| | SE Maricamp Rd. | SE 31st St | Baseline/SE 58th Ave |
| | CR 484 | Cross Florida Greenway | Designated bike lane on CR 484 |
| | Ocala-Summerfield Rd./ SE 135th St./SE 80th Ave. | CR 484 | Mulberry Grove Pool and Recreation Center |
| | Maricamp Rd. | Baseline/SE 58th Ave | Designated bike lane E of Oak Rd |
| | Bonnie Heath Blvd. | NW 60th Avenue | NW Hwy 225A |
| | US 441 to Mcintosh to Ocala Connector | Mcintosh | Ocala Connector |
| | Cannon-Dunnellon Segment | Pruitt Trailhead | Bridges Rd Trailhead |
| | Black Bear Trail | Silver Springs State Park | Wildcat Lake Boat Ramp |
| | Lake County Connection | along SE HWY 42 and SE HWY 452 | |
| | Gainesville to Ocala Corridor | Alachua County Line to | NE 58th Ave |
| | Orange Creek Corridor | Alachua County Line | Ocklawaha River |
| | Silver River to Bronson Corridor | Levy County Line | NE 58th Ave |
| | Williston to Orange Creek Corridor | Levy County to | Alachua County Line |
| | CR 484 trail tunnel | N of paved trail tunnel on CFG | |
| | SW 49th Ave trail tunnel | at existing trail tunnel across CFG | |
| | I-75 landbridge | at CFG | |
| | Forest High School SRTS | SE 38th St/SE 47th Ave | Ocala Rotary Sportsplex |
| | Bikeway to Silver Springs gap | N end of Silver Springs Bikeway II | Silver Springs State Park |
| | Multi use path | Osceola Ave | Silver Springs Trail |

**Multimodal
Boxed Fund**

Trail Projects

FIGURE 7.8: MULTIMODAL BOXED FUND PROJECTS



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Project Funding Summary

The projects included in the cost feasible plan are summarized by phase, funding source, and timeband in the following tables. Locally funded projects are included in **TABLE 7.11** for illustrative purposes.

TABLE 7.9: STATE/FEDRALLY FUNDED PROJECTS (NON-SIS) - (COSTS IN 000'S YOY \$)

| ID | Perf. Focus | Facility | From | To | Project Description | Funding Program | 2021-2025 | | | | 1ST 10 YEARS OF COST FEASIBLE PLAN | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN | | | | Total Cost | | | | | | |
|---------|------------------------------------|--|--------------------------------------|----------------------------------|--------------------------------|--|-----------|-----------|-----------|------------|------------------------------------|------------|------------|-----------|------------------------------------|------------|------------|-----|------------|-----------|----|-----|-----|--|-------------|
| | | | | | | | PD&E | PE | ROW | CST | 2026-2030 | | 2031-2035 | | 2036-2040 | | 2041-2045 | | | | | | | | |
| | | | | | | | | | | | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | | PD&E | PE | ROW | CST | | |
| 2386481 | | SR 45 (US 41) | SW 110TH St | N of SR 40 | Add Lanes & Reconstruct | State/Federal | | \$500.0 | | \$43,306.8 | | | | | | | | | | | | | | | \$43,806.8 |
| 4336511 | | CR 484 | SW 20TH Ave | CR 475A | Interchange Improvement | State/Federal | | | \$1,930.0 | | | | | | | | | | | | | | | | \$1,930.0 |
| | | | | | | State/Federal | | | | \$9,494.5 | | | | | | | | | | | | | | | \$9,494.5 |
| | | | | | | Local | | | | \$22.5 | | | | | | | | | | | | | | | \$22.5 |
| 4336611 | | US 441 | SR 40 | SR 40A (SW Broadway) | Traffic Ops Improvement | State/Federal | | \$63.0 | | | | | | | | | | | | | | | | | \$63.0 |
| | | | | | | State/Federal | | | | \$1,929.0 | | | | | | | | | | | | | | | \$1,929.0 |
| | | | | | | State/Federal | | | | \$2,202.5 | | | | | | | | | | | | | | | \$2,202.5 |
| | | | | | | Local | | | | \$613.9 | | | | | | | | | | | | | | | \$613.9 |
| 4457011 | | SE Abshier Blvd | SE Hames Rd | N of SE Agnew Rd | Traffic Signals | State/Federal | | \$410.0 | | \$1,208.5 | | | | | | | | | | | | | | | \$1,618.5 |
| 4458001 | | E SR 40 | at SR 492 | | Traffic Signals | State/Federal | | \$210.0 | | \$786.3 | | | | | | | | | | | | | | | \$996.3 |
| 4348441 | | CR 42 | at SE 182nd | | Add Left Turn Lane(s) | State/Federal | | | | \$407.2 | | | | | | | | | | | | | | | \$407.2 |
| 4413661 | | SR 40 | SW 27th Ave | MLK Jr. Ave | Safety Project | State/Federal | | | | \$543.2 | | | | | | | | | | | | | | | \$543.2 |
| 4456871 | | US 41 N/S Williams St | Brittain Alexander | River Rd | Safety Project | State/Federal | | \$160.0 | | \$429.2 | | | | | | | | | | | | | | | \$589.2 |
| 4458021 | | SR 25 | NW 35th St | SR 326 | Safety Project | State/Federal | | \$440.0 | | \$2,164.3 | | | | | | | | | | | | | | | \$2,604.3 |
| 4261791 | | Silver Springs State Park | | | Pedestrian Bridges | State/Federal | | | | \$2,658.8 | | | | | | | | | | | | | | | \$2,658.8 |
| 4354842 | | Pruitt Trail | SR 200 | Pruitt Trailhead | Bike Path/Trail | State/Federal | | | | \$2,158.0 | | | | | | | | | | | | | | | \$2,158.0 |
| 4367551 | | Indian Lake Trail | Silver Springs S.P. | Indian Lake Park | Bike Path/Trail | State/Federal | | \$155.0 | | | | | | | | | | | | | | | | | \$155.0 |
| 4367561 | | Downtown Ocala Trail | SE Osceola Ave | Silver Springs S.P. | Bike Path/Trail | State/Federal | | \$253.0 | | | | | | | | | | | | | | | | | \$253.0 |
| 4375962 | | SR 40 | NW 27th Ave | SW 7th Ave | Sidewalks | State/Federal | | \$446.0 | | \$921.9 | | | | | | | | | | | | | | | \$1,367.9 |
| 4408801 | | Marion Oaks-Sun/Horiz | Marion Oaks Golf | Marion Oaks Man. | Sidewalks | State/Federal | | \$36.2 | | | | | | | | | | | | | | | | | \$36.2 |
| 4364742 | | Saddlewood Elementary | | | Sidewalks | State/Federal | | | | \$317.1 | | | | | | | | | | | | | | | \$317.1 |
| 4364743 | | Legacy Elementary | | | Sidewalks | State/Federal | | | | \$1,441.7 | | | | | | | | | | | | | | | \$1,441.7 |
| 4363611 | | Marion County/ Ocala ITS Operational Support | | | ITS Communication System | State/Federal | | \$1,000.0 | | | | | | | | | | | | | | | | | \$1,000.0 |
| 4494431 | Safety | NE 8th Avenue | SR 40 | SR 492 | Roundabouts | Other Roads Local | | | | | \$225.4 | | \$4,452.8 | | | | | | | | | | | | \$4,452.8 |
| 4509181 | Trav Choice/Safety | Dunnellon Trail | River View | Rainbow River Br. | Multimodal/Roadway | *State/Federal | | \$375.0 | | \$2,162.2 | | | | | | | | | | | | | | | \$2,537 |
| 4503401 | Economic Dvlpt | Emerald Road Extension | SE 92nd Loop Rd | FL Northern Rail | New Two Lanes | State/Federal Local | | | \$325.0 | \$4,371 | | | | | | | | | | | | | | | \$4,696 |
| | | | | | | Local | | | \$325.0 | \$4,629 | | | | | | | | | | | | | | | \$4,954 |
| 4355473 | Travel Choices, Economic Dvlpt | NW 44th Avenue | SR 40 | NW 10th Street NW 11th Street | New 4 lane | Other Roads *State/Federal Local | | | | \$8,000.0 | | | | \$599.8 | \$1,799.4 | | \$11,995.8 | | | | | | | | \$14,394.9 |
| | | | | | | Local | | | | \$1,000.0 | | | | | | | | | | | | | | | \$8,000 |
| | | | | | | Local | | | | \$1,000.0 | | | | | | | | | | | | | | | \$1,000 |
| 4492771 | Safety | CR 484 | at Intersection of Marion Oaks Blvd. | | Intersection | State/Federal Local | | | | \$445.8 | | | | | | | | | | | | | | | \$445.8 |
| | | | | | | Local | | \$60.8 | | \$30.0 | | | | | | | | | | | | | | | \$90.8 |
| 4493171 | Safety | CR 484 | at SW 135th Street | | Intersection | State/Federal Local | | | | \$369.6 | | | | | | | | | | | | | | | \$369.6 |
| | | | | | | Local | | \$88.7 | | | | | | | | | | | | | | | | | \$88.7 |
| 4492611 | Safety | SW 60th Avenue | SW 54th Street | SECO Energy Dr. | Intersection | State/Federal Local | | | | \$199.2 | | | | | | | | | | | | | | | \$199.2 |
| | | | | | | Local | | \$47.8 | | | | | | | | | | | | | | | | | \$47.8 |
| TIP6 | Reliability, Conges. | I-75 FRAME Off System | | | ITS infrastructure | Other Roads | | | | | \$107.0 | \$178.8 | \$1,144.9 | | | | | | | | | | | | \$1,430.7 |
| TIP17 | Reliability | US 441 | at SR 464 | | Turn lane | Other Roads | | | \$395.0 | \$10.6 | \$160 | \$42.6 | \$3,117 | | | | | | | | | | | | \$693.1 |
| | | | | | | Other Roads | | | | | \$21.9 | | \$212.9 | | | | | | | | | | | | \$3,672 |
| TIP11 | Freight Mobility | SR 40 | SW 40th Ave | SW 27th Ave | Left turn lane | Other Roads | | | \$3,429.5 | | | | \$275.0 | | | | | | | | | | | | \$3,704.5 |
| | | | | | | Other Roads | | | | | | | \$5,500 | | | | | | | | | | | | \$8,929.5 |
| R15 | Multimodal Safety, Resil/Sec. | US 41 | SR 40 | Levy County Line | Widen to 4 lanes | Other Roads | | | | \$2,514.0 | \$7,541.9 | \$37,709.6 | \$40,206.1 | | | | | | | | | | | | \$87,971.6 |
| OPS46 | Resiliency/ Security | SR 35 | at Foss Rd, Robinson Rd, Hames Rd | | Intersection geometry | Other Roads | | | | \$561.7 | \$561.7 | \$842.6 | \$5,617.3 | | | | | | | | | | | | \$7,583.4 |
| R13 | Freight Mobility | SR 40 | SW 60th Avenue | I-75 | Widen to 6 lanes | Other Roads | | | | \$661.8 | \$1,985.5 | \$9,927.3 | \$13,236.3 | | | | | | | | | | | | \$25,810.9 |
| R14 | Freight Mobility | SR 40 | I-75 | SW 27th Avenue | Widen to 6 lanes | Other Roads | | | | \$314.1 | \$942.2 | \$4,711.0 | \$6,281.4 | | | | | | | | | | | | \$12,248.7 |
| OPS56 | Reliability, Resiliency/Sec. | SR 40 Downtown Operational Imp. | US 441 | NE 8th Ave | Complete Street | Other Roads | | | | \$164.8 | \$494.3 | \$659.1 | \$3,295.6 | | | | | | | | | | | | \$4,613.8 |
| R5 | Resiliency/ Secur/Econ. Dev, | US 441 | CR 42 | SE 132nd Street Rd | Widen to 6 lanes | Other Roads | | | | \$2,587.2 | | | | \$9,113.8 | \$45,569.2 | \$60,758.9 | | | | | | | | | \$118,029.1 |
| OPS55 | Reliability, Economic Dvlpt | SR 40 | SR 35 | | Intersection/Roundabout | Other Roads | | | | | | | | \$219.9 | \$329.8 | \$1,010.7 | | | | | | | | | \$1,560.4 |
| | | | | | | Other Roads | | | | | | | | \$1,550 | \$1,850 | \$5,950 | | | | | | | | | \$9,350 |
| R17 | Travel Choices, Economic Dvlpt | SW 44th Avenue | SR 200 | SW 20th Street | New 4 lane Widen to 4 lanes | Other Roads Local | | | | \$918.6 | \$2,755.8 | \$11,023.2 | \$4,000.0 | | | | \$21,573.1 | | | | | | | | \$36,270.6 |
| | | | | | | Local | | | | | | | \$4,000.0 | | | | | | | | | | | | \$4,000 |
| R18 | Freight Mobility, Accessibility | SW 44th Avenue | SW 13th Street SW 20th Street | SR 40 | Widen to 4 lanes | Other Roads Local | | | | \$308.4 | \$925.3 | | \$2,550.0 | | | | | | | \$9,579.7 | | | | | \$10,813.4 |
| | | | | | | Local | | | | | | | \$2,550.0 | | | | | | | | | | | | \$2,550 |
| R12 | Congestion | SR 40 | | CR 328 | Widen to 4 lanes | Other Roads | | | | | | | | \$1,242.8 | \$3,728.3 | \$18,641.3 | | | | | | | | | \$56,485.2 |

*State Appropriation Funding

| ID | Perf. Focus | Facility | From | To | Project Description | Funding Program | 2021-2025 | | | | 1ST 10 YEARS OF COST FEASIBLE PLAN | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN | | | | Total Cost | | | | | | | | | | | | | | | | | | |
|---|-----------------------------------|--|----------------------------|----------------------|---------------------|-----------------|-----------|----|-----|-----|------------------------------------|----|-----|-----|------------------------------------|----|-----|---------|------------|-----------|------------|------------|--------|--------|--------|------------|-------------|------------|-----------|-----------|-----------|------------|-----------|-----------|-----------|---------|----------|
| | | | | | | | 2026-2030 | | | | 2031-2035 | | | | 2036-2040 | | | | | 2041-2045 | | | | | | | | | | | | | | | | | |
| | | | | | | | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | | | | | | | | | | |
| R10 | Resiliency/Security | SR 35 | CR 25 | SE 92nd Place Rd | Widen to 4 lanes | Other Roads | | | | | | | | | | | | | \$979.1 | \$2,937.3 | \$14,686.5 | \$19,582.1 | | | | | \$38,185.0 | | | | | | | | | | |
| OPS54 | Economic Dvlpt, Resiliency/Secur. | SR 40 - East Multimodal Imp. | NE 49th Terr | NE 60th Ct | Left turn lane | Other Roads | | | | | | | | | | | | | | | | | \$12.8 | \$38.5 | \$51.4 | \$257.0 | \$359.7 | | | | | | | | | | |
| R30 | Economic Dvlpt | NW 44th Avenue | NW 60th Street | SR 326 | Widen to 4 lanes | Other Roads | | | | | | | | | | | | | \$765.6 | \$2,296.9 | \$9,187.6 | \$15,312.6 | | | | | \$27,562.8 | | | | | | | | | | |
| R9 | Freight Mobility | US 27 | I-75 | NW 27th Avenue | Widen to 6 lanes | Other Roads | | | | | | | | | | | | | \$1,249.5 | \$3,748.6 | \$18,742.9 | \$24,990.6 | | | | | \$48,731.6 | | | | | | | | | | |
| R1 | Safety | SR 200 | Citrus County Line | CR 484 | Widen to 4 lanes | Other Roads | | | | | | | | | | | | | \$3,276.1 | \$9,828.3 | \$45,865.3 | | | | | \$65,521.8 | \$124,491.4 | | | | | | | | | | |
| R78 | Safety, Congestion | SR 35/58th Ave (Baseline) | at SR/CR 464 Maricamp Road | Intersection/Flyover | Other Roads | | | | | | | | | | | | | \$1,000 | \$2,500 | \$1,200 | \$30,300 | | | | | \$35,000 | | | | | | | | | | | |
| | Reliability, Congestion | ITS BOXED FUND - State Roadways | | | | Other Roads | | | | | | | | | | | | | | | | | | | | | \$21,000 | \$28,000 | \$49,000 | | | | | | | | |
| | Travel Choices, Safety | Multimodal BOXED FUND - State Roadways | | | | Other Roads | | | | | | | | | | | | | | | | | | | | | \$32,000 | \$56,000 | \$88,000 | | | | | | | | |
| | All | Corridor Studies BOXED FUND - State Roadways | | | | Other Roads | | | | | | | | | | | | | | | | | | | | | \$3,000 | \$0 | \$3,000 | | | | | | | | |
| TOTAL Other Roads, Non-SIS State/Federal COST | | | | | | | | | | | | | | | | | | | | | | | | | | | \$78,397 | \$95,644.5 | \$376,938 | \$366,430 | \$380,180 | \$391,194 | \$853,269 | | | | |
| TOTAL Other Roads, Non-SIS State/Federal REVENUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$78,397 | \$95,644.5 | \$364,500 | \$393,600 | \$853,744 | | |
| TOTAL Local COST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$1,636 | \$6,817.7 | \$0 | \$6,775.4 | \$0 | \$1,636 | \$13,593 |
| TOTAL Local REVENUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$1,636 | \$6,817.7 | \$0 | \$6,775.4 | \$0 | \$1,636 | \$13,593 |

Totals may not sum due to rounding.

TABLE 7.10: STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS - (COSTS IN 000'S YOY \$)

| ID | Facility | From | To | Project Description | Funding Program | 2021-2025 | | | | 1ST 10 YEARS OF COST FEASIBLE PLAN | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN | | | | Total Cost | | | | | | | | | | | | | | | | |
|--------------------------|----------|-----------------------|------------------------|-------------------------|-----------------|-----------|----|------------|-----|------------------------------------|----|-------------|-----|------------------------------------|------------|-------------|-------------|------------|-------------|----|-----|-----|------|----|-----|-----|----------|-------------|-------------|-------------|----------|-----------|-----------|-------------|
| | | | | | | 2026-2030 | | | | 2031-2035 | | | | 2036-2040 | | | | | 2041-2045 | | | | | | | | | | | | | | | |
| | | | | | | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | | | | | | | | |
| 4106742 | SR 40 | from end of 4 lanes | to East of CR 314 | Widen to 4 lanes | SIS | | | \$5,587.3 | | | | \$185,303.0 | | | | | | | | | | | | | | | | | \$190,890.3 | | | | | |
| 4352091 | I-75 | at End of NW 49th St | End of NW 35th St | New Interchange | SIS | | | \$40,597.5 | | | | | | | | | | | | | | | | | | | | | \$40,597.5 | | | | | |
| 3472 | I-75 | Sumter/Marion Co Line | CR 484 | Widen to 8 lanes | SIS | | | | | | | | | | \$22,100.0 | \$81,700.0 | \$237,314.0 | | | | | | | | | | | | | \$341,114.0 | | | | |
| 3433 | I-75 | CR 484 | CR 318 | Widen to 8 lanes | SIS | | | | | | | | | | \$11,325.0 | \$111,355.0 | | | | | | | | | | | | | \$122,680.0 | | | | | |
| 3435 | I-75 | CR 484 | CR 318 | Add 4 Special Use Lanes | SIS | | | | | | | | | | \$3,000.0 | \$26,400.0 | | | | | | | | | | | | | \$29,400.0 | | | | | |
| 3423 | SR 40 | E of CR 314 | CR 314A | Widen to 4 lanes | SIS | | | | | | | | | | \$12,118.0 | \$26,254.0 | \$119,082.0 | | | | | | | | | | | | | \$157,454.0 | | | | |
| 3424 | SR 40 | CR 314A | Levy Hammock Rd | Widen to 4 lanes | SIS | | | | | | | | | | \$1,398.0 | \$2,738.0 | \$13,741.0 | | | | | | | | | | | | | \$17,877.0 | | | | |
| 3434 | I-75 | CR 318 | Marion/Alachua Co Line | Widen to 8 lanes | SIS | | | | | | | | | | \$6,000.0 | | | \$24,000.0 | \$77,013.0 | | | | | | | | | \$107,013.0 | | | | | | |
| 3474 | I-75 | CR 318 | Marion/Alachua Co Line | Add 4 Special Use Lanes | SIS | | | | | | | | | | \$2,500.0 | \$8,000.0 | | | | | | | | | | | | | \$10,500.0 | | | | | |
| 3473 | I-75 | Sumter/Marion Co Line | CR 484 | Managed Lanes | SIS | | | | | | | | | | \$9,690.0 | \$32,300.0 | | \$25,000.0 | \$223,875.0 | | | | | | | | | \$290,865.0 | | | | | | |
| 3485 | I-75 | at US 27 | | Modify Interchange | SIS | | | | | | | | | | \$1,950.0 | | | | | | | | | | | | | \$27,391.0 | \$29,341.0 | | | | | |
| 3442 | SR 326 | SR 25/US301/US 441 | Old US 301/CR200A | Widen to 4 lanes | SIS | | | | | | | | | | \$1,460.0 | | | | | | | | | | | | | \$5,850.0 | \$23,619.0 | \$30,929.0 | | | | |
| TOTAL SIS COST | | | | | | | | | | | | | | | | | | | | | | | | | | | \$46,185 | \$915,728 | \$406,748 | \$1,368,661 | | | | |
| TOTAL SIS REVENUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$46,185 | \$915,728 | \$406,748 | \$1,368,661 |

Note: Cost feasible SIS projects reflect 2018 SIS Cost Feasible Plan. Totals may not sum due to rounding.

TABLE 7.11: LOCALLY FUNDED PROJECTS - (COSTS IN 000'S YOY \$) Illustrative

| ID | Perf. Focus | Facility | From | To | Project Description | Funding Program | 2021-2025 | | | | 1ST 10 YEARS OF COST FEASIBLE PLAN | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN | | | | Total Cost | | | | | | | | | | | | | |
|-------|-----------------------|----------------------|-------------------------|------------------------------|-----------------------------------|-----------------|-----------|----|-----------|-----------|------------------------------------|----|-----|-----|------------------------------------|----|-----|-----|------------|-----------|----|-----|-----|------|----|-----|-----|--|--|-----------|-----------|-----------|
| | | | | | | | 2026-2030 | | | | 2031-2035 | | | | 2036-2040 | | | | | 2041-2045 | | | | | | | | | | | | |
| | | | | | | | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | | | | | |
| R40 | Economic Dvlpt | Emerald Rd Extension | SE 92nd Loop | Florida Northern Railroad | New 2 lane | TIF East | | | \$650.0 | \$6,080.0 | | | | | | | | | | | | | | | | | | | | | \$6,730.0 | |
| | | | | | | Fuel Taxes | | | | \$2,940.0 | | | | | | | | | | | | | | | | | | | | | \$2,940.0 | |
| R16* | Economic Dvlpt | NW 49th/35th St | NW 44th Ave | North End of Limerock Pit | New 4 lane divided w/ interchange | TIF East | | | | \$3,609.9 | | | | | | | | | | | | | | | | | | | | | \$3,609.9 | |
| | | | | | | TIF West | | | | \$2,209.9 | | | | | | | | | | | | | | | | | | | | | \$2,209.9 | |
| | | | | | | Fuel Taxes | | | | \$2,600.0 | | | | | | | | | | | | | | | | | | | | | \$2,600.0 | |
| | | | | | | Sales Tax | | | \$5,700.0 | | | | | | | | | | | | | | | | | | | | | \$5,700.0 | | |
| R28 | Travel Choices | NW 49th/35th St | 1.1 mi W of NW 44th Ave | NW 44th Ave | New 2 lane | TIF West | | | | \$2,000.0 | | | | | | | | | | | | | | | | | | | | | \$2,000.0 | |
| R56 | Economic Dvlpt | SW 49th/40th Ave | SW 66th St | SW 42nd St Flyover | New 4 lane divided | TIF West | | | | \$669.1 | | | | | | | | | | | | | | | | | | | | | \$669.1 | |
| | | | | | | Sales Tax | | | | \$4,626.9 | | | | | | | | | | | | | | | | | | | | | \$4,626.9 | |
| | | | | | | Maint. Fund | | | | \$1,500.0 | | | | | | | | | | | | | | | | | | | | | \$1,500.0 | |
| R61 | Economic Dvlpt | SW 49th Ave | CR 484 | 900 Feet N of Marion Oaks Tr | New 4 lane divided | Sales Tax | | | | \$4,700.0 | | | | | | | | | | | | | | | | | | | | | \$4,700.0 | |
| C10 | Not Evaluated | SW 90th St | SW 60th Ave | 0.8 miles E of SW 60th Ave | New 2 lane | TIF West | | | \$300.0 | \$70.0 | \$2,300.0 | | | | | | | | | | | | | | | | | | | | | \$2,670.0 |
| INT2 | Not Evaluated | SW 60th Ave | SW 90th St | SW 80th St | Signalization projects | TIF West | | | | | \$355.0 | | | | | | | | | | | | | | | | | | | | \$355.0 | |
| OPS53 | Preservation, Economy | Marion Oaks Blvd | Marion Oaks Blvd | CR 484 | Intersection geometry | TIF West | | | \$40.0 | \$425.0 | | | | | | | | | | | | | | | | | | | | | \$465.0 | |

*partially funded in SIS plan - see 4352091 in Table 10. Totals may not sum due to rounding

| ID | Perf. Focus | Facility | From | To | Project Description | Funding Program | TIP/STIP Years/ 2021-2025 | | | | 1ST 10 YEARS OF COST FEASIBLE PLAN 2026-2030 | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN 2031-2035 | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN 2036-2040 | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN 2041-2045 | | | | Total Cost | | | | | | | |
|---------------------------------|-------------------------|--|-------------------|---------------------------|---------------------|-----------------|---------------------------|----|-----|-----|--|-----------|------------|-----|--|----|-----|-----|--|----|-----|-----|--|----|-----|-----|------------|--|--|--|--|--|----------|------------|
| | | | | | | | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | PD&E | PE | ROW | CST | | | | | | | | |
| R75 | Economic Dvlpt | SW 70th/80th Ave | SW 90th St | SW 38th St | Widen to 4 lanes | Fuel Taxes | | | | | \$1,449.8 | \$4,349.5 | \$15,948.0 | | | | | | | | | | | | | | | | | | | | | \$55,796.1 |
| R74 | Economic Dvlpt | NW 70th/80th Ave | SR 40 | US 27 | Widen to 4 lanes | Fuel Taxes | | | | | \$1,198.8 | | | | | | | | | | | | | | | | | | | | | | | \$58,305.5 |
| R65 | Economic Dvlpt | NW 70th Ave | US 27 | NW 43rd St/NW 49th Street | Widen to 4 lanes | TIF West | | | | | | \$3,596.3 | | | | | | | | | | | | | | | | | | | | | | \$7,578.5 |
| R39 | Safety, Economic Dvlpt | NE 35th Street | NE 25th Avenue | NE 36th Avenue | Widen to 4 lanes | TIF East | | | | | \$355.7 | \$1,067.0 | | | | | | | | | | | | | | | | | | | | | | \$18,735.0 |
| R36 | Safety, Economic Dvlpt | NE 35th Street | W Anthony Rd | CR 200A | Widen to 4 lanes | TIF East | | | | | | \$2,280.0 | | | | | | | | | | | | | | | | | | | | | | \$15,734.8 |
| R38 | Safety, Economic Dvlpt | NE 35th Street | CR 200A | NE 25th Avenue | Widen to 4 lanes | Fuel Taxes | | | | | | | \$2,316.8 | | | | | | | | | | | | | | | | | | | | | \$17,316.1 |
| R66 | Economic Dvlpt | SW 70th/80th Ave | SW 38th St | SR 40 | Widen to 4 lanes | TIF West | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$49,425.7 |
| R76 | Economic Dvlpt | SW 49th Ave | Marion Oaks Manor | SW 142nd Pl Rd | Widen to 4 lanes | Fuel Taxes | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$21,747.3 |
| | Reliability, Congestion | ITS BOXED FUND - Local Roadways | | | | Fuel Taxes | | | | | | | | | | | | | | | | | | | | | | | | | | | \$11,000 | |
| | Travel Choices, Safety | Multimodal BOXED FUND - Local Roadways | | | | Fuel Taxes | | | | | | | | | | | | | | | | | | | | | | | | | | | \$12,000 | |
| TOTAL TIF East COST | | | | | | | | | | | \$14,150 | | | | | | | | | | | | | | | | | | | | | | \$23,158 | |
| TOTAL TIF East REVENUE | | | | | | | | | | | \$14,150 | | | | | | | | | | | | | | | | | | | | | | \$22,000 | |
| TOTAL TIF West COST | | | | | | | | | | | \$8,369 | | | | | | | | | | | | | | | | | | | | | | \$43,988 | |
| TOTAL TIF West REVENUE | | | | | | | | | | | \$8,369 | | | | | | | | | | | | | | | | | | | | | | \$44,000 | |
| TOTAL Fuel Taxes COST | | | | | | | | | | | \$5,540 | | | | | | | | | | | | | | | | | | | | | | \$96,320 | |
| TOTAL Fuel Taxes REVENUE | | | | | | | | | | | \$5,540 | | | | | | | | | | | | | | | | | | | | | | \$97,100 | |

Totals may not sum due to rounding

Cost Feasible Plan Balance Table

The cost / revenue balance of the cost feasible plan, as required by U.S. Code of Federal Regulation (23 CFR 450.324), is demonstrated in **TABLE 7.12**. The Balance columns in the table include cost subtracted from revenue for each timeband and for the plan period as a whole. In cases where the balance is negative, it is by no more than 10 percent, per FDOT guidance in the Revenue Forecasting Guidebook (2018).

(Totals may not sum due to rounding)

TABLE 7.12: COST FEASIBLE PLAN REVENUE/COST BALANCE TABLE (IN MILLIONS YOY \$)

| Funding Source ² | 2021-2025 ¹ | | | 2026-2030 | | | 2031-2035 | | | 2036-2040 | | | 2041-2045 | | | Total 2026-2045 | | | |
|-----------------------------|------------------------|----------------|----------------------|-----------------|-----------------|----------------------|-----------------|-----------------|----------------------|-----------------|-----------------|----------------------|-----------------|-----------------|----------------------|------------------|------------------|----------------------|--|
| | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | Revenue | Cost | Balance ³ | |
| State/Federal | | | | | | | | | | | | | | | | | | | |
| Other Roads ⁴ | \$78.40 | \$78.40 | \$0.00 | \$175.30 | \$182.25 | -\$6.95 | \$189.20 | \$194.69 | -\$5.49 | \$196.80 | \$188.00 | -\$8.20 | \$196.80 | \$192.18 | -\$4.62 | \$758.1 | \$757.1 | -\$1.0 | |
| SIS | \$141.83 | \$141.83 | \$0.00 | \$185.30 | \$185.30 | \$0.00 | \$730.43 | \$730.43 | \$0.00 | \$349.89 | \$349.89 | \$0.00 | \$56.86 | \$56.86 | \$0.00 | \$1,322.5 | \$1,322.5 | \$0.00 | |
| Total | \$78.40 | \$78.40 | \$0.00 | \$360.60 | \$367.55 | -\$6.95 | \$919.63 | \$925.11 | -\$5.49 | \$546.69 | \$537.89 | -\$8.80 | \$253.66 | \$249.04 | -\$4.62 | \$2,080.6 | \$2,079.6 | -\$1.0 | |
| | \$141.83 | \$141.83 | \$0.00 | \$370.83 | \$370.83 | -\$10.23 | \$911.33 | \$911.33 | -\$8.30 | \$548.92 | \$548.92 | -\$2.23 | \$253.66 | \$249.04 | -\$4.62 | \$2,080.1 | \$2,080.1 | -\$0.5 | |
| Local (Illustrative) | | | | | | | | | | | | | | | | | | | |
| TIF East | \$14.15 | \$14.15 | \$0.00 | \$7.10 | \$3.74 | -\$3.36 | \$8.30 | \$6.26 | -\$2.04 | \$11.00 | \$11.05 | -\$0.05 | \$11.00 | \$12.11 | -\$1.11 | \$37.4 | \$33.2 | -\$4.2 | |
| TIF West | \$8.37 | \$8.37 | \$0.00 | \$14.10 | \$6.47 | -\$7.63 | \$16.60 | \$16.89 | -\$0.29 | \$22.00 | \$19.93 | -\$2.07 | \$22.00 | \$24.05 | -\$2.05 | \$74.7 | \$67.3 | -\$7.3 | |
| Local Fuel Taxes | \$5.54 | \$5.54 | \$0.00 | \$23.70 | \$25.95 | -\$2.25 | \$45.70 | \$41.05 | -\$4.65 | \$31.50 | \$33.30 | -\$1.80 | \$65.60 | \$63.02 | -\$2.58 | \$166.5 | \$163.7 | -\$2.8 | |
| Other Local | \$1.64 | \$1.64 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.0 | \$0.0 | \$0.0 | |
| Total | \$29.70 | \$29.70 | \$0.00 | \$44.90 | \$36.16 | -\$8.74 | \$70.60 | \$64.20 | -\$6.40 | \$64.50 | \$64.28 | -\$0.22 | \$98.60 | \$99.19 | -\$0.59 | \$278.6 | \$263.8 | -\$14.8 | |

1 First five years revenue is equal to cost of programmed improvements.
 2 Revenue categories include only those represented in cost feasible plan.
 3 Balance reflects Revenue minus Cost. In cases where it is negative, the difference is less than 10%, per FDOT guidance.
 4 Other Roads revenue estimates include additional 22% of FDOT revenue estimate for product support per FDOT Revenue Handbook.

System Operation and Maintenance

Preservation of the existing transportation infrastructure in Marion County is a top priority, as specified by the LRTP goal to Optimize and Preserve Existing Infrastructure, which is the most heavily weighted LRTP goal. The estimated costs of operating and maintaining existing and planned County roadways, SunTran public transit system, and State Highway System (SHS) in Marion County are reflected in **TABLE 7.13** and, in the case of County roadways and transit, are subtracted from available revenues prior to considering other improvements to the network. In the case of the SHS, the figures represent districtwide estimates for FDOT, District Five.

TABLE 7.13: SYSTEM OPERATION & MAINTENANCE - (COSTS IN 000'S YOY \$)

| | | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2040 | 2041-2045 | Total Cost |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Marion County Roadways* | Fuel Taxes | \$93,164.7 | \$116,900.0 | \$137,300.0 | \$181,600.0 | \$181,600.0 | \$617,400.0 |
| SunTran | Local | \$12,020.3 | \$7,300.0 | \$9,500.0 | \$11,600.0 | \$14,100.0 | \$42,500.0 |
| | State/Federal | \$21,816.9 | \$44,800.0 | \$49,100.0 | \$51,100.0 | \$51,100.0 | \$196,100.0 |
| State Highway System** | State/Federal | \$2,362,000.0 | \$2,785,000.0 | \$3,006,000.0 | \$3,108,500.0 | \$3,108,500.0 | \$12,008,000.0 |

*Countywide estimate based on 2020 County budget, extrapolated for future years
 **Districtwide estimate for FDOT District 5

Corridor Summaries

The primary travel corridors in Marion County include one limited access facility and a number of principal and major arterial roadways that connect the major activity centers within the County and to the broader region outside the County. Twelve corridors were identified based on their levels of traffic, functional classification, and identified improvement needs. These corridors include:

- SR 200
- SR 40
- US 41
- I-75
- SR 464
- US 27 (west of I-75)
- US 301/US 441/US 27
- SR 492
- SR 326
- SR 35
- CR 484
- CR 25/25A

There are multiple improvement needs on all these corridors, including roadway capacity, roadway operational improvements, technological improvements, and multimodal projects. The corridor summaries on the following pages include a comprehensive accounting of needed improvements, including cost feasible, boxed fund, and unfunded improvements on these corridors. The variety of improvement needs for any given corridor can represent opportunities to advance multiple types of corridor improvements during the project development process, potentially achieving economy of scale. The corridor summaries are intended to provide a comprehensive needs assessment by corridor and a resource to implementing agencies to take advantage of the potential economies of scale or, at a minimum, to prevent preclusion of certain improvements during the implementation of others. While not all improvements on the summaries are cost feasible, indeed for some corridors there no cost feasible improvements apart from boxed fund projects, they provide an important reference to potential improvements. In some cases, the summaries include improvements on intersecting facilities, particularly with respect to sidewalk or bicycle facility needs, as they can inform the context and needs of connecting facilities during project development phases.

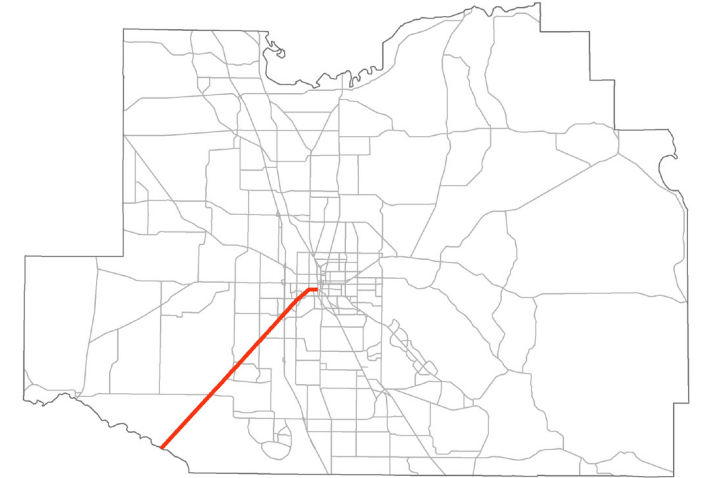
The summaries are specific to the identified corridors and do not include all projects in the LRTP Needs Plan, nor do they include all projects in the Cost Feasible Plan. They include only the primary corridors and respective improvement needs.

CORRIDOR SUMMARIES

SR 200

SR 200 is a key north/south arterial connecting the growing suburban area in southwest Marion County with downtown Ocala. There are several major activity centers on this corridor, including the College of Central Florida, and one of the largest growth rates in the County, in terms of both population and employment. Improvements identified in this corridor include bicycle and sidewalk infrastructure, ITS infrastructure, and new transit service providing a mobility alternative on this congested corridor.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|-------------------------------|-----------------------|--------------------|-------------|--|
| TIP6 | Roadway operations | 2026-2030 | I-75 FRAME Off System | | | ITS |
| R1 | Roadway capacity | 2036-2040 | SR 200 | Citrus County Line | CR 484 | Add 2 lanes |
| B36 | Bike | Multimodal Boxed Fund Program | SW 19th Ave Rd | SW 27th Ave | SW 17th St | 5' paved shoulder |
| SW5 | | | SW College Rd | SW 39th St | SW 17th St | fill sidewalk gap |
| SW6 | | | US?27 (S Pine Ave) | SE 3rd Ave | SE 30th St | fill sidewalk gap |
| SW16 | Pedestrian | | SW 32nd Ave | SW College Rd | SW 31st Rd | fill sidewalk gap |
| SW23 | | | SW 43rd Ct | SW 32nd Pl | SW 44th St | fill sidewalk gap |
| SW35 | | | SW 1st Ave | SW 10th St | SW 11th St | fill sidewalk gap |
| OPS41 | Roadway operations | ITS Boxed Fund Program | SW 42nd St. | SR 200 | SR 464 | ITS/Corridor Management |
| OPS31 | | | SR 200 | CR 484 | SR 464 | ITS/Corridor Management |
| OPS50 | | | SR 200A | US 301 | NE 49th St. | ITS/Corridor Management |
| OPS64 | | | SW 20th St | I-75 | SR 200 | Emergency vehicle preemption |
| OPS50 | | | SR 200A | NE 49th St | US 301 | ITS/Corridor management |
| R63 | Roadway operations | | SW 40th Ave | at SR 200 | | Intersection realignment |
| R43 | Roadway capacity | | SW 20th Street | I-75 | SR 200 | Add 2 Lanes |
| PT9 | | Unfunded | SR 200/VA | Ocala | Ocala | New Local Services |
| PT4 | Transit | | Orange Route | | | Existing Routes expansion (Frequency Improvements) |

Reference Documents

Ocala Marion FY 2020/21 - 2024/25 Transportation Improvement Program

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

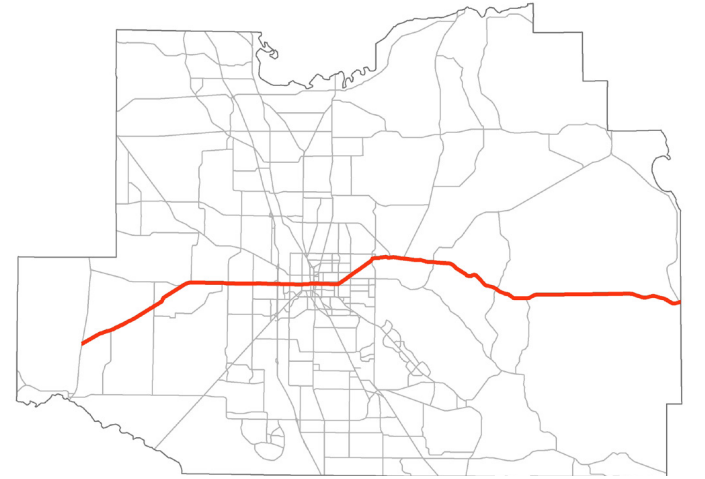
Ocala Marion Regional Trails Facilities Plan

SunTran Transit Development Plan

SR 40

SR 40 is the primary east/west arterial extending the entire distance between the Lake County line to the east and the Citrus County line to the west and intersecting the center of downtown Ocala. The portion of SR 40 east of SR 326 is a Strategic Intermodal System (SIS) facility, with a roadway widening project in the SIS cost feasible plan. The portion to the west is also planned for roadway widenings. There are also bicycle, sidewalk, trail, ITS, and transit improvements needed in this important corridor.

Corridor Map



SR 40 Cont'd

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|------------------------|--------------|----------------|-----------------|--|
| OPS35 | Roadway operations | ITS Boxed Fund Program | SR 40 | NE 1st Ave. | SE 25th Ave | ITS/Corridor Management |
| OPS16 | | | SR 40 | SW 60th Avenue | SR 35 | ITS/Corridor Management |
| OPS34 | | | SR 40 | Hwy 328 | SW 27th Ave | ITS/Corridor Management |
| OPS29 | | | SR 40 | SR 35 | CR 314A | ITS/Corridor Management |
| OPS57 | Roadway operations | Unfunded | NE 8th Ave | SR 40 | SR 492 | Remove 2 lanes, add multimodal enhancements |
| R11 | Roadway capacity | | SR 40 | US 41 | SW 140th Avenue | Add 2 lanes |
| PT1 | Transit | | Green Route | | | Existing Routes expansion (Frequency Improvements) |
| PT6 | | | Yellow Route | | | Existing Routes expansion (Frequency Improvements) |

Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|-------------------------------------|---|---------------------------------|--------------------------------|---|
| TIP11 | Roadway operations | 2026-2030 | SR 40 | SW 40th Ave | SW 27th Ave | Add turn lanes |
| SIS13 | Roadway capacity | 2026-2030 | SR 40 | End of 4 lanes | CR 314 | Add lanes & reconstruct |
| R13 | | | SR 40 | SW 60th Ave | I-75 | Add 2 lanes |
| R14 | | | SR 40 | I-75 | SW 27th Ave | Add 2 lanes |
| OPS56 | | | Roadway operations | SR 40 Downtown Operational Imp. | US 441 | NE 8th Ave |
| SIS1 | Roadway capacity | 2031-2035 | SR 40 | CR 314 | CR 314A | Add 2 lanes |
| SIS2 | | | SR 40 | CR 314A | Levy Hammock Rd | Add 2 lanes |
| OPS55 | | | Roadway operations | SR 40 | SR 35 | |
| R12 | Roadway capacity | 2036-2040 | SR 40 | SW 140th Ave | CR 328 | Add 2 lanes |
| OPS54 | Roadway operations | 2041-2045 | SR 40 - East Multimodal Imp. | SW 140th Terr | NE 60th Ct | Add turn lanes, enhance illumination, ped. safety |
| C4 | Corridor Study | Corridor Studies Boxed Fund Program | SR 40 | SE 183rd Ave Rd | Lake Co Line | Corridor Study (capacity, safety) |
| TIP25 | Bike | Multimodal Boxed Fund Program | SR 40 (Black Bear Trail) | SE 183rd Rd | US 17 (Volusia Co) | Bike path |
| B22 | Bike | | SR 40 to Silver Springs State Park Connection | Half Mile Creek Trailhead | US 41 | Bicycle bridge or underpass |
| B25 | Multituse Trail | | SR 40 | CR 328 | SE 17th St | 5' pave shoulder |
| SW11 | Pedestrian | | SE 11th Ave | Silver Springs Blvd | Ocala | Fill sidewalk gap |
| SW199 | Pedestrian | | SR 40 - West Multimodal Improvement | CSX Rail Bridge | I-75 | Sidewalk widening, reconditioning |
| T18 | Trails | | Black Bear Trail | Silver Springs State Park | Wildcat Lake Boat Ramp | Multi use trail |
| T5 | Trails | | Silver Springs to Hawthorne Trail | Silver Springs State Park | Alachua County Line; Hawthorne | Multi use trail |
| T3 | Trails | | Ocala to Silver Springs Trail | Osceola Trail / Ocala City Hall | Silver Springs State Park | Multi use trail |
| B18 | Bike | | Withlacoochee Bay Trail | Downtown Dunnellon | Levy County Line | 12' shared use path |
| SW98 | Pedestrian | | NE 12th Ave | NE 14th St | Silver Springs Blvd | Fill sidewalk gap |

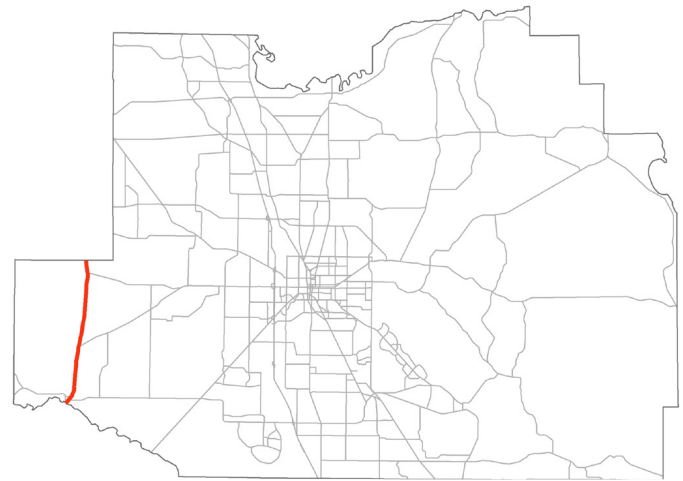
Reference Documents

- FDOT Strategic Intermodal System 2045 Cost Feasible Plan
- Ocala Marion Regional Trails Facilities Plan
- Ocala Marion ITS Strategic Plan
- SunTran Transit Development Plan
- Ocala Marion 2035 Bicycle & Pedestrian Master Plan
- Ocala Marion FY 2020/21 - 2024/25 Transportation Improvement Program

US 41

US 41 extends through the southwest corner of Marion County, serving as a regional north/south arterial that passes through downtown Dunnellon. Needed improvements on this short corridor within the County include ITS infrastructure and roadway widening with a multi-use trail.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|------------------------|------------------|---------------------|---------------------|-----------------------------------|
| OPS18 | Roadway operations | ITS Boxed Fund Program | US 41 | Citrus County Line | SW 111th Place Lane | ITS/Corridor Management |
| OPS49 | | | US 41 | SW 111th Place Lane | SR 40 | ITS/Corridor Management |
| R31 | Roadway capacity | Unfunded | Dunnellon Bypass | CR 40 | US 41 | New 2 lanes |
| R15 | | | US 41 | SR 40 | Levy County Line | Add 2 Lanes, multi-use trail |
| R53 | | | US 41 | SW 111th Place Lane | SR 40 | Widen to 4 lanes, multi-use trail |

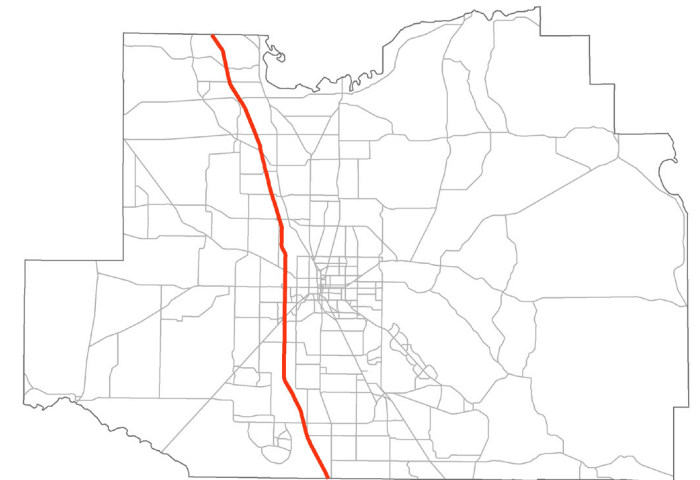
Reference Documents

- Ocala Marion ITS Strategic Plan
- Marion County Comprehensive Plan

Interstate 75

Interstate 75 is the primary north south artery in Marion County, serving regional and inter-regional travel. As a Strategic Intermodal System (SIS) facility, improvements on I-75 are planned by FDOT. Projects on I-75 in the LRTP include widenings, managed lanes, and interchange improvements, including one new interchange at NW 49th St and modification of the interchange at US 27. Other needed improvements in this corridor include ITS infrastructure on parallel routes and new express bus service connecting the south part of Marion County with downtown Ocala.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|---------|--------------------|-------------------------------|-----------------------|----------------------|---------------------|--|
| 4352091 | | 2021-2025 | I-75 | at End of NW 49th St | End of NW 35th St | New Interchange |
| SIS10 | | | I-75 | CR 484 | CR 318 | Add 2 lanes to build 8 |
| SIS7 | Roadway capacity | 2031-2035 | I-75 | CR 484 | CR 318 | Add 4 lanes (special use lanes) |
| SIS14 | | | I-75 | Sumter/Marion county | CR 484 | Add 2 lanes to build 8 |
| SIS6 | | 2036-2040 | I-75 (Mainline) | CR 318 | Alachua County Line | Add 2 lanes |
| SIS8 | | | I-75 | Sumter/Marion county | CR 484 | Managed lanes |
| SIS3 | Roadway operations | 2041-2045 | I-75 | at US 27 | | Interchangemodification |
| T32 | Trails | Multimodal Boxed Fund Program | I-75 landbridge | at CFG | | Replace and possibly enhance landbridge |
| OPS1 | Roadway operations | Unfunded | I-75 (Interchange) | SR 40 | | Operational Improvements |
| OPS2 | | | I-75 (Interchange) | CR 484 | | Operational Improvements |
| OPS20 | | | Marion Oaks Manor Ext | Overpass at I-75 | | New Overpass |
| OPS21 | | | SW 95th St | Interchange at I-75 | | New Interchange |
| OPS22 | | | NW/SW 27th Ave | SW 42nd Street | SR 200 | ITS/Corridor Management |
| OPS23 | | | NW/SW 27th Ave | SR 200 | SR 40 | ITS/Corridor management |
| OPS58 | | | SW 20th St | Interchange at I-75 | | New Interchange |
| PT22 | Transit | | Marion Oaks Express | | | New Service |
| PT3 | | | Purple Route | | | Existing Routes Expansion (Frequency Improvements) |

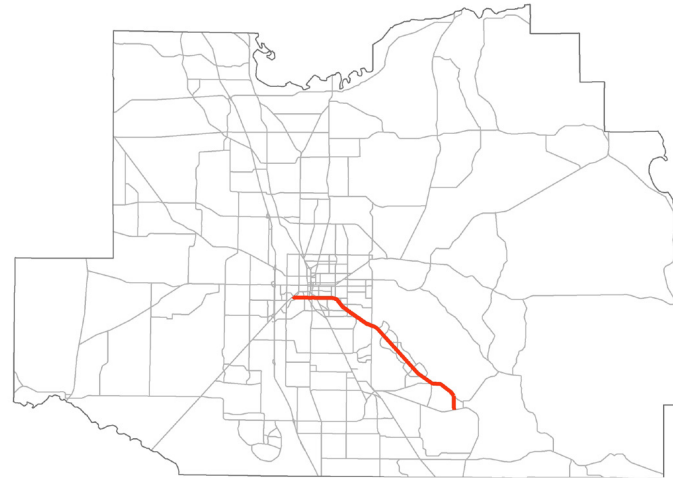
Reference Documents

- FDOT Strategic Intermodal System 2045 Cost Feasible Plan
- Ocala Marion Regional Trails Facilities Plan
- Ocala Marion 2035 Bicycle & Pedestrian Master Plan
- SunTran Transit Development Plan

SR 464

SR 464 is north/south roadway connecting Silver Springs Shores and Ocklawaha in southeast Marion County to downtown Ocala. The area near Oak Rd was also identified as a freight activity center and the potential for freight movement related infrastructure improvements. Other needs identified in this corridor include multiple bicycle, sidewalk, and trail projects on SR 464 and intersecting roadways. ITS infrastructure improvements and frequency improvements to the existing Blue and Red bus routes are also needed.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|----------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------------|---|
| C8 | Corridor Study | Corridor Studies Boxed Fund Program | Oak Rd | Emerald Rd | SE Maricamp Rd | Corridor Study (capacity, goods movement) |
| B37 | Bike | Multimodal Boxed Fund Program | SR 464 | SR 200 | US 441 | 5' paved shoulder |
| SW12 | | | SE 18th Ave | SE 17th St | SE 28th Loop | fill sidewalk gap |
| SW53 | | | SE 38th St | SE Lake Weir Ave | SE 31st St | fill sidewalk gap |
| SW137 | | | SE Maricamp Rd | Bahia Ave | Oak Rd | fill sidewalk gap |
| SW13 | | | SE 3rd Ave | S Magnolia Ave | SE 17th St | fill sidewalk gap |
| SW19 | | | SE 22nd Ave | E Fort King St | SE 17th St | fill sidewalk gap |
| SW20 | | | SE 24th St | SE Maricamp Rd | SE 36th Ave | fill sidewalk gap |
| SW29 | | | SE Maricamp Rd | SE 36th Ave | SE 38th St | fill sidewalk gap |
| SW65 | | | SW 17th St | SW College Road | SW 12th Ave | fill sidewalk gap |
| SW72 | | | SE Lake Weir Ave | SE 31st St | SE 38th St | fill sidewalk gap |
| SW86 | | | SW 19th Ave Rd | SW 17th St | W of SW 21st Ave | fill sidewalk gap |
| SW129 | | | SE Maricamp Rd | SE 44th Ave | Pine Road | fill sidewalk gap |
| SW128 | | | SE Maricamp Rd | SE 31st St | SE 44th Ave Rd | fill sidewalk gap |
| SW148 | | | SE 44th Ave Rd | SE 48th Place Rd | SE Maricamp Rd | fill sidewalk gap |
| SW191 | | | SE 30th Ave | SE 32nd Ave | Existing sidewalk to the south | Connectivity to the park and YMCA |
| T33 | Trails | | Forest High School SRTS | SE 38th St/ SE 47th Ave | Ocala Rotary Sportsplex | Multi use trail |
| T28 | | | Cannon-Dunnellon Segment | Pruitt Trailhead | Bridges Rd Trailhead | Multi use trail |
| T12 | | | SE Maricamp Rd. | SE 31st St | Baseline/SE 58th Ave | 12' shared use path |
| T15 | | Maricamp Rd. | Baseline/SE 58th Ave | Designated bike lane east of Oak Rd | 12' shared use path | |

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|------------------------|------------------------------|------------|------------------|--|
| OPS17 | Roadway operations | ITS Boxed Fund Program | SR 464 | SR 200 | SR 35 | ITS/Corridor Management |
| OPS44 | | | SW 27th Ave/SW 19th Ave Road | SW 42nd St | SR 464 | ITS/Corridor Management |
| OPS37 | | | SR 464 | SR 200 | Oak Rd | ITS/Corridor Management |
| OPS26 | | | CR 464 | Midway Rd | Oak Rd | ITS/Corridor Management |
| OPS70 | | | Maricamp Rd | Oak Rd | SE 108th Terr Rd | Emergency vehicle preemption |
| PT2 | Transit | Unfunded | Blue Route | | | Existing Routes expansion (Frequency Improvements) |
| PT5 | | | Red Route | | | Existing Routes expansion (Frequency Improvements) |

Reference Documents

Ocala Marion ITS Strategic Plan

Ocala Marion Regional Trails Facilities Plan

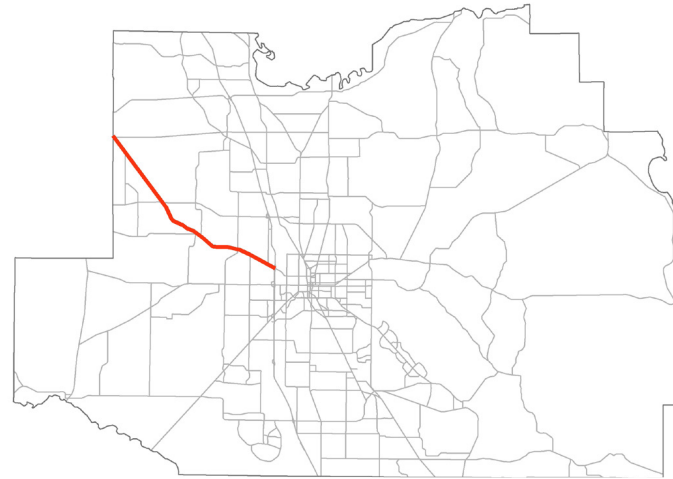
Ocala Marion 2035 Bicycle & Pedestrian Master Plan

SunTran Transit Development Plan

US 27

The portion of US 27 west of I-75 is a SIS facility that connects I-75 with US 19 to the west. The SIS cost feasible plan includes an improvement to the existing interchange at US 27 and I-75. Other needs identified on the segment of US 27 east of I-75 include roadway widening and ITS infrastructure improvements.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|-------------------------------|----------------------------------|------------------|----------------|------------------------------|
| R9 | Roadway capacity | 2041-2045 | US 27 | I-75 | NW 27th Avenue | Add 2 lanes |
| T26 | Trails | Multimodal Boxed Fund Program | Silver River to Bronson Corridor | Levy County Line | NE 58th Ave | Multi use trail |
| T16 | | | Bonnie Heath Blvd. | NW 60th Avenue | NW Hwy 225A | 12' multi use trail |
| OPS12 | Roadway operations | ITS Boxed Fund Program | US 27 | NW 27th Avenue | US 441 | ITS/Corridor Management |
| OPS28 | | | US 27 | NW 70th Ave. | I-75 | ITS/Corridor Management |
| OPS71 | | | US 27 | I-75 | NW 27th Ave | Emergency vehicle preemption |
| R8 | Roadway capacity | Unfunded | US 27 | NW 44th Avenue | I-75 | Add 2 lanes |
| R29 | | | NW 60th Avenue | US 27 | NW 49th Street | New 2 Lane |

Reference Documents

Ocala Marion ITS Strategic Plan

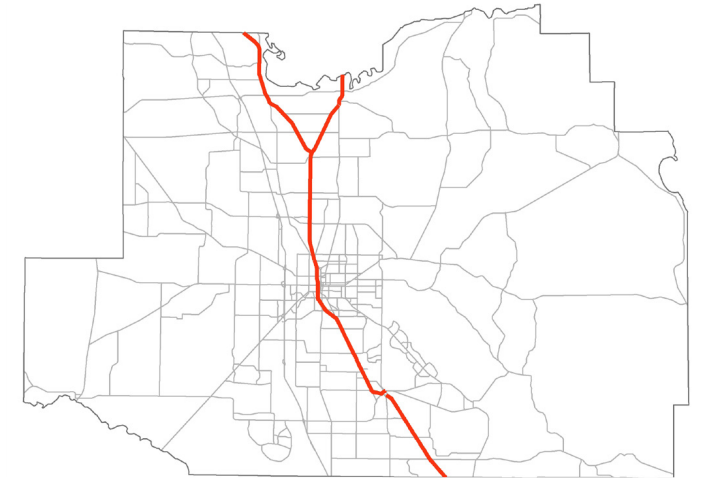
Ocala Marion Regional Trails Facilities Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

SR 301/US 441/US 27

The US 441/US301/US27 corridor extends from the southeast corner of the County to the Alachua County line to the north, bisecting downtown Ocala. It is a regionally significant corridor connecting Lady Lake in Lake County with Belleview, Ocala, and Gainesville to the north. Extensive infrastructure needs were identified on the corridor, consisting of two roadway widening projects on the south end and many sidewalk and trail improvements on intersecting roadways. ITS infrastructure and transit service improvement were also identified providing service between Belleview and Ocala.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|---------------------|-------------------------------|---------------------|-----------------------------|--------------------|-------------------|
| R5 | Roadway capacity | 2031-2035 | US 441 | CR 42 | SE 132nd Street Rd | Add 2 lanes |
| B34 | Bike | Multimodal Boxed Fund Program | SE 95th St | CR 475 | US 441 | 5' paved shoulder |
| SW102 | US 441 | | US 301 | Del Webb Blvd | fill sidewalk gap | |
| SW196 | SE 110th St | | US 301 | Lilian Lake Park | Crossing at US 441 | |
| SW2 | US 27 (S Pine Ave) | | SE 38th St | SE 52nd St | fill sidewalk gap | |
| SW4 | US 27 (S Pine Ave) | | SE 3rd Ave | SE 30th St | fill sidewalk gap | |
| SW7 | US 301 | | W Anthony Rd | NW 28th St | fill sidewalk gap | |
| SW15 | N Magnolia Ave | | NW 28th St | NW 20th St | fill sidewalk gap | |
| SW18 | SW 1st Ave | | SW 15th Pl | SW 17th St | fill sidewalk gap | |
| SW37 | NE 28th St | | US 301 | E of NE Jacksonville Rd | fill sidewalk gap | |
| SW74 | W Anthony Rd | | NW 34th Pl | US 301 | fill sidewalk gap | |
| SW91 | NW 35th St | | NW 16th Ave | US 301 | fill sidewalk gap | |
| SW101 | SW 5th St | | SW 1st Ave | Pine Ave | fill sidewalk gap | |
| SW104 | SE 110th St | | SE 36th Ave | US 441 | fill sidewalk gap | |
| SW107 | SE 102nd Pl | | US 441 | SE 52nd Ct | fill sidewalk gap | |
| SW108 | SE 95th St | | Cross Florida Trail | US 441 | fill sidewalk gap | |
| SW70 | NE 35th St | | US 301 | NE 25th Ave | fill sidewalk gap | |
| SW180 | US 441 | | Del Webb Blvd | SE 147th Pl | fill sidewalk gap | |
| SW176 | US 27 (Pine Ave) | | W of SE 10th Ave | SE 10th Ave | fill sidewalk gap | |
| SW172 | SE 147th Pl | | SE 84th Terr | US 441 | fill sidewalk gap | |
| SW171 | SE Sunset Harbor Rd | | US 441 | SE 95th Ave | fill sidewalk gap | |
| SW177 | US 441 | SE Sunset Harbor Rd | SE 173rd St | fill sidewalk gap | | |
| SW114 | SE 55th Ave Rd | US 27 (SE Ashbier Blvd) | SE 132nd St Rd | fill sidewalk gap | | |
| SW192 | SW 1st Ave | Ft. King St | SE Pine Ave | Fills critical sidewalk gap | | |

SR 301/US 441/US 27 Cont'd

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|-------------------------------|---|--------------------|------------------------|------------------------------------|
| SW63 | Pedestrian | Multimodal Boxed Fund Program | SW 1st Ave | US 27 (S Pine Ave) | SW 29th St Rd | fill sidewalk gap |
| SW197 | | | US 301 | SE 62nd Ave | SE 115th Ln | Add sidewalks on N side of street |
| SW198 | | | SE 113th St | Hames Rd | SE 56th Ave | Add sidewalks on N side of street |
| T11 | Trails | | Bellevue to Greenway Trail | Lake Lillian Park | Cross Florida Greenway | |
| T17 | | | US 441 to McIntosh to Ocala Connector | McIntosh | Ocala Connector | 12' multi use trail |
| T14 | | | Ocala-Summerfield Rd./SE 135th St./SE 80th Ave. | | | sharrows, signage, traffic calming |
| OPS36 | Roadway operations | ITS Boxed Fund Program | E Magnolia Ave/E 1st Ave. | NE 20th St. | SR 200/SE 10th St | ITS/Corridor Management |
| OPS5 | | | US 301 | Sumter County Line | CR 42 | ITS/Corridor Management |
| OPS6 | | | US 301 | SE 143rd Place | US 441 | ITS/Corridor Management |
| OPS7 | | | US 441 | SE 132nd Street Rd | US 301 | ITS/Corridor Management |
| OPS8 | | | US 441 | US 301 | CR 475 | ITS/Corridor Management |
| OPS9 | | | US 441 | CR 475 | SR 200 | ITS/Corridor Management |
| OPS10 | | | US 441 | SR 200 | CR 25A | ITS/Corridor Management |
| OPS13 | | | US 27 | SW 27th Avenue | SR 35 | ITS/Corridor Management |
| OPS32 | | | US 301/US 441 | SE 165th St. | SR 464 | ITS/Corridor Management |
| OPS33 | | | US 301 | NW 35th St. | SR 326 | ITS/Corridor Management |
| OPS59 | | | US 301 | SR 326 | W Hwy 329 | Emergency vehicle preemption |
| R2 | Roadway capacity | Unfunded | US 301 | CR 42 | SE 143rd Place | Add 2 lanes |
| R3 | | | US 441 | Sumter County Line | CR 42 | Add 2 lanes |
| R46 | | | Lake Weir Avenue | SE 31st Street | SR 464 | Add 2 Lanes |
| PT32 | Transit | | Downtown Circulator | | | New Circulator Service |
| TIP17 | Roadway operations | | US 441 | at SR 464 | | Traffic ops improvement |

Reference Documents

Ocala Marion FY 2020/21 - 2024/25 Transportation Improvement Program

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

Ocala Marion Regional Trails Facilities Plan

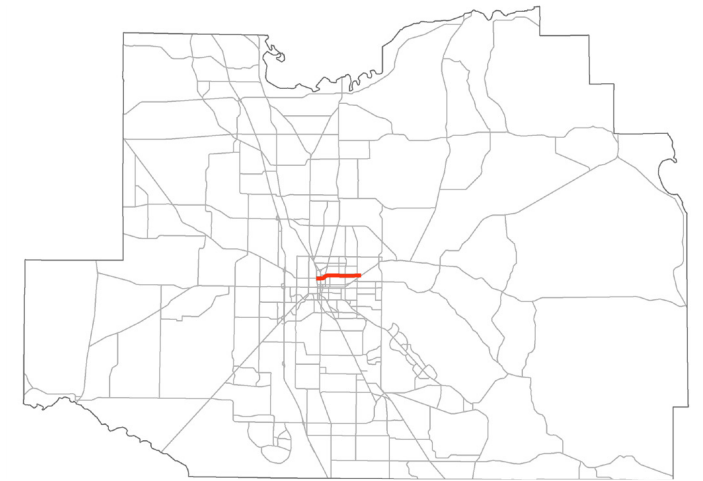
SunTran Transit Development Plan

CORRIDOR SUMMARIES

SR 492

SR 492 is an east/west roadway connecting US 441 to SR 40 to the east. A range of improvement types were identified and included in the needs plan, including a roadway widening and ITS infrastructure.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|-------------------------------|----------------------------------|---------------------|------------------------------|--|
| B35 | Bike | | NE Osceola Ave | Bonnie Heath Blvd | NE 14th St | 5' paved shoulder |
| SW3 | Pedestrian | Multimodal Boxed Fund Program | NE 14th St | NE 24th Ave | NE 25th Ave | fill sidewalk gap |
| SW187 | | | NE 17th Ave | NE 14th St | NE 3rd St | Improves school, crossing guard, transit access |
| SW25 | | | NE 19th Ave | NE 28th St | NE 14th St | fill sidewalk gap |
| SW32 | | | NE 8th Ave | NE Jacksonville Rd | NE 10th St | fill sidewalk gap |
| SW64 | | | NE 36th Ave | NE 14th St | NE 20th Pl | fill sidewalk gap |
| SW87 | | | NE 25th Ave | NE 14th St | NE 49th St | fill sidewalk gap |
| T9 | Trails | | Watula Trail & NE 8th Road Trail | Tuscawilla Art Park | CR 200A/SE Jacksonville Road | |
| OPS60 | Roadway operations | ITS Boxed Fund Program | US 492 | US 301 | SR 40 | Emergency vehicle preemption |
| PT29 | Transit | | Silver Route | | | Existing Routes expansion (Frequency Improvements) |
| R32 | Roadway capacity | Unfunded | NE 36th Avenue | NE 14th Street | NE 20th Place | Add 2 Lanes |
| R33 | | | NE 36th Avenue | NE 25th Street | NE 35th Street | Add 2 Lanes |
| R34 | | | NE 25th Avenue | NE 14th Street | NE 24th Street | Add 2 Lanes |

Reference Documents

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

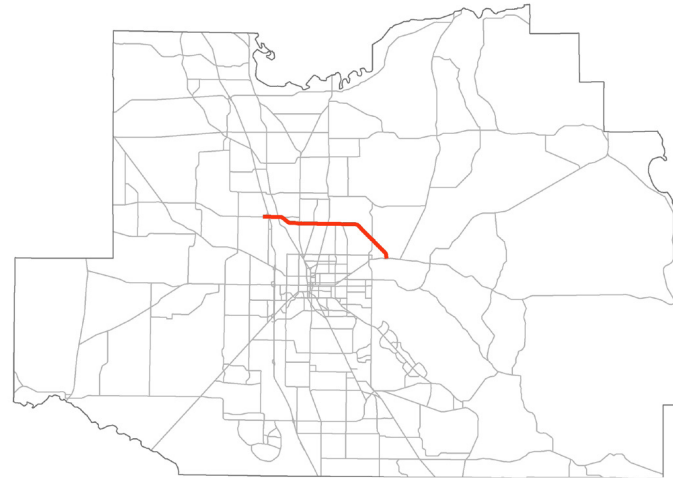
Ocala Marion Regional Trails Facilities Plan

SunTran Transit Development Plan

SR 326

SR 326 provides a bypass route connecting SR 40 to the east with US 441 and I-75 on the west side of Ocala. The roadway is a Strategic Intermodal System (SIS) facility and is currently scheduled for widening in the outer years of the SIS cost feasible plan. Widening of the non-SIS portion of the roadway west of I-75 is also included in the needs plan, as well as a sidewalk improvement on an intersecting roadway in that segment.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|------------------------|----------------|----------------|----------------|-------------------------|
| R30 | Roadway capacity | 2041-2045 | NW 44th Avenue | NW 60th Street | SR 326 | Add 2 Lanes |
| SIS12 | | 2041-2045 | SR 326 | US 441 | CR 200A | Add 2 lanes |
| OPS30 | Roadway operations | ITS Boxed Fund Program | SR 326 | I-75 | SR 200A | ITS/Corridor Management |
| R72 | Roadway capacity | Unfunded | CR 200A Ph 3 | NE 35th St | SR 326 | Add 2 lanes |
| R7 | | | SR 326 | CR 200A | NE 36th Avenue | Add 2 lanes |

Reference Documents

FDOT Strategic Intermodal System 2045 Cost Feasible Plan

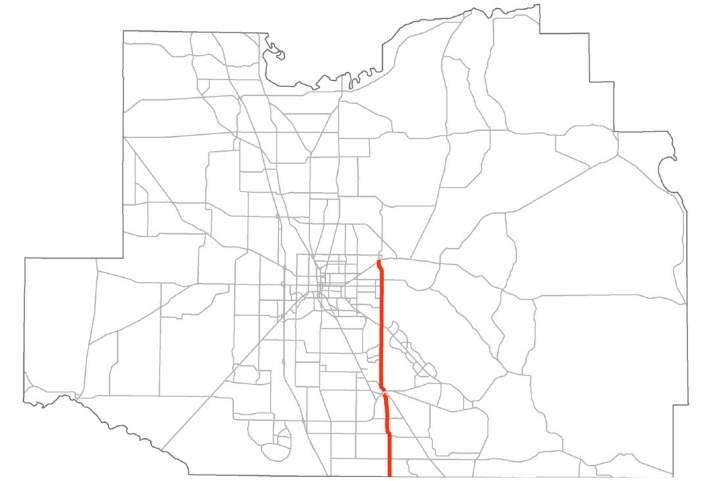
Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

SR 35

SR 35 is a north south roadway on the east side of Marion County, connecting US 441 in Belleview to SR 40 to the north. Intersection improvements, roadway widening, ITS infrastructure, and non-motorized needs are included in this corridor on SR 35 and intersecting roadways in the needs plan.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|-------------------------------------|------------------------------------|------------------------------------|---------------------------|--------------------------|
| OPS46 | Roadway operations | 2026-2030 | SR 35 | Foss Rd | | Intersection improvement |
| R10 | Roadway capacity | 2036-2040 | SR 35 | CR 25 | SE 92nd Place Rd | Add 2 lanes |
| SW83 | Pedestrian | Multimodal Boxed Fund Program | NE 7th St | NE 36th St | NE 58th Ave | fill sidewalk gap |
| SW118 | Pedestrian | | E Fort King St | NE 48th Ave | NE 58th Ave | fill sidewalk gap |
| SW174 | Pedestrian | | NE 35th St | NE 48th Terr | NE 59th Terr | fill sidewalk gap |
| B11 | Bike | | SR 35 (Baseline Rd) | SR 25 (Hames Rd) | SE Maricamp Rd | Designated bike lane |
| B12 | Bike | | SR 35 (Baseline Rd) | SR 40 | NE 97th Street Rd | Designated bike lane |
| T34 | Trails | | Bikeway to Silver Springs gap | N end of Silver Springs Bikeway II | Silver Springs State Park | Multi use trail |
| T7 | Trails | Santos to Baseline, US 441 crossing | Santos to Baseline | US 441 Crossing | | |
| T34 | Trails | Bikeway to Silver Springs gap | N end of Silver Springs Bikeway II | Silver Springs State Park | Multi use trail | |
| OPS14 | Roadway operations | ITS Boxed Fund Program | SR 35 | SE 92nd Place Rd | SR 464 | ITS/Corridor Management |
| OPS15 | Roadway operations | | SR 35 | SR 464 | SR 40 | ITS/Corridor Management |
| R44 | Roadway capacity | Unfunded | SE 92nd Place Rd | US 441 | SR 35 | Add 2 Lanes |
| R78 | Roadway operations | 2036-2040 | SR 35/Baseline Road at SR/CR 464 | | | Intersection/Flyover |

Reference Documents

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

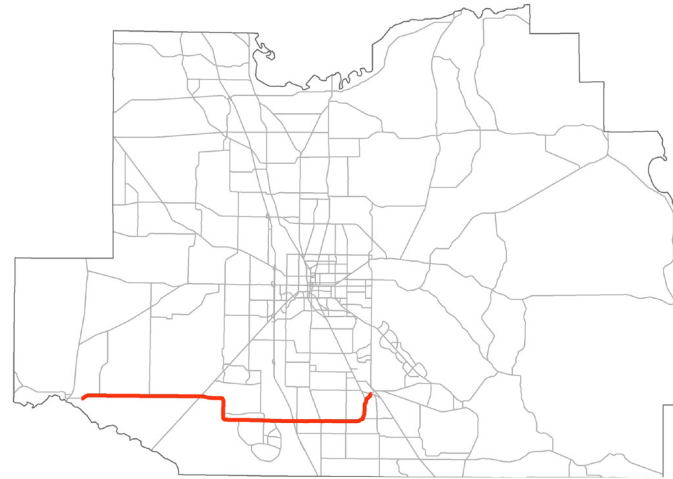
Ocala Marion Regional Trails Facilities Plan

Marion County Comprehensive Plan

CR 484

CR 484 is the primary east/west roadway in south Marion County. This corridor connects Belleview to Marion Oaks to the west and extends to Dunnellon in the southwest corner of the County. This is a critical corridor with significant single family residential growth in Marion Oaks, as well as a planned distribution center development at the Florida Crossroads Commerce Park near Marion Oaks. Identified needs include roadway widenings; sidewalk, trail, and bicycle lane improvements; and ITS infrastructure improvements. The system needs assessment evaluation identified traffic congestion and safety as key issues in this corridor.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|-------------------------------------|------------------------------------|--------------------------------|--------------------------------|-----------------------------------|
| C2 | Corridor study | Corridor Studies Boxed Fund Program | CR 484 | SR 200 | Marion Oaks Tr | Corridor Study (capacity, safety) |
| C3 | Corridor study | | CR 484 | US 41 | SW 140th Ave | Corridor Study (capacity, safety) |
| SW183 | Pedestrian | | SE 132nd St Rd | SE 55th Ave Rd | US 301 | fill sidewalk gap |
| SW182 | | | CR 484 | SE 30th Ct | SE 36th Ave | fill sidewalk gap |
| SW181 | | | CR 484 | SE 25th Ave | SE 132nd St Rd | fill sidewalk gap |
| SW112 | | | CR 484 | US 27 (SE Ashbier Blvd) | CR 484/SE 132nd St Rd | fill sidewalk gap |
| SW105 | | | SE 36th Ave | SE 95th St | SE Highway 42 | fill sidewalk gap |
| T10 | Trails | Multimodal Boxed Fund Program | Nature Coast Trail | Levy County Line | CR 484 | 12' multi use trail |
| T13 | | | CR 484 | Cross Florida Greenway | Designated bike lane on CR 484 | 12' multi use trail |
| T29 | | | CR 484 trail tunnel | N of paved trail tunnel on CFG | | Trail tunnel |
| T8 | | | CR484 Pennsylvania Ave Multi-Modal | Blue Run Park | Mary Street | 12' multi use trail |
| B9 | Bike | | CR 484 | SW 16th Ave | SR 25 (Hames Rd) | 5' paved shoulder |
| B8 | | | Marion Oaks Course | SW 49th Ave | CR 484 | 5' paved shoulder |
| OPS42 | Roadway operations | ITS Boxed Fund Program | SR 484 | Marion Oaks Course | US 441 | ITS/Corridor Management |
| OPS53 | Roadway operations | Illustrative | Marion Oaks Blvd | Marion Oaks Blvd | CR 484 | Reconfigure intersection |
| | Safety | Fed/State | CR 484 | at SW 135th Street Road | | Intersection/Safety |
| | Safety | Fed/State | CR 484 | at Marion Oaks Boulevard | | Intersection/Safety |

CR 484 Cont'd

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|--------------------|----------|--------------------|---------------------|---------------------|-----------------------------|
| OPS72 | Roadway capacity | Unfunded | CR 484 | Marion Oaks Pass | SR 200 | Add 2 lanes |
| R64 | | | CR 484 | SW 49th Avenue | Marion Oaks Pass | Add 2 lanes |
| R60 | | | Marion Oaks Manor | SW 18th Ave Rd | CR 475 | New 2 lanes |
| R27 | | | CR 484 | SW 20th Avenue Road | CR 475A | Add 2 Lanes |
| R26 | | | CR 484 | SW 49th Avenue | SW 20th Avenue Road | Add 2 Lanes |
| R67 | | | Marion Oaks Manor | Marion Oaks Blvd | Marion Oaks Dr | Complete EB lanes |
| R71 | Roadway operations | | W Pennsylvania Ave | Cedar St | US 41 | Intersection reconstruction |

Reference Documents

Ocala Marion ITS Strategic Plan

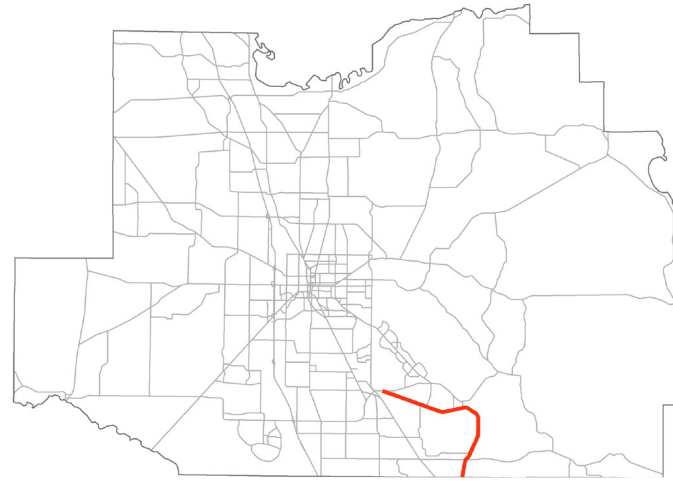
Ocala Marion Regional Trails Facilities Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

CR 25/25A

The CR 25 and CR 25A corridor circumventing Lake Weir in southeast Marion County connects US 441 south of the Lake County line to US 441 in Belleview, passing through the communities of Weirsdale and Ocklawaha on the south and north sides of the lake, respectively. Identified needs on this corridor and intersecting roadways include roadway widening and sidewalk/bicycle lane infrastructure improvements. The system needs assessment evaluation identified traffic congestion and safety as key issues in this corridor.

Corridor Map



Corridor Projects

| NAME | PROJECT TYPE | PERIOD | FACILITY | FROM | TO | DESCRIPTION |
|-------|---------------------|-------------------------------------|---------------------|---------------------|---------------------|-----------------------------------|
| C7 | Corridor study | Corridor Studies Boxed Fund Program | SE Sunset Harbor Rd | SE 100th Ave | CR 25 | Corridor Study (capacity, safety) |
| SW110 | Pedestrian | Multimodal Boxed Fund Program | SE 110th St Rd | SE Baseline Rd | SE 90th Ct | fill sidewalk gap |
| SW113 | | | SE 110th St/CR 25 | SE Baseline Rd | CR 25A | fill sidewalk gap |
| SW126 | | | CR 25 | SE 110th St Rd | E of SE 80th Ct | fill sidewalk gap |
| SW80 | | | NW Gainesville Rd | NW 37th St | S of NW 35th St | fill sidewalk gap |
| SW127 | | | CR 25 | SR 25A | SE 108th Terr Rd | fill sidewalk gap |
| B19 | | | Bike | Villages Trail | Lake Weir | Lake County line |
| B10 | SR 25 (Hames Rd) | US 441 | | SR 35 (Baseline Rd) | 5' paved shoulder | |
| B13 | CR 25 (Ocala Rd) | SR 35 (Baseline Rd) | | SE Sunset Harbor Rd | 5' paved shoulder | |
| B14 | SE Sunset Harbor Rd | CR 25 (Ocala Rd) | | SE 100th Ave | 5' paved shoulder | |
| B15 | SE 100th Ave | SE Sunset Harbor Rd | | CR 25 (Ocala Rd) | 5' paved shoulder | |
| B27 | SE 110 Street Rd | CR 25 | | SE Maricamp Rd | 5' paved shoulder | |
| R41 | Roadway capacity | Unfunded | CR 25 | SR 35 | SE 92nd Loop | Add 2 Lanes |
| R42 | | | CR 25 | SE 92nd Loop | SE 108th Terrace Rd | Add 2 Lanes |

Reference Documents

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

Unfunded Projects

Resources available to address infrastructure improvement needs are rarely sufficient to implement all identified projects. There are a number of improvements that remain unfunded, in the context of the LRTP and the Cost Feasible Plan. Unfunded needs include mostly roadway capacity improvements, interchange improvements, and transit service improvements identified in the Needs Plan. A list of unfunded needs is presented in **TABLE 7.14** and **FIGURE 7.9**.

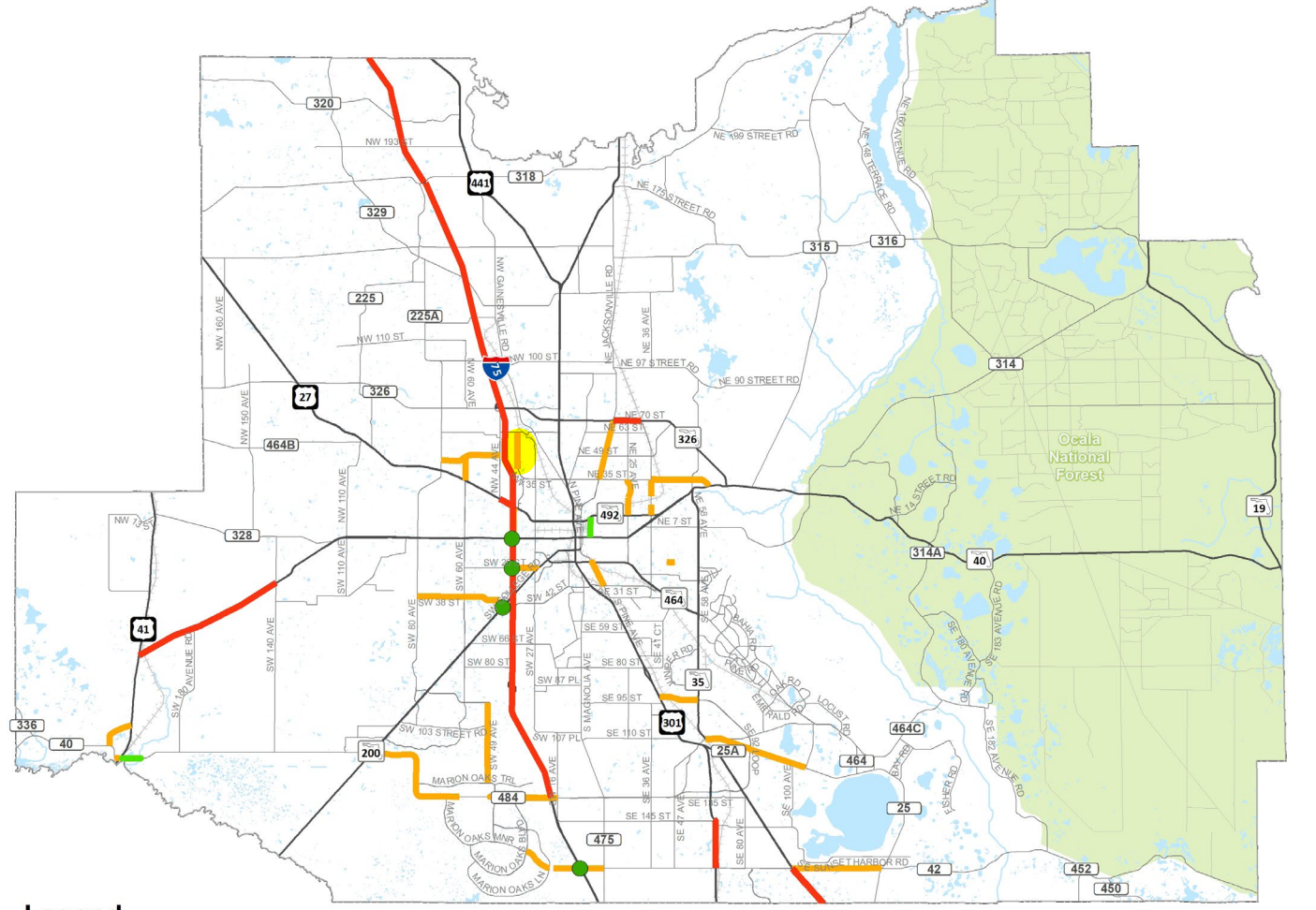
TABLE 7.14: UNFUNDED PROJECTS

| PROJECT TYPE | FACILITY | FROM | TO | PROJECT DESCRIPTION |
|--------------|------------------------------------|--------------------------|---------------------------------|------------------------------------|
| | I-75 (Interchange) | SR 40 | | Upgrade interchange |
| | Marion Oaks Manor Ext | Overpass at I-75 | | Grade separation |
| | NE 8th Ave | SR 40 | SR 492 | Complete Street |
| | SW 20th St | Interchange at I-75 | | New interchange |
| | W Pennsylvania Ave | Cedar St | US 41 | Intersection geometry |
| | SR 40 | US 41 | SW 140th Avenue | Widen to 4 lanes |
| | US 301 | CR 42 | SE 143rd Place | Widen to 6 lanes |
| | SW 49th Ave | SW 95th Street | Marion Oaks Trail | Widen to 4 lanes |
| | CR 484 | SW 49th Avenue | SW 20th Avenue Road | Widen to 6 lanes |
| | CR 484 | SW 20th Avenue Road | CR 475A | Widen to 6 lanes |
| | NW 49th Street | NW 70th Avenue | 1.1 mile west of NW 44th Avenue | New 2 lane |
| | NW 60th Avenue | US 27 | NW 49th Street | New 2 lane |
| | US 441 | Sumter County Line | CR 42 | Widen to 6 lanes |
| | Dunnellon Bypass | CR 40 | US 41 | New 2 lane |
| | NE 36th Avenue | NE 14th Street | NE 25th Street | Widen to 4 lanes |
| | NE 36th Avenue | NE 25th Street | NE 35th Street | Widen to 4 lanes |
| | NE 25th Avenue | NE 14th Street | NE 24th Street | Widen to 4 lanes |
| | NE 25th Avenue | 24th Street | NE 35th Street | Widen to 4 lanes |
| | CR 25 | SR 35 | SE 92nd Loop | Widen to 4 lanes |
| | CR 25 | SE 92nd Loop | SE 108th Terrace Rd | Widen to 4 lanes |
| | SW 20th Street | I-75 | SR 200 | Widen to 4 lanes |
| | SE 92nd Place Rd | US 441 | SR 35 | Widen to 4 lanes |
| | Lake Weir Avenue | SE 31st Street | SR 464 | Widen to 4 lanes |
| | SE 17th Street | SE 44th Avenue | SE 47th Avenue | New 2 lane |
| | CR 484/Pennsylvania Ave | Blue Run Park | Mary Street | Multimodal improvements |
| | NE 35th St/NE 60th Ct | NE 36th Avenue | SR 40 | Widen to 4 lanes |
| | Marion Oaks Manor | SW 18th Ave Road | CR 475 | New 2 lane |
| | NW 37th Ave | SR 40 | US 27 | New 2 lane |
| | NW 37th Ave | SR 40 | US 27 | New 2 lane |
| | SW 40th Ave Realignment | at SR 200 | | Intersection geometry |
| | SW 38th St | SW 80th Avenue | SW 60th Avenue | Widen to 4 lanes |
| | SR 326 | CR 200A | NE 36th Avenue | Widen to 4 lanes |
| | SW 38th St | SW 60th Avenue | SW 43rd Ct | Widen to 4 lanes |
| | CR 484 | Marion Oaks Pass | SR 200 | Widen to 4 lanes |
| | CR 200A Ph 3 | NE 35th Street | SR 326 | Widen to 4 lanes |
| | NW 35th Avenue | NW 49th/35th | NW 63rd Street | New 4 lane |

Roadway Projects

| PROJECT TYPE | FACILITY | FROM | TO | PROJECT DESCRIPTION |
|-------------------------|-------------------------------|------------------|------------------------|-------------------------|
| Roadway Projects | CR 42 | US 441 | CR 25 | Widen to 4 lanes |
| | SW 165th St | Marion Oaks Blvd | Marion Oaks Lane | Widen to 4 lanes |
| | US 27 | NW 44th Avenue | I-75 | Widen to 6 lanes |
| | I-75 | CR 318 | Marion/Alachua Co Line | Add 4 Special Use Lanes |
| | I-75 | CR 484 | CR 318 | Add 4 Special Use Lanes |
| Transit Projects | Green Route | | | Frequency improvement |
| | Blue Route | | | Frequency improvement |
| | Purple Route | | | Frequency improvement |
| | Orange Route | | | Frequency improvement |
| | Red Route | | | Frequency improvement |
| | Yellow Route | | | Frequency improvement |
| | Silver Route | | | Frequency improvement |
| | SR 200 North Circulator | | | New Circulator Service |
| | SR 200/Marion Oaks Circulator | | | New Circulator Service |
| | East Ocala Circular | | | New Circulator Service |
| | Bellevue Circular | | | New Circulator Service |
| | South Ocala Circulator | | | New Circulator Service |
| | Downtown Circulator | | | New Circulator Service |
| | Marion-Ocala Express | | | New Express Services |
| | SR 200/VA | | | New Local Service |
| varying locations | | | Transit Shelters | |
| Union Station | | | Restroom facility | |

FIGURE 7.9: UNFUNDED ROADWAY PROJECTS



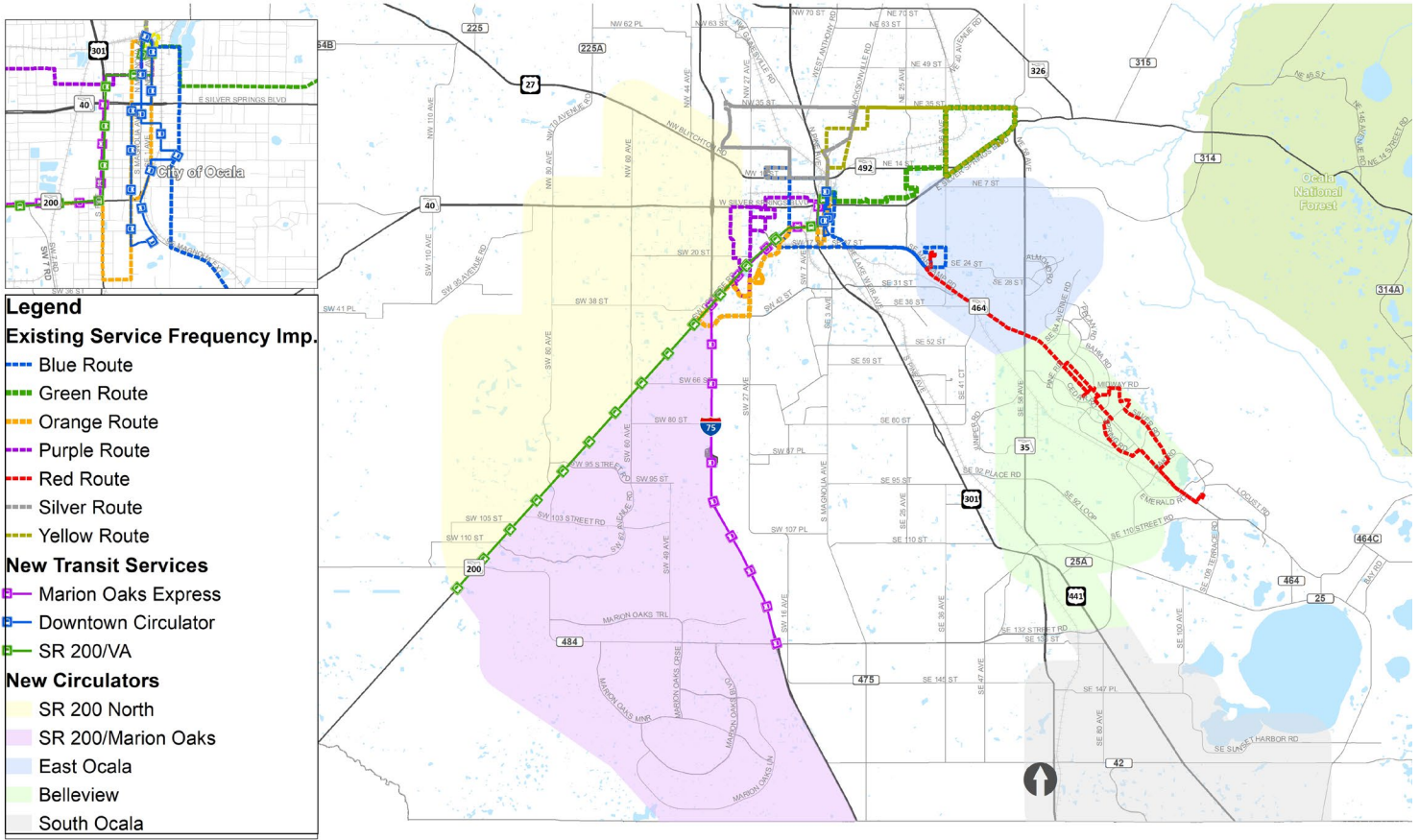
Legend

- Local Road Intersection
- Local Roadway Capacity
- Local Roadway Operational
- State Road Operational
- State Roadway Capacity
- State Roadway Operational

0 5 10 Miles



FIGURE 7.10: UNFUNDED TRANSIT PROJECTS





TO: Committee Members

FROM: Rob Balmes, Director

RE: SunTran Transit Development Plan (TDP) Update

Summary

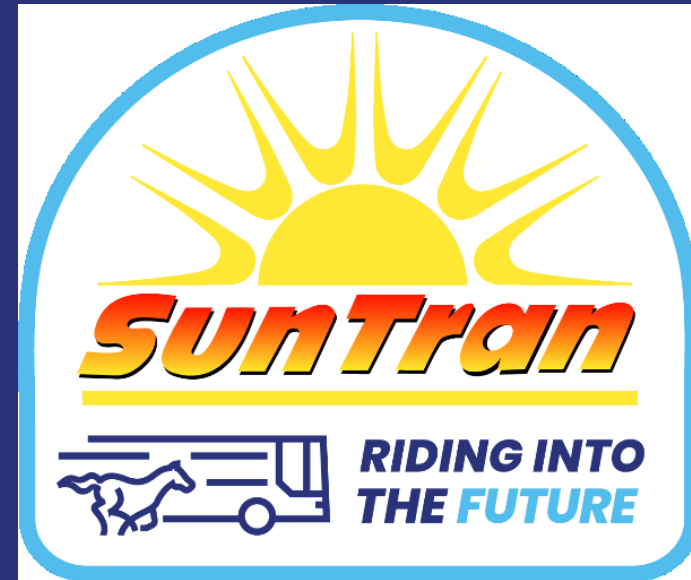
SunTran is in process of conducting a major update to the 10-year Transit Development Plan (TDP) for Ocala/Marion County. As part of this update process, the project team is developing and reviewing various alternatives to improve service, along with identifying the design of rider-oriented service such as Microtransit.

Mr. Steven Neal, Transportation Manager for the City of Ocala, will provide a presentation on the TDP, including current status and timeline for adoption.

Attachment(s)

- SunTran Transit Development Plan presentation (PDF)

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



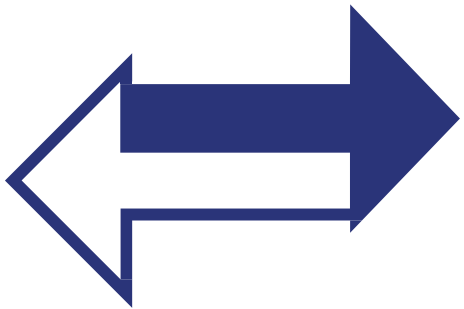
Ocala Marion County Transportation Planning Organization (TPO) Committee Meetings

September 13, 2022

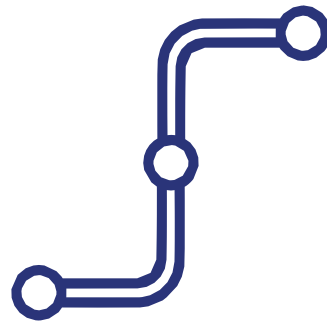
Principles



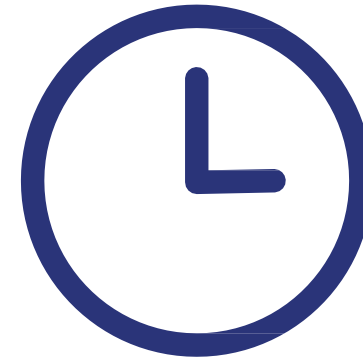
These guiding principles, and the goals on the following slide, were used to create the improvements that will promote an easy to use, rider-oriented service.



Bidirectional service



Strong anchors



Regular frequencies



Coordination

Goals



Environment and Equity

Enhance the integration of transit services to support environmental sustainability and address equity issues within the community.

Accessibility

Expand transit services to maximize access to opportunities.

Usability

Make the system more convenient and useful for residents and visitors.

Efficiency

Maximize the productivity and financial efficiency of transit operations.

Presence

Engage the community to improve service awareness and public support.

Evaluation Criteria

Evaluation Criteria



1. Meets Goals & Objectives – 50%

2. Public Engagement – 12.5%

3. Equity – 12.5%

- Low-income populations
- Minority populations

4. Markets – 12.5%

- Population & Jobs
- Activity Centers

5. Efficiency – 12.5%

- Route streamlining
- Ridership



Proposed Alternatives

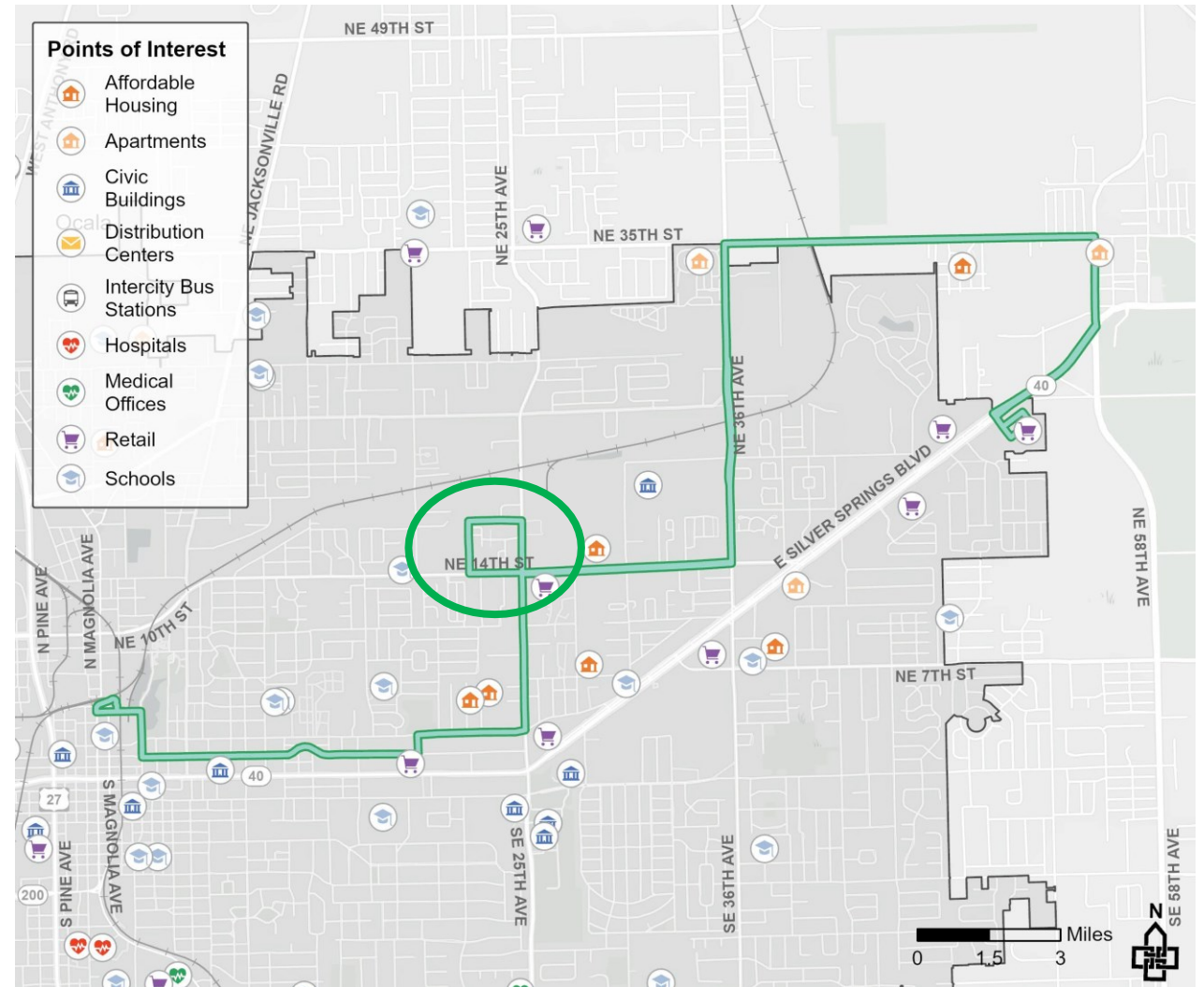
Blue-Green-Orange-Purple



Proposed Improvement

Serve the **Florida Center for the Blind** with the Green Route instead of the existing Yellow Route A.

Increase frequency on Blue-Green-Orange-Purple interline



Silver / Silver Express Routes

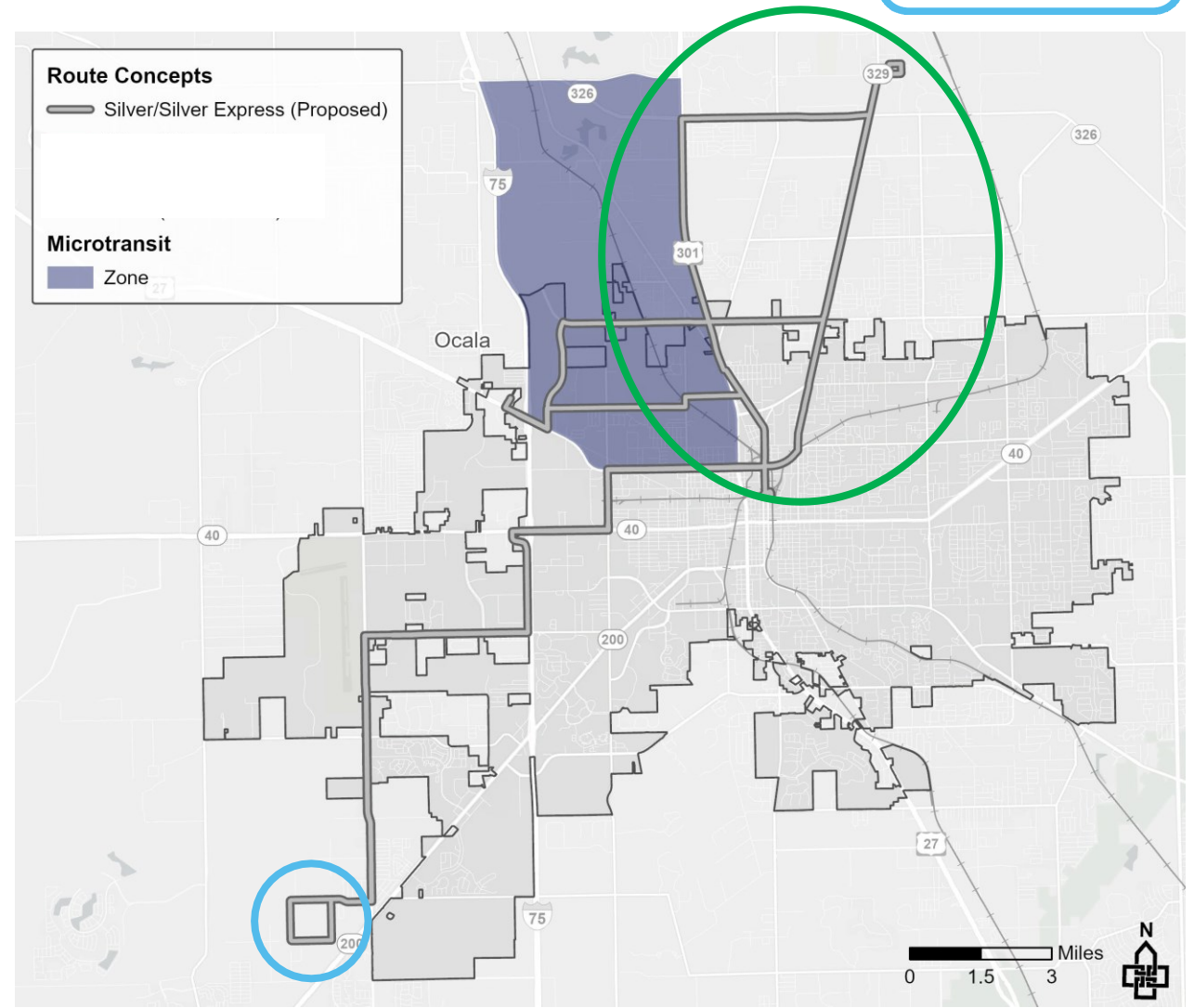


Proposed Improvement

Change the northernmost stops of the Silver Route to serve the **Compassion Food Bank and Landfair Homes on Old US Highway 301 at NE 77th Street.**

Extend the Silver Express Route to the upcoming **planned developments in the area of SR 200 and SW 60th Avenue.**

Replace Silver Route service to the Ocala Greyhound Bus Station with the Northwest Ocala **proposed Microtransit zone.**

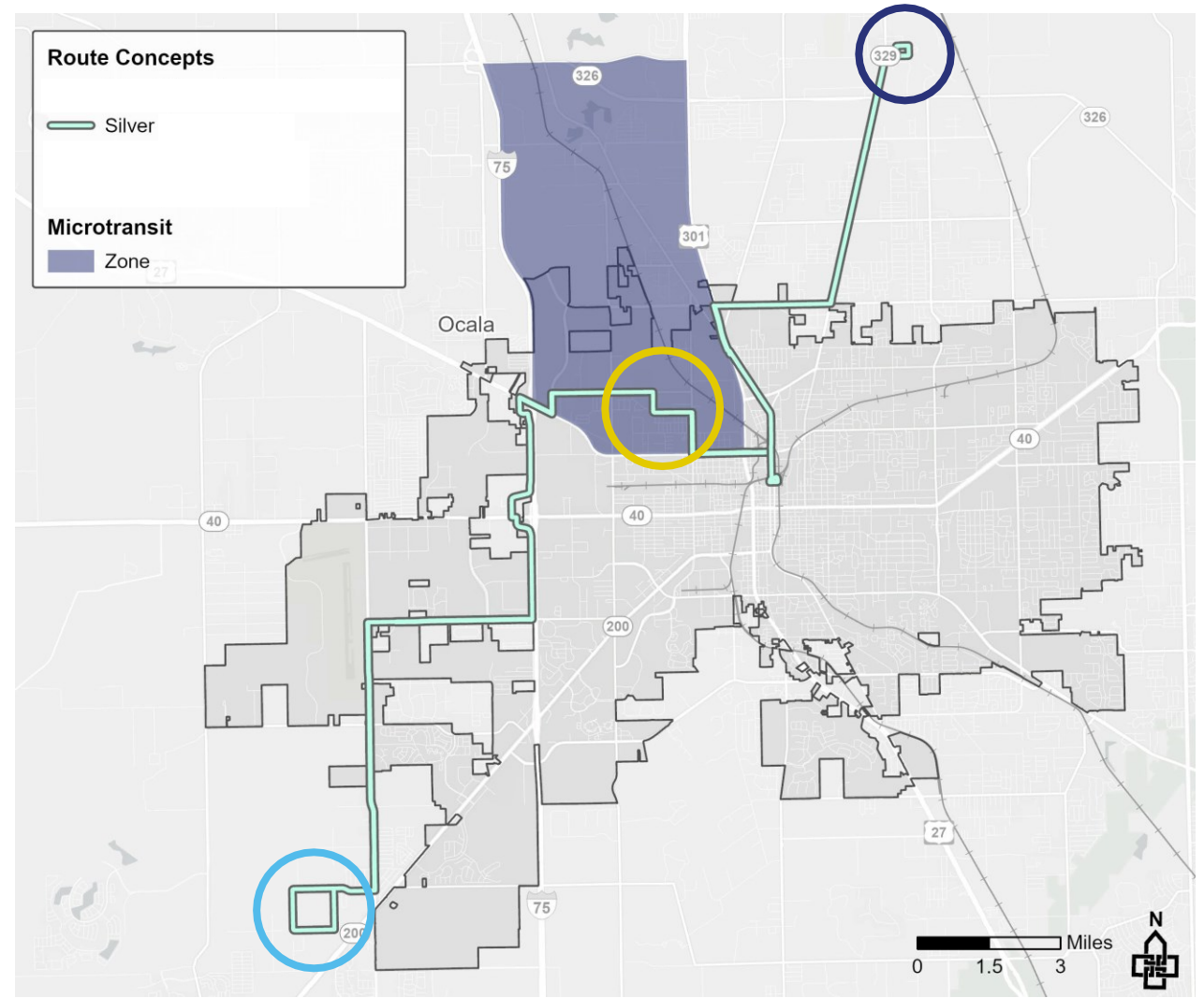


Silver / Silver Express Routes



Proposed Improvement

In the long-term, update and combine the Silver Express and Silver Routes, to serve the upcoming planned developments in the area of **SR 200 and SW 60th Avenue**, the **Mary Sue Rich Community Center**, Downtown Transit Center, and the **Compassion Food bank**. This longer-term plan would be based on the success of Microtransit in Northwest Ocala.



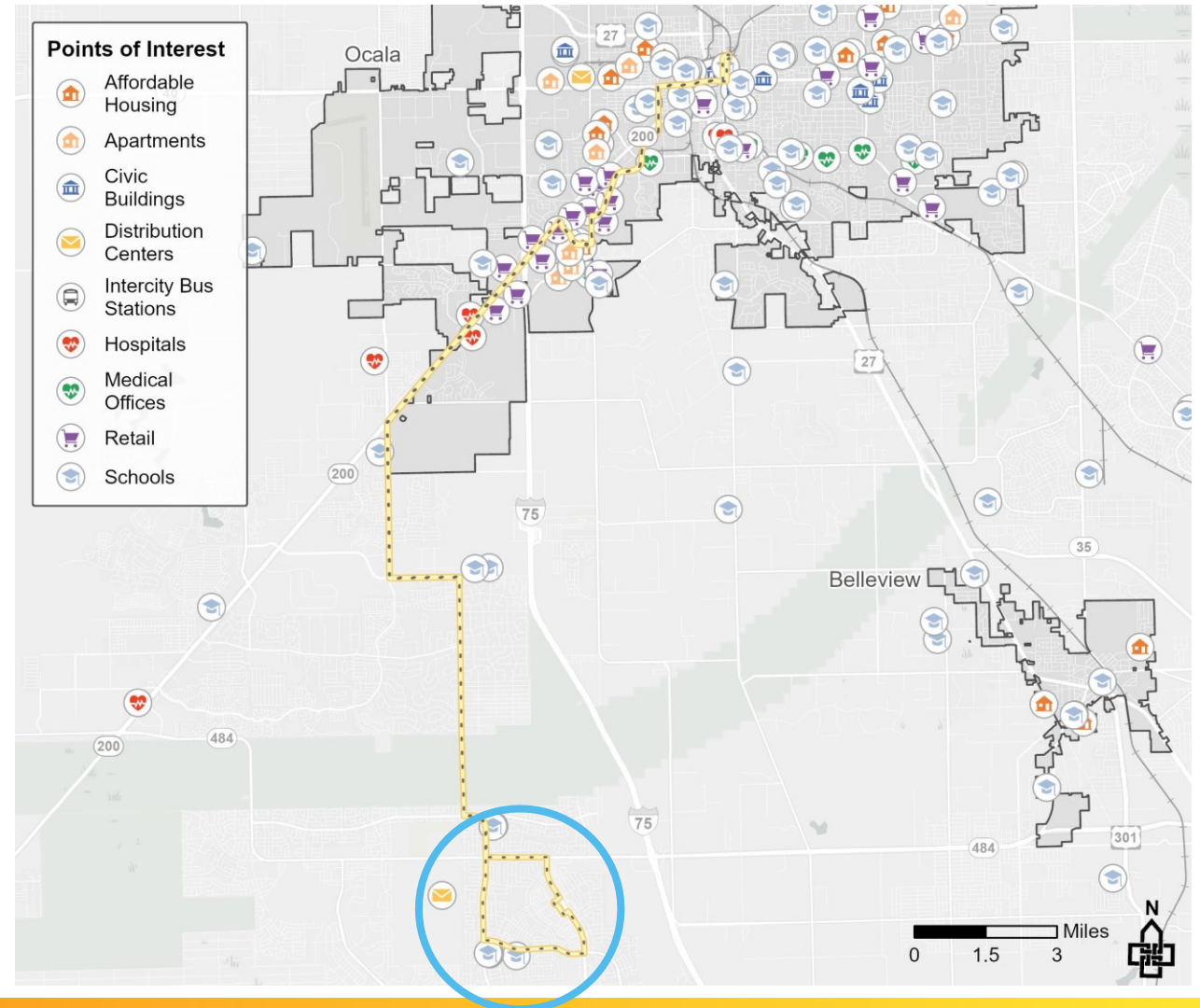
Yellow B / Marion Oaks Route



Proposed Improvement

Extend the Yellow B Route to serve **Marion Oaks**. This improvement would provide residents of Marion Oaks with a connection to Downtown Ocala.

Streamline the Yellow B route to focus more on SR-200



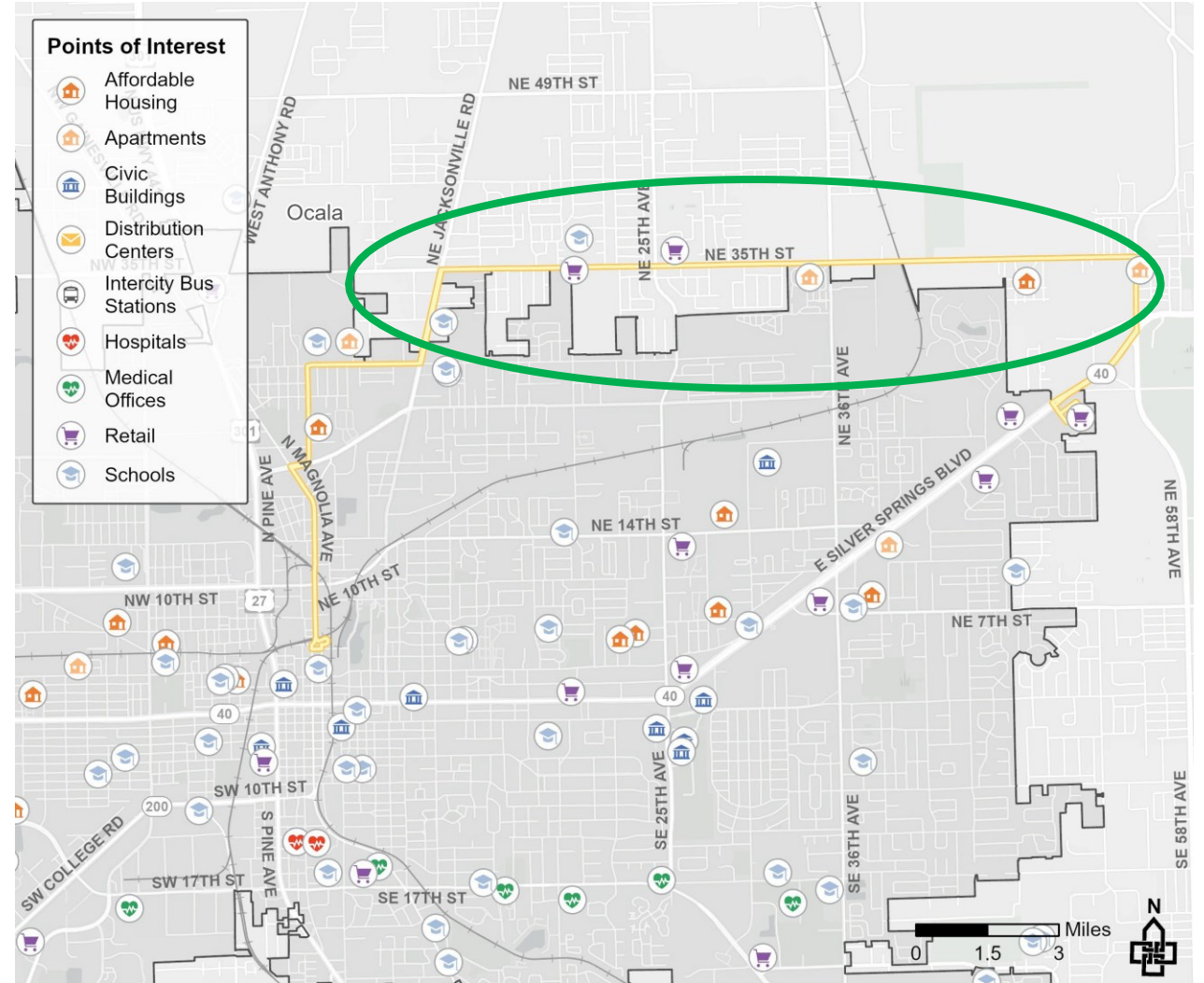
Yellow A Route



Proposed Improvement

Operate Yellow A Route along **NE 35th Street**. Currently the Yellow A Route overlaps with the Green Route on NE 14th Street and the Blue Route on E Silver Springs Boulevard. This change would focus service on the most popular segments of the Yellow A route.

Increase frequency during peak hour

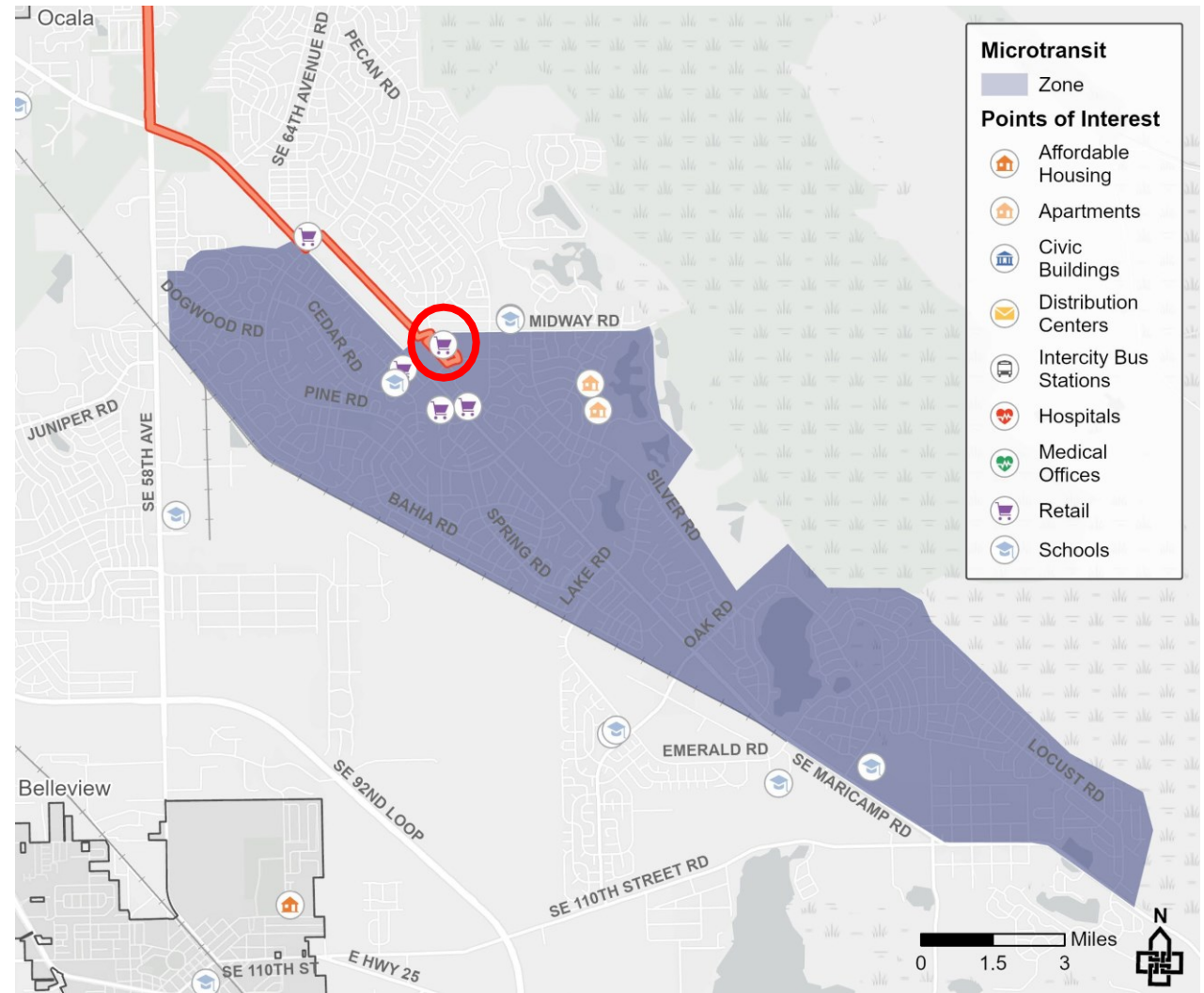


Red Route



Proposed Improvement

End service on the Red Route at the **Silver Springs Shores Walmart**, while serving the rest of the existing route with microtransit service. This microtransit area would cover Silver Springs Shores from the Walmart to SE 110th Street, providing transit options to an area with limited pedestrian infrastructure.

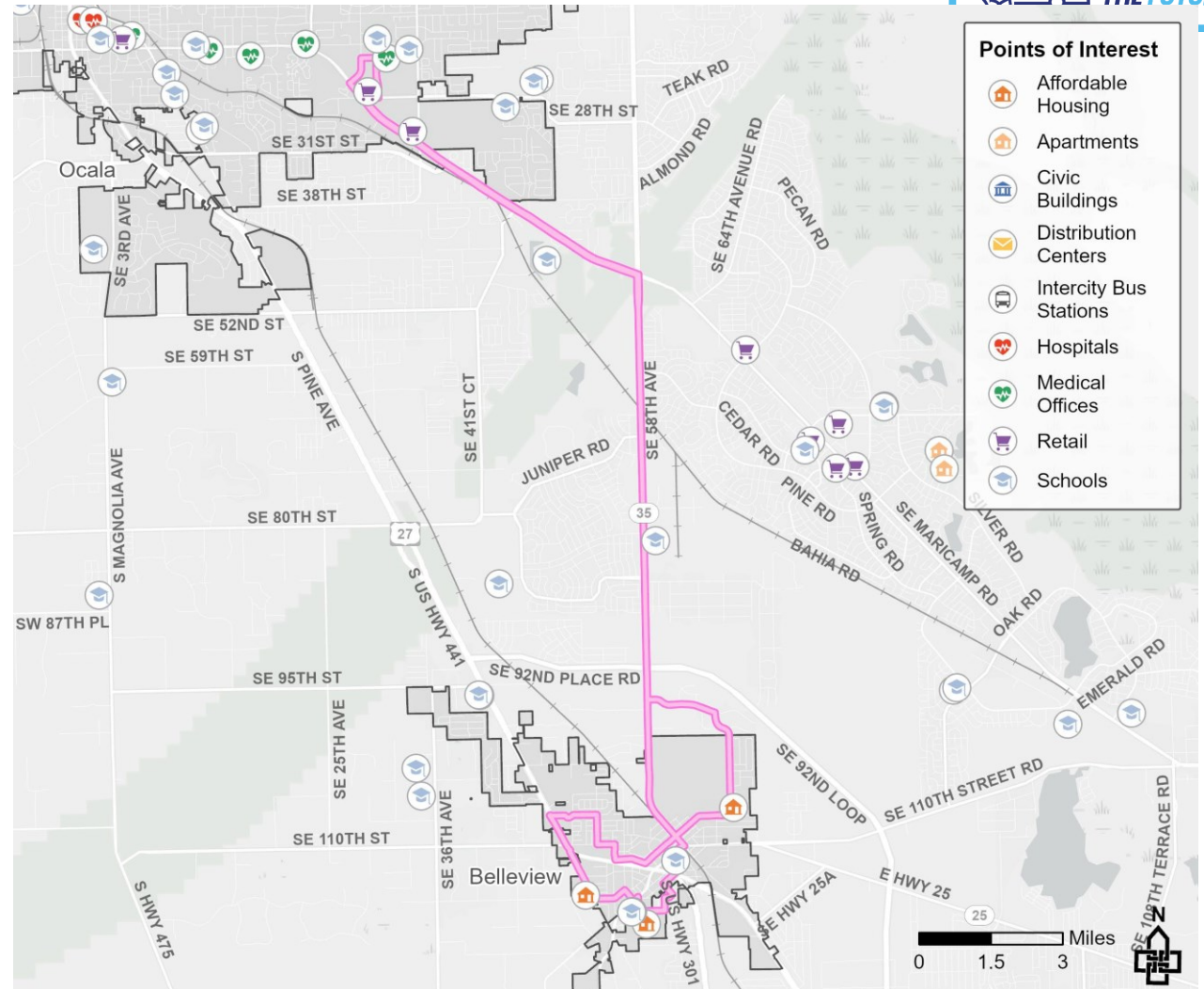


Bellevue Route



Proposed Improvement

Provide service to Bellevue along SE Maricamp Road and SE 58th Avenue, it would connect with the Blue Route at the Health Department Transfer Station. This provides the fast-developing portion of Marion County with access the City of Ocala via transit.



Microtransit



Microtransit is an on-demand transportation service that can be requested by an app and works like Uber or Lyft. Microtransit would provide an option to residents that need transit, but do not have a transit route/stop nearby and helps bring options to areas that are not easily served by the traditional bus routes for various reasons.



Microtransit



Provides service within defined zones and only to/from nearest transit stop.

Microtransit vehicle example:

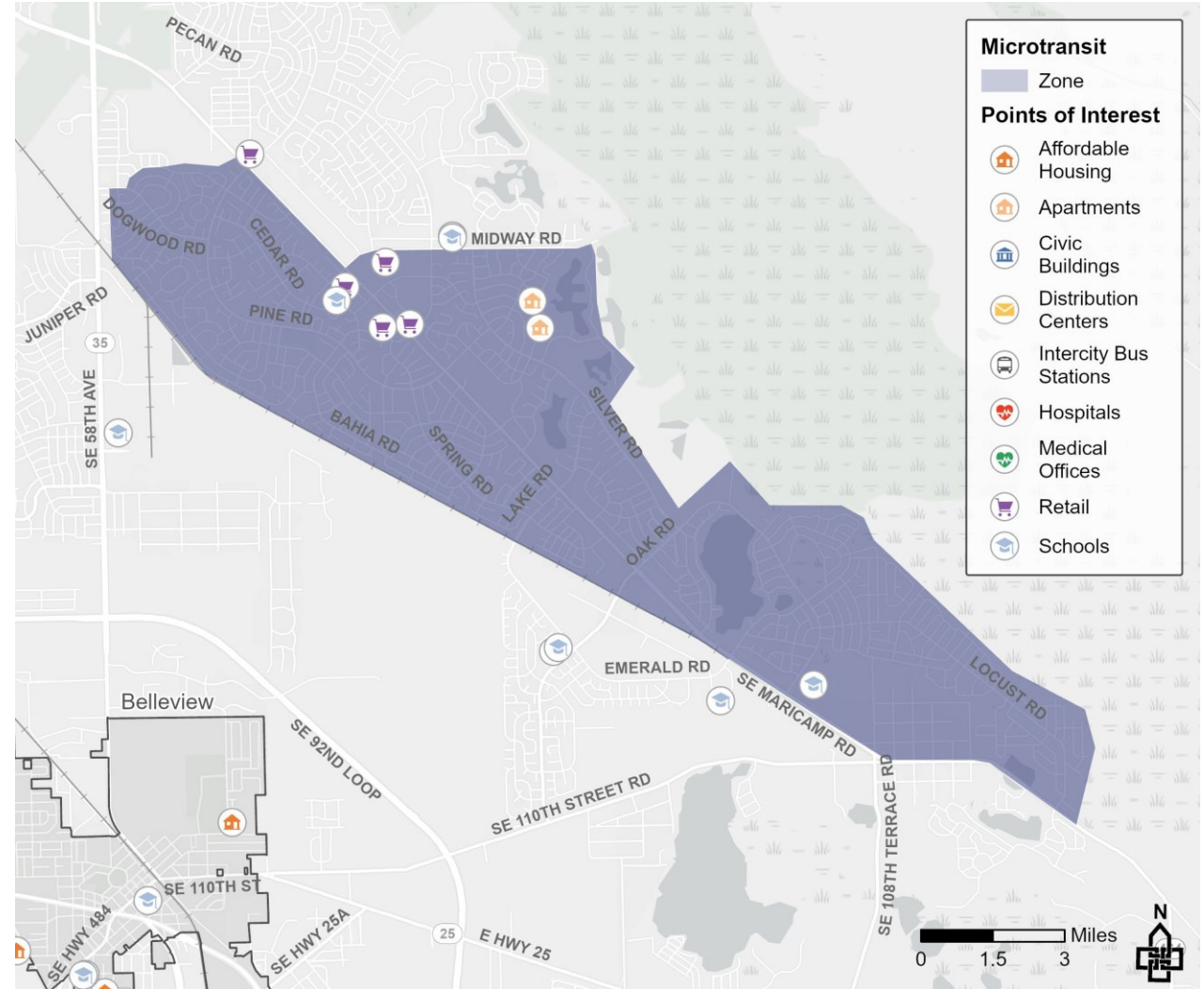


Microtransit



Proposed Improvement

Silver Springs Shores area Microtransit: Service from the Walmart to SE 110th Street, providing transit options to an area with limited pedestrian infrastructure.

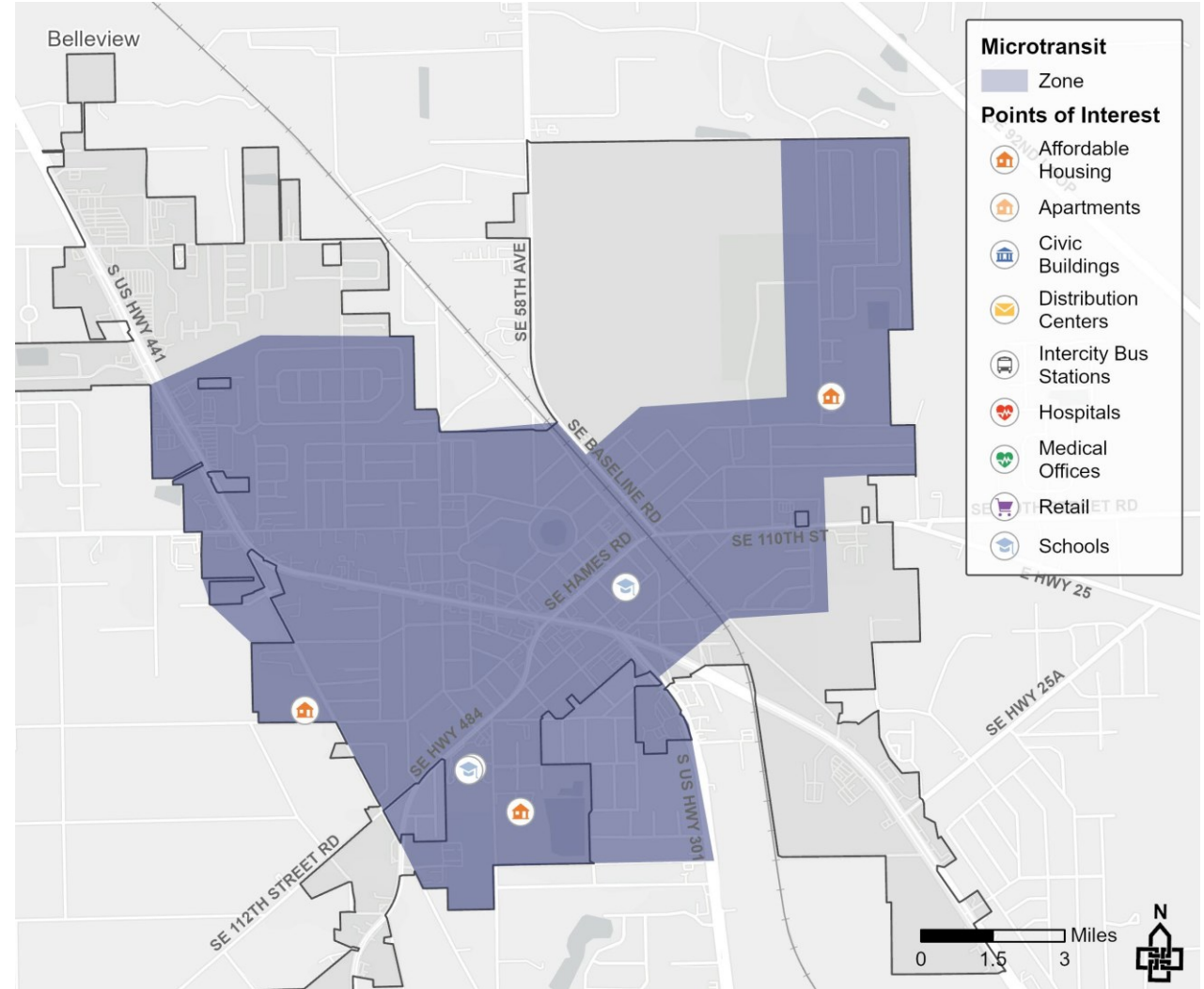


Microtransit



Proposed Improvement

Bellevue area Microtransit: Service for the City of Bellevue, surrounding neighborhoods, and the Bellevue Sports Complex.

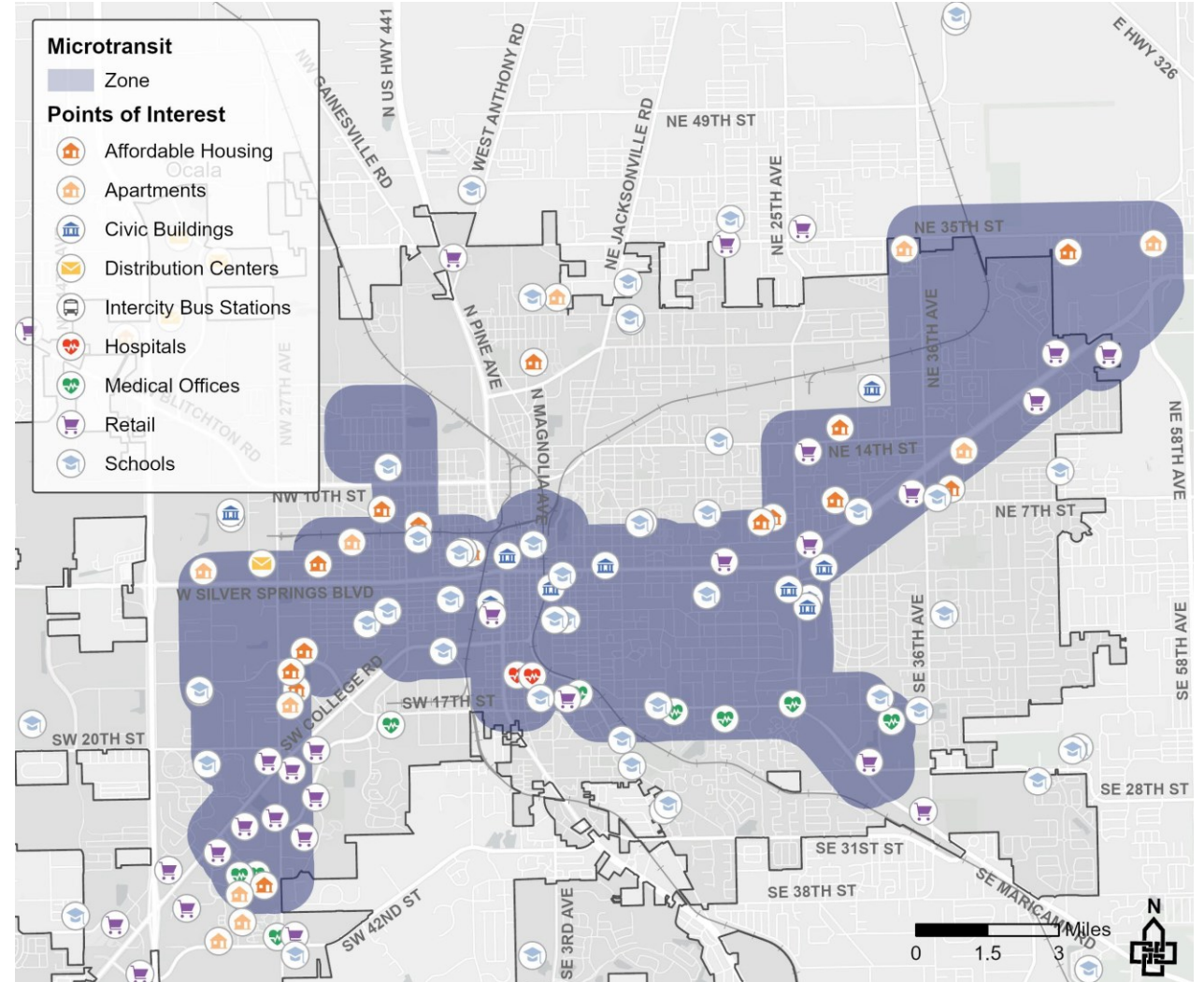


Microtransit



Proposed Improvement

Sunday service Microtransit: Service for the areas served by the Green, Blue, Orange, and Purple routes. This would ensure that SunTran riders along these routes could use transit to meet their transportation needs every day of the week.

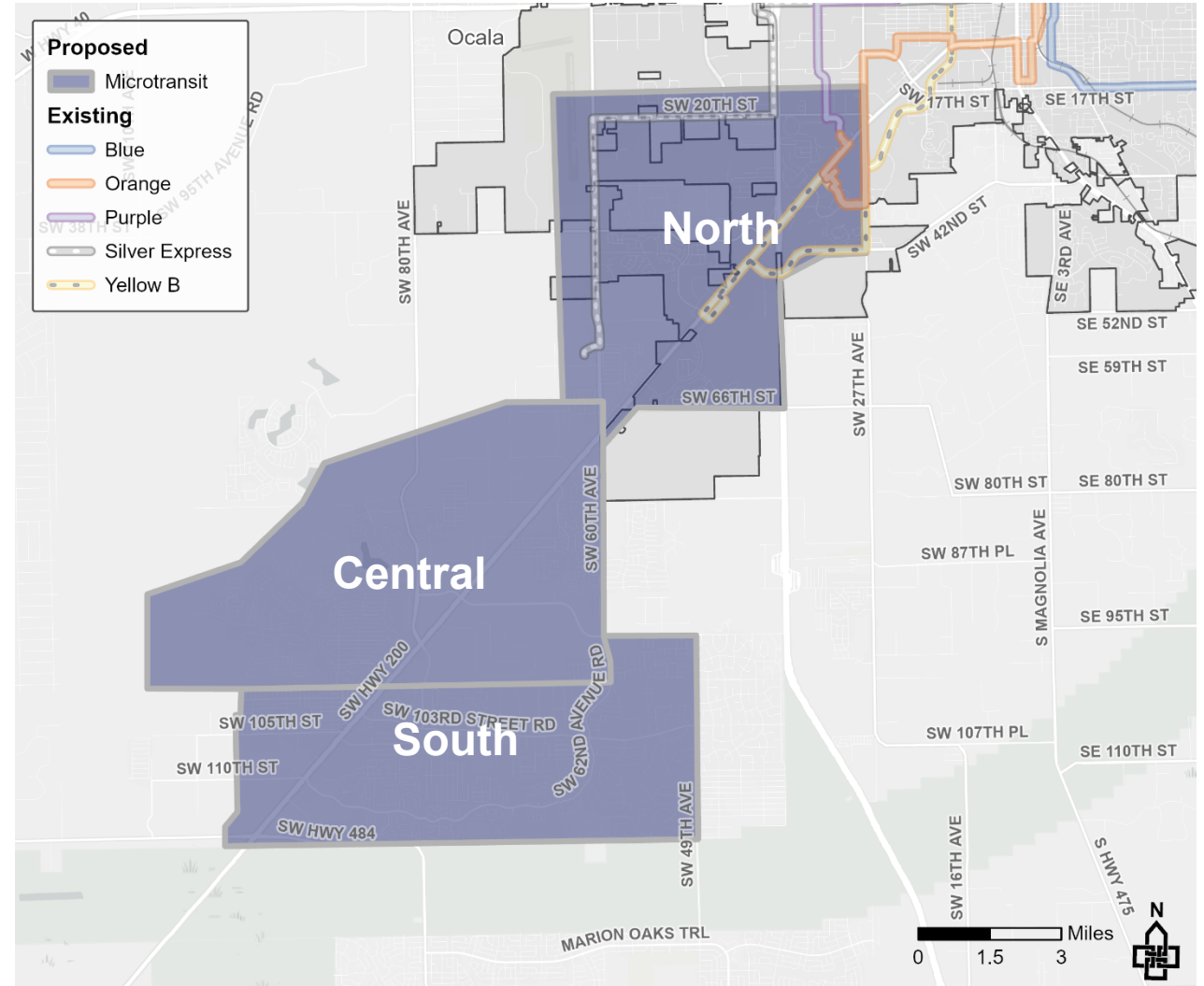


Microtransit

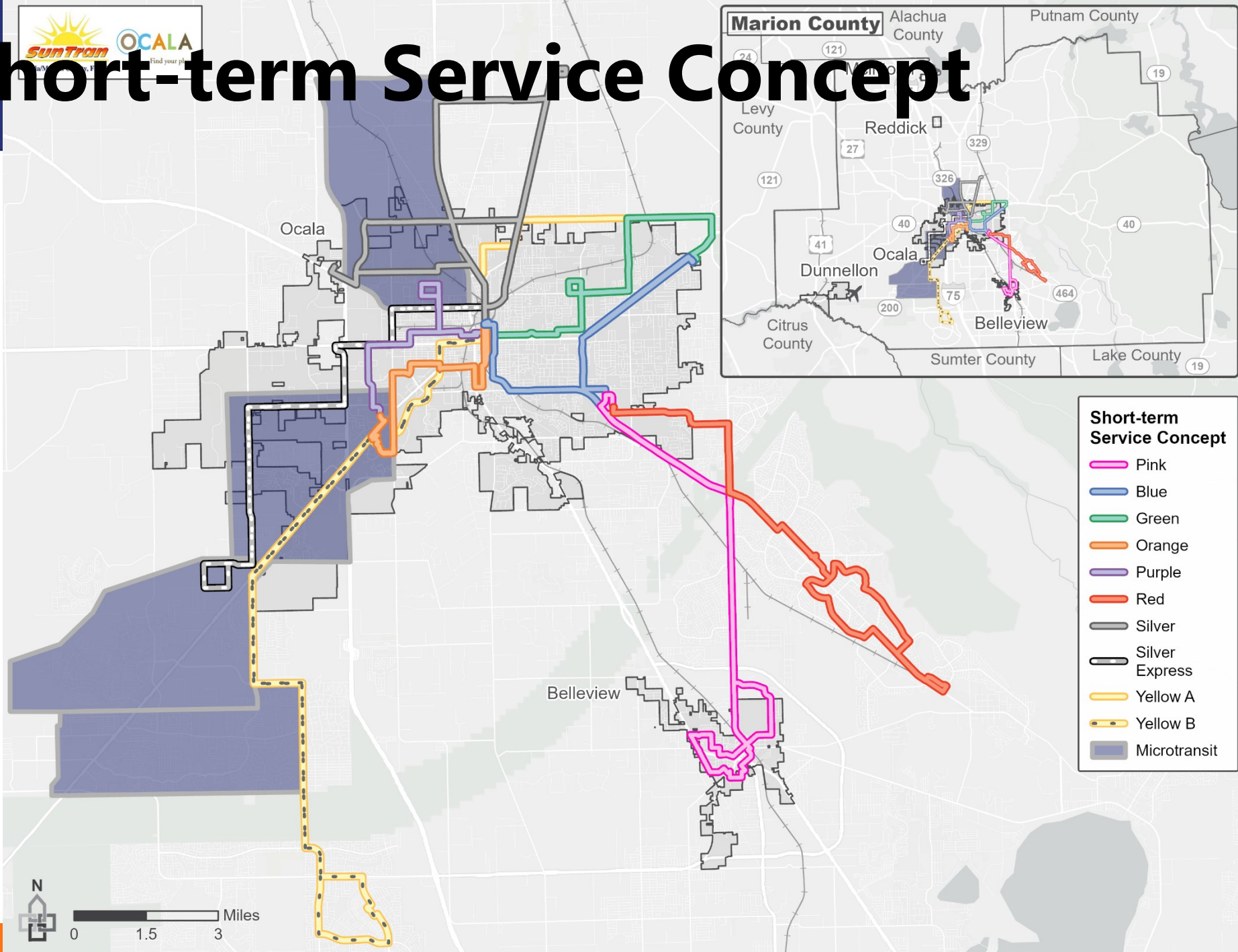


Proposed Improvement

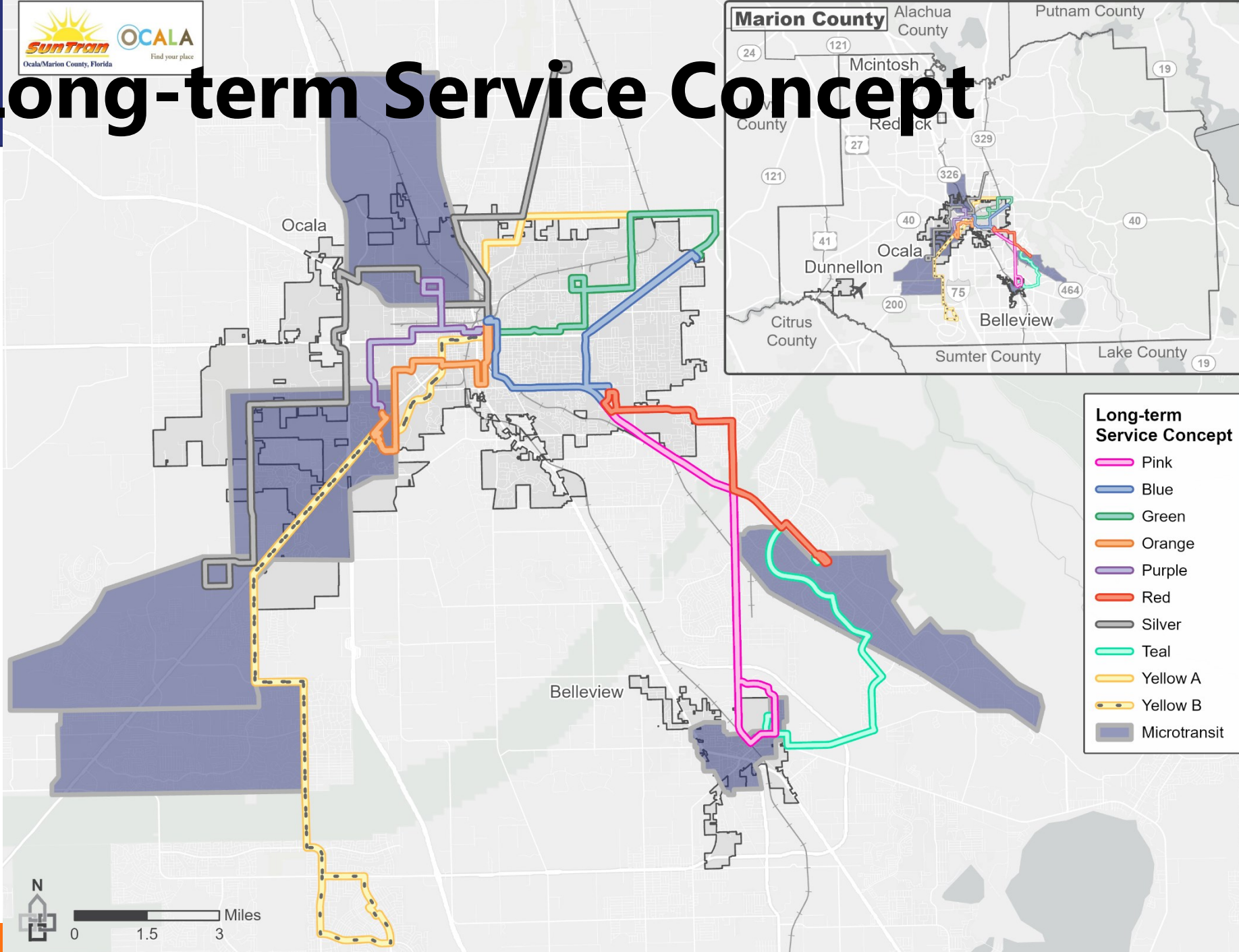
SR-200 Microtransit: Three microtransit services were proposed for areas along the SR 200, namely North, Central, and South. This would ensure that SunTran passengers have access to the larger area along the busiest corridor of Ocala. Also, on top of the world elderly community, which is going to have tremendous developments within the next few years, is served by SR-200 Central Microtransit Area



Short-term Service Concept



Long-term Service Concept



- Long-term Service Concept**
- Pink
 - Blue
 - Green
 - Orange
 - Purple
 - Red
 - Silver
 - Teal
 - Yellow A
 - Yellow B
 - Microtransit



Final Alternatives Ranking Results¹



Short Term Alternatives

| Alternative | Goals & Obj (50%) | Public Input (12.5%) | Equity (12.5%) | Markets (12.5%) | Efficiency (12.5%) | Final Score |
|--|-------------------|----------------------|----------------|-----------------|--------------------|-------------|
| Microtransit – Sunday B | 88% | 100% | 100% | 100% | 100% | 92% |
| Blue-Green-Orange-Purple Interline frequency Imp | 100% | 73% | 75% | 90% | 37% | 84% |
| Microtransit – Sunday C | 88% | 100% | 49% | 100% | 69% | 84% |
| Microtransit – Sunday A | 88% | 100% | 66% | 63% | 70% | 81% |
| Yellow Route Improvement | 88% | 83% | 68% | 75% | 19% | 74% |
| Silver Route Revamping w/Microtransit | 88% | 91% | 59% | 47% | 48% | 74% |
| Red Route Streaming | 75% | 72% | 68% | 43% | 32% | 64% |
| Microtransit – SR 200 North | 63% | N/A | 51% | 56% | 69% | 61% |
| Marion Oaks Service | 50% | 85% | 56% | 56% | 49% | 56% |
| Microtransit – SR 200 South | 50% | N/A | 50% | 45% | 43% | 48% |
| Belleview Service | 50% | 88% | 42% | 41% | 12% | 48% |
| Microtransit – SR 200 Central | 38% | N/A | 40% | 42% | 40% | 39% |

¹ Percentages are relative to other alternatives

Final Alternatives Ranking Results¹



Long Term Alternatives

| Alternative | Goals & Obj (50%) | Public Input (12.5%) | Equity (12.5%) | Markets (12.5%) | Efficiency (12.5%) | Final Score |
|--|-------------------|----------------------|----------------|-----------------|--------------------|-------------|
| Silver Route – Consolidate | 75% | 88% | 57% | 46% | 35% | 66% |
| Red Route Shortening plus Microtransit | 75% | 89% | 69% | 38% | 27% | 65% |
| Blue-Green-Orange-Purple interline frequency Imp | 63% | N/A | 75% | 90% | 24% | 63% |
| Belleview Route Shortening plus Microtransit | 63% | 87% | 43% | 42% | 67% | 61% |
| Yellow B & Marion Oaks Routes – Consolidate | 63% | 85% | 56% | 56% | 39% | 61% |
| Southeast Crosstown | 75% | N/A | 60% | 40% | 14% | 56% |
| Yellow A Route Improvements | 63% | N/A | 66% | 63% | 10% | 54% |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

¹ Percentages are relative to other alternatives

Preliminary 2023 – 2027 Year Implementation Plan



Microtransit – Sunday A
Microtransit – Sunday B
2023

Yellow Route improvements
Blue-Green-Orange-Purple improvements
2025

Marion Oaks service
2027

2024
Microtransit – Sunday C
Silver Route revamp w/ Microtransit

2026
Red Route streamlining
Bellevue service

Thank You!

Todd Hemingson, AICP

Senior Transit Consultant

Todd.Hemingson@hdrinc.com





Technical Advisory Committee (TAC) Meeting

Green Clover Hall

319 SE 26th Terrace, Ocala, FL 34470

3:30 PM

MINUTES

Members Present:

Tyler Burgett
Bob Titterington (*arrived at 3:42pm*)
Kenneth Odom
Mickey Thomason
Noel Cooper
Loretta Shaffer
Eric Smith
Elton Holland
Troy Slattery

Members Not Present:

Ji Li
Dave Herlihy

Others Present:

Rob Balmes
Shakayla Irby
Liz Mitchell
Tyler Burgett, FDOT
Alice Giuliani, FDOT
Jason Learned, FDOT
Jim Wood, Kimley Horn
Roger Schmitt

Item 1. Call to Order and Roll Call

Chairman Mickey Thomason called the meeting to order at 3:34pm and Secretary Shakayla Irby called the roll and a quorum was present.

Item 2. 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 August 2, 2022. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 3a. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Roll Forward Amendment

Mr. Balmes presented the Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) Roll Forward Amendment and said on an annual basis, the TPO worked in coordination with the Florida Department of Transportation (FDOT) to amend the Transportation Improvement Program (TIP) through a roll-forward process. The process was undertaken because in some cases project phases that were programmed in the previous fiscal year (FY) of the prior TIP were not authorized and encumbered by June 30. The projects must then roll-forward to the new FY in July of the FDOT Work Program and also be included in year one (FY 2023) of the TPO's recently adopted TIP. Therefore, a TIP amendment was necessary to ensure full consistency with the FDOT Work Program.

A total of 41 projects (37 prior and 4 current) and \$37,222,430 (\$5,484,923 current) in funding had been proposed to be rolled forward to the FY 2023 to 2027 TIP. Some of the notable projects included:

- SR 40 from East of CR 314 to East of CR 314A (Preliminary Engineering): \$6,857,570
- CR 484 from SW 20th to CR 475A (Construction, Preliminary Engineering, Right of Way): \$78,757 (\$73,757 + \$5,000)
- I-75 (Construction) Resurfacing from Sumter County to SR 200: \$138,300
- I-75 Dynamic Message Signs/ITS (Construction): \$559,945
- SunTran Capital and Operating Fixed Route: \$20,277,171
- SunTran Small Urban Capital: \$2,485,837 (\$1,231,367 + \$470,711 + 783,759)

Mr. Odom made a motion to approve FY 2023 to 2027 TIP Roll Forward Amendment.

Ms. Shaffer seconded, and the motion passed unanimously.

Item 4a. 2020 Census Urban Boundaries and Functional Classification Process

Every 10 years following the Census, the Florida Department of Transportation (FDOT) coordinated with Federal Highway Administration (FHWA) and local governments to conduct an update to the Census-designated Urban Boundary and Functional Classification of roadways.

Part of the process involved adjustments, as deemed necessary, prior to being finalized and approved by FHWA.

At the committee meeting, the FDOT District 5 team, led by Alice Giuliani, provided a presentation on the Urban Boundary and Functional Classification process tied to the 2020 Census.

The presentation provided initial information about the upcoming process for updating functional classifications and urban boundaries.

The presentation also went over the background of the census update and the general schedule.

Urban Areas were revised every 10 years based on population counts from decennial census.

Functional Classifications were reviewed and updated during the same timeframe as urban boundary adjustments.

Urban Boundaries were adjusted by Census Bureau and could be refined further if desired by FHWA and FDOT.

The presentation is attached to pages 6-24 of this set of minutes for reference.

Mr. Odom talked about a gap with the Greenway west of I-75 and that in the past the Census Bureau did not reach that area.

Mr. Wood said that the information would come later in the year when the Census Bureau came out with their adjusted urban boundaries. In the past, TMAs were identified in the population threshold of 200,000 the Ocala Marion TPO was on the path of becoming a TMA but then the guidance changed and approved in April. It is more focused on population using housing unit and development density. By the end of the calendar year the Census Bureau should release the proposed urban boundaries and the Federal Highway Administration (FHWA) along with Florida Department of Transportation (FDOT) would see how to adjust urban boundaries.

Item 5. Consent Agenda

Mr. Odom made a motion to approve the Consent Agenda. Mr. Holland seconded, and the motion passed unanimously.

6. Comments by FDOT

Mr. Tyler Burgett with FDOT provided the committee with an up to date construction report and reminded the committee to refer to www.cflroads.com for construction updates.

Mr. Burgett mentioned that the CR 484 and I-75 Interchange and Roadway Improvements project had started the morning of August 9, 2022.

Mr. Burgett also highlighted the Rehabilitation project on SR 200 and SR 40 started construction in July 2022.

Mr. Titterington inquired about project 439838-1 Resurface US 441 from SR 35 to SR 200 and mentioned that there was a gas station in the area that did not want a midblock.

Mr. Burgett said that the department had met with the business to resolve the concerns and no changes had been made to the plans.

7. Comments by TPO Staff

Mr. Balmes gave comments and updates to the committee.

Commitment to Zero Safety Action Plan Update: The TPO and consultant team Benesch were in the process of finalizing a draft of the Commitment to Zero Safety Action Plan. The full draft document was anticipated to be released to the public in mid-August. A formal presentation of the draft Action Plan would be made to the committees at the September meetings (September 13). Once the draft was released, a notification would be sent to all committee members. The Action Plan would be available on the project website: <https://ocalamariontpo.org/safety-plan>.

2045 Long Range Transportation Plan (LRTP) Update: As outlined in May, the adopted 2045 Long Range Transportation Plan (LRTP) may be amended during the five-year cycle in order to add, remove or modify projects in the Cost Feasible and Needs Plan elements. An amendment is a formal revision that would require public review and comment. All changes to the LRTP must also demonstrate fiscal constraint (23 CFR 450.104).

The TPO conducted a 30-day call for 2045 LRTP Amendments on April 18, 2022. The process involved an email notification to all four jurisdictions and Florida Department of Transportation (FDOT). The TPO received a request from Marion County to add four projects to the Unfunded Needs element. Additionally, the TPO received a request from FDOT to add two projects tied directly to the recent state appropriations process (NW 44th Street, Dunnellon Trail).

A 2045 LRTP Amendment Public Hearing was planned to take place at the TPO Board meeting on September 27, 2022. A minimum 30-day public notification would be made in advance of the hearing in late August. The LRTP amendment information would be shared with the committees at the September meetings.

Stop on Red Pop Up Event: Ms. Irby told the committee about the Stop on Red event on August 11th that would help raise awareness about the dangers of red-light running. The event was expected to run from **9 a.m. to 10:30 a.m.** at the intersection of Silver Springs Boulevard (State Road 40) and Pine Avenue (U.S. 441). Officers from Marion County Sheriff's Office and Ocala Police Department will be participating as well.

There would be a press conference held from 9:00a.m.to 9:15 a.m. with media presence at the Marion County Clerk of Courts parking lot. Our TPO Chairman Ire Bethea would say a few words on behalf of the TPO during that time and highlighting our Vision Zero efforts at the TPO.

Item 8. Comments by TAC Members

Mr. Odom talked about how the proposed future I-75 Flyover connecting with SW 49th Avenue Road needed to be part of future planning considerations and conversations.

Mr. Holland said he believed that a study would be completed within the I-75 Master Plan framework.

Mr. Balmes asked if Mr. Odom was referring to a sub-area study.

TAC Meeting Minutes – August 9, 2022

Approved –

Mr. Odom said that it would be more of a sub-model study.

Mr. Burgett mentioned that he had contact information for any updates on the I-75 Master Plan.

Item 9. Public Comment

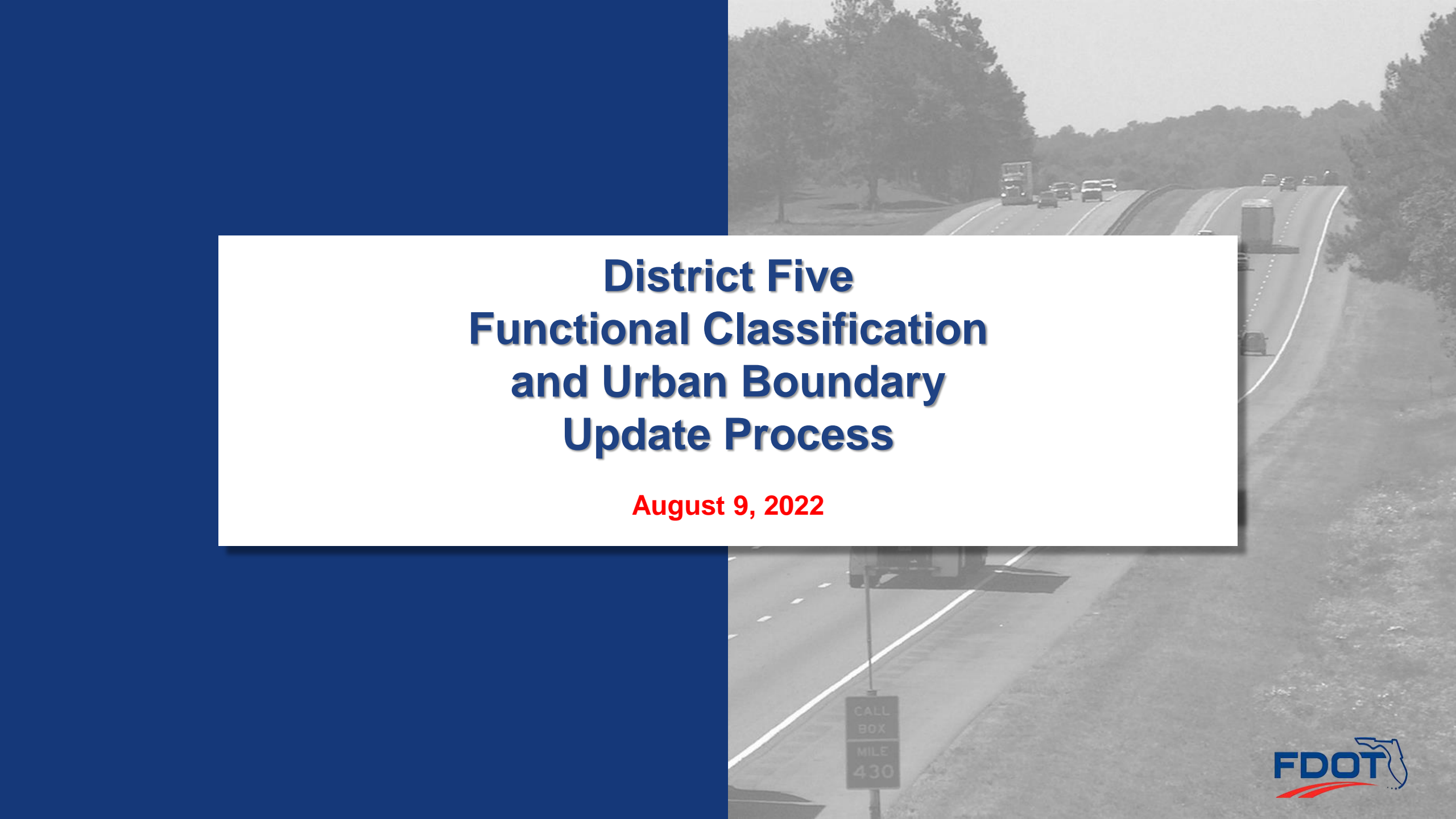
There was no public comment.

Item 10. Adjournment

Chairman Thomason adjourned the meeting at 4:22pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



District Five Functional Classification and Urban Boundary Update Process

August 9, 2022

Why this presentation?

- Provide initial information about upcoming process for updating:
 - ✓ Functional Classifications
 - ✓ Urban Boundaries
- Initiate multi-year coordination effort between D5 and MPOs



Presentation At-a-Glance

Background

- Census Update
- Functional Classification
- Urban Boundary

General Schedule

- Key Timeframes
- Current Status

Update Process

- Key Players
- MPO Point of Contact
- Key Considerations





- **Urban Areas** are revised every 10 years based on population counts from decennial census
- **Functional Classifications** are reviewed and updated during the same timeframe as urban boundary adjustments
- **Urban Boundaries** are adjusted by Census Bureau and can be refined further if desired by FHWA and FDOT

Functional Classification

- **Method** to assign public roadways into classifications according to the character of service they provide in relation to the total roadway network

- **Hierarchy** of classifications

*Roadway purpose can range from **neighborhood streets** serving local trips to **interstates** that support long-distance movement of people and goods*

- **Access and Mobility** are central considerations

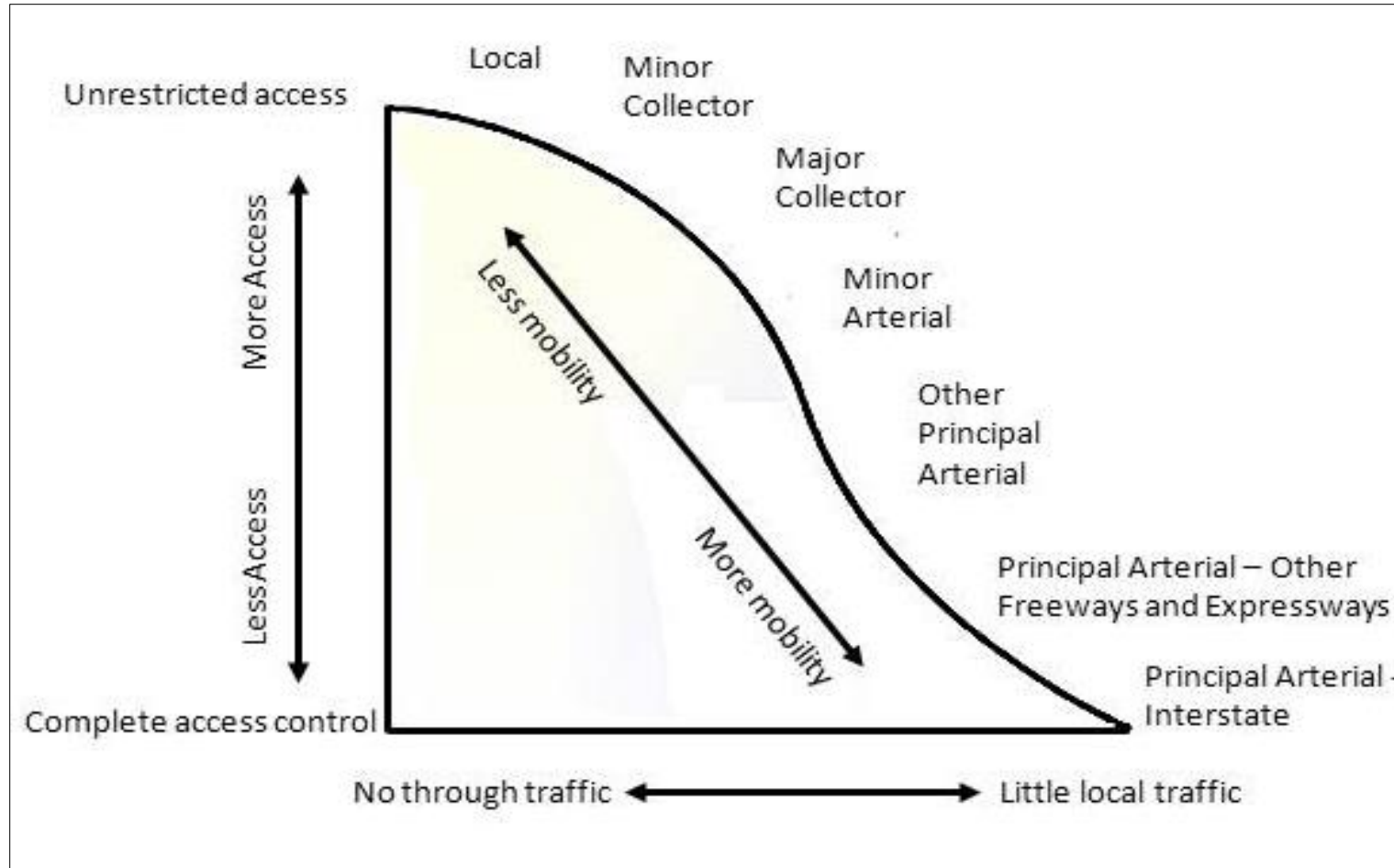


Functional Classification Categories

| URBAN OR RURAL | EXAMPLES |
|---|--|
| Principal Arterial - Interstate | I-75 |
| Principal Arterial - Other Freeways & Expressways | FL Turnpike |
| Principal Arterial – Other | Silver Springs Blvd., SW College Rd. |
| Minor Arterial | SW 17 th St., SE 31 st St. |
| Major Collector | E Ft. King St., NE 35 th St. |
| Minor Collector | N Magnolia Ave., SE 24 th St. |
| Local | SE 5 th St, SW 23 rd Ave. |



Functional Classification: Mobility vs. Accessibility



Source: FHWA

Application of Functional Classification (FC)

- FC can be considered in **prioritization**
- FC can be considered in **roadway design** along with other considerations like context classification
- FC defines data collected for **performance management**
- FC determines **funding eligibility** from certain sources
 - Example – FEMA emergency response funding

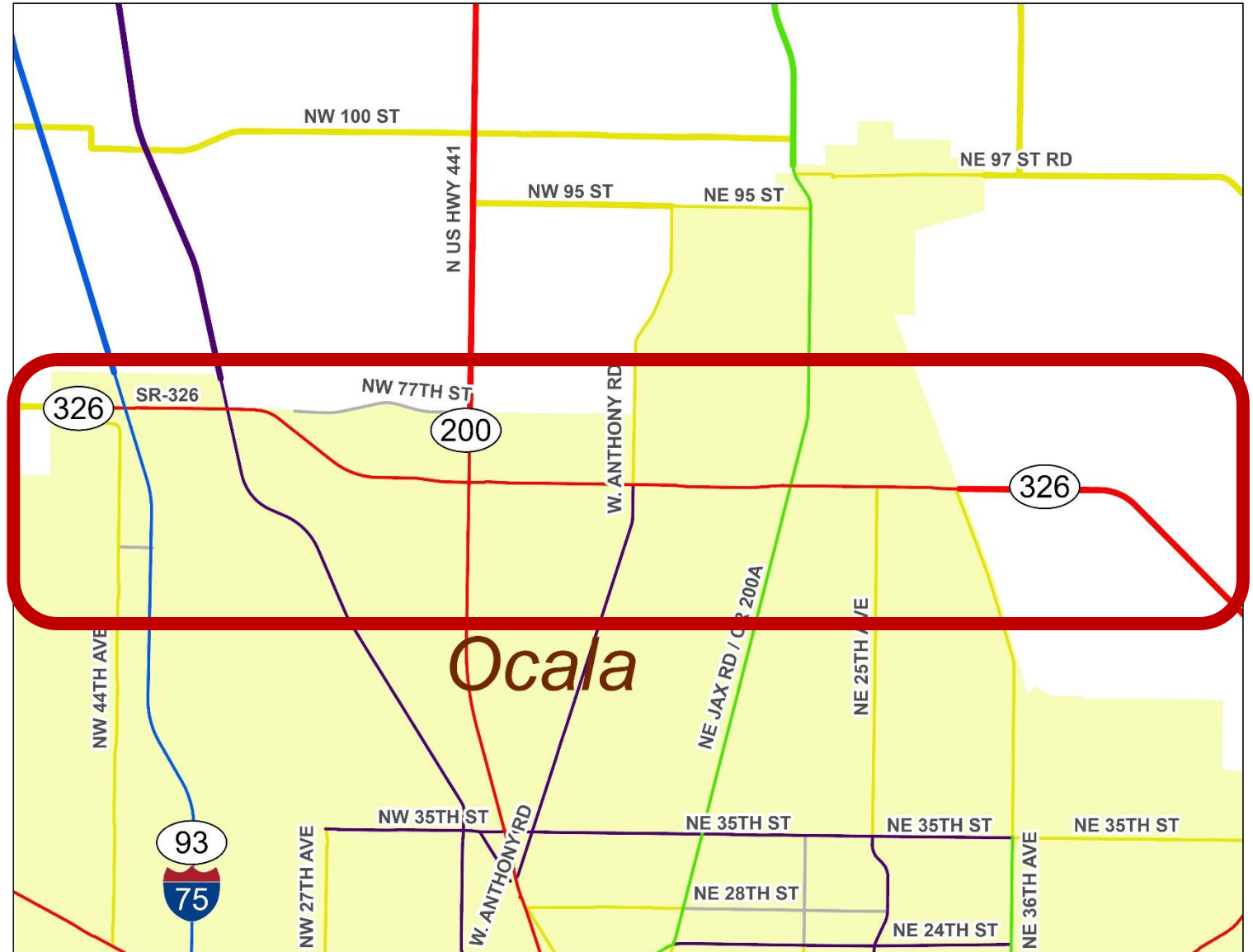
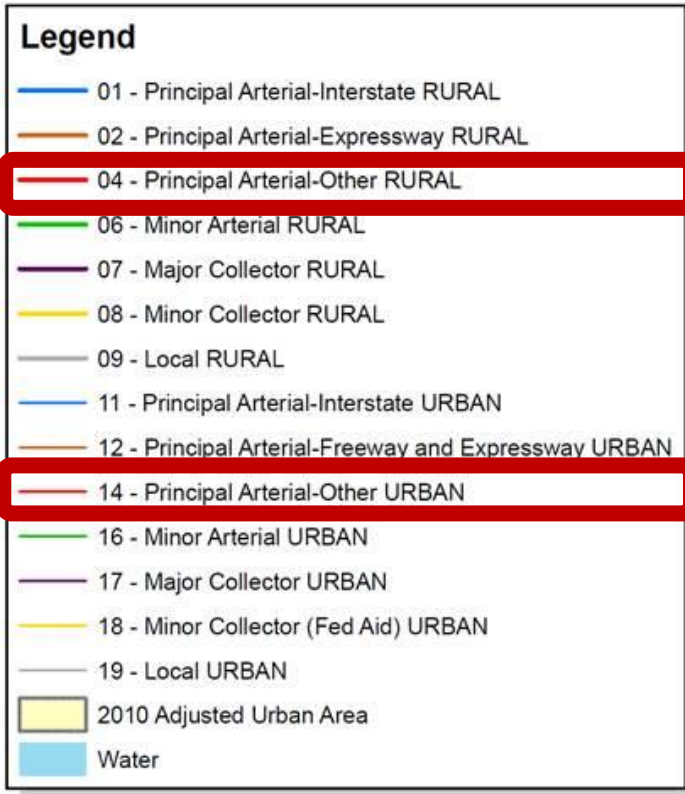
Urban Boundaries

- The line distinguishing defined urban areas from rural areas
- Approach is evolving with new 2020 Census Bureau criteria

Moving from census tract and block population density to housing unit and development density

Urban Boundaries and Functional Classification

BACKGROUND



Urban Boundaries

Federal-Aid Highway System Funding

| Functional Class System | Urban | Rural |
|---|------------|-----------|
| 1 - Interstate | Yes | Yes |
| 2 - Principal Arterial - Other Freeways and Expressways | Yes | Yes |
| 3 - Principal Arterial - Other | Yes | Yes |
| 4 - Minor Arterial | Yes | Yes |
| 5 - Major Collector | Yes | Yes |
| 6 - Minor Collector | Yes | No |
| 7 - Local | No | No |

2022-2025: Coordinate D5 Functional Classification review and 2020 Urban Boundary adjustments

Winter 2022: US Census Bureau releases finalized 2020 Urban Areas

Winter 2022/Spring 2023: USDOT designates Transportation Management Area (TMAs)



2022-2025: Coordinate D5 Functional Classification review and 2020 Urban Boundary adjustments

- Functional Classification Update
 - MPO/TPO Presentations
 - Outreach to Local Governments
 - MPO/TPO Presentations for Board Approval

- Urban Boundary Update
 - MPO/TPO Outreach
 - MPO/TPO Presentations for Board Approval

Current Activities

- Initial Presentations to MPO Committees

| | |
|-------------------|----------------------------|
| Ocala Marion TPO | August 9 |
| Lake~Sumter MPO | August 10 |
| River to Sea TPO | August 16 |
| MetroPlan Orlando | August 24, 26, September 8 |
| Space Coast TPO | September 6 |

- Quality Control (QC) review of Functional Classification data
 - New roadways
 - Modifications
 - Other changes



Key Players in Approval Process

- FHWA
 - Signatory
- FDOT Transportation Data and Analytics (TDA) Office
 - Coordinate between districts and FHWA
- FDOT D5
 - Signatory
- MPOs/TPOs
 - Signatory



FDOT D5 Contact

- Alice Giuliani, Planning Project Manager
386-943-5247
Alice.Giuliani@dot.state.fl.us

MPO Contact

- Rob Balmes, Director
352-438-2630
Rob.Balmes@marionfl.org



Final Considerations

- This is the initial outreach
- These are important processes
- Your participation will be important





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Ocala/Marion County Project Status Update as of August 31, 2022

The following is a brief status update on major FDOT road construction projects in Marion County as of the August 31, 2022, cutoff. The next cutoff date is September 30, 2022. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

C.R. 484 and I-75 Interchange and Roadway Improvements (FDOT Financial Information Numbers 443170-1 & 433651-1)

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Originally September 2022 but has been moved to January 2022
- Preconstruction conference was August 9, 2022, at 11:00 A.M. via Microsoft Teams.
- Contract amount: 41.3 million
- Estimated Completion: Winter 2024
- Outreach began the week of August 1, 2022
- The purpose of this project is to resurface I-75 from the Sumter County line to S.R. 200 and improve safety and traffic flow. Improvements include additional turn lanes and turn lane extensions at both the County Road (C.R.) 484 and Interstate 75 (I-75) interchange and the C.R. 484 and C.R. 475A intersection, reconstruction of the westbound through lanes, and modification of the existing I-75 bridge to accommodate the widening.

I-75 at NW 49th Street Interchange (FDOT Financial Information Numbers 435209-1)

- Contract: Not assigned yet
- Contractor:
- Public meeting held August 25, 2022
- Contract amount: 59.3 million
- Estimated start: Fall 2024
- Estimated completion: Winter 2027
- The project proposes to construct a Diverging Diamond Interchange. This innovative design helps to enhance safety and improve efficiency at the interchange by removing the need for traffic to make left turns in front of oncoming traffic.

Marion County ITS Operational Improvements (FDOT Financial information number 436361-1)

- Contract E59A4
- Contractor:
- Preconstruction meeting held August 18, 2022
- Contract amount: 27 million
- Estimated start: Summer 2022
- Estimated completion: Fall 2023
- The operational improvements consist of ITS network upgrades—including wireless communication equipment, fiber optic cable, and fiber optic communication equipment—to enhance Marion County’s regional ITS network.

S.R. 40 Intersection Improvements (FDOT Financial Information Numbers 433661-1 & 445800-1)

- Contract: T5747
- Contractor: CW Roberts Contracting, Inc.
- Received Notice to Proceed July 29, 2022/Estimated Start: Fall 2022
- Contract amount:
- Estimated Completion: Winter 2022
- The traffic signals at the intersections will be upgraded and the roadway will be repaved. Adding a 7-foot-wide buffered bike lane and new pedestrian crosswalk will be added.
- Waiting to receive a preconstruction conference invite. The email list is currently being put together for the meeting. If outreach is needed for this project, I will let the businesses and public know what to expect. This is estimated to be a 90-day project.

SE Abshire Boulevard (U.S. 27/U.S. 301/U.S. 441) and Hames Road (FDOT Financial Information Number 445701-1)

- Contract: Unknown
- Contractor:
- Contract amount:
- Estimated start: Winter 2022
- Estimated completion: Fall 2023
- Letting date: September 28, 2022
- The project proposes to create left turn lanes in each direction on SE Abshier Boulevard west of Hames Road with a raised concrete traffic separator in the middle. The free flow right turn lane from westbound SE Hames Road to northbound SE Abshier Boulevard will also be replaced with a new right turn lane that will be controlled by the traffic signal. The traffic signals will be reconstructed and upgraded with new signal poles. Other planned safety improvements include adding buffered bicycle lanes along SE Abshier Boulevard, realigning the crosswalks, upgrading intersection lighting, constructing a new sidewalk to fill in gaps, and reconstructing curb ramps to comply with current Americans with Disabilities (ADA) standards.

Current Projects:

Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split. (FDOT Financial Information Number 441136-1)

- Contract: T5705
- Contractor: Anderson Columbia Inc.
- Construction cost: \$15.4 million
- Estimated Start: Fall 2021
- Estimated Completion: Fall 2022
- Project Cost: \$15.4 million
- Lane closures: daytime -L1 & L2 grouting sink hole -between 100th ST and 117th ST southbound nighttime-R1 & L1(NB & SB inside Lanes) median drainage improvements, median grade work, and undercutting.
- Four crews working actively at night.
- A stakeholder concern has been rectified. Horse trailers were unable to make the turn on NW 117th Street. To mitigate the concern for the side street on NW 117th street, it has been approved to make changes to the original plans and add a 4 ft widening with OBG 03 (type B-12.5 @ 4.00") and 1-1/2" of SP Structural Course TL-D PG 76-22. We will also be resurfacing the driveway with 1-1/2" SP TL-D PG 76-22 and add 2x "no parking signs" in the outside RT grassed shoulder. Stakeholder is very pleased.

Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Construction cost: \$15.7 million
- Estimated Start: Winter 2021
- Estimated Completion: Winter 2022
- Lane closure: Outside lanes at CSX bridge for guardrail. Anticipated completion/removal of wall by 9/2/22

Bridge Rehabilitation SR 200 and SR 40 (FDOT Financial Information Number 447137-1)

- Contract: E58A8
- Contractor: M&J Construction Company
- Estimated Start: Summer 2022
- Estimated Completion: Fall 2022
- This is a maintenance project that includes bridge epoxy overlay and joint rehabilitation for SR 200, Bridges 360059 & 360044 and SR 40, Bridge 360055.



TO: Committee Members

FROM: Rob Balmes, Director

RE: Commitment to Zero Update – Draft Safety Action Plan

Summary

The draft of the Commitment to Zero Safety Action Plan will be released for a 30-day public review on September 20, 2022. A presentation of the draft Action Plan will be provided by the TPO’s consultant Benesch to the TPO Board on September 27.

A formal presentation will be provided by Benesch to the TAC and CAC at the November 8 meetings. The TPO Board will then be requested to adopt the Safety Action Plan at the regularly scheduled meeting on November 29.

A notification will be sent to all committee members on September 20. The Action Plan will be available on the project website: <https://ocalamariontpo.org/safety-plan>

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