



Joint Meeting
Citizens Advisory Committee (CAC) and
Technical Advisory Committee (TAC)
Marion County – Library Headquarters, Meeting Room C
2720 E. Silver Springs Blvd., Ocala, FL 34470

June 11, 2024
1:00 PM

AGENDA

1. CALL TO ORDER
2. CAC ROLL CALL
3. TAC ROLL CALL
4. PROOF OF PUBLICATION
5. CAC CONSENT AGENDA
 - A. [May 14, 2024 Meeting Minutes](#)
6. TAC CONSENT AGENDA
 - A. [May 14, 2024 Meeting Minutes](#)
7. CAC AND TAC ACTION ITEMS
 - A. [Draft Fiscal Years \(FY\) 2025 to 2029 Transportaton Improvement Program \(TIP\)](#)
Staff will present comments and request a recommendation
 - B. [Draft Fiscal Years \(FY\) 2026 to 2030 List of Priority Projects \(LOPP\)](#)
Staff will present comments and request a recommendation
 - C. [Draft 2024 List of Regional Priority Projects](#)
Staff will request a recommendation
 - D. [2045 Long Range Transportation Plan \(LRTP\) Amendment #3](#)
Staff will present changes to the 2045 LRTP and request a recommendation
8. DISCUSSION
 - A. [Fiscal Years \(FY\) 2024 to 2028 Transportaton Improvement Program \(TIP\) Amendment #4 Update](#)
 - B. Interactive 2050 LRTP Group Survey and Discussion

9. **COMMENTS BY FDOT**
 - A. **[FDOT Construction Report](#)**
10. **COMMENTS BY TPO STAFF**
11. **COMMENTS BY CAC MEMBERS**
12. **COMMENTS BY TAC MEMBERS**
13. **PUBLIC COMMENT (Limited to 2 minutes)**
14. **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 meetings of the Citizens Advisory Committee and
Technical Advisory Committee will be held on August 13, 2024*



Citizens Advisory Committee (CAC) Meeting

Marion County – Library Headquarters, Meeting Room B

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

1:00 PM

MINUTES

Members Present:

Matt Fabian

Travis Magamoll

Suzanne Mangram (*arrived at 1:09pm*)

Nick Mora

Steve Rudnianyn

Michelle Shearer (*arrived at 1:02pm*)

Members Not Present:

Richard Howard

Richard McGinley

Others Present:

Rob Balmes, Ocala Marion TPO

Sara Brown, Ocala Marion TPO

Shakayla Irby, Ocala Marion TPO

Kia Powell, FDOT

Item 1. Call to Order

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

Item 2. Roll Call

Secretary Shakayla Irby called the roll, and initially, a quorum was not present. A quorum was achieved at 1:02 PM with the addition of Ms. Michelle Shearer, and further strengthened at 1:09 PM with the inclusion of Ms. Suzanne Mangram.

Item 3. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on May 7, 2024. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 4. Consent Agenda

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

Item 5a. Fiscal Years (FY) 2024 to 2028 Transportation Improvement Program (TIP) Amendment #4

Ms. Brown presented and said there had been one project proposed to be amended to the Fiscal Years (FY) 2024 to 2028 Transportation Improvement Program (TIP). The following summarizes the proposed changes to the TIP.

FM# 454488-1 5310 Transit Project for Arc Marion, Inc

- Capital funding from the Federal Transit Administration (FTA) through the 5310 program
- Funds to be added to FY 2024
- Total: \$471,442

Mr. Rudnianyn made a motion to approve the FY 2024 to 2028 TIP Amendment #4.

Ms. Shearer seconded, and the motion passed unanimously.

Item 6a. Draft Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP)

Ms. Brown presented the draft Fiscal Year (FY) 2025 to 2029 Transportation Improvement Program (TIP) and said it was made available for public review and comment. The TIP public involvement process would be from May 7, 2024 to June 14, 2024. The TIP would be presented again at the joint CAC and TAC meeting on June 11 to include a summary of the public and partner feedback on the projects and document received up to June 11. A full draft of the FY 2025 to 2029 TIP was provided in the agenda packet for the committee to review.

The following provides key highlights of the FY 2025 to 2029 draft TIP.

- **Public and Partner Review Period:** The review period would be from May 7 to June 14, 2024. TPO Board adoption was scheduled for June 25.
- **TIP Projects and Funding:** The draft contained 59 projects, grant programs and ongoing maintenance activities, totaling \$624.6 million of funding. The breakdown by source:
 - \$365.8 million State (58.6%);
 - \$225.5 million Federal (36.1%); and
 - \$33.2 million Local (5.3%).
- **TIP Interactive Map:** The TPO continued to maintain a TIP online interactive map for the public to view projects with specific locations. The map could be found at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip/>
- **TIP Document Organization:** To TPO invested in the development of a TIP document that is a public-friendly resource while not compromising the importance of meeting federal and state requirements. The TIP again this year contains summary pages for each programmed project. The project summaries may be found on pages 41 to 106 of the TIP document. Projects continued to be organized by the following major categories for ease of reference by the general public.
 - Interstate (I-75) (10 projects)
 - U.S. Routes (7 projects)
 - State and Local Routes (16 projects)
 - Bicycle and Pedestrian (4 projects)
 - Aviation (Airport) (7 projects)
 - Transit, Funding, Grants (7 projects)
 - ITS and Maintenance (8 projects)

Mr. Rudnianyn inquired about the interchange at NW 49th Street, questioning the logic of truck traffic leaving the industrial park, getting on the interchange, and then immediately exiting at 326 to head to Jacksonville. He asked if there had been any consideration of constructing a road directly from the industrial park to connect to 326, which would prevent truck traffic from using the new interchange only to exit shortly afterward.

Mr. Balmes said he could inquire with the Office of the County Engineer, as he knew they had been looking at North-South connectivity and were currently developing their transportation improvement program. He also mentioned the upcoming sales tax initiative this fall and noted that he would check if this project was on their radar.

Ms. Shearer referenced the Pruitt Trail from SR 200 to the Pruitt Trailhead project and asked if there would be a tunnel underneath 200, reminding the group of previous discussions about implementing tunnels to address the danger of people crossing the road.

Mr. Balmes mentioned that planning and coordination were currently taking place between Marion County, Florida Department of Transportation (FDOT), and the Department of Environmental Protection (DEP), with Mickey Thompson, to explore options for a safe crossing at 200, aiming to have it built to coincide with the project.

Mr. Balmes added that they obviously couldn't just terminate a trail at the roadway and have a beautiful paved trail across the street. Therefore, there would be an effort to create a safe crossing to ensure full connectivity once the project goes to construction. He also mentioned that the vision still included having

a tunnel or multiple tunnels for both wildlife and actual trail users once the four lanes were built out so there would be ongoing coordination.

Ms. Powell chimed in, mentioning that FDOT had implemented a couple of safety improvements. She noted that there were many crosswalks and crossings being installed, especially on State Road 200. Despite its size, numerous safety improvements were being made. She was happy to discuss with Ms. Shearer further after the meeting and providing a list of current and future improvements and crosswalks, noting that as of July, three crosswalks were planned for the area.

Item 6b. Draft Fiscal Years (FY) 2026 to 2030 List of Priority Projects (LOPP)

Mr. Balmes presented and explained that on an annual basis, per State Statute (F.S. 339.175(8)), the TPO collaborates with the cities of Belleview, Dunnellon, Ocala, and Marion County to submit a List of Priority Projects (LOPP) to the Florida Department of Transportation (FDOT). The purpose of the LOPP process is to prioritize projects for federal and state funding consideration within the Fiscal Years (FY) 2026 to 2030 FDOT Tentative Work Program and the TPO's Transportation Improvement Program (TIP).

The LOPP process bridges projects identified in the 2045 Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Projects must be included in the LRTP Cost Feasible or Needs Plan and Boxed Funds Lists to qualify for federal and state funding. The annual development of the LOPP follows TPO Board adopted Policies and Procedures Guidance.

The draft FY 2026 to 2030 LOPP project lists were presented for the committee's review. The lists included Top 20 Priorities, Strategic Intermodal System (SIS), NON-SIS Capacity, Safety and Operations, Trails, Bicycle and Pedestrian, and Planning. Formal recommendations on the LOPP would be heard at the June 11 joint CAC-TAC meeting.

Chairman Magamoll asked Mr. Balmes to explain the purpose of the Strategic Intermodal System (SIS) to the new committee member.

Mr. Balmes explained that the SIS was Florida's high-priority network aimed at focusing on facilities most significant for interregional, interstate, and international travel. It was an effort between Tallahassee and the district. The district asks the TPO for feedback every five years as they develop their SIS cost-feasible and needs lists. The TPO provides local perspectives, and the district takes it from there.

Chairman Magamoll said a citizen inquired with him about Project #2, the SR 40 at SR 35 intersection on the 2024 Safety and Operations Priorities list, and asked for a status update.

Mr. Balmes said the project was a high priority for the county. He noted that Commissioner Zalak, in particular, had made it a point of emphasis. The county had been developing a CRA plan, which emphasized the roundabout as not only an accessibility and safety feature but also a gateway feature for the community in their draft plan. It was on the list for informing DOT that they wanted to see this move forward at some point. Obviously, it needed some environmental engineering work and right-of-way considerations, being near the state park, but it certainly was still a high priority.

Ms. Shearer inquired about Project #11, CR 475 at SE 80th Street on the 2024 Safety and Operations Priorities list, and asked what the intersection improvements included.

Mr. Balmes said the project was added last year at the request of the County, aiming to improve the movement of traffic at the intersection. However, he did not have details beyond that but mentioned he could inquire with the County for specifics.

The committee continued discussion and ultimately had the following recommendations:

- NW 35th Avenue Road connection to the North-South Connectivity from the 49th Street Interchange to SR 326
- Talked about future mobility and growth – Marion Oaks Extension and Flyover
- Consider the Marion Oaks Extension/Flyover and future Interchange for the future and current 2050 LRTP process
- Talked about the importance of completing SW 49th projects in the County
- Interest in the design of the CR 475A Project
- Interest in project improvements of CR 475 at SE 80th

Item 6c. Draft 2024 List of Regional Priorities

Mr. Balmes presented, in collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO developed annually a list of regionally significant transportation priority projects. The following proposed lists required TPO committee comments and recommendations. Included with this memo were the approved 2023 regional priorities. A revised listing of projects became part of the 2024 CFMPOA priorities, with an anticipated approval by Alliance members in October 2024. The CFMPOA regional priorities were annually transmitted to the Florida Department of Transportation (FDOT) District Five in October.

Transportation Regional Incentive Program (TRIP): The purpose of TRIP was to encourage partnerships for transportation projects that were regionally significant. TRIP funds were awarded by FDOT and were used to match local or regional funds up to 50% of the total project costs. To be eligible, there had to be a 50% local match commitment and a formal endorsement of the project by three contiguous counties (2 in addition to Marion).

TRIP Projects

The proposed TRIP list, as follows, is based on two regional unfunded needs.

- County Road 484 – Marion Oaks Boulevard to CR 475, Widening to Six Lanes
- Marion Oaks Manor Extension – Marion Oaks Manor to CR 42 Flyover at I-75

The committee talked about traffic and semi concerns at I-75 and CR 484 making it hard to cross for long periods of time.

Mr. Rudnianyn commented that if a flyover at CR 42 going south were planned, it might make sense to reroute truck traffic through the industrial park to Marion Oaks Manor before accessing I-75 via an interchange at CR 42 going south, rather than directing it all to CR 484. He did not believe a Flyover at CR 42 would do anything to eliminate traffic.

Mr. Balmes mentioned that currently in the LRTP, the two TRIP projects were listed. However, there could be consideration of including an interchange in the 2050 plan as an unfunded needs project. Mr. Balmes believed, the county potentially had the projects listed on their sales tax project list they planned to present to voters in the fall, earmarked for implementation in the distant future.

Ms. Shearer inquired what exactly was being done at CR 484 to improve it.

Mr. Balmes explained that the current project DOT was working on was primarily focused on improving the operational turn lanes. He noted that ultimately, the County's vision was to expand the facility to six lanes. The plan included having the I-75 bridge support a six-lane facility due to the significant demand and necessity for such improvements.

Ms. Powell stated that she was not aware of any existing plans but expressed her intention to investigate further and provide any information she could gather.

Strategic Intermodal System (SIS) Highway Projects

The proposed SIS Needs list is based on funded and unfunded needs identified in the draft 2024 LOPP and/or by the TPO Board in a formal letter to FDOT in 2023.

- I-75 at NW 49th Street Interchange (funded)
- I-75 from SR 44 to SR 200, Moving Florida Forward, auxiliary lanes and bridges (funded)
- I-75 from SR 200 to SR 326, Moving Florida Forward, auxiliary lanes, bridges and interchange operational improvements at SR 40 (funded)
- I-75 at SR 326, Moving Florida Forward, interchange operational improvements (funded)
- I-75 Future Master Planning from SR 91 (Turnpike) to SR 200 with the interchanges (CR 484, SR 200) (unfunded)
- I-75 Future Master Planning from SR 200 to CR 234 Alachua County with the interchanges (SW 20th, SR 40, U.S. 27, SR 326, CR 318) (unfunded)
- SR 40 from end of Four Lanes to CR 314 (unfunded)
- SR 40 from CR 314 to CR 314A (unfunded)
- SR 40 from CR 314A to Levy Hammock Road (unfunded)
- SR 326 from US 301 to old US 301 (unfunded)
- SR 326 from CR 200A to NE 36th (unfunded)

Tier 3 SunTrail Projects

The proposed Tier 3 SunTrail regional list contains four projects.

- Santos to Baseline Trail – Santos to Baseline Trailhead – Part of Heart of Florida Loop (funded)
- Pruitt Trail – Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Loop (unfunded)
- Silver Springs to Mount Dora – Part of Heart of Florida Loop (unfunded)

- Nature Coast Connector – Dunnellon to Chiefland – Part of the Nature Coast Trail (unfunded)

Transportation System Management and Operations (TSM&O) Projects

The proposed regional TSM&O list contains three projects.

- SR 40 at SW 40th/38th Avenue Intersection – Safety/operational, intersection alignment
- SR 40 at SR 35/Baseline Road Intersection – Construction of a roundabout
- SR 35 (Baseline Rd) intersections at CR 25A, Foss Road, Robinson Road – Rail, safety/operation improvements

Item 7. Comments by FDOT

Ms. Kia Powell provided the construction report and reminded the committee that they could visit www.cflroads.com for additional information. She reported seven lane closures reported in the area.

Ms. Powell also gave the following updates:

- Intersection Improvements had started at S.R. 492 (NE 14th Street) and NE 25th Avenue- The purpose of the project was to improve the intersection of Northeast 14th Street (State Road 492) at Northeast 25th Avenue. The improvement would include reconstruction of the signal to increase the safety of the intersection.
- FDOT would be hosting a Safety Summit at Sea World on May 17, 2024 – the Summit would be to get feedback on the Draft Safety Plan.
- FDOT will have a public meeting regarding plans to resurface Silver Springs Boulevard (State Road (S.R.) 40) from Pine Avenue (U.S. 441/U.S. 301) to NE 25th Avenue (FPID No. 450952-1) and from NE 25th Avenue to NE 64th Avenue (FPID No. 450951-1) in Ocala on Thursday, June 13, at 5:30 p.m. at the time the location had not been confirmed. More information was to come.

Mr. Mora inquired about the Safety Summit, and Ms. Powell explained that it involved going through a draft safety plan. The Secretary would be speaking, and they would be gathering feedback from partners, including MPOs. The event would include discussions and information gathering from attendees.

Item 8. Comments by TPO Staff

Mr. Balmes provided an update on the 2050 Long Range Transportation (LRTP) Update.

On April 23, 2024, the TPO hosted a formal kick-off meeting for Navigating the Future, the 2050 Long Range Transportation Plan, held at the Marion County Commission Auditorium. Attached to this memo is a one-page fact sheet outlining the project timeline.

A project website page had been published and is located on the TPO's website under Plans and Programs, specifically the 2050 Long Range Transportation Plan (LRTP). The address is also available at: <https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>

On the webpage, citizens and partners have opportunities for ongoing involvement through a web-based survey and public comment map. Additionally, the first community open house was scheduled for September 2024, and an introductory video for the project was available on the webpage. Regular updates would continue to be posted throughout the entire plan development process.

Ms. Shearer mentioned that she believes rumble strips are needed at SE 25th Avenue for the safety of horse crossings, pedestrian crossings, and bicyclists.

Item 9. Comments by CAC Members

Ms. Shearer commented that she believed CR 475A should be raised and not four-laned, especially with 49th Avenue nearing completion. She also inquired about the timeline for completing 49th Avenue. Chairman Magamoll requested Mr. Balmes to investigate the matter and provide the committee with an update.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Chairman Magamoll announced that the June CAC meeting would be held jointly with the TAC in Meeting Room C at the Marion County Library at 1:00pm. The meeting was adjourned at 2:01 pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



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

MINUTES

Members Present:

Noel Cooper
Kia Powell
Loretta Shaffer
Jeff Shrum
Tracy Straub (*alternate Christopher Zeigler attended*)
Mickey Thomason
Bob Titterington
Chuck Varadin (*alternate Kenneth Odom attended*)

Members Not Present:

Dave Herlihy
Ji Li
Chad Ward

Others Present:

Rob Balmes, Ocala Marion TPO
Sara Brown, Ocala Marion TPO
Shakayla Irby, Ocala Marion TPO
Eric Smith, City of Ocala
Steve Cohoon, Marion County
Jim Couillard, Marion County

Item 1. Call to Order

Vice-Chairman Mickey Thomason called the meeting to order at 3:30pm.

Item 2. Roll Call

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

Item 3. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on May 7, 2024. The meeting had also been published to the TPOs Facebook and Twitter pages.

Special Acknowledgement

Mr. Balmes acknowledged Vice-Chairman Mickey Thomason, who was retiring and attending his last TAC meeting. He thanked him for his contributions to the TAC over the past 20 years and invited any members of the TAC to offer their thanks and share their comments. Mr. Balmes also added that the TPO was extremely grateful and thankful for everything Mr. Thomason had done. Mr. Thomason's leadership for the trails across the Greenway had been invaluable. Mr. Balmes mentioned that every time he was on the Greenway, he thought of Mickey and the future opportunities he had inspired.

Item 4. Consent Agenda

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

Item 5a. Election of TAC Officers

Due to the departure of TAC members Chairman Smith and Vice-Chairman Thomason, a Chair and Vice-Chair had to be elected at the May meeting. Per TAC bylaws, officers could be elected by a majority of the present voting members. The term would be for the remainder of the calendar year 2024.

Mr. Zeigler made a motion to elect Jeff Shrum as Chair. Ms. Shaffer seconded, and the motion passed unanimously.

Mr. Shrum made a motion to elect Tracy Straub as Vice-Chair. Mr. Titterington seconded, and the motion passed unanimously.

Item 5b. Fiscal Years (FY) 2024 to 2028 Transportation Improvement Program (TIP) Amendment #4

Ms. Brown presented and said there had been one project proposed to be amended to the Fiscal Years (FY) 2024 to 2028 Transportation Improvement Program (TIP). The following summarizes the proposed changes to the TIP.

FM# 454488-1 5310 Transit Project for Arc Marion, Inc

- Capital funding from the Federal Transit Administration (FTA) through the 5310 program
- Funds to be added to FY 2024
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Mr. Shrum made a motion to approve the FY 2024 to 2028 TIP Amendment #4.

Mr. Cooper seconded, and the motion passed unanimously.

Item 6a. Draft Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP)

Ms. Brown presented the draft Fiscal Year (FY) 2025 to 2029 Transportation Improvement Program (TIP) and said it was made available for public review and comment. The TIP public involvement process would be from May 7, 2024 to June 14, 2024. The TIP would be presented again at the joint CAC and TAC meeting on June 11 to include a summary of the public and partner feedback on the projects and document received up to June 11. A full draft of the FY 2025 to 2029 TIP was provided in the agenda packet for the committee to review.

The following provides key highlights of the FY 2025 to 2029 draft TIP.

- **Public and Partner Review Period:** The review period would be from May 7 to June 14, 2024. TPO Board adoption was scheduled for June 25.
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- **TIP Interactive Map:** The TPO continued to maintain a TIP online interactive map for the public to view projects with specific locations. The map could be found at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip/>
- **TIP Document Organization:** To TPO invested in the development of a TIP document that is a public-friendly resource while not compromising the importance of meeting federal and state requirements. The TIP again this year contains summary pages for each programmed project. The project summaries may be found on pages 41 to 106 of the TIP document. Projects continued to be organized by the following major categories for ease of reference by the general public.
 - Interstate (I-75) (10 projects)
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 - State and Local Routes (16 projects)

- Bicycle and Pedestrian (4 projects)
- Aviation (Airport) (7 projects)
- Transit, Funding, Grants (7 projects)
- ITS and Maintenance (8 projects)

Mr. Shrum inquired about the I-75 landscaping projects and asked what type of landscaping would be done.

Mr. Balmes said that it was tied to the Moving Florida Forward Auxiliary Lanes but was unsure of the specifics.

Mr. Odom said that spending half a million dollars for the North Side, roughly over half a million dollars for the South Side, and about half a million dollars for the County Route 44 interchange was a little unusual.

Ms. Powell said that she would get more information to Mr. Balmes and Ms. Brown.

Mr. Odom said there was a map modification that needed to be made on Baseline Santos Trail. The original trail deviated over to Baseline Road, went down the south side of the landfill, and then came over.

Mr. Odom also mentioned he heard that CSX was considering shutting down the line in that area and selling it. So that would be something that both the county and city needed to address.

Mr. Odom made a comment on the US 441/301, Baseline to SR 200 project that included sidewalks and bike lane improvements, saying it was actually supposed to be a sidewalk project. It was originally proposed by FDOT when the multi-modal component was added to it from 102nd Place up to 80th. That was something that had just been recently completed as a connection to the City of Belleview. The project had been deferred, he believed, for the third time. He said he understood the right-of-way constraints that were part of the rail crossing corridor. The worry he had for the location was that it was an extremely tightly constrained area around the roadway. He believed that the connection from the City of Belleview to Santos deserved a little bit more merit than waiting on the project. He inquired if Mr. Balmes had any kind of dialogue with the department about potentially splitting the project to accommodate the installation of a trail.

Mr. Balmes said the project was programmed for fiscal year 25. Ms. Powell and her team did some research on the reasons why the project was moved and found that it was because of CSX and some right-of-way work permits. He asked Ms. Powell if she wanted to elaborate further on what she learned, as he did not know much more than that.

Ms. Powell said they found out in October of last year that the project was pushed out about 16 months because of right-of-way issues. The department was still looking into it and would share additional information as they move forward.

Mr. Odom mentioned that the project faced delays when the multimodal component was added. Subsequently, further delays arose when they had to address and mitigate the impact of driveways in the Belleview area. These challenges were eventually overcome, but now the project awaits action from CSX. The connection holds significant importance for the city of

Belleview, particularly concerning the trails. Therefore, he advocated for discussions with the Department of Transportation to explore the possibility of splitting the project to prioritize installing the multimodal section.

Mr. Balmes mentioned that the TPO would correspond further with Ms. Powell to obtain additional details on the rail company's status and explore timeline options.

Item 6b. Draft Fiscal Years (FY) 2026 to 2030 List of Priority Projects (LOPP)

Mr. Balmes presented and explained that on an annual basis, per State Statute (F.S. 339.175(8)), the TPO collaborates with the cities of Belleview, Dunnellon, Ocala, and Marion County to submit a List of Priority Projects (LOPP) to the Florida Department of Transportation (FDOT). The purpose of the LOPP process is to prioritize projects for federal and state funding consideration within the Fiscal Years (FY) 2026 to 2030 FDOT Tentative Work Program and the TPO's Transportation Improvement Program (TIP).

The LOPP process bridges projects identified in the 2045 Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Projects must be included in the LRTP Cost Feasible or Needs Plan and Boxed Funds Lists to qualify for federal and state funding. The annual development of the LOPP follows TPO Board adopted Policies and Procedures Guidance.

Draft FY 2026 to 2030 LOPP project lists were presented for the committees review and formal recommendations on the LOPP would be heard at the June 11 joint CAC-TAC meeting.

Mr. Shrum inquired about project #14 on the 2024 Top 20 Priorities List, SR 40 from US 441 to NE 8th Avenue, asking whether it was a new addition or previously included.

Mr. Cooper explained that the project was shelved due to concerns, issues, and challenges regarding right-of-way. In discussions with management, they were considering focusing on the pedestrian and landscaping aspects of the project.

Mr. Shrum mentioned that with all the planned developments happening downtown, there was an expectation that as interaction and development increase on the north side, growth would also expand further south. He suggested revisiting the scope to explore similar aspects for the proceeds and making necessary improvements.

Mr. Cooper stated the City had discussions with FDOT and the past project manager. They had also discussed FDOT's planned resurfacing projects in the area. Mr. Cooper said they had been actively working to bring the project back into focus and would continue discussions.

Mr. Cooper asked if there was still time to make comments on the prioritization of the list, suggesting that the City may want to prioritize some signalization projects. Mr. Balmes responded affirmatively, confirming that there was still time and emphasizing the importance of having applications for projects as well.

Mr. Balmes mentioned a question from the Citizens Advisory Committee (CAC) regarding project #11, CR 475 at SE 80th Street on the 2024 Safety and Operations Priorities list, asking about the existence of a design or plan and what the project entails.

Mr. Zeigler mentioned that it was not confirmed but would likely be a roundabout, and Mr. Cohoon echoed his response.

Mr. Balmes noted regarding the 2024 Trail Priorities that there were unfortunately very few changes from last year, except for Santos receiving funding. Applications were submitted for 200 at the land bridge, and they are awaiting feedback from DOT.

Mr. Thomason mentioned that he thought he had sent the information, indicating that FDOT would fund the trail from 200 to Pruitt and the crossing at 200 together.

Mr. Couillard inquired about potential restrooms at Pruitt.

Mr. Thomason mentioned a meeting that took place several months ago to discuss the connector from Pruitt through the proposed solar farm, aiming to link it to the east side of the tunnel and trail off Bridge Road. He believed that would necessitate some infrastructure being built in the next couple of years, including discussing a more permanent restroom facility at Pruitt.

The committee continued discussion and ultimately had the following recommendations:

- Move the Marion Oaks Extension and Flyover into top tier of the Planning list
- Coordinate with FDOT on Silver Springs Blvd/SR 40 Downtown for safety, access, and landscaping
- Assess future needs for truck parking in Marion County and grant opportunities
- Trail Amenities/ Facilities – Need to assess for SUN Trail grant opportunities (e.g., restrooms)

Item 6c. Draft 2024 List of Regional Priorities

Mr. Balmes presented, in collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO developed annually a list of regionally significant transportation priority projects. The following proposed lists required TPO committee comments and recommendations. Included with this memo were the approved 2023 regional priorities. A revised listing of projects became part of the 2024 CFMPOA priorities, with an anticipated approval by Alliance members in October 2024. The CFMPOA regional priorities were annually transmitted to the Florida Department of Transportation (FDOT) District Five in October.

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TRIP Projects

The proposed TRIP list, as follows, is based on two regional unfunded needs.

- County Road 484 – Marion Oaks Boulevard to CR 475, Widening to Six Lanes
- Marion Oaks Manor Extension – Marion Oaks Manor to CR 42 Flyover at I-75

Strategic Intermodal System (SIS) Highway Projects

The proposed SIS Needs list is based on funded and unfunded needs identified in the draft 2024 LOPP and/or by the TPO Board in a formal letter to FDOT in 2023.

- I-75 at NW 49th Street Interchange (funded)
- I-75 from SR 44 to SR 200, Moving Florida Forward, auxiliary lanes and bridges (funded)
- I-75 from SR 200 to SR 326, Moving Florida Forward, auxiliary lanes, bridges and interchange operational improvements at SR 40 (funded)
- I-75 at SR 326, Moving Florida Forward, interchange operational improvements (funded)
- I-75 Future Master Planning from SR 91 (Turnpike) to SR 200 with the interchanges (CR 484, SR 200) (unfunded)
- I-75 Future Master Planning from SR 200 to CR 234 Alachua County with the interchanges (SW 20th, SR 40, U.S. 27, SR 326, CR 318) (unfunded)
- SR 40 from end of Four Lanes to CR 314 (unfunded)
- SR 40 from CR 314 to CR 314A (unfunded)
- SR 40 from CR 314A to Levy Hammock Road (unfunded)
- SR 326 from US 301 to old US 301 (unfunded)
- SR 326 from CR 200A to NE 36th (unfunded)

Tier 3 SunTrail Projects

The proposed Tier 3 SunTrail regional list contains four projects.

- Santos to Baseline Trail – Santos to Baseline Trailhead – Part of Heart of Florida Loop (funded)
- Pruitt Trail – Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Loop (unfunded)
- Silver Springs to Mount Dora – Part of Heart of Florida Loop (unfunded)
- Nature Coast Connector – Dunnellon to Chiefland – Part of the Nature Coast Trail (unfunded)

Transportation System Management and Operations (TSM&O) Projects

The proposed regional TSM&O list contains three projects.

- SR 40 at SW 40th/38th Avenue Intersection – Safety/operational, intersection alignment
- SR 40 at SR 35/Baseline Road Intersection – Construction of a roundabout
- SR 35 (Baseline Rd) intersections at CR 25A, Foss Road, Robinson Road – Rail, safety/operation improvements

Item 7. Comments by FDOT

Ms. Kia Powell provided the construction report and reminded the committee that they could visit www.cflroads.com for additional information. She reported seven lane closures reported in the area.

Ms. Powell also gave the following updates:

- Intersection Improvements had started at S.R. 492 (NE 14th Street) and NE 25th Avenue- The purpose of the project was to improve the intersection of Northeast 14th Street (State Road 492) at Northeast 25th Avenue. The improvement would include reconstruction of the signal to increase the safety of the intersection.
- FDOT would be hosting a Safety Summit at Sea World on May 17, 2024 – the Summit would be to get feedback on the Draft Safety Plan.
- FDOT will have a public meeting regarding plans to resurface Silver Springs Boulevard (State Road (S.R.) 40) from Pine Avenue (U.S. 441/U.S. 301) to NE 25th Avenue (FPID No. 450952-1) and from NE 25th Avenue to NE 64th Avenue (FPID No. 450951-1) in Ocala on Thursday, June 13, at 5:30 p.m. at the time the location had not been confirmed. More information was to come.

Ms. Shaffer commented that the rest stops on I-75 looked great.

Ms. Powell thanked Ms. Shaffer and said it was always nice to receive positive feedback.

Item 8. Comments by TPO Staff

Mr. Balmes provided an update on the 2050 Long Range Transportation (LRTP) Update.

On April 23, 2024, the TPO hosted a formal kick-off meeting for Navigating the Future, the 2050 Long Range Transportation Plan, held at the Marion County Commission Auditorium. Attached to this memo is a one-page fact sheet outlining the project timeline.

A project website page had been published and is located on the TPO's website under Plans and Programs, specifically the 2050 Long Range Transportation Plan (LRTP). The address is also available at: <https://storymaps.arcgis.com/stories/c88b20f1d8e74c5f96dd7fdc9f98a5c3>

On the webpage, citizens and partners have opportunities for ongoing involvement through a web-based survey and public comment map. Additionally, the first community open house was scheduled for September 2024, and an introductory video for the project was available on the webpage. Regular updates would continue to be posted throughout the entire plan development process.

Item 9. Comments by TAC Members

Mr. Shrum made a comment regarding the District 5 Regional Planning Model that was in the process of being updated by FDOT's consultant team. Mr. Shrum talked about the need to review concerns and errors and have an internal coordination meeting, followed by a meeting with the consultant.

TAC Meeting Minutes – May 14, 2024
Approved –

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Vice-Chairman Thomason adjourned the meeting at 4:50pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



TO: Committee Members

FROM: Sara Brown, Transportation Planner

RE: Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP) Approval

Summary

The draft Fiscal Years 2025 to 2029 Transportation Improvement Program was made available for public and partner agency review on May 7, 2024. As a follow up to the draft presentation at the committee meeting on May 14, 2024, the TPO will share comments received from partner agencies and the public at the meeting on June 11, 2024. To date, the TPO has received feedback from the Florida Department of Transportation (FDOT) and one comment from the public.

The following provides comments and updates made to the draft FY 2025 to FY 2029 TIP since presented to the committees on May 14, 2024.

- **Public Comments:** The review period is from May 7 to June 14, 2024. Attached is a summary of the comment we received to date from the public.
- **Partner Comments:** FDOT performed a review of the draft TIP document. Attached to this memo is their review checklist with comments.

Attachment(s)

- Summary of partner agency and public comments
- Draft FY 2025 to 2029 TIP document

Recommendation(s)

Recommend TPO Board adoption of the FY 2025 to 2029 Transportation Improvement Program.

If you have any questions, please contact me at: 352-438-2632.

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

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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: The MPO may address comments regarding grammatical, spelling, and other related errors, but this would not affect the document's approval.

Enhancement: Comments may be addressed by the MPO but would not affect the 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: The comment **MUST** be addressed to meet the minimum state and federal requirements for approval. The reviewer must clearly identify the applicable state or federal statutes, regulations, policies, guidance, or procedures to which the document does not conform.

If a question is categorized, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

MPO: **Ocala Marion TPO**

Fiscal Years included: **2025-2029**

Review #: **1**

Date of Review: **5-7-2024**

Reviewed by: **KP**

TIP Format & Content

Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption?

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: **1**

[Click here to enter notes](#)

Does the Table of Contents show the title of each section with the correct page number?

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: **4**

[Click here to enter notes](#)

Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: **2**

[Click here to enter notes](#)

Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms?

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: **25, 36 & 147**

[Click here to enter notes](#)

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 consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53]

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)]

Yes No

Choose an item.

Did not find a statement specifically indicating the financial plan was developed with estimates provided by public transit operators, however, it's noted that an explanation of funding sources is provided on paged 24.

Page Numbers:

[Click here to enter notes](#)

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

Yes No

Choose an item. [Click here to enter comments.](#)

Page Numbers: 27

[Click here to enter notes](#)

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

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 31

[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 CFR 450.326(n)(1)]

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 31

Pg 31 discusses using the LRTP but, is not citing 23 CFR 450.326(n)(1).

Does the TIP describe how projects are consistent with the 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) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#).

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 9

[Click here to enter notes](#)

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

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 43-108

[Click here to enter notes](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 112-125](#)

[Click here to enter notes](#)

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

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 8](#)

[Click here to enter notes](#)

Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification.

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 9](#)

[Click here to enter notes](#)

Does the TIP discuss the congestion management process? All MPOs are required to have a congestion 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), FS]

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 11](#)

[Click here to enter notes](#)

Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS AND 41-2.009(2) FAC]

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 12](#)

[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 [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)]

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 14 - 23](#)

[Click here to enter notes](#)

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

- ✓ Safety performance measures

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)]

Choose an item. [Click here to enter comments](#)

Page Numbers: 14 - 23

[Click here to enter notes](#)

Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#).

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 24 - 30

[Click here to enter notes](#)

Does the TIP contain projects listed in the [FDOT 23 CFR Part 667 Report](#)?

Yes No

If so, does the MPO reference the report in the TIP for that project?

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP include the following information?

- ✓ Sufficient description of the 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 the 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

Choose an item. [Click here to enter comments](#)

Page Numbers: 44 - 108

[Click here to enter notes](#)

TIP Review

What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments.

Choose an item. [Uploaded to GAP System for review on 5/6/2024](#)

Page Numbers:

[Click here to enter notes](#)



Draft FY 25 to 29 Transportation Improvement Program (TIP)

Public Comments

Summary

The draft Fiscal Years 2025 to 2029 Transportation Improvement Program (TIP) was made available for public and partner agency review from May 7 to June 14, 2024. The following public comment was received by the TPO.

- **Public Comment:** “In the draft TIP map online, project FM 436756-1 does not include further detail about the project. I own a few properties along that route and would like to know more about the project and if any designs have been made.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and was told that the project in the TIP is funded for preliminary engineering in FY 25. The TPO also gave the citizen contact information for the city to ask if they have any further design information for the project.

DRAFT Transportation Improvement Program (TIP) Fiscal Years 2025 to 2029



Adopted: June XX, 2024



This document was prepared in cooperation with the Cities of Belleview, Dunnellon, Ocala and Marion County. Financial assistance is from the Federal Highway Administration and Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

Ocala Marion Transportation Planning Organization
2710 East Silver Springs Blvd, Ocala, FL 34470
352-438-2630 - ocalamariontpo.org

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING
ORGANIZATION (TPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL
YEARS (FY) 2025 to 2029

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 Transportation Improvement Program for FY 2025 to FY 2029.

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 25th day of June 2024.

By: _____ Kristen Dreyer, Chair

Attest: _____ Robert Balmes, TPO Director

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Kristen Dreyer, City of Ocala District 4, Chair
Commissioner Carl Zalak, III, Marion County District 4, Vice-Chair

Councilmember Ire Bethea, Sr., City of Ocala District 2

Commissioner Kathy Bryant, Marion County District 2

Commissioner Craig Curry, Marion County District 1

Commissioner Ray Dwyer, City of Belleview Seat 2

Councilmember James Hilty, City of Ocala District 5

Councilman Tim Inskeep, City of Dunnellon Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Mayor Ben Marciano, City of Ocala

Commissioner Matt McClain, Marion County District 3

Commissioner Michelle Stone, Marion County District 5

John E. Tyler, P.E., FDOT District Five Secretary, Non-Voting

TPO Staff

Rob Balmes, AICP CTP, TPO Director

Shakayla Irby, Administrative Specialist III/Social Media
Coordinator

Sara Brown, Transportation Planner

Liz Mitchell, Grants Coordinator/Fiscal Planner/ Title VI Non-
Discrimination Coordinator

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 designated Metropolitan Planning Organization (MPO) in Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The **draft** Fiscal Years (FY) 2025 to 2029 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 managed 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 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).

TPO Planning Area

The TPO serves the cities of Belleview, Dunnellon, Ocala, and unincorporated Marion County. Due to population growth in the 1980s, the TPO Board approved the entirety of Marion County in 1992 as the Metropolitan Planning Area (MPA) displayed in the map in Figure 1 on the next page. The UPWP incorporates all federal, state, regional and local activities to be performed in the census-designated Urban Areas and the entirety of Marion County.

Metropolitan Planning Area Map

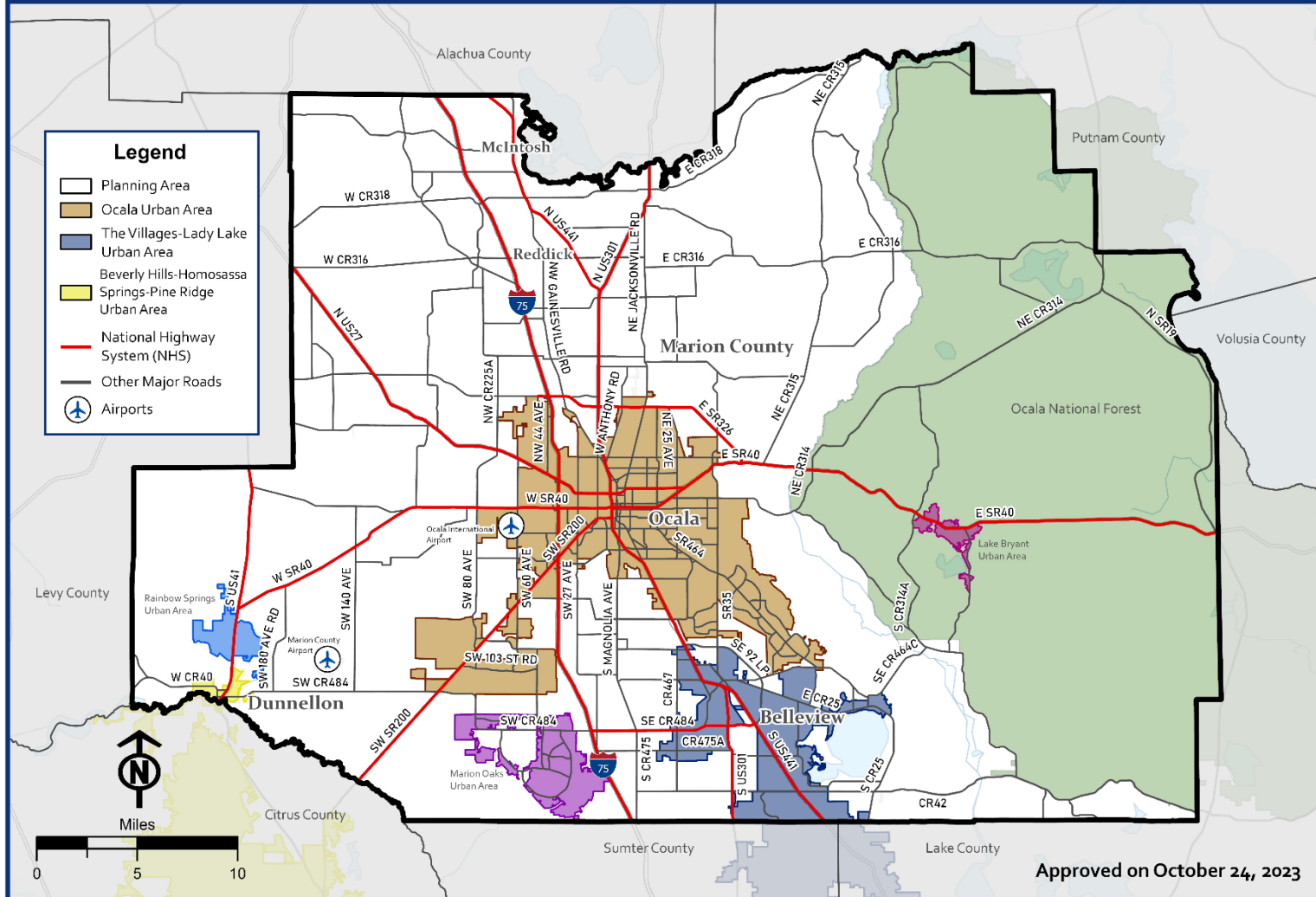


Figure 1: Map of TPO Planning Area

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), Citizens Advisory Committee (CAC) and the TPO Governing 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 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 June of each year.

In 2024, TPO staff presented the draft TIP to the TAC and CAC on May 14th and June 11th, the TPO Board on May 28th and June 25th.

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) (<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. 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 7th, 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 7, 2024 and concluded on June 14, 2024. 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 7th, the TPO sent the Draft TIP for review and comment to the following partner 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, East Central Florida Regional Planning Council, Marion Transit 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 TPO staff. 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 26, 2024 through action by the TPO Board. FDOT certified the TPO's transportation planning process for Fiscal Year 2024. The next certification review will occur from February to March of 2025.

Consistency with Other Plans

The projects and project phases listed in the FY 2025 to 2029 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, and amended on November 28, 2023. A list of TIP projects referenced in the 2045 LRTP is 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/systems/sis/plans.shtm>)

Florida's Strategic Highway Safety Plan (SHSP)

The Florida's 2021 to 2025 Strategic Highway Safety Plan (SHSP) was published in March 2021. This was an update to the prior plan, and 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 a 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 lower-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 was completed to meet state statutes and support with prioritizing project needs, and to also serve as a resource to local government partners. The CMP State of the System section was completed in summer of 2023 (<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. The TDP was updated by SunTran in 2022 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 (<https://www.ocalafl.org/government/city-departments-i-z/suntran>).

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 do 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; age 60 and older; or under 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. (<https://www.mariontransit.org>).

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-a-etat.org/est>.

2. PERFORMANCE MANAGEMENT

Performance Based Planning

Federal transportation law requires state departments of transportation (DOT), TPO/MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance measures are the quantitative expressions used to evaluate progress toward the goals. Performance targets are quantifiable levels of performance to be achieved within a specified time period. Overall, performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by Congress [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 (NHS).

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 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, TPO/MPOs and transit operators to establish and report performance targets for each performance measure. 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.

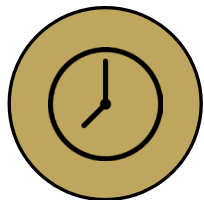
Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt state and/or transit agency targets, or develop their own targets. Appendix D contains Transportation Performance Management Fact Sheets published by FDOT in January 2024.



Safety



Pavement and Bridge Condition



System Performance



Transit Asset Management and Transit Safety



Safety (PM1)

In March 2016, 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 Finals Rule established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether they 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, the TPO and FDOT are fully committed to Vision Zero. FDOT has set a statewide target of “0” for all five safety performance measures. Vision Zero and Target Zero are discussed in greater detail in the Strategic Highway Safety Plan and the Florida Transportation Plan. FDOT set statewide safety (PM1) performance targets on August 31, 2023. The TPO was then required within 180 days to either adopt FDOT’s targets or set their own targets.

On February 27, 2018, the Ocala Marion TPO Board first adopted safety performance targets to better track progress and reflect greater accountability to the public. In November 2022, the TPO Board adopted Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. 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 annually update targets. On February 27, 2024, the TPO Board again adopted its own quantifiable safety targets. Figure 2 displays the safety performance targets in 2023 and also 2024 from FDOT and the TPO.

The 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 (2024) | TPO 2023 Targets (not to exceed) | TPO 2023 Results | TPO 2024 Targets (not to exceed) |
|---|---------------------|----------------------------------|------------------|----------------------------------|
| Number of Fatalities | 0 | 101 | 96 | 92 |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT) | 0 | 2.14 | 1.99 | 1.89 |
| Number of Serious Injuries | 0 | 417 | 415 | 393 |
| Rate of Serious Injuries per 100 Million VMT | 0 | 8.87 | 8.60 | 8.03 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 0 | 56 | 56 | 53 |

Figure 2: Safety Performance Measure Targets and Results



Pavement and Bridge Condition (PM2)

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.

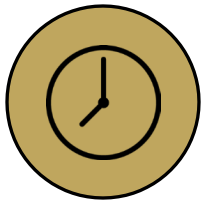
The **Bridge** condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric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

FDOT established two-year and four-year statewide targets for bridge and pavement condition on December 16, 2022. The TPO was required to adopt the state targets, or set their own no later than June 14, 2023. On March 28, 2023, the TPO Board agreed to adopt the two- and four-year state targets for pavement and bridge condition, agreeing to plan and program projects in the TIP that once implemented are anticipated to make progress towards achieving the statewide targets. The two-year and four-year targets represent bridge and pavement conditions at the end of both target years.

Figure 3 displays the adopted two- and four-year pavement and bridge targets, with 2021 results only as a frame of reference. The TPO will monitor and report on the 2023 and 2025 results in future reporting to the TPO Board, Committees and public.

| Pavement and Bridge Condition Performance Measures (PM2) | FDOT/TPO 2023 Target (2-Year) | FDOT/TPO 2025 Target (4-Year) | TPO Target Results (2021) |
|--|-------------------------------|-------------------------------|---------------------------|
| Pavement Condition | | | |
| Percent of Interstate pavements in Good condition | 60% | 60% | 64.0% |
| Percent of Interstate pavements in Poor condition | 5.0% | 5.0% | 0.0% |
| Percent of non-Interstate NHS pavements in Good condition | 40% | 40% | 51.5% |
| Percent of non-Interstate NHS pavements in Poor condition | 5.0% | 5.0% | 0.3% |
| Bridge Condition | | | |
| Percent of NHS bridges by deck area in Good condition | 50% | 50% | 59.2% |
| Percent of NHS bridges by deck area in Poor condition | 10% | 10% | 0.0% |

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



System Performance (PM3)

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 TPO meets all current air quality standards and is not subject to establishing targets for these performance measures.

FDOT established two-year and four-year statewide targets for **System Performance** on December 16, 2022. The TPO is required to adopt the state targets, or set their own no later than June 14, 2023. On March 28, 2023, the TPO Board agreed to adopt the two- and four-year state targets agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The targets represent system performance at the end of both target years. Results from 2021 are provided as information. The TPO will monitor and report on the 2023 and 2025 results in future reporting to the TPO Board, Committees and public. Figure 4 displays the most current System Performance measure targets and results.

| System Performance Measures (PM3) | FDOT/TPO 2023 Target (2-Year) | FDOT/TPO 2025 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) | 50% | 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.

SunTran, the local public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, 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 January 2023, the City of Ocala set transit asset management targets, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets (Figure 5). 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 2023 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.

| Transit Asset Class | 2023 Performance | 2024 Target | 2025 Target | 2026 Target | 2027 Target |
|---|------------------|-------------|-------------|-------------|-------------|
| Rolling Stock | | | | | |
| Buses | 0% | 0% | 0% | 0% | 0% |
| Cutaways | 0% | 0% | 0% | 0% | 0% |
| Equipment | | | | | |
| Non-Revenue Vehicles | 50% | 25% | 0% | 0% | 0% |
| Facilities | | | | | |
| Administrative and 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. TPO/MPO'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.

In November 2020, SunTran updated a PTASP, and then approved an update in January 2023. The update included reaffirmed safety targets as displayed in Figure 6.

| 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 FY 2025 to 2029 TIP includes 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 TIP is financially constrained 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.

All projects in the TIP are designated for funding from Title 23 and 49 of U.S.C funding sources and 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.

Figures 7 to 10 display TIP financial summary information as follows.

Funding Categories and Associated Funding Sources (Figure 7)

A listing of the types of funding categories for projects in the TIP, including the sources of funding (Federal, State, Local).

Total Funding by Category and Fiscal Year (Figure 8)

A summary of funding by category and fiscal year, including the TIP five-year total.

Funding Summary by Source (Figures 9, 10)

A summary of funding by source (Federal, State, Local) and by fiscal year, including the TIP five-year total.

A summary of funding by mode/type, including Aviation, Bicycle/Pedestrian, Highway/Roadway, Ongoing Maintenance, Transit and Other funding sources.

| Acronym | Funding Category | Funding Source |
|-------------|---|----------------|
| ACNP | Advanced Construction NHPP | Federal |
| ACNR | Advanced Construction National Highway Resurfacing | Federal |
| ACSL | Advanced Construction, Urban Areas under 200,000 | Federal |
| ACSS | Advanced Construction (SS) | Federal |
| ART | Arterial Highways Program | 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 |
| 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 |
| GFEV | General Fund Electric Vehicle Charging Program | Federal |
| LF | Local Funds | Local |
| MFF | Moving Florida Forward | State |
| PL | Metropolitan Planning | Federal |
| SA | Surface Transportation Program, Any Area | Federal |
| SL | Surface Transportation Program, Population <=200K | Federal |
| SM | Surface Transportation, Population 5,000 to 49,999 | 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 |

| Acronym | Funding Category | Funding Source |
|----------------|---|-----------------------|
| TLWR | 2015 SB2514A – Trail Network | State |
| 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 | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|---------------|--------------|--------------|--------------|--------------|---------------|
| ACNP: Advanced Construction NHPP | \$72,510,162 | \$0 | \$0 | \$12,300,000 | \$0 | \$84,810,162 |
| ACNR: Advanced Construction National Highway Resurfacing | \$16,519,189 | \$21,363,305 | \$7,983,189 | \$0 | \$0 | \$45,865,683 |
| ACSL: Advanced Construction, Urban Areas under 200,000 | \$2,516,655 | \$0 | \$0 | \$0 | \$0 | \$2,516,655 |
| ACSS: Advanced Construction (SS) | \$800,000 | \$692,336 | \$1,629,202 | \$0 | \$0 | \$3,121,538 |
| ART: Arterial Highways Program | \$15,000,000 | \$0 | \$19,817,590 | \$0 | \$0 | \$34,817,590 |
| CIGP: County Incentive Grant Program | \$2,630,216 | \$0 | \$0 | \$0 | \$0 | \$2,630,216 |
| D: Unrestricted State Primary | \$5,331,277 | \$5,344,908 | \$5,425,412 | \$3,471,820 | \$2,500,000 | \$22,073,417 |
| DDR: District Dedicated Revenue | \$14,893,374 | \$14,570,397 | \$2,816,034 | \$1,787,878 | \$85,574,341 | \$119,642,024 |
| DIH: District In-House | \$855,560 | \$422,072 | \$164,379 | \$192,292 | \$58,250 | \$1,692,553 |
| DPTO: Public Transportation Office, State | \$790,550 | \$814,267 | \$838,695 | \$863,856 | \$889,771 | \$4,197,139 |
| DS: State Primary Highways & Public Transportation Office | \$1,342,000 | \$38,245,544 | \$7,667,695 | \$0 | \$3,836,300 | \$51,091,539 |
| DU: State Primary, Federal Reimbursement Funds | \$937,146 | \$965,259 | \$993,939 | \$0 | \$0 | \$2,896,344 |
| DWS: Weigh Stations | \$0 | \$532,902 | \$0 | \$0 | \$0 | \$532,902 |
| FAA: Federal Aviation Administration | \$2,250,000 | \$5,850,000 | \$0 | \$0 | \$0 | \$8,100,000 |
| FCO: Fixed Capital Outlay | \$944,500 | \$0 | \$0 | \$0 | \$0 | \$944,500 |
| FTA: Federal Transit Administration | \$3,188,236 | \$3,347,648 | \$3,515,030 | \$3,690,782 | \$0 | \$13,741,696 |
| GFEV: General Fund Electric Vehicle Charging Program | \$4,200,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$5,700,000 |
| LF: Local Funds | \$24,346,893 | \$2,963,938 | \$3,161,392 | \$1,866,551 | \$889,771 | \$33,228,545 |
| MFF: Moving Florida Forward | \$107,282,233 | \$0 | \$0 | \$0 | \$0 | \$107,282,233 |
| PL: Metropolitan Planning | \$675,850 | \$682,743 | \$682,743 | \$682,743 | \$682,743 | \$3,406,822 |
| SA: Surface Transportation Program, Any Area | \$4,975,371 | \$9,243,321 | \$1,933,435 | \$0 | \$2,776,399 | \$18,928,526 |

| Funding Category | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|----------------------|----------------------|---------------------|---------------------|----------------------|----------------------|
| SL: Surface Transportation Program, Population <=200K | \$5,633,813 | \$1,944,815 | \$5,676,539 | \$175,334 | \$9,857,315 | \$23,287,816 |
| SM: Surface Transportation, Population 5,000 to 49,999 | \$0 | \$535,537 | \$0 | \$0 | \$595,853 | \$1,131,390 |
| SN: Surface Transportation Program, Population <=5K | \$1,357,467 | \$660,318 | \$0 | \$23,909 | \$5,664,564 | \$7,706,258 |
| TALL: Transportation Alternative Program, Population <=200K | \$253,001 | \$506,563 | \$1,412,495 | \$0 | \$0 | \$2,172,059 |
| TALN: Transportation Alternative Program, Population <=5K | \$0 | \$390,018 | \$0 | \$0 | \$0 | \$390,018 |
| TALT: Transportation Alternative Program, Any Area | \$0 | \$571,838 | \$1,249,179 | \$0 | \$0 | \$1,821,017 |
| TLWR: 2015 SB2514A – Trail Network | \$0 | \$5,600,000 | \$0 | \$0 | \$0 | \$5,600,000 |
| TRIP: Transportation Regional Incentive Program | \$10,569,054 | \$532,669 | \$0 | \$0 | \$0 | \$11,101,723 |
| TRWR: Wheels on the Road, TRIP | \$4,207,680 | \$0 | \$0 | \$0 | \$0 | \$4,207,680 |
| Total: | \$304,010,227 | \$117,280,398 | \$64,966,948 | \$25,055,165 | \$113,325,307 | \$624,638,045 |

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

| Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|----------------|----------------------|----------------------|---------------------|---------------------|----------------------|----------------------|
| Federal | \$115,816,890 | \$48,253,701 | \$25,075,751 | \$16,872,768 | \$19,576,874 | \$225,595,984 |
| State | \$163,846,444 | \$66,062,759 | \$36,729,805 | \$6,315,846 | \$92,858,662 | \$365,813,516 |
| Local | \$24,346,893 | \$2,963,938 | \$3,161,392 | \$1,866,551 | \$889,771 | \$33,228,545 |
| Total: | \$304,010,227 | \$117,280,398 | \$64,966,948 | \$25,055,165 | \$113,325,307 | \$624,638,045 |

Figure 9: Table showing 5-Year Funding Summary by Source

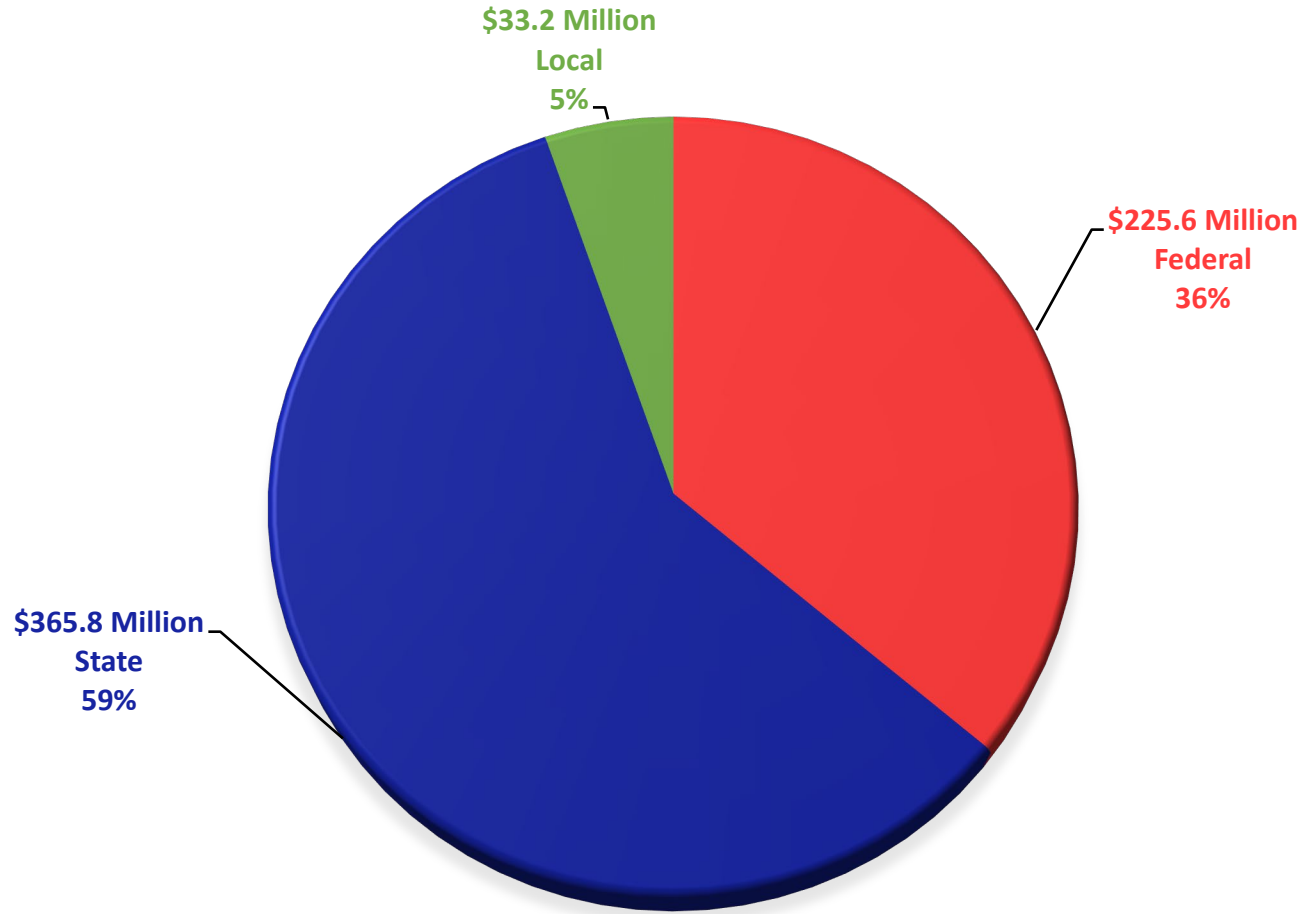


Figure 10: 5-Year Funding Summary by Source

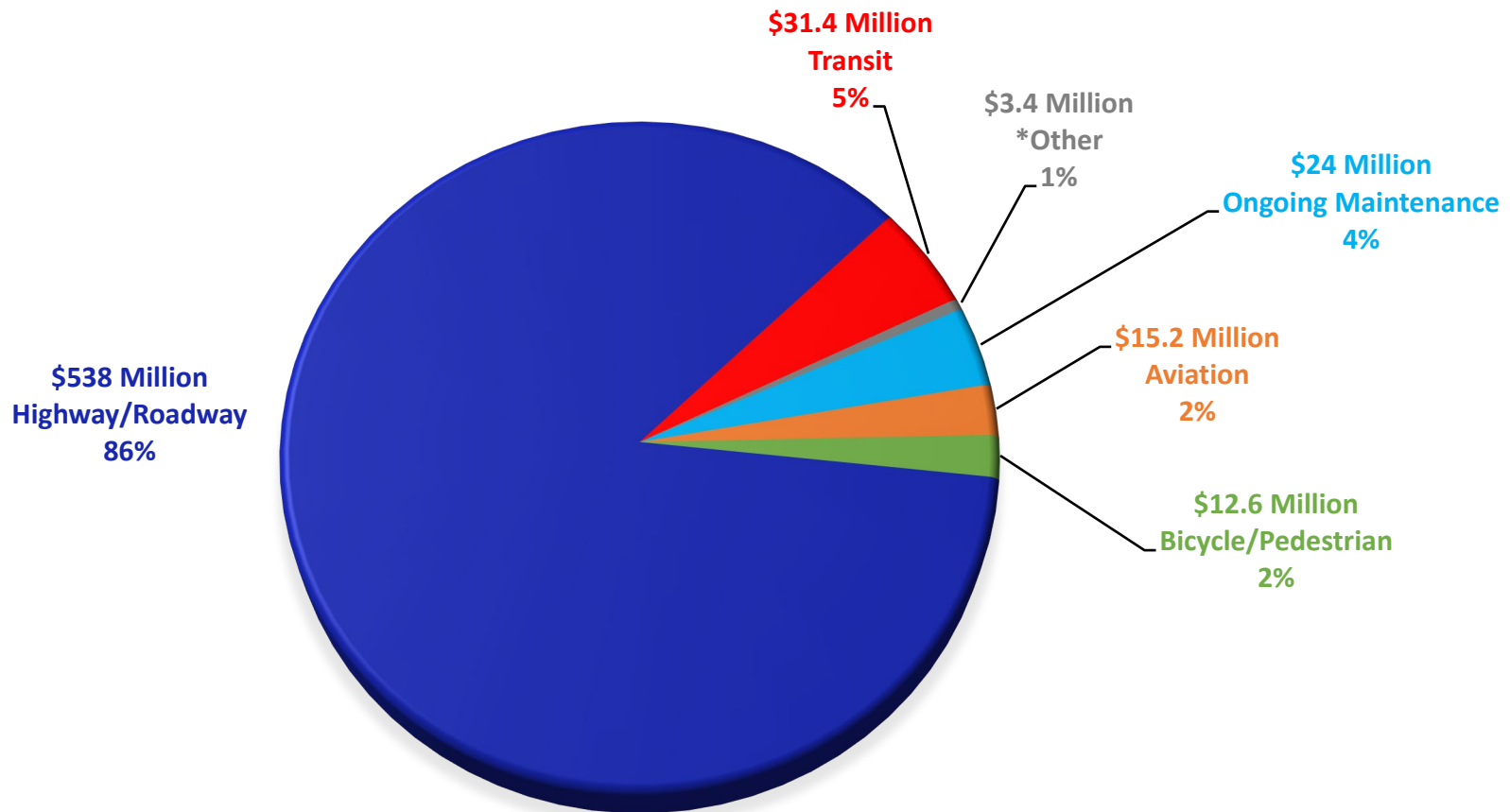


Figure 11: 5-Year Funding Summary by Mode/Type

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 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 seven project lists, including an overall Top 20 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; and
- 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:

Prior Year Rank: An emphasis on prior project ranking to help support program stability and advancement toward implementation.

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.

Local Funding Commitment: Projects receive points for including a local match commitment.

Regional Connectivity and Partnerships: Projects that involve a formal partnership between two or more jurisdictions and coordination between two or more jurisdictions.

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.

Congestion Management: Points given for being located on the most up to date Congestion Management Plan Congested Corridors.

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.

Transportation Resilience: Points given for being located on an existing Florida Evacuation Route or connection to an Evacuation Route.

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.

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 **2023 List of Priority Projects (LOPP), Top 20 Priorities** is provided in Figure 12 on the next page. The complete set of priority project lists may be found on the TPO's website: <https://ocalamariontpo.org/priority-project-list/>.

| 2023 Rank | FDOT Project Number | Project Name/Limits | Description | Current TIP/Tentative Work Program Phase(s) | Current TIP/Tentative Work Program Funding | Proposed Phase(s) | Funding Requested |
|-----------|---------------------|---|---|---|--|---------------------|-------------------|
| 1 | 435209-1 | I-75 at NW 49th Street Interchange | Construction of a new interchange and roadway extension from on NW 49th Avenue from NW 44th Avenue to NW 35th Street Road | CST | \$33,565,826 | | |
| 2 | 433652-1 | SR 40 Intersection at SW 40th Avenue | Traffic operations, turn lanes near I-75 interchange at SW 40th intersection on SR 40 | ROW | \$617,748 | CST | \$5,500,000 |
| 3 | 435547-3 | NW 44th Avenue, SR 40 to NW 11th St | Construction of four new roadway lanes | CST | \$9,000,000 | | |
| 4 | | NW 80th/70th from north of SR 200 to north of US 27 | Widening to four lanes | | | DES, ROW, CST | \$92,100,000 |
| 5 | | SW 44th Avenue from SR 200 to SW 20th | Four-Lane roadway construction | | | CST | \$4,000,000 |
| 6 | | SW 44th Avenue from SW 20th to SR 40 | Addition of two lanes to complete four lane roadway | | | CST | \$2,550,000 |
| 7 | 450918-1 | CR 484 Penn Avenue Multimodal | Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park | PE, CST | \$2,537,000 | | |
| 8 | 238648-1 | US 41 from SW 110th to north of SR 40 | Widening to four lanes, sidewalks, shared-use path, shoulders | CST | \$62,027,312 | | |
| 9 | 410674-2 | SR 40 from End of four lanes to CR 314 | Reconstruction, widening to four lanes, new bridges, medians | | | CST | \$103,000,000 |
| 10 | | US 27/I-75 Interchange Operations, NW 44th to NW 35th | Safety and operational improvements at interchange area and intersections | | | PE, CST | \$29,341,000 |
| 11 | 450340-1 | Emerald Road Extension | 92nd Loop to FN Railroad Connection | ROW, CST | \$9,650,000 | CST | \$4,000,000 |
| 12 | 237988-1 | SR 40 at SR 35 intersection | Construction of a roundabout at the intersection | | | PE, ROW, CST | \$18,600,000 |
| 13 | | SW 49th from Marion Oaks Trail to SW 95th | Construction of a four lane divided roadway | | | ROW, CST | \$16,830,000 |
| 14 | 238651-1 | SR 200 from Citrus County to CR 484 | Widening to four lanes and pedestrian/wildlife underpass connecting Cross Florida Greenway | | | DES, CST | \$37,800,000 |
| 15 | 433660-1 | US 441 (Pine Avenue) at SR 464 (SE 17th) | Intersection/Turn lane improvements | PE, CST | \$3,388,554 | | |
| 16 | | 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 | NE 8th Avenue from SR 40 to SR 492 | Construction of roundabouts on NE 8th Avenue | CST | \$4,452,800 | | |
| 18 | | CR 484 from Marion Oaks Pass to SR 200 | Widening to six lanes | | | PD&E, DES, ROW, CST | \$22,000,000 |
| 19 | | SW 80th Ave. from north of 38th St. to SR 40 | Widening of roadway to four lanes | | | DES, ROW, CST | \$25,000,000 |
| 20 | | SR 35 and SR 464 Intersection Flyover | Flyover of SR 35 at SR 464 | | | PE, DES, ROW, CST | \$39,600,000 |

Figure 12: 2023 List of Priority Projects (LOPP), Top 20 Priorities

5. PROJECTS

Overview

The FY 2025 to 2029 TIP projects are grouped into seven categories. All projects are also summarized in individual project pages by category to support an 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, Other
- **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 2024 to 2028 TIP.

Appendix J contains a companion “snapshot” listing of the TIP projects as submitted by FDOT to the TPO in April 2024.

Figure 13 on the next page displays 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.

Figure 14 displays location specific projects that are associated with the project pages below.

| Acronym | Project Phase and Information |
|-----------------|---|
| ADM | Administration |
| CST | Construction (includes Construction, Engineering, 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 13: Project Phase/Activity and Information Acronym List

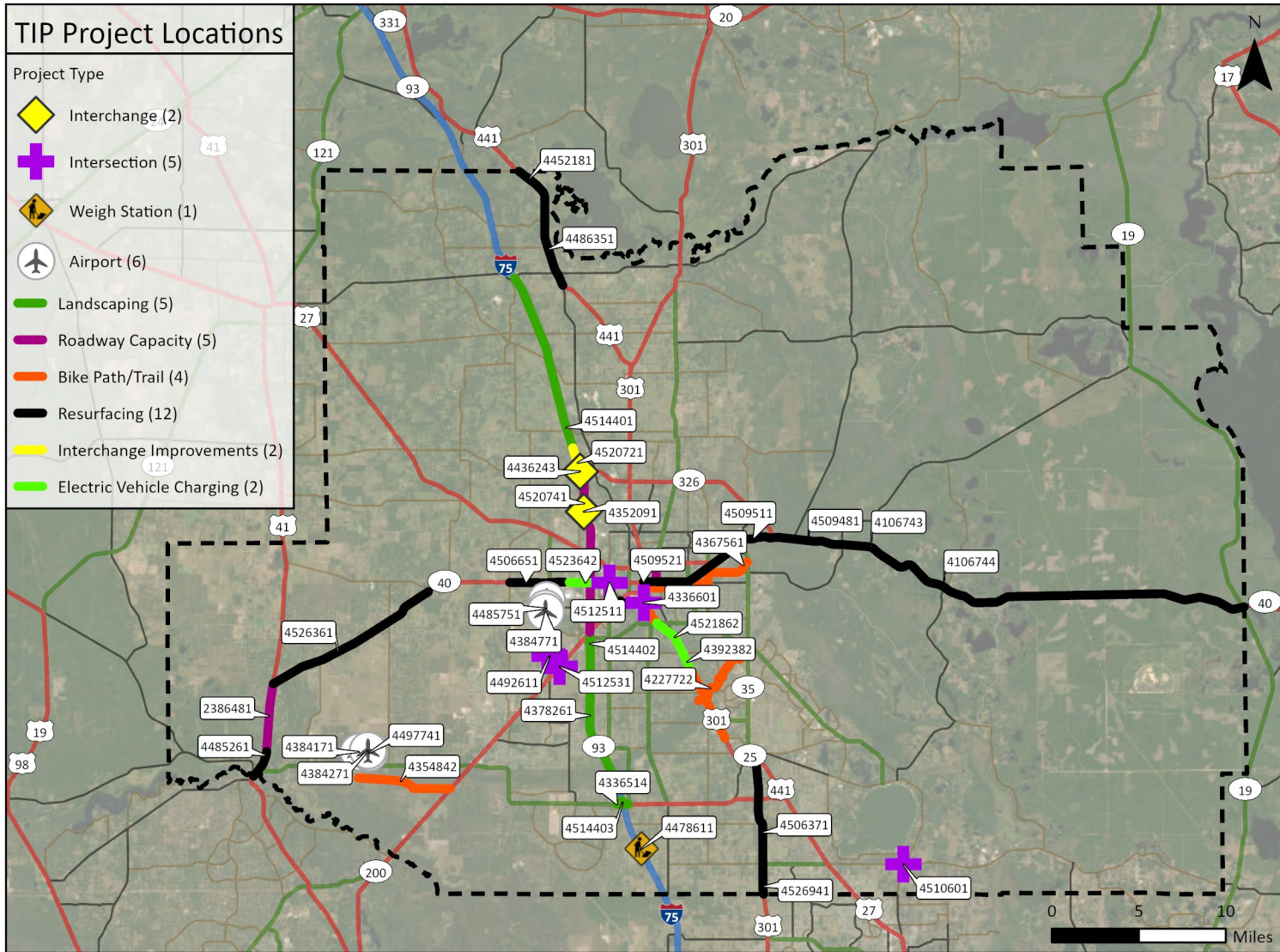


Figure 14: Location specific TIP projects

TIP Online Interactive Map

The FY 2025 to 2029 TIP online map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g., ongoing maintenance, TPO, 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/dashboards/858f1b8aa5e642f0827d38362bd61149>

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) (8 Projects)

The focus of Ocala Marion TPO's investments in safety performance includes adding roundabouts, intersection improvements, traffic operation improvements, adding sidewalks and bicycle lanes, and safety projects. Because safety is inherent in so many FDOT and Ocala Marion TPO programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the safety targets.

| FM Number | Project | Limits | TIP Funding | Improvement(s) |
|-----------|----------------------------------|---|-------------|---------------------------|
| 4494431 | NE 8th Avenue | SR 40 to SR 492 | \$4,452,800 | Roundabout |
| 4492611 | SW 60th Avenue | SW 54th Street to SECO Energy Driveway | \$199,243 | Intersection improvements |
| 4336601 | US 441 | at SR 464 | \$4,392,757 | Traffic ops improvement |
| 4392382 | SR 25/US 441/ US 301 | SE 102 Place to SR 200/SW 10 th Street | \$4,591,971 | Bike Lane/sidewalk |
| 4512511 | SR 40 (West Silver Springs Blvd) | at SW 27th Avenue | \$2,517,072 | Safety |

| | | | | |
|----------------|-----------------------------|---|-------------|---------------------------|
| 4512531 | SW SR 200 (SW College Road) | at SW 60th Avenue | \$377,188 | Safety |
| 4367561 | Downtown Ocala Trail | From SE Osceola Avenue to Silver Springs State Park | \$2,158,000 | Bike Path/Trail |
| 4510601 | CR 42 | at CR 25 Intersection | \$385,850 | Intersection Improvements |

Pavement and Bridge Condition (PM2) (14 Projects)

The Ocala Marion TPO TIP reflects investment priorities established in the 2045 Long Range Transportation Plan. The focus of Ocala Marion TPO's investments in bridge and pavement condition include pavement replacement or reconstruction (on the NHS) and new NHS lanes or widening projects. The TIP will fund \$115 million for resurfacing, and \$213 million for new capacity.

| FM Number | Project | Limits | TIP Funding | Improvement(s) |
|------------------|-----------------------------|--|--------------------|-------------------------|
| 4486351 | SR 25 (U.S. 441) | North of CR 25A to Avenue I | \$7,943,273 | Resurfacing |
| 4452181 | SR 25 (U.S. 441) | Avenue I to Alachua County Line | \$8,036,954 | Resurfacing |
| 4485261 | SR 45/US-41/Williams Street | North of Citrus County Line to SW 110th | \$5,142,526 | Resurfacing |
| 2386481 | SR 45 (U.S. 41) | SW 110th Street to North of SR 40 | \$108,363,022 | Add Lanes & Reconstruct |
| 4506651 | SR 40 | SW 80th Avenue to SW 52nd Avenue | \$8,637,342 | Pavement Only Resurface |
| 4509521 | SR 40 | U.S. 441/301 (Pine Ave.) to 25th Avenue | \$5,713,124 | Pavement Only Resurface |
| 4509511 | SR 40 | 25th Avenue to NE 64th Avenue | \$9,213,397 | Pavement Only Resurface |
| 4509481 | SR 40 | NE 64th Avenue to Lake County Line | \$30,086,158 | Resurfacing |
| 4506371 | U.S. 27 | Sumter County to U.S. 301/Abshier (Bellevue) | \$20,934,167 | Pavement Only Resurface |

| | | | | |
|----------------|------------------|--|---------------|-------------------------|
| 4520741 | I-75 | From SR 200 to SR 326 | \$104,997,480 | Adding Auxiliary Lanes |
| 4526341 | SR 464 | From SR 200 to SR 25/500 | \$3,123,577 | Pavement Only Resurface |
| 4526351 | SR 200 | From SW 10 th Street to NW 4 th Street | \$1,291,903 | Pavement Only Resurface |
| 4526361 | SR 40 | From U.S. 41 to South of SW 119 Avenue | \$10,022,598 | Resurfacing |
| 4526941 | SR 35 (U.S. 301) | From Sumter County Line to North of SE Highway 42 | \$5,168,316 | Pavement Only Resurface |

System Performance (PM3) (8 Projects)

The focus of Ocala Marion TPO's investments in system performance includes corridor improvements, intersection improvements, and freight improvements. The TIP devotes a significant amount of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. Investments include projects listed in the table below as well as some other projects listed below in the project pages.

| FM Number | Project | Limits | TIP Funding | Improvement(s) |
|----------------|---------------------------------|---|---------------|---------------------------|
| 4352091 | I-75 (SR 93) at NW 49th Street | NW 49th Street to end of NW 35th Street | \$121,279,072 | New Interchange |
| 4336601 | U.S. 441 | at SR 464 (SE 17th Street) | \$4,392,757 | Traffic Ops Improvement |
| 4512511 | SR 40 (W. Silver Springs Blvd.) | at SW 27th Avenue | \$2,517,072 | Safety |
| 4512531 | SR 200 (SW College Road) | at SW 60th Avenue | \$377,188 | Safety |
| 2386481 | SR 45 (U.S. 41) | SW 110th Street to North of SR 40 | \$108,363,022 | Add Lanes and Reconstruct |
| 4106743 | SR 40 | East of CR 314 to East of CR 314A | \$35,451,590 | Add Lanes and Reconstruct |
| 4106744 | SR 40 | CR 314A to Levy Hammock Road | \$65,000 | Add Lanes and Reconstruct |

| | | | | |
|----------------|------|---|--------------|----------------------------|
| 4520721 | I-75 | At SR 326 Interchange | \$18,148,465 | Interchange Improvements |
| 4478611 | I-75 | Wildwood Weigh Station – Inspection Barn Upgrades | \$532,902 | Weigh Station Improvements |

Transit Asset Management (TAM) and Transit Safety

| FM Number | Grant | TIP Funding |
|----------------|----------------------------------|--------------|
| 4271882 | Small Urban Capital Fixed Route | \$17,177,120 |
| 4424551 | Block Grant Operating Assistance | \$4,887,024 |
| 4424552 | Block Grant Operating Assistance | \$3,507,254 |

TIP Project Summary Pages

Summary pages are provided for all programmed projects and are organized by project category.

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 and/or page location in the Cost Feasible Plan section.

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

- [I-75 \(SR-93\) at SR 326](#)
- [I-75 \(SR-93\) "GAP" 12 – EV DCFCs \(Phase I\)](#)
- [I-75 at SR 326 Interchange Improvements](#)
- [I-75 Improvements from SR 200 to SR 326](#)
- [I-75 Marion County Rest Areas Landscaping](#)
- [I-75 Wildwood Weigh Station – Inspection Barn Upgrades](#)
- [I-75 \(SR 93\) at NW 49th Street from end of NW 49th Street to end of NW 35th Street](#)
- [SR-93/I-75 from I-75 at SR 200 to I-75 South of Flyover](#)
- [SR-93/I-75 from SR 40 Interchange to SR 318 Interchange](#)
- [SR-93/I-75 at SR 484 Interchange Landscaping](#)



Project: I-75 (SR-93) at SR 326

Project Type: Interchange Justification/Modification

FM Number: 4436243

Lead Agency: FDOT

Length: 0.794 miles

LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.11)

SIS Status: Yes

Description

Interchange operational improvements.

Prior <2025: \$0

Future >2029: \$246,000

Total Project Cost: \$12,546,000



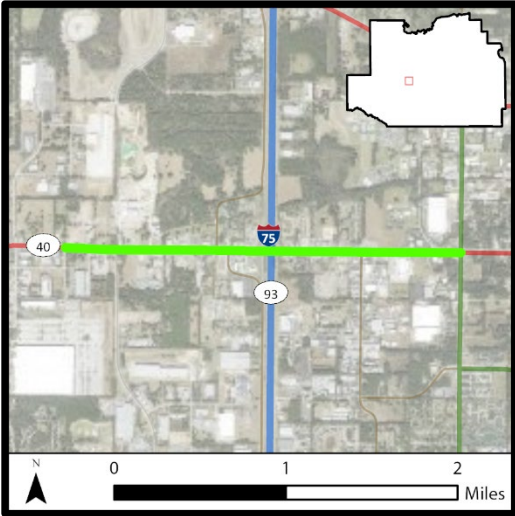
| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|---------------------|------------|---------------------|
| PE | ACNP | Federal | \$0 | \$0 | \$0 | \$12,300,000 | \$0 | \$12,300,000 |
| Total: | | | \$0 | \$0 | \$0 | \$12,300,000 | \$0 | \$12,300,000 |

Project: I-75 (SR-93) "GAP" 12 – EV DCFCS (Phase I)

Project Type: Electric Vehicle Charging
 FM Number: 4523642
 Lead Agency:
 Length: 2.0 miles
 LRTP (Page #): Goal 6: Objective 6.4 (15)
 SIS Status: No

Description

Implementation of the National Electric Vehicle Infrastructure Program (NEVI). Deployment of direct current fast charges (DCFCS).



Prior <2025: \$0 Future >2029: \$0 Total Project Cost: \$3,960,000

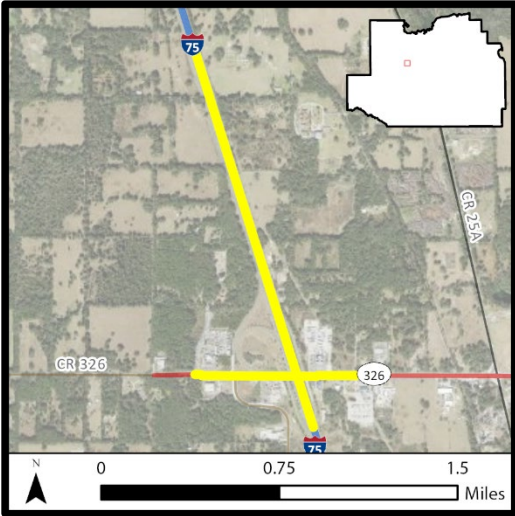
| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| OPS | GFEV | Federal | \$2,200,000 | \$0 | \$0 | \$0 | \$0 | \$2,200,000 |
| CAP | GFEV | Federal | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |
| CAP | LF | Local | \$660,000 | \$0 | \$0 | \$0 | \$0 | \$660,000 |
| Total: | | | \$3,960,000 | \$0 | \$0 | \$0 | \$0 | \$3,960,000 |

Project: I-75 at SR 326 Interchange Improvement

Project Type: Interchange Improvements
 FM Number: 4520721
 Lead Agency: FDOT
 Length: 2.074 miles
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.11)
 SIS Status: Yes

Description

This project is part of the Moving Florida Forward Infrastructure Initiative and will involve analysis and operational improvements of the interchange in Marion County.



Prior <2025: \$1,990,000 **Future >2029:** \$0 **Total Project Cost:** \$20,138,465

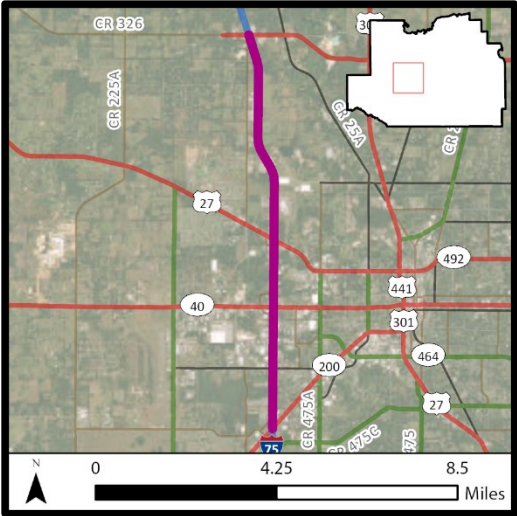
| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| PE | MFF | State 100% | \$238,070 | \$0 | \$0 | \$0 | \$0 | \$238,070 |
| RRU | MFF | State 100% | \$3,174,000 | \$0 | \$0 | \$0 | \$0 | \$3,174,000 |
| DSB | DIH | State 100% | \$257,250 | \$0 | \$0 | \$0 | \$0 | \$257,250 |
| DSB | MFF | State 100% | \$14,479,145 | \$0 | \$0 | \$0 | \$0 | \$14,479,145 |
| Total: | | | \$18,148,465 | \$0 | \$0 | \$0 | \$0 | \$18,148,465 |

Project: I-75 Improvements from SR 200 to SR 326

Project Type: Add Auxiliary Lane(s)
 FM Number: 4520741
 Lead Agency: FDOT
 Length: 8.009 miles
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.11)
 SIS Status: Yes

Description

This project is part of the Moving Florida Forward Infrastructure Initiative and will involve the addition of auxiliary lanes on the north portion of I-75 from SR 200 to SR 326 in Marion County.



Prior <2025: \$50,203,000 **Future >2029:** \$0 **Total Project Cost:** \$155,200,480

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|----------------------|------------|------------|------------|------------|----------------------|
| PE | MFF | State 100% | \$1,058,500 | \$0 | \$0 | \$0 | \$0 | \$1,058,500 |
| RRU | MFF | State 100% | \$8,464,000 | \$0 | \$0 | \$0 | \$0 | \$8,464,000 |
| DSB | ACNP | State 100% | \$15,606,462 | \$0 | \$0 | \$0 | \$0 | \$15,606,462 |
| DSB | MFF | State 100% | \$79,868,518 | \$0 | \$0 | \$0 | \$0 | \$79,868,518 |
| Total: | | | \$104,997,480 | \$0 | \$0 | \$0 | \$0 | \$104,997,480 |

Project: I-75 Marion County Rest Areas Landscaping

Project Type: Landscaping
 FM Number: 4378261
 Lead Agency: FDOT
 Length: 0.542 miles
 LRTP (Page #): Goal 6: Objective 6.3 (15)
 SIS Status: Yes

Description

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

Prior <2025: \$0 **Future >2029: \$0** **Total Project Cost: \$488,301**



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | DDR | State 100% | \$478,011 | \$0 | \$0 | \$0 | \$0 | \$478,011 |
| CST | DIH | State 100% | \$10,290 | \$0 | \$0 | \$0 | \$0 | \$10,290 |
| Total: | | | \$488,301 | \$0 | \$0 | \$0 | \$0 | \$488,301 |

Project: I-75 Wildwood Weigh Station – Inspection Barn Upgrades

Project Type: Weigh Station
 FM Number: 4478611
 Lead Agency: FDOT
 Length: 1.136 miles
 LRTP (Page #): Goal 6: Objective 6.2 (15)
 SIS Status: Yes

Description

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

Prior <2025: \$0 **Future >2029: \$0** **Total Project Cost: \$532,902**



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| CST | DWS | State 100% | \$0 | \$532,902 | \$0 | \$0 | \$0 | \$532,902 |
| Total: | | | \$0 | \$532,902 | \$0 | \$0 | \$0 | \$532,902 |

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: 0.001 miles
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.10)
 SIS Status: Yes

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 <2025: \$16,169,550 Future >2029: \$0 Total Project Cost: \$137,448,622

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|----------------------|--------------------|------------------|------------|------------|----------------------|
| ROW | CIGP | State 100% | \$2,630,216 | \$0 | \$0 | \$0 | \$0 | \$2,630,216 |
| ROW | DDR | State 100% | \$3,948,826 | \$0 | \$0 | \$0 | \$0 | \$3,948,826 |
| ROW | DIH | State 100% | \$50,000 | \$20,000 | \$0 | \$0 | \$0 | \$70,000 |
| ROW | DS | State 100% | \$0 | \$5,703,941 | \$0 | \$0 | \$0 | \$5,703,941 |
| ROW | LF | Local | \$5,768,850 | \$0 | \$0 | \$0 | \$0 | \$5,768,850 |
| ROW | SA | Federal | \$3,873,030 | \$0 | \$0 | \$0 | \$0 | \$3,873,030 |
| ROW | SL | Federal | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| ROW | TRIP | State 100% | \$3,740,934 | \$532,669 | \$0 | \$0 | \$0 | \$4,273,603 |
| ROW | TRWR | State 100% | \$418,360 | \$0 | \$0 | \$0 | \$0 | \$418,360 |
| RRU | LF | Local | \$1,760,000 | \$0 | \$0 | \$0 | \$0 | \$1,760,000 |
| DSB | ACNP | Federal | \$56,903,700 | \$0 | \$0 | \$0 | \$0 | \$56,903,700 |
| DSB | ACSL | Federal | \$2,516,655 | \$0 | \$0 | \$0 | \$0 | \$2,516,655 |
| DSB | DDR | State 100% | \$3,858,750 | \$0 | \$0 | \$0 | \$0 | \$3,858,750 |
| DSB | LF | Local | \$13,083,288 | \$0 | \$0 | \$0 | \$0 | \$13,083,288 |
| DSB | SA | Federal | \$0 | \$0 | \$218,600 | \$0 | \$0 | \$218,600 |
| DSB | SL | Federal | \$4,633,813 | \$0 | \$0 | \$0 | \$0 | \$4,633,813 |
| DSB | TRIP | State 100% | \$6,828,120 | \$0 | \$0 | \$0 | \$0 | \$6,828,120 |
| DSB | TRWR | State 100% | \$3,789,320 | \$0 | \$0 | \$0 | \$0 | \$3,789,320 |
| Total: | | | \$114,803,862 | \$6,256,610 | \$218,600 | \$0 | \$0 | \$121,279,072 |

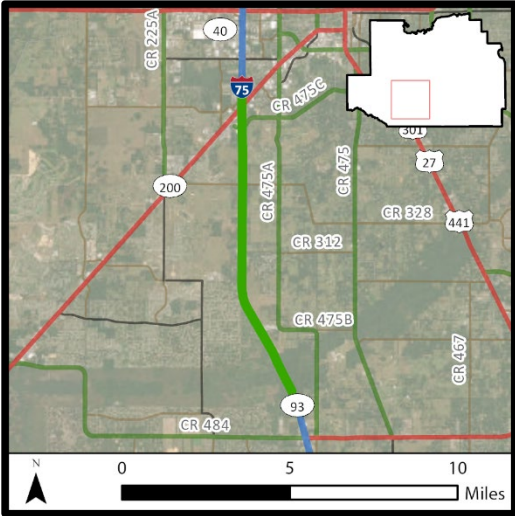
Project: SR-93/I-75 from I-75 at SR 200 to I-75 South of Flyover

Project Type: Landscaping
 FM Number: 4514402
 Lead Agency: FDOT
 Length: 7.788 miles
 LRTP (Page #): Goal 6: Objective 6.3 (15)
 SIS Status: Yes

Description

Landscaping on I-75 from SR 200 to I-75 South of Flyover.

Prior <2025: \$0 **Future >2029: \$0** **Total Project Cost: \$637,884**



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------------|------------|------------------|
| CST | DDR | State 100% | \$0 | \$0 | \$0 | \$564,000 | \$0 | \$564,000 |
| CST | DIH | State 100% | \$0 | \$0 | \$0 | \$73,884 | \$0 | \$73,884 |
| Total: | | | \$0 | \$0 | \$0 | \$637,884 | \$0 | \$637,884 |

Project: SR-93/I-75 from SR 40 Interchange to SR 318 Interchange

Project Type: Landscaping
 FM Number: 4514401
 Lead Agency: FDOT
 Length: 16.107 miles
 LRTP (Page #): Goal 6: Objective 6.3 (15)
 SIS Status: Yes

Description

Landscaping on I-75 in Marion County from SR 40 Interchange to SR 318 Interchange.

Prior <2025: \$0 **Future >2029: \$0** **Total Project Cost: \$510,307**



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------------|------------|------------------|
| CST | DDR | State 100% | \$0 | \$0 | \$0 | \$451,200 | \$0 | \$451,200 |
| CST | DIH | State 100% | \$0 | \$0 | \$0 | \$59,107 | \$0 | \$59,107 |
| Total: | | | \$0 | \$0 | \$0 | \$510,307 | \$0 | \$510,307 |

Project: SR-93/I-75 at SR 484 Interchange Landscaping

Project Type: Landscaping
 FM Number: 4514403
 Lead Agency: FDOT
 Length: 0.209 miles
 LRTP (Page #): Goal 6: Objective 6.3 (15)
 SIS Status: Yes

Description

Landscaping on I-75 in Marion County around the SR 484 Interchange.

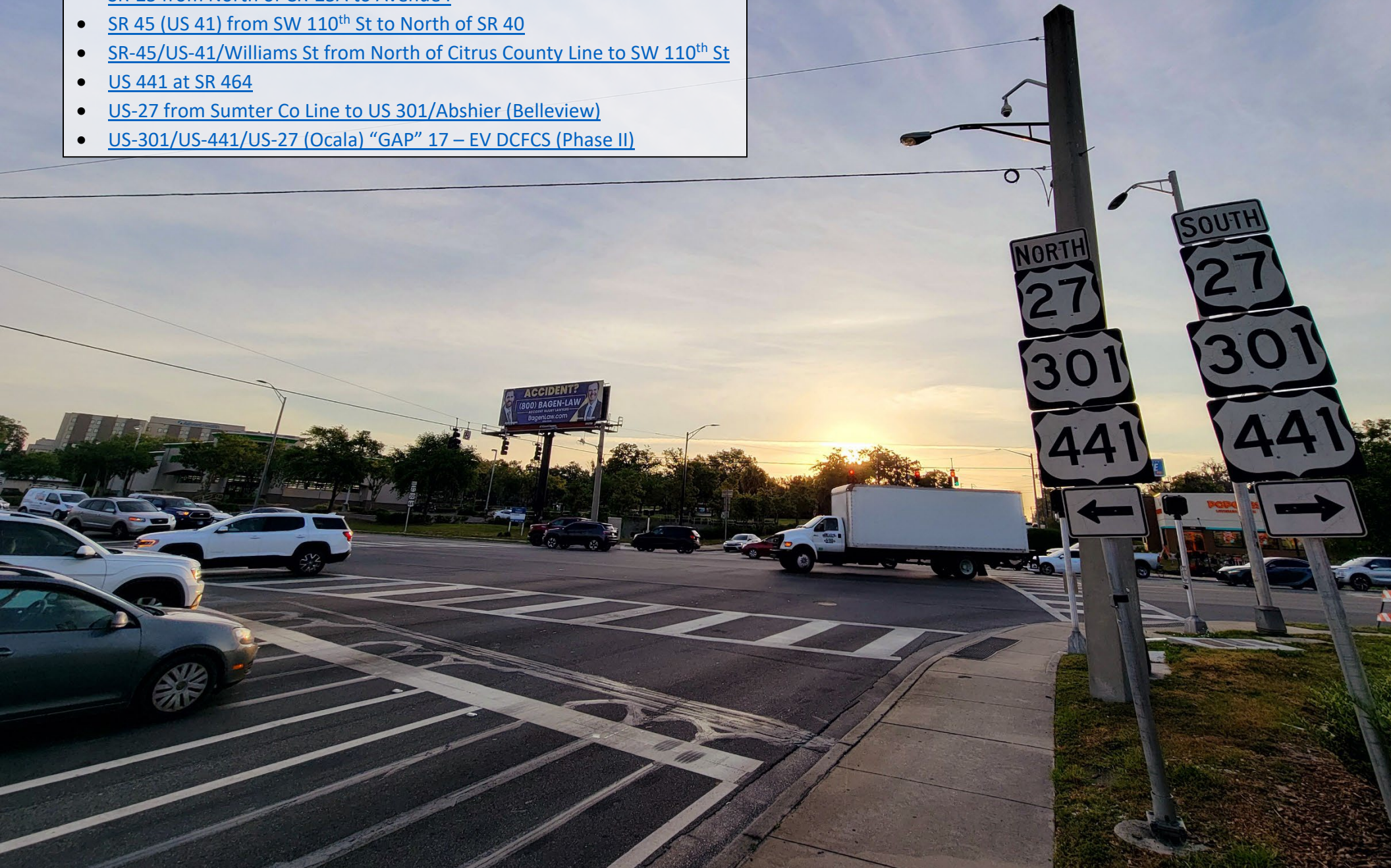
Prior <2025: \$0 **Future >2029: \$0** **Total Project Cost: \$511,979**



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------------|------------|------------------|
| CST | DDR | State 100% | \$0 | \$0 | \$0 | \$452,678 | \$0 | \$452,678 |
| CST | DIH | State 100% | \$0 | \$0 | \$0 | \$59,301 | \$0 | \$59,301 |
| Total: | | | \$0 | \$0 | \$0 | \$511,979 | \$0 | \$511,979 |

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

- [SR 25 from Avenue I to the Alachua County Line](#)
- [SR-25 from North of CR-25A to Avenue I](#)
- [SR 45 \(US 41\) from SW 110th St to North of SR 40](#)
- [SR-45/US-41/Williams St from North of Citrus County Line to SW 110th St](#)
- [US 441 at SR 464](#)
- [US-27 from Sumter Co Line to US 301/Abshier \(Bellevue\)](#)
- [US-301/US-441/US-27 \(Ocala\) "GAP" 17 – EV DCFCS \(Phase II\)](#)



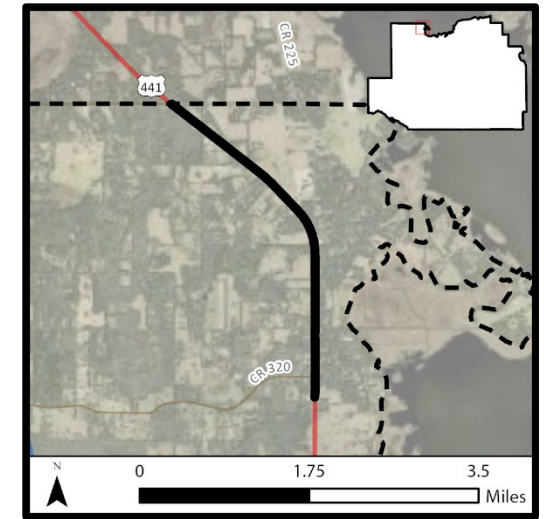
Project: SR 25 from Avenue I to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452181
 Lead Agency: FDOT
 Length: 3.146 miles
 LRTP (Page #): Goal 6: Objective 6.2, 6.3 (15)
 SIS Status: No

Description

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

Prior <2025: \$1,171,694 Future >2029: \$0 Total Project Cost: \$9,208,648



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | ACNR | Federal | \$7,445,279 | \$0 | \$0 | \$0 | \$0 | \$7,445,279 |
| CST | DDR | State 100% | \$581,385 | \$0 | \$0 | \$0 | \$0 | \$581,385 |
| CST | DIH | State 100% | \$10,290 | \$0 | \$0 | \$0 | \$0 | \$10,290 |
| Total: | | | \$8,036,954 | \$0 | \$0 | \$0 | \$0 | \$8,036,954 |

Project: SR-25 from North of CR-25A to Avenue I

Project Type: Resurfacing
 FM Number: 4486351
 Lead Agency: FDOT
 Length: 3.173 miles
 LRTP (Page #): Goal 6: Objective 6.2, 6.3 (15)
 SIS Status: No

Description

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

Prior <2025: \$1,170,840 Future >2029: \$0 Total Project Cost: \$9,114,113



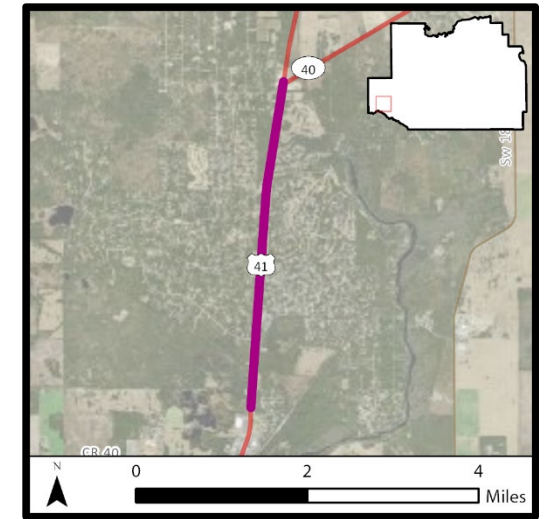
| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | ACNR | Federal | \$5,612,640 | \$0 | \$0 | \$0 | \$0 | \$5,612,640 |
| CST | DDR | State 100% | \$2,320,343 | \$0 | \$0 | \$0 | \$0 | \$2,320,343 |
| CST | DIH | State 100% | \$10,290 | \$0 | \$0 | \$0 | \$0 | \$10,290 |
| Total: | | | \$7,943,273 | \$0 | \$0 | \$0 | \$0 | \$7,943,273 |

Project: SR 45 (US 41) from SW 110th St to North of SR 40

Project Type: Capacity
 FM Number: 2386481
 Lead Agency: FDOT
 Length: 4.146 miles
 LRTP (Page #): LRTP Cost Feasible (pages 110-111) (Table 7.9)
 SIS Status: No

Description

Widening of U.S. 41 from SW 110th Street to North of SR 40 to increase capacity and improve operations. Project includes the addition of travel lanes, separated by a grass median, paved shoulders and new sidewalk.



Prior <2025: \$29,181,527

Future >2029: \$0

Total Project Cost: \$137,544,549

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------|----------------------|----------------------|
| CST | DDR | State 100% | \$0 | \$0 | \$0 | \$0 | \$85,574,341 | \$85,574,341 |
| CST | DIH | State 100% | \$0 | \$0 | \$0 | \$0 | \$58,250 | \$58,250 |
| CST | DS | State 100% | \$0 | \$0 | \$0 | \$0 | \$3,836,300 | \$3,836,300 |
| CST | SA | Federal | \$0 | \$0 | \$0 | \$0 | \$2,776,399 | \$2,776,399 |
| CST | SL | Federal | \$0 | \$0 | \$0 | \$0 | \$9,857,315 | \$9,857,315 |
| CST | SM | Federal | \$0 | \$0 | \$0 | \$0 | \$595,853 | \$595,853 |
| CST | SN | Federal | \$0 | \$0 | \$0 | \$0 | \$5,664,564 | \$5,664,564 |
| Total: | | | \$0 | \$0 | \$0 | \$0 | \$108,363,022 | \$108,363,022 |

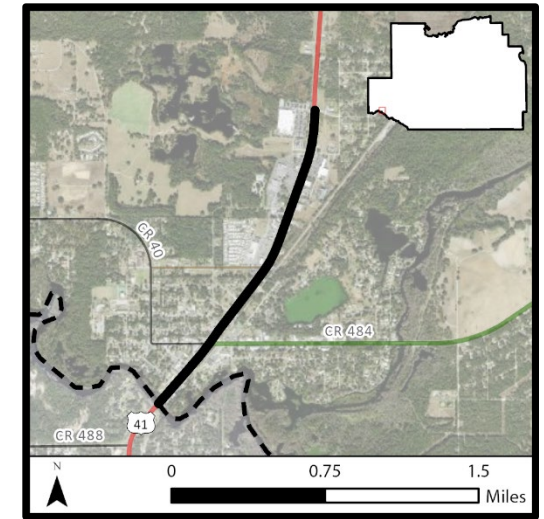
Project: SR-45/US-41/Williams St from North of Citrus County Line to SW 110th St

Project Type: Resurfacing
 FM Number: 4485261
 Lead Agency: FDOT
 Length: 1.410 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)
 SIS Status: No

Description

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

Prior <2025: \$962,489 Future >2029: \$0 Total Project Cost: \$6,105,015



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | ACNR | Federal | \$3,461,270 | \$0 | \$0 | \$0 | \$0 | \$3,461,270 |
| CST | DDR | State 100% | \$367,493 | \$0 | \$0 | \$0 | \$0 | \$367,493 |
| CST | DIH | State 100% | \$10,290 | \$0 | \$0 | \$0 | \$0 | \$10,290 |
| CST | SA | Federal | \$852,006 | \$0 | \$0 | \$0 | \$0 | \$852,006 |
| CST | SN | Federal | \$451,467 | \$0 | \$0 | \$0 | \$0 | \$451,467 |
| Total: | | | \$5,142,526 | \$0 | \$0 | \$0 | \$0 | \$5,142,526 |

Project: US 441 at SR 464

Project Type: Traffic Ops Improvement

FM Number: 4336601

Lead Agency: FDOT

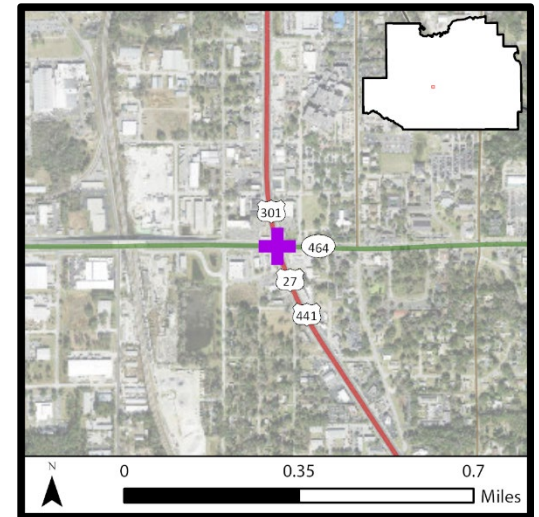
Length: 0.433 miles

LRTP (Page #): LRTP Cost Feasible (pages 110-111) (Table7.9)

SIS Status: No

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 <2025: \$1,232,942

Future >2029: \$0

Total Project Cost: \$5,625,699

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|--------------------|-----------------|------------|------------|--------------------|
| PE | DDR | State 100% | \$160,000 | \$0 | \$0 | \$0 | \$0 | \$160,000 |
| CST | DDR | State 100% | \$0 | \$1,266,370 | \$21,860 | \$0 | \$0 | \$1,288,230 |
| CST | DIH | State 100% | \$0 | \$26,500 | \$0 | \$0 | \$0 | \$26,500 |
| CST | SA | Federal | \$0 | \$2,918,027 | \$0 | \$0 | \$0 | \$2,918,027 |
| Total: | | | \$160,000 | \$4,210,897 | \$21,860 | \$0 | \$0 | \$4,392,757 |

Project: US-27 from Sumter Co Line to US 301/Abshier (Bellevue)

Project Type: Resurfacing

FM Number: 4506371

Lead Agency: FDOT

Length: 8.760 miles

L RTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Status: No

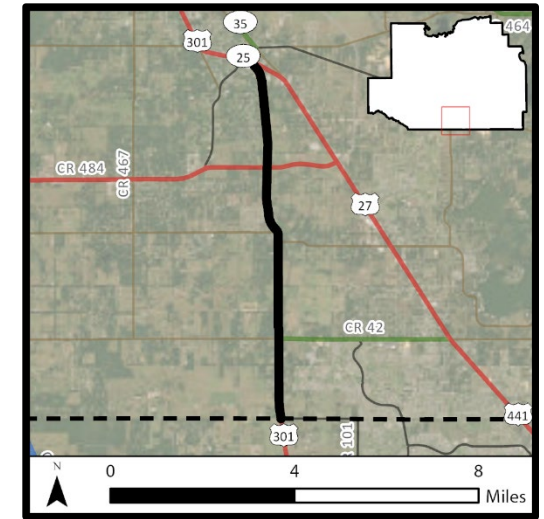
Description

Resurfacing of U.S. 27 from the Sumter County Line to U.S. 301/Abshier Boulevard in Bellevue.

Prior <2025: \$1,824,531

Future >2029: \$0

Total Project Cost: \$22,758,698



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|---------------------|------------|------------|------------|---------------------|
| CST | DDR | State 100% | \$0 | \$2,986,223 | \$0 | \$0 | \$0 | \$2,986,223 |
| CST | DIH | State 100% | \$0 | \$10,600 | \$0 | \$0 | \$0 | \$10,600 |
| CST | DS | State 100% | \$0 | \$17,937,344 | \$0 | \$0 | \$0 | \$17,937,344 |
| Total: | | | \$0 | \$20,934,167 | \$0 | \$0 | \$0 | \$20,934,167 |

Project: US-301/US-441/US-27 (Ocala) "GAP" 17 – EV DCFCS (Phase II)

Project Type: Electric Vehicle Charging

FM Number: 4521862

Lead Agency: Not Available

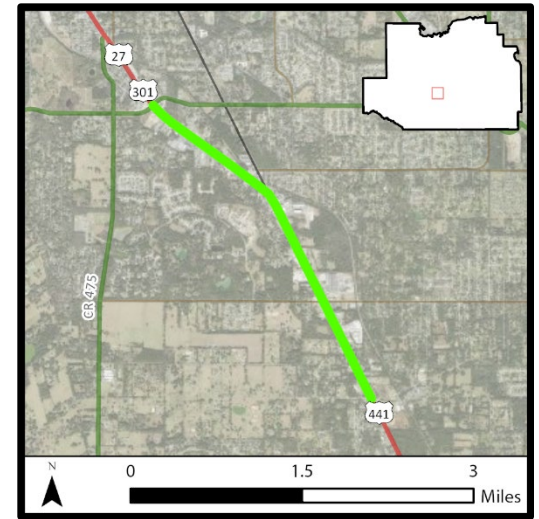
Length: 2.863 miles

LRTP (Page #): Goal 6, Objectives 6.4 (15)

SIS Status: No

Description

Implementation of the National Electric Vehicle Infrastructure Program (NEVI). Deployment of direct current fast charges (DCFCS).



Prior <2025: \$0

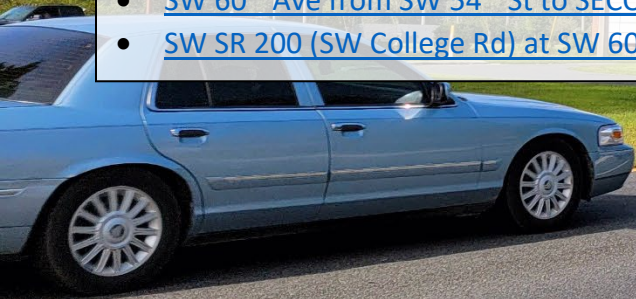
Future >2029: \$0

Total Project Cost: \$2,400,000

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|--------------------|------------|------------|------------|--------------------|
| OPS | GFEV | Federal | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| CAP | GFEV | Federal | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$900,000 |
| Total: | | | \$900,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$2,400,000 |

State and Local Projects

- [CR 42 at CR 25 Intersection Improvements](#)
- [CR 484 from SW 20th Avenue to CR 475A](#)
- [NE 8th Ave from SR 40 to SR 492](#)
- [SR 200 from SW 10th St to NW 4th St](#)
- [SR 35 \(US 301\) from Sumter County Line to N of SE Highway 42](#)
- [SR 40 \(West Silver Springs Blvd\) at SW 27th Ave](#)
- [SR 40 from 25th Ave to 64th Ave](#)
- [SR 40 from 314A to Levy Hammock Road](#)
- [SR 40 from East of CR 314 to East of CR 314A](#)
- [SR 40 from NE 64th Ave to Lake County Line](#)
- [SR 40 from SW 80th Ave to SW 52nd Ave](#)
- [SR 40 from US 41 to South of SW 119 Ave](#)
- [SR 40 from US 441 to 25th Ave](#)
- [SR 464 from SR 200 to SR 25/500](#)
- [SW 60th Ave from SW 54th St to SECO Energy Driveway](#)
- [SW SR 200 \(SW College Rd\) at SW 60th Ave](#)



Project: CR 42 at CR 25 Intersection Improvements

Project Type: Intersection/Turn Lane

FM Number: 4510601

Lead Agency: Marion County

Length: 0.002 miles

LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)

SIS Status: No

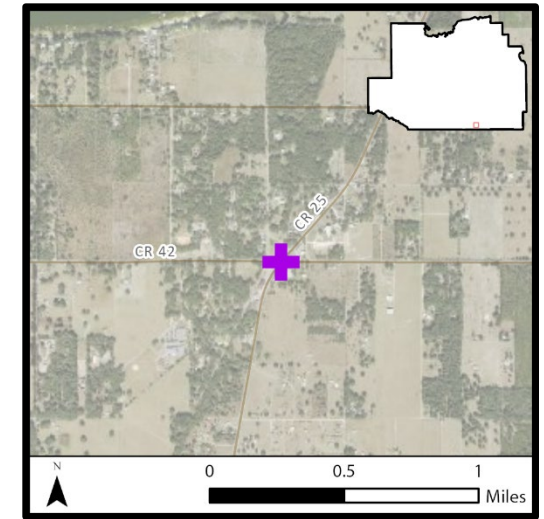
Description

Construction of intersection turn lane improvements.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$583,730



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| CST | ACSS | Federal | \$0 | \$385,850 | \$0 | \$0 | \$0 | \$385,850 |
| Total: | | | \$0 | \$385,850 | \$0 | \$0 | \$0 | \$385,850 |

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

Project Type: Landscaping

FM Number: 4336514

Lead Agency: FDOT

Length: 0.414 miles

LRTP (Page #): LRTP Cost Feasible (pages 110-111) (Table 7.9)

SIS Status: No

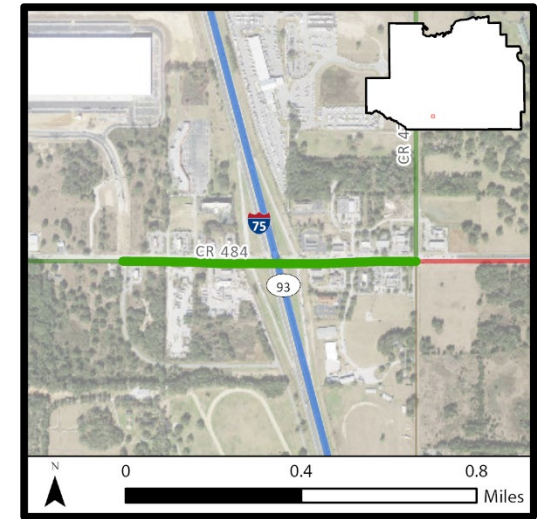
Description

Landscaping in support of the CR 484 interchange improvements project (433651-1).

Prior <2025: \$61,067

Future >2029: \$0

Total Project Cost: \$311,402



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | SA | Federal | \$250,335 | \$0 | \$0 | \$0 | \$0 | \$250,335 |
| Total: | | | \$250,335 | \$0 | \$0 | \$0 | \$0 | \$250,335 |

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

Project Type: Roundabout

FM Number: 4494431

Lead Agency: City of Ocala

Length: 0.900 miles

LRTP (Page #): LRTP Cost Feasible (pages 110-111) (Table 7.9)

SIS Status: No

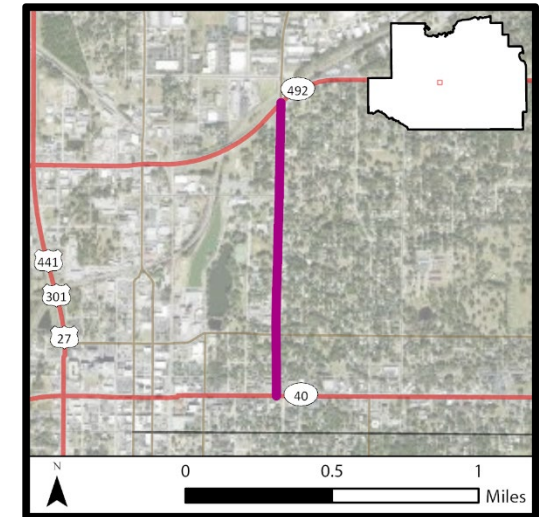
Description

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

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$4,452,800



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CST | SL | Federal | \$0 | \$0 | \$4,452,800 | \$0 | \$0 | \$4,452,800 |
| Total: | | | \$0 | \$0 | \$4,452,800 | \$0 | \$0 | \$4,452,800 |

Project: SR 200 (Pine Ave./U.S. 301) from SW 10th St to NW 4th St

Project Type: Resurfacing

FM Number: 4526351

Lead Agency: FDOT

Length: 0.284 miles

LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Status: No

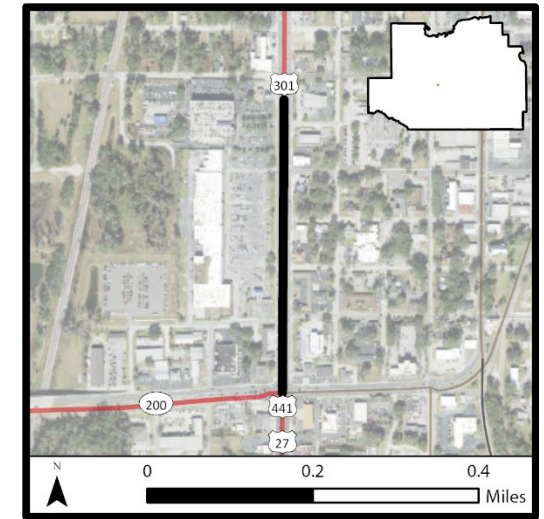
Description

Resurfacing of SR 200 from SW 10th Street to NW 4th Street.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$1,291,903



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|------------------|------------|------------|--------------------|
| PE | DIH | State 100% | \$19,000 | \$0 | \$0 | \$0 | \$0 | \$19,000 |
| PE | DS | State 100% | \$380,000 | \$0 | \$0 | \$0 | \$0 | \$380,000 |
| CST | DDR | State 100% | \$0 | \$0 | \$116,131 | \$0 | \$0 | \$116,131 |
| CST | DIH | State 100% | \$0 | \$0 | \$7,690 | \$0 | \$0 | \$7,690 |
| CST | DS | State 100% | \$0 | \$0 | \$769,082 | \$0 | \$0 | \$769,082 |
| Total: | | | \$399,000 | \$0 | \$892,903 | \$0 | \$0 | \$1,291,903 |

Project: SR 35 (US 301) from Sumter County Line to N of SE Highway 42

Project Type: Resurfacing

FM Number: 4526941

Lead Agency: FDOT

Length: 1.540 miles

LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Status: No

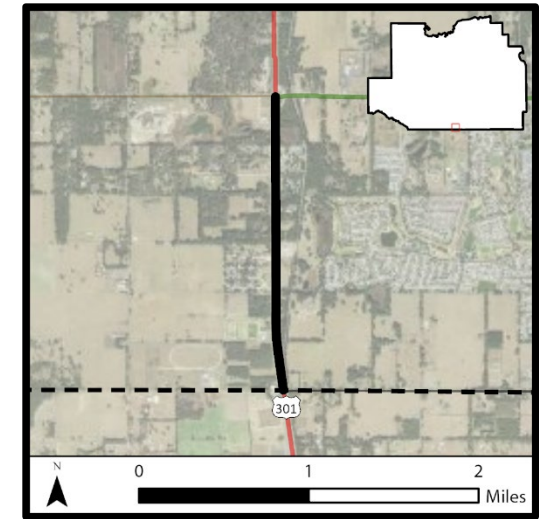
Description

Resurfacing of SR 35 (US 301) from the Sumter County Line to North of SE Highway 42.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$5,168,316



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|--------------------|------------|------------|--------------------|
| PE | DIH | State 100% | \$21,250 | \$0 | \$0 | \$0 | \$0 | \$21,250 |
| PE | DS | State 100% | \$425,000 | \$0 | \$0 | \$0 | \$0 | \$425,000 |
| CST | DDR | State 100% | \$0 | \$0 | \$513,376 | \$0 | \$0 | \$513,376 |
| CST | DIH | State 100% | \$0 | \$0 | \$41,671 | \$0 | \$0 | \$41,671 |
| CST | DS | State 100% | \$0 | \$0 | \$4,167,019 | \$0 | \$0 | \$4,167,019 |
| Total: | | | \$446,250 | \$0 | \$4,722,066 | \$0 | \$0 | \$5,168,316 |

Project: SR 40 (West Silver Springs Blvd) at SW 27th Ave

Project Type: Safety Project

FM Number: 4512511

Lead Agency: FDOT

Length: 0.100 miles

LRTP (Page #): LRTP Cost Feasible (pages 110-111) (Table 7.9)

SIS Status: No

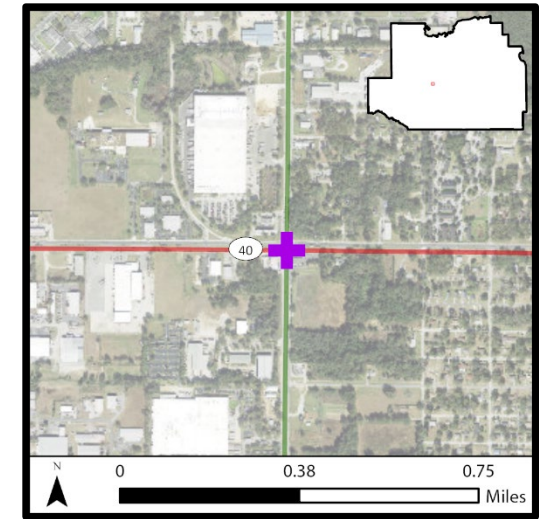
Description

Construction of turn lanes at the SW 27th Avenue intersection to improve operations and safety.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$2,517,072



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|--------------------|------------|------------|--------------------|
| PE | ACSS | Federal | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| PE | DIH | State 100% | \$80,000 | \$0 | \$0 | \$0 | \$0 | \$80,000 |
| CST | ACSS | Federal | \$0 | \$0 | \$1,629,202 | \$0 | \$0 | \$1,629,202 |
| CST | DIH | State 100% | \$0 | \$0 | \$7,870 | \$0 | \$0 | \$7,870 |
| Total: | | | \$880,000 | \$0 | \$1,637,072 | \$0 | \$0 | \$2,517,072 |

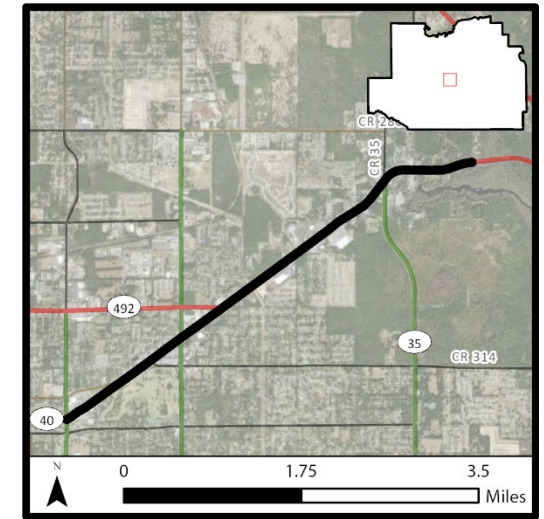
Project: SR 40 from 25th Ave to 64th Ave

Project Type: Resurfacing
 FM Number: 4509511
 Lead Agency: FDOT
 Length: 4.244 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)
 SIS Status: No

Description

Resurfacing of SR 40 from 25th Avenue to NE 64th Avenue.

Prior <2025: \$1,563,849 Future >2029: \$0 Total Project Cost: \$10,777,246



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DDR | State 100% | \$0 | \$8,384,746 | \$0 | \$0 | \$0 | \$8,384,746 |
| CST | DIH | State 100% | \$0 | \$10,600 | \$0 | \$0 | \$0 | \$10,600 |
| CST | DS | State 100% | \$0 | \$818,051 | \$0 | \$0 | \$0 | \$818,051 |
| Total: | | | \$0 | \$9,213,397 | \$0 | \$0 | \$0 | \$9,213,397 |

Project: SR 40 from 314A to Levy Hammock Road

Project Type: Capacity

FM Number: 4106744

Lead Agency:

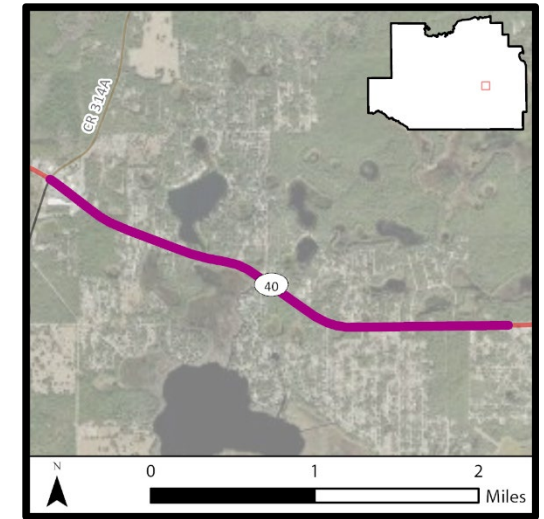
Length: 2.655 miles

LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.10)

SIS Status: SIS

Description

Reconstruction and widening of SR 40 to include the addition of 12-foot wide lanes in each direction, separated by a 40-foot grass median. Sidewalks/shared use pathway will also be installed. Wildlife crossings will be provided along the corridor.



Prior <2025: \$2,913,553

Future >2029: \$0

Total Project Cost: \$2,978,553

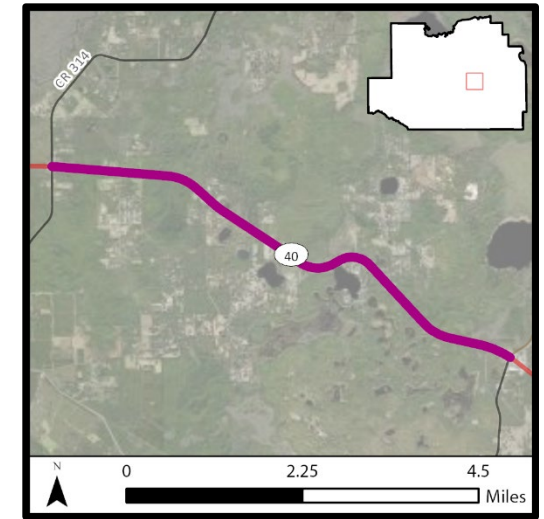
| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| ENV | DS | State 100% | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| Total: | | | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$65,000 |

Project: SR 40 from East of CR 314 to East of CR 314A

Project Type: Capacity
 FM Number: 4106743
 Lead Agency: FDOT
 Length: 6.140 miles
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.10)
 SIS Status: Yes

Description

Reconstruction and widening of SR 40 to include the addition of 12-foot wide lanes in each direction, separated by a 40-foot grass median. A 12-foot wide multi-use trail will be located along the north side of SR 40. Wildlife crossings will be provided along the corridor.



Prior <2025: \$16,862,052 Future >2029: \$0 Total Project Cost: \$52,313,642

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|---------------------|------------------|---------------------|------------|------------|---------------------|
| ROW | ART | State 100% | \$15,000,000 | \$0 | \$19,817,590 | \$0 | \$0 | \$34,817,590 |
| ROW | DIH | State 100% | \$318,000 | \$316,000 | \$0 | \$0 | \$0 | \$634,000 |
| Total: | | | \$15,318,000 | \$316,000 | \$19,817,590 | \$0 | \$0 | \$35,451,590 |

Project: SR 40 from NE 64th Ave to Lake County Line

Project Type: Resurfacing

FM Number: 4509481

Lead Agency: FDOT

Length: 25.712 miles

LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Status: Yes

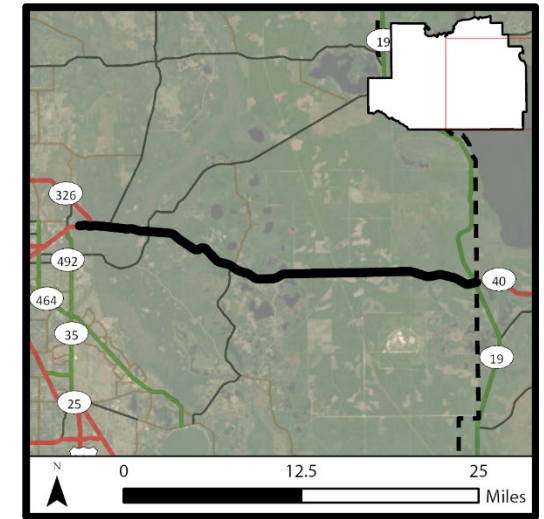
Description

Resurfacing of SR 40 from NE 64th Avenue to the Lake County Line.

Prior <2025: \$2,723,730

Future >2029: \$0

Total Project Cost: \$32,809,888



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|---------------------|------------|------------|------------|---------------------|
| CST | ACNR | Federal | \$0 | \$21,363,305 | \$0 | \$0 | \$0 | \$21,363,305 |
| CST | DIH | State 100% | \$0 | \$10,600 | \$0 | \$0 | \$0 | \$10,600 |
| CST | SA | Federal | \$0 | \$6,325,294 | \$0 | \$0 | \$0 | \$6,325,294 |
| CST | SL | Federal | \$0 | \$1,566,933 | \$0 | \$0 | \$0 | \$1,566,933 |
| CST | SM | Federal | \$0 | \$535,537 | \$0 | \$0 | \$0 | \$535,537 |
| CST | SN | Federal | \$0 | \$284,489 | \$0 | \$0 | \$0 | \$284,489 |
| Total: | | | \$0 | \$30,086,158 | \$0 | \$0 | \$0 | \$30,086,158 |

Project: SR 40 from SW 80th Ave to SW 52nd Ave

Project Type: Resurfacing

FM Number: 4506651

Lead Agency: FDOT

Length: 3.158 miles

LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Status: No

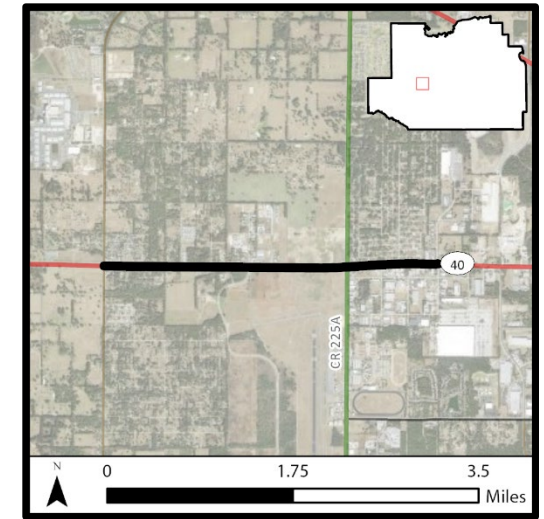
Description

Resurfacing of SR 40 from SW 80th Avenue to SW 52nd Avenue.

Prior <2025: \$168,286

Future >2029: \$0

Total Project Cost: \$8,805,628



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DIH | State 100% | \$0 | \$10,600 | \$0 | \$0 | \$0 | \$10,600 |
| CST | DS | State 100% | \$0 | \$8,626,742 | \$0 | \$0 | \$0 | \$8,626,742 |
| Total: | | | \$0 | \$8,637,342 | \$0 | \$0 | \$0 | \$8,637,342 |

Project: SR 40 from US 41 to South of SW 119 Ave

Project Type: Resurfacing

FM Number: 4526361

Lead Agency: FDOT

Length: 9.118 miles

L RTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Status: No

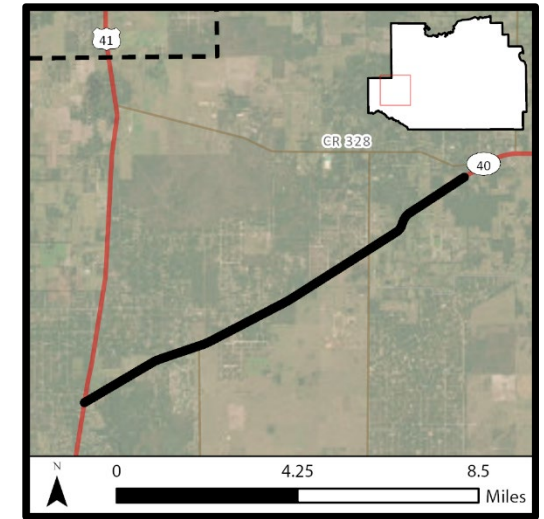
Description

Resurfacing of SR 40 from US 41 to South of SW 119th Avenue.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$10,022,598



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|--------------------|------------|------------|---------------------|
| PE | DIH | State 100% | \$45,300 | \$0 | \$0 | \$0 | \$0 | \$45,300 |
| PE | SN | Federal | \$906,000 | \$0 | \$0 | \$0 | \$0 | \$906,000 |
| CST | ACNR | Federal | \$0 | \$0 | \$7,983,189 | \$0 | \$0 | \$7,983,189 |
| CST | DIH | State 100% | \$0 | \$0 | \$79,832 | \$0 | \$0 | \$79,832 |
| CST | SL | Federal | \$0 | \$0 | \$1,008,277 | \$0 | \$0 | \$1,008,277 |
| Total: | | | \$951,300 | \$0 | \$9,071,298 | \$0 | \$0 | \$10,022,598 |

Project: SR 40 from US 441 to 25th Ave

Project Type: Resurfacing

FM Number: 4509521

Lead Agency: FDOT

Length: 2.356 miles

LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Status: No

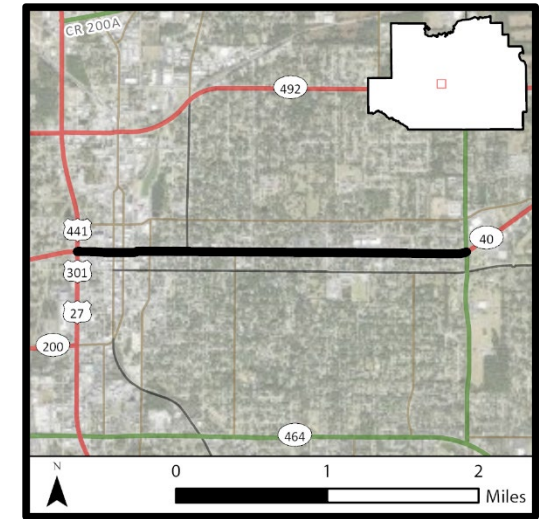
Description

Resurfacing of SR 40 from U.S. 441 (Pine Avenue) to 25th Avenue.

Prior <2025: \$1,093,993

Future >2029: \$0

Total Project Cost: \$6,708,117



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DDR | State 100% | \$0 | \$543,058 | \$0 | \$0 | \$0 | \$543,058 |
| CST | DIH | State 100% | \$0 | \$10,600 | \$0 | \$0 | \$0 | \$10,600 |
| CST | DS | State 100% | \$0 | \$5,159,466 | \$0 | \$0 | \$0 | \$5,159,466 |
| Total: | | | \$0 | \$5,713,124 | \$0 | \$0 | \$0 | \$5,713,124 |

Project: SR 464 from SR 200 to SR 25/500 (Pine Ave./ U.S. 301)

Project Type: Resurfacing

FM Number: 4526341

Lead Agency: FDOT

Length: 1.193 miles

LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Status: No

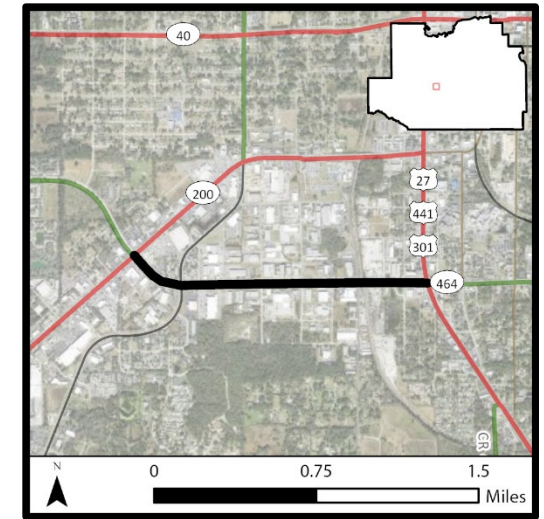
Description

Resurfacing of SR 464 from SR 200 to SR 25/500.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$3,619,177



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|--------------------|------------|------------|--------------------|
| PE | DIH | State 100% | \$23,600 | \$0 | \$0 | \$0 | \$0 | \$23,600 |
| PE | DS | State 100% | \$472,000 | \$0 | \$0 | \$0 | \$0 | \$472,000 |
| CST | DDR | State 100% | \$0 | \$0 | \$364,667 | \$0 | \$0 | \$364,667 |
| CST | DIH | State 100% | \$0 | \$0 | \$27,316 | \$0 | \$0 | \$27,316 |
| CST | DS | State 100% | \$0 | \$0 | \$2,731,594 | \$0 | \$0 | \$2,731,594 |
| Total: | | | \$495,600 | \$0 | \$3,123,577 | \$0 | \$0 | \$3,619,177 |

Project: SW 60th Ave from SW 54th St to SECO Energy Driveway

Project Type: Intersection Improvement

FM Number: 4492611

Lead Agency: Marion County

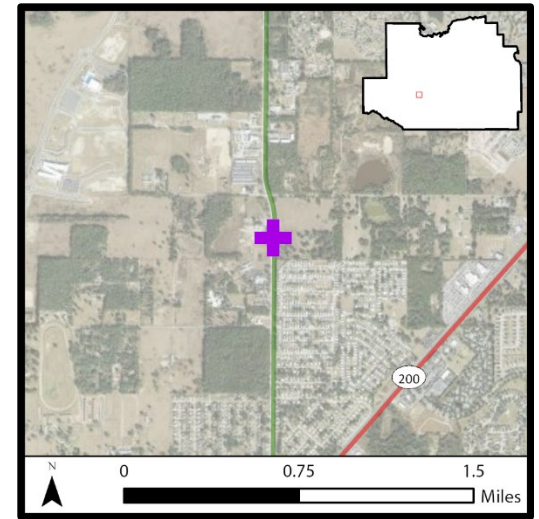
Length: 0.436 miles

LRTP (Page #): LRTP Cost Feasible (pages 110-111) (Table 7.9)

SIS Status: No

Description

Improvements to the intersection of SW 60th Avenue from SW 54th Street to the SECO Energy Driveway in unincorporated Marion County.



Prior <2025: \$47,818

Future >2029: \$0

Total Project Cost: \$247,061

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------------|------------|------------------|
| CST | SL | Federal | \$0 | \$0 | \$0 | \$175,334 | \$0 | \$175,334 |
| CST | SN | Federal | \$0 | \$0 | \$0 | \$23,909 | \$0 | \$23,909 |
| Total: | | | \$0 | \$0 | \$0 | \$199,243 | \$0 | \$199,243 |

Project: SW SR 200 (SW College Rd) at SW 60th Ave

Project Type: Safety Project

FM Number: 4512531

Lead Agency: FDOT

Length: 0.100 miles

LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)

SIS Status: No

Description

Operational improvements at the intersection.

Prior <2025: \$459,847

Future >2029: \$0

Total Project Cost: \$837,035



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| CST | ACSS | Federal | \$0 | \$306,486 | \$0 | \$0 | \$0 | \$306,486 |
| CST | DIH | State 100% | \$0 | \$6,572 | \$0 | \$0 | \$0 | \$6,572 |
| CST | TALL | Federal | \$0 | \$64,130 | \$0 | \$0 | \$0 | \$64,130 |
| Total: | | | \$0 | \$377,188 | \$0 | \$0 | \$0 | \$377,188 |

Bicycle and Pedestrian Projects

- [Cross Florida Greenway Baseline Rd. to Santos Paved Trail](#)
- [Downtown Ocala Trail from SE Osceola Ave to Silver Springs State Park](#)
- [Pruitt Trail from SR 200 to Pruitt Trailhead](#)
- [SR 25/500/US 441/ from SE 102nd Place to SR 200/SW 10th Street](#)



Project: Cross Florida Greenway from Baseline Rd. to Santos Paved Trail

Project Type: Bike Path and Trail

FM Number: 4227722

Lead Agency: Marion County

Length: 4.750 miles

L RTP (Page #): L RTP Boxed Fund (pages 106-107/Table 7.8)

SIS Status: No

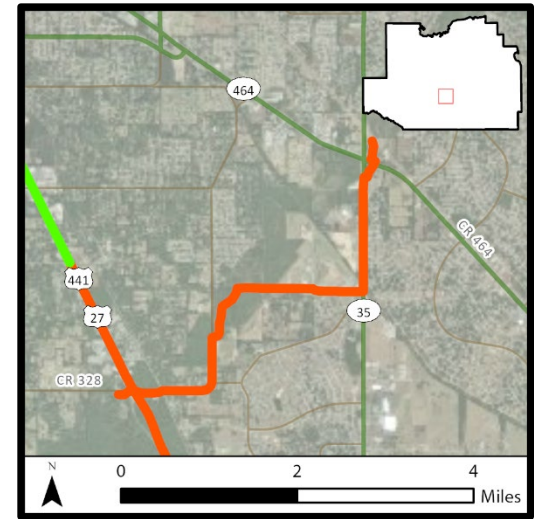
Description

Construction of the Cross Florida Greenway Trail connection from Baseline Road to the Santos paved trailhead in Marion County.

Prior <2025: \$1,000,000

Future >2029: \$0

Total Project Cost: \$6,600,000



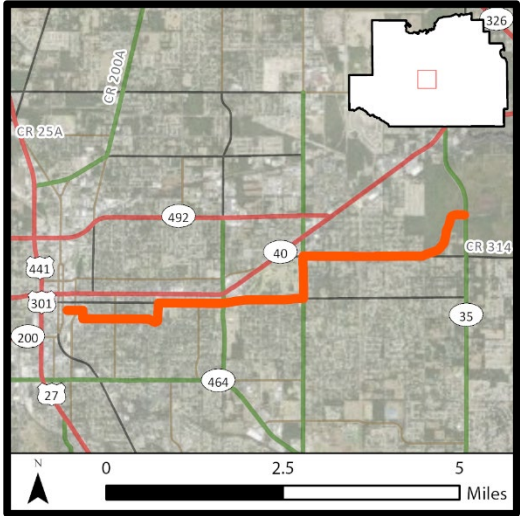
| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | TLWR | State 100% | \$0 | \$5,600,000 | \$0 | \$0 | \$0 | \$5,600,000 |
| Total: | | | \$0 | \$5,600,000 | \$0 | \$0 | \$0 | \$5,600,000 |

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

Project Type: Bike Path and Trail
 FM Number: 4367561
 Lead Agency: City of Ocala
 Length: 6.000 miles
 LRTP (Page #): LRTP Cost Feasible (pages 110-111) (Table 7.9)
 SIS Status: No

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 <2025: \$0 Future >2029: \$0 Total Project Cost: \$253,001

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| PE | TALL | Federal | \$253,001 | \$0 | \$0 | \$0 | \$0 | \$253,001 |
| Total: | | | \$253,001 | \$0 | \$0 | \$0 | \$0 | \$253,001 |

*Total project cost estimate: \$1.25 million

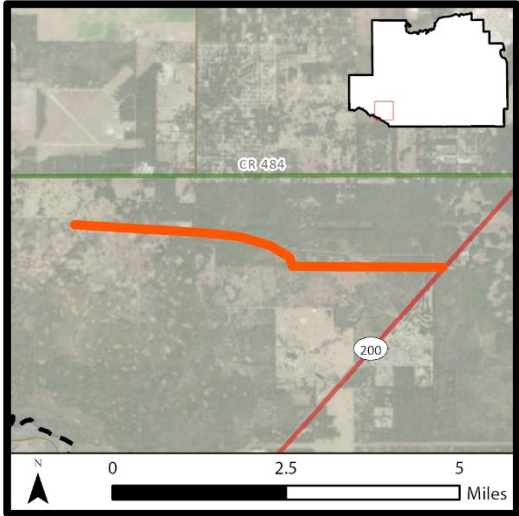
Project: Pruitt Trail from SR 200 to Pruitt Trailhead

Project Type: Bike Path and Trail
 FM Number: 4354842
 Lead Agency: Marion County
 Length: 5.500 miles
 LRTP (Page #): LRTP Cost Feasible (pages 110-111) (Table 7.9)
 SIS Status: No

Description

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

Prior <2025: \$0 Future >2029: \$0 Total Project Cost: \$2,158,000



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | SL | Federal | \$0 | \$377,882 | \$0 | \$0 | \$0 | \$377,882 |
| CST | SN | Federal | \$0 | \$375,829 | \$0 | \$0 | \$0 | \$375,829 |
| CST | TALL | Federal | \$0 | \$442,433 | \$0 | \$0 | \$0 | \$442,433 |
| CST | TALN | Federal | \$0 | \$390,018 | \$0 | \$0 | \$0 | \$390,018 |
| CST | TALT | Federal | \$0 | \$571,838 | \$0 | \$0 | \$0 | \$571,838 |
| Total: | | | \$0 | \$2,158,000 | \$0 | \$0 | \$0 | \$2,158,000 |

Project: SR 25/500/US 441/ from SE 102nd Place to SR 200/SW 10th Street

Project Type: Sidewalks and Bike Lane

FM Number: 4392382

Lead Agency: FDOT

Length: 7.230 miles

L RTP (Page #): Goal 1, Objectives 1.2; Goal 3, Objective 3.2 (14)

SIS Status: No

Description

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

Prior <2025: \$1,775,838

Future >2029: \$0

Total Project Cost: \$6,367,809



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CST | SA | Federal | \$0 | \$0 | \$1,714,835 | \$0 | \$0 | \$1,714,835 |
| CST | SL | Federal | \$0 | \$0 | \$215,462 | \$0 | \$0 | \$215,462 |
| CST | TALL | Federal | \$0 | \$0 | \$1,412,495 | \$0 | \$0 | \$1,412,495 |
| CST | TALT | Federal | \$0 | \$0 | \$1,249,179 | \$0 | \$0 | \$1,249,179 |
| Total: | | | \$0 | \$0 | \$4,591,971 | \$0 | \$0 | \$4,591,971 |

Aviation Projects

- [Marion Airfield Pavement Improvements](#)
- [Marion County Airport Equipment](#)
- [Marion County Airport Hanger](#)
- [Marion-Marion Co Airport Runway Improvements](#)
- [Marion-Ocala Intl Airfield Pavement Rehabilitation](#)
- [Marion-Ocala Intl ARFF Building](#)
- [Marion-Ocala Intl Taxiway Improvements](#)



Project: Marion Airfield Pavement Improvements

Project Type: Aviation Preservation Project

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objectives 6.2 (15)

SIS Status: No

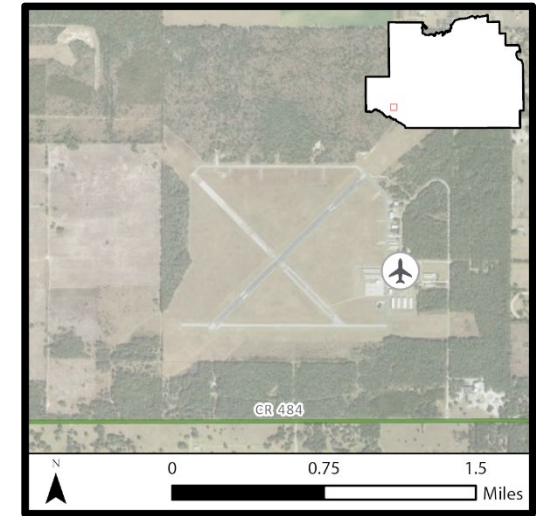
Description

Airport pavement improvements.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$2,500,000



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CAP | DDR | State 100% | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| CAP | FAA | Federal | \$2,250,000 | \$0 | \$0 | \$0 | \$0 | \$2,250,000 |
| CAP | LF | Local | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Total: | | | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |

Project: Marion County Airport Equipment

Project Type: Aviation Safety Project

FM Number: 4540451

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objectives 6.2 (15)

SIS Status: No

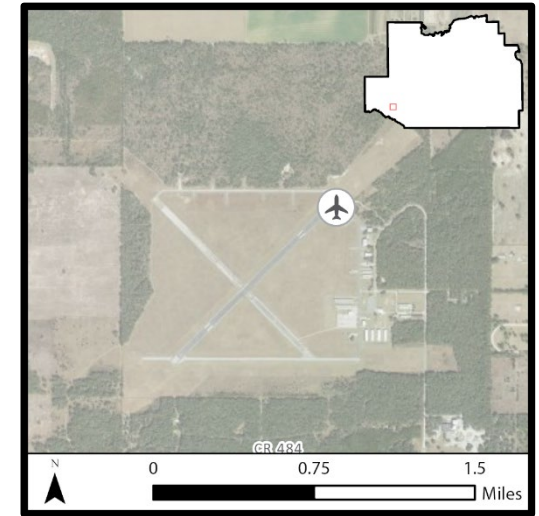
Description

Installation of new equipment adjacent to the runway to provide weather data.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$400,000



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------------|------------|------------------|
| CAP | DDR | State 100% | \$0 | \$0 | \$0 | \$320,000 | \$0 | \$320,000 |
| CAP | LF | Local | \$0 | \$0 | \$0 | \$80,000 | \$0 | \$80,000 |
| Total: | | | \$0 | \$0 | \$0 | \$400,000 | \$0 | \$400,000 |

Project: Marion County Airport Hangar

Project Type: Aviation Revenue/Operational

FM Number: 4497741

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

SIS Status: No

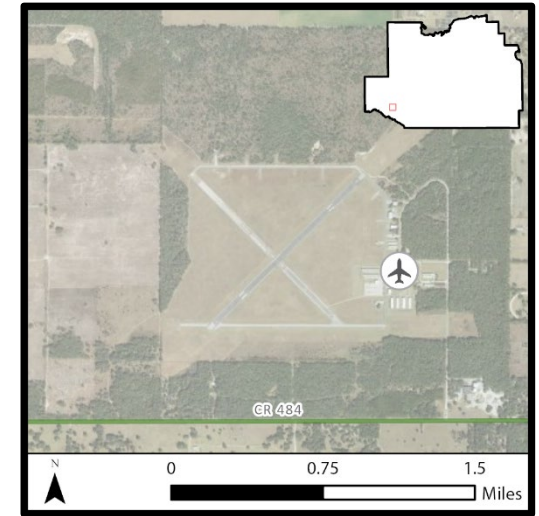
Description

Improvements to the airport hangar.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$3,150,000



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|------------------|--------------------|------------|------------|--------------------|
| CAP | DDR | State 100% | \$1,000,000 | \$520,000 | \$1,000,000 | \$0 | \$0 | \$2,520,000 |
| CAP | LF | Local | \$250,000 | \$130,000 | \$250,000 | \$0 | \$0 | \$630,000 |
| Total: | | | \$1,250,000 | \$650,000 | \$1,250,000 | \$0 | \$0 | \$3,150,000 |

Project: Marion-Marion Co Airport Runway Improvements

Project Type: Aviation Preservation Project

FM Number: 4384171

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

SIS Status: No

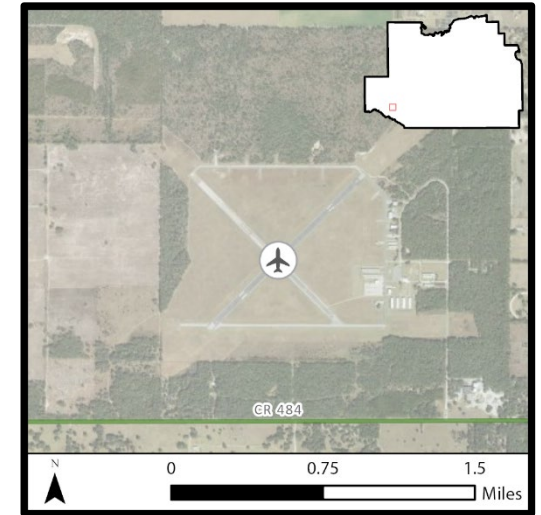
Description

Runway improvements to the Marion County Airport at Dunnellon Field.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$437,500



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| CAP | DDR | State 100% | \$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-Ocala Intl Airfield Pavement Rehabilitation

Project Type: Aviation Preservation Project

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

SIS Status: No

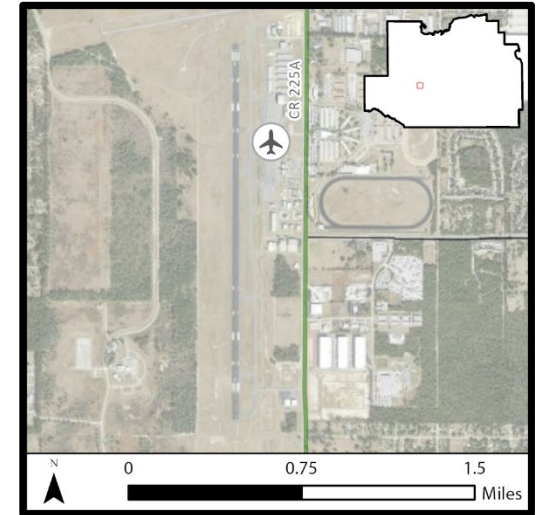
Description

Airfield pavement rehabilitation project.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$1,250,000



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CAP | DDR | State 100% | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| CAP | LF | Local | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| Total: | | | \$1,250,000 | \$0 | \$0 | \$0 | \$0 | \$1,250,000 |

Project: Marion-Ocala Intl ARFF Building

Project Type: Aviation Safety Project

FM Number: 4485751

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

SIS Status: No

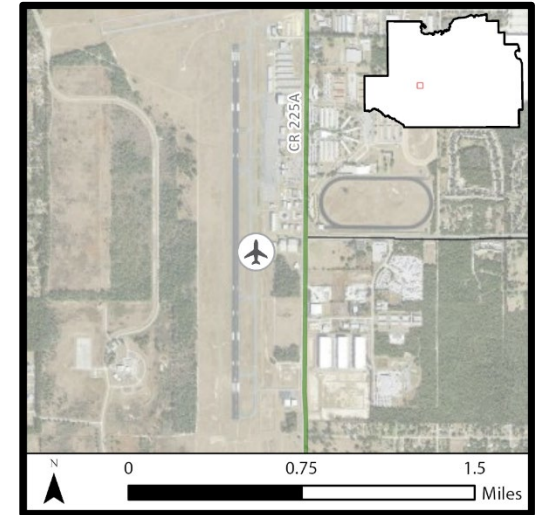
Description

Airport Rescue and Fire Fighting (ARFF) Building.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$1,000,000



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CAP | DDR | State 100% | \$0 | \$0 | \$800,000 | \$0 | \$0 | \$800,000 |
| CAP | LF | Local | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| Total: | | | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |

Project: Marion-Ocala Intl Taxiway Improvements

Project Type: Aviation Preservation Project

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

L RTP (Page #): Goal 6, Objective 6.2 (15)

SIS Status: No

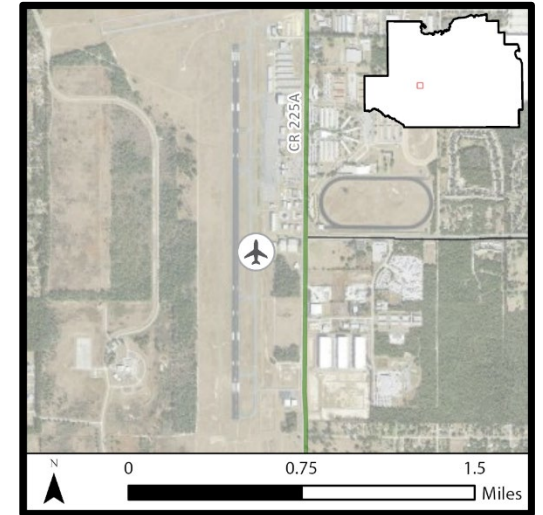
Description

Airport taxiway improvements.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$6,500,000



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CAP | DDR | State 100% | \$0 | \$520,000 | \$0 | \$0 | \$0 | \$520,000 |
| CAP | FAA | Federal | \$0 | \$5,850,000 | \$0 | \$0 | \$0 | \$5,850,000 |
| CAP | LF | Local | \$0 | \$130,000 | \$0 | \$0 | \$0 | \$130,000 |
| Total: | | | \$0 | \$6,500,000 | \$0 | \$0 | \$0 | \$6,500,000 |

Transit, Funding, and Grants

- [Marion-Marion Senior Services Section 5311 Rural Transportation](#)
- [Marion-Suntran Block Grant Operating Assistance \(1\)](#)
- [Marion-Suntran Block Grant Operating Assistance \(2\)](#)
- [Ocala/Marion Urban Area FY 2024/2025-2025/2026 UPWP](#)
- [Ocala/Marion Urban Area FY 2026/2027-2027/2028 UPWP](#)
- [Ocala/Marion Urban Area FY 2028/2029-2029/2030 UPWP](#)
- [Suntran/Ocala/Marion Urb. Cap/Oper. Fixed Route FTA Section 5307](#)



Project: Marion-Marion Senior Services Section 5311 Rural Transportation

Project Type: Transit

FM Number: 4424601

Lead Agency: Marion Transit

Length: N/A

L RTP (Page #): Goal 1, Objectives 1.1, 1.3. 1.4 (14)

SIS Status: No

Description

Section 5311 operating and administrative grant assistance.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$5,792,688



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|------------|------------|--------------------|
| OPS | DU | Federal | \$937,146 | \$965,259 | \$993,939 | \$0 | \$0 | \$2,896,344 |
| OPS | LF | Local | \$937,146 | \$965,259 | \$993,939 | \$0 | \$0 | \$2,896,344 |
| Total: | | | \$1,874,292 | \$1,930,518 | \$1,987,878 | \$0 | \$0 | \$5,792,688 |

Project: Marion-Suntran Block Grant Operating Assistance (1)

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)

SIS Status: No

Description

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

Prior <2025: \$3,011,066

Future >2029: \$0

Total Project Cost: \$7,898,090



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|------------|------------|--------------------|
| OPS | DPTO | State 100% | \$790,550 | \$814,267 | \$838,695 | \$0 | \$0 | \$2,443,512 |
| OPS | LF | Local | \$790,550 | \$814,267 | \$838,695 | \$0 | \$0 | \$2,443,512 |
| Total: | | | \$1,581,100 | \$1,628,534 | \$1,677,390 | \$0 | \$0 | \$4,887,024 |

Project: Marion-Suntran Block Grant Operating Assistance (2)

Project Type: Transit

FM Number: 4424552

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.1, 1.3. 1.4 (14)

SIS Status: No

Description

Grant for SunTran fixed route operational.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$3,507,254



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|--------------------|--------------------|--------------------|
| OPS | DPTO | State 100% | \$0 | \$0 | \$0 | \$863,856 | \$889,771 | \$1,753,627 |
| OPS | LF | Local | \$0 | \$0 | \$0 | \$863,856 | \$889,771 | \$1,753,627 |
| Total: | | | \$0 | \$0 | \$0 | \$1,727,712 | \$1,779,542 | \$3,507,254 |

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

Project Type: Transportation Planning
 FM Number: 4393315
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A
 SIS Status: No



Description

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG) funding for FY 2024/25 and FY 2025/26.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$1,358,593

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------------|------------|------------|------------|--------------------|
| PLN | PL | Federal | \$675,850 | \$682,743 | \$0 | \$0 | \$0 | \$1,358,593 |
| Total: | | | \$675,850 | \$682,743 | \$0 | \$0 | \$0 | \$1,358,593 |

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

Project Type: Transportation Planning

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page #): N/A

SIS Status: No

Description

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG) funding for FY 2026/27 and FY 2027/28.



Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$1,365,486

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------------|------------------|------------|--------------------|
| PLN | PL | Federal | \$0 | \$0 | \$682,743 | \$682,743 | \$0 | \$1,365,486 |
| Total: | | | \$0 | \$0 | \$682,743 | \$682,743 | \$0 | \$1,365,486 |

Project: Ocala/Marion Urban Area FY 2028/2029-2029/2030 UPWP

Project Type: Transportation Planning

FM Number: 4393317

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page #): N/A

SIS Status: No

Description

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG) funding for FY 2028/29 and FY 2029/30.



Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$682,743

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------|------------------|------------------|
| PLN | PL | Federal | \$0 | \$0 | \$0 | \$0 | \$682,743 | \$682,743 |
| Total: | | | \$0 | \$0 | \$0 | \$0 | \$682,743 | \$682,743 |

Project: Suntran/Ocala/Marion Urb. Cap/Oper. Fixed Route FTA Section 5307

Project Type: Transportation Planning

FM Number: 4271882

Lead Agency: Marion County Transit

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)

SIS Status: No

Description

Grant for SunTran fixed route operational and capital.

Prior <2025: \$18,434,770

Future >2029: \$0

Total Project Cost: \$35,611,890



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|------------|---------------------|
| CAP | FTA | Federal | \$3,188,236 | \$3,347,648 | \$3,515,030 | \$3,690,782 | \$0 | \$13,741,696 |
| CAP | LF | Local | \$797,059 | \$836,912 | \$878,758 | \$922,695 | \$0 | \$3,435,424 |
| Total: | | | \$3,985,295 | \$4,184,560 | \$4,393,788 | \$4,613,477 | \$0 | \$17,177,120 |

ITS-Maintenance Projects

- [Asset Maintenance Marion County](#)
- [City of Ocala MOA](#)
- [Demo of Old Buildings \(South Part of Yard\)](#)
- [Lighting Agreements](#)
- [Marion Primary In-House](#)
- [Marion Traffic Engineering Contracts](#)
- [Ocala Operations – Equipment Storage Building w/ Enclosed Bays \(Repair\)](#)
- [Remodel Shop & Tire Changing Area](#)



Project: Asset Maintenance Marion County

Project Type: Routine Maintenance

FM Number: 4469101

Lead Agency: FDOT

Length: N/A miles

LRTP (Page #): Goal 6, Objective 6.3 (15)

SIS Status: No

Description

Ongoing asset management.

Prior <2025: \$9,791,384

Future >2029: \$0

Total Project Cost: \$17,878,664



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|------------------|------------|--------------------|
| MNT | D | State 100% | \$2,371,820 | \$2,371,820 | \$2,371,820 | \$971,820 | \$0 | \$8,087,280 |
| Total: | | | \$2,371,820 | \$2,371,820 | \$2,371,820 | \$971,820 | \$0 | \$8,087,280 |

Project: City of Ocala MOA

Project Type: Routine Maintenance

FM Number: 4427381

Lead Agency: City of Ocala

Length: N/A miles

LRTP (Page #): Goal 6, Objective 6.3 (15)

SIS Status: No

Description

Routine maintenance.

Prior <2025: \$153,825

Future >2029: \$0

Total Project Cost: \$214,800



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------|------------|-----------------|------------|------------|-----------------|
| MNT | D | State 100% | \$0 | \$0 | \$60,975 | \$0 | \$0 | \$60,975 |
| Total: | | | \$0 | \$0 | \$60,975 | \$0 | \$0 | \$60,975 |

Project: Demo of Old Buildings (South Part of Yard)

Project Type: Fixed Capital Overlay

FM Number: 4516481

Lead Agency: FDOT

Length: N/A miles

L RTP (Page #): N/A

SIS Status: No

Description

Fixed capital outlay for demolition of old buildings.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$144,000



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | FCO | State 100% | \$144,000 | \$0 | \$0 | \$0 | \$0 | \$144,000 |
| Total: | | | \$144,000 | \$0 | \$0 | \$0 | \$0 | \$144,000 |

Project: Lighting Agreements

Project Type: Lighting
 FM Number: 4136153
 Lead Agency: FDOT
 Length: N/A miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)
 SIS Status: No

Description

Routine and ongoing lighting maintenance.

Prior <2025: \$6,404,691 Future >2029: \$0 Total Project Cost: \$7,814,853



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------------|------------------|------------|------------|--------------------|
| MNT | D | State 100% | \$454,457 | \$468,088 | \$487,617 | \$0 | \$0 | \$1,410,162 |
| Total: | | | \$454,457 | \$468,088 | \$487,617 | \$0 | \$0 | \$1,410,162 |

Project: Marion Primary In-House

Project Type: Routine Maintenance

FM Number: 4181071

Lead Agency: FDOT

Length: N/A miles

LRTP (Page #): Goal 6, Objective 6.3 (15)

SIS Status: No

Description

Routine maintenance.

Prior <2025: \$47,233,332

Future >2029: \$0

Total Project Cost: \$59,748,332



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| MNT | D | State 100% | \$2,505,000 | \$2,505,000 | \$2,505,000 | \$2,500,000 | \$2,500,000 | \$12,515,000 |
| Total: | | | \$2,505,000 | \$2,505,000 | \$2,505,000 | \$2,500,000 | \$2,500,000 | \$12,515,000 |

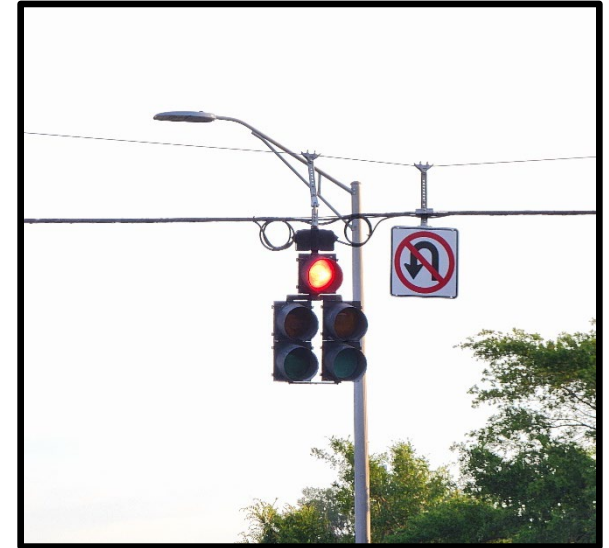
Project: Marion Traffic Engineering Contracts

Project Type: Traffic Signals
 FM Number: 4130194
 Lead Agency: Marion County
 Length: N/A miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)
 SIS Status: No

Description

Ongoing traffic signal maintenance.

Prior <2025: \$8,860,199 Future >2029: \$0 Total Project Cost: \$9,838,765



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| OPS | DDR | State 100% | \$978,566 | \$0 | \$0 | \$0 | \$0 | \$978,566 |
| Total: | | | \$978,566 | \$0 | \$0 | \$0 | \$0 | \$978,566 |

Project: Ocala Operations – Equipment Storage Building w/ Enclosed Bays (Repair)

Project Type: Fixed Capital Outlay

FM Number: 4539211

Lead Agency: FDOT

Length: N/A miles

L RTP (Page #): N/A

SIS Status: No

Description

Fixed capital overlay for the Ocala Operations equipment storage building with enclosed bays repairs.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$12,500



| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| CST | FCO | State 100% | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$12,500 |
| Total: | | | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$12,500 |

Project: Remodel Shop & Tire Changing Area

Project Type: Fixed Capital Outlay

FM Number: 4516511

Lead Agency: FDOT

Length: N/A miles

L RTP (Page #): N/A

SIS Status: No



Description

Fixed capital outlay for remodel of shop and tire changing area.

Prior <2025: \$0

Future >2029: \$0

Total Project Cost: \$788,000

| Phase | Fund Category | Funding Source | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | FCO | State 100% | \$788,000 | \$0 | \$0 | \$0 | \$0 | \$788,000 |
| Total: | | | \$788,000 | \$0 | \$0 | \$0 | \$0 | \$788,000 |

6. APPENDIX

Appendix A: List of Figures

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Appendix B: List of Federally Obligated Projects

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 requirement by providing a detailed report of federal obligations for Marion County. The report is included each year as an amendment to the current Transportation Improvement Program (TIP).

A net total of \$68,078,620 of federal funds were obligated in FFY 2023 for 35 transportation projects and programs in Marion County. Projects or programs for which federal funds have been obligated are not necessarily initiated or completed in the FFY, and the amount of the obligation in a fiscal year will typically not equal the total cost of the entire project. The following summary and companion FDOT report provide a listing of the federally obligated projects by phases and funding sources. In some cases, the FFY totals are negative, which reflect a de-obligation of project or program funding.

*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.

| ITEM NO | DESCRIPTION | PHASE | LENGTH | FFY 2023 Total |
|----------|---|-------|--------|----------------|
| 238648 1 | SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 | PE | 4.146 | \$346,793 |
| 410674 2 | SR 40 FROM END OF 4 LANES TO EAST OF CR 314 | PE | 5.327 | \$144,488 |
| 410674 2 | SR 40 FROM END OF 4 LANES TO EAST OF CR 314 | ROW | 5.327 | \$1,200,374 |
| 410674 3 | SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A | PE | 6.14 | \$157,818 |
| 426179 1 | SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | PE | 0 | -\$6,613 |
| 426179 1 | SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | CST | 0 | \$3,877,007 |
| 431797 2 | NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 24TH STREET | PE | 0.754 | \$9,009 |
| 431797 3 | NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET | PE | 0.817 | \$1,936 |
| 431798 1 | NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET | RRU | 1.517 | \$217,903 |
| 431935 1 | SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE | PE | 0.633 | -\$9,298 |
| 433651 1 | CR 484 FROM SW 20TH AVENUE TO CR 475A | PE | 0.741 | \$111,747 |
| 433651 1 | CR 484 FROM SW 20TH AVENUE TO CR 475A | ROW | 0.741 | \$151,539 |
| 433651 1 | CR 484 FROM SW 20TH AVENUE TO CR 475A | RRU | 0.741 | \$660,819 |
| 433651 1 | CR 484 FROM SW 20TH AVENUE TO CR 475A | CST | 0.741 | \$235,784 |
| 433652 1 | SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE | ROW | 1.309 | -\$1,201,832 |
| 433661 1 | US 441 FROM SR 40 TO SR 40A (SW BROADWAY) | CST | 0.384 | \$1,932,410 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | ROW | 0.216 | \$773 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | CST | 0.216 | \$949 |
| 436361 1 | ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT | CST | 0 | \$90,008 |
| 436361 2 | ITS OPERATIONAL SUPPORT- CITY OF OCALA | CST | 0 | \$592,847 |
| 436375 2 | CITYWIDE SIDEWALK IMPROVEMENTS | CST | 0 | \$19,747 |
| 437596 2 | SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE | CST | 1.406 | \$303,809 |
| 438562 1 | I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200 | CST | 0.346 | \$6,453,801 |
| 439238 1 | SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET | CST | 10.612 | \$3,643 |
| 439331 3 | OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP | PE | 0 | -\$307,933 |
| 439331 4 | OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP | PE | 0 | \$886,932 |
| 439887 2 | MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A | CST | 1.234 | \$73,299 |
| 440900 2 | I-75 FRAME - ARTERIALS | PE | 0 | -\$33,439 |

| ITEM NO | DESCRIPTION | PHASE | LENGTH | FFY 2023 Total |
|----------|---|-----------------------------|---------------|---------------------|
| 441136 1 | SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE | CST | 8.846 | \$378,092 |
| 441141 1 | SR 464 FROM SR 500 (US 27/301) TO SR 35 | CST | 5.878 | \$14,432,051 |
| 441366 1 | SR 40 FROM SW 27TH AVE TO MLK JR. AVE | CST | 0.79 | \$2,112 |
| 443170 1 | SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 | PE | 13.993 | \$1,074 |
| 443170 1 | SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 | CST | 13.993 | \$26,578,160 |
| 445217 1 | SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40 | CST | 8.404 | \$864,528 |
| 445687 1 | US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD | PE | 0.1 | \$150,000 |
| 445687 1 | US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD | CST | 0.1 | \$1,122,691 |
| 445688 1 | US 27/US 441 @ CR 42 | PE | 0.065 | \$150,000 |
| 445688 1 | US 27/US 441 @ CR 42 | CST | 0.065 | \$144,262 |
| 445701 1 | SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD | PE | 0.18 | \$333,825 |
| 445701 1 | SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD | CST | 0.18 | \$126,978 |
| 445800 1 | E SR 40 @ SR 492 | PE | 0.116 | -\$102 |
| 445800 1 | E SR 40 @ SR 492 | CST | 0.116 | \$1,828,999 |
| 447603 1 | NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE. | PE | 0.026 | \$10,000 |
| 447603 1 | NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE. | CST | 0.026 | \$91,630 |
| 450948 1 | SR 40 FROM NE 64TH AVE TO LAKE COUNTY LINE | PE | 25.712 | \$1,900,000 |
| 450951 1 | SR 40 FROM 25TH AVE TO NE 64TH AVE | PE | 4.244 | \$2,050,000 |
| 450952 1 | SR 40 FROM US 441 TO 25TH AVE | PE | 2.25 | \$2,000,000 |
| | | 35 PROJECTS/PROGRAMS | TOTAL: | \$68,078,620 |

Obligation Funding by Phase

Construction (CST): \$59,152,807
Preliminary Engineering (PE): \$7,896,237
Right-of-Way (ROW): \$150,854
Railroad Utilities (RRU): \$878,722

Phase Code

CST – Construction
PE – Preliminary Engineering
ROW – Right-of-Way
RRU – Railroad Utilities

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:238648 1
DISTRICT:05
ROADWAY ID:36060000

PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40
COUNTY:MARION
PROJECT LENGTH: 4.146MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

| | |
|--|----------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 1,000 |
| SL | 345,793 |
| TOTAL 238648 1 | 346,793 |
| TOTAL 238648 1 | 346,793 |

ITEM NUMBER:410674 2
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314
COUNTY:MARION
PROJECT LENGTH: 5.327MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| | |
|--|------------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 157,249 |
| SN | -12,761 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 1,204,913 |
| SN | -4,539 |
| TOTAL 410674 2 | 1,344,862 |
| TOTAL 410674 2 | 1,344,862 |

ITEM NUMBER:410674 3
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A
COUNTY:MARION
PROJECT LENGTH: 6.140MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| | |
|--|----------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 157,818 |
| TOTAL 410674 3 | 157,818 |
| TOTAL 410674 3 | 157,818 |

ITEM NUMBER:431797 2
DISTRICT:05
ROADWAY ID:36000041

PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 24TH STREET
COUNTY:MARION
PROJECT LENGTH: .754MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| | |
|--|--------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 9,009 |
| TOTAL 431797 2 | 9,009 |
| TOTAL 431797 2 | 9,009 |

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Ocala-Marion TPO

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ITEM NUMBER:431797 3 PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000041 PROJECT LENGTH: .817MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

| | |
|--|--------------|
| FUND CODE | 2023 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 1,936 |
| TOTAL 431797 3 | 1,936 |
| TOTAL 431797 3 | 1,936 |

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 | 2023 |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 217,903 |
| TOTAL 431798 1 | 217,903 |
| TOTAL 431798 1 | 217,903 |

ITEM NUMBER:431935 1 PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SIDEWALK
ROADWAY ID:36080000 PROJECT LENGTH: .633MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| | |
|--|---------------|
| FUND CODE | 2023 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALT | -9,298 |
| TOTAL 431935 1 | -9,298 |
| TOTAL 431935 1 | -9,298 |

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 | 2023 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SN | 111,747 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| GFSL | -33,026 |
| SA | 98,271 |
| SL | 86,235 |
| SN | 59 |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 76,886 |
| SN | 583,933 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 45,072 |
| SN | 190,712 |
| TOTAL 433651 1 | 1,159,889 |
| TOTAL 433651 1 | 1,159,889 |

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ITEM NUMBER:433652 1 PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36110000 PROJECT LENGTH: 1.309MI

NON-SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

| | |
|---|-------------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| GFSA | 30,288 |
| SA | 1,963 |
| SL | -1,234,083 |
| TOTAL 433652 1 | -1,201,832 |
| TOTAL 433652 1 | -1,201,832 |

ITEM NUMBER:433661 1 PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY)
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36030000 PROJECT LENGTH: .384MI

NON-SIS
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| | |
|---|------------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| GFSL | 561,751 |
| SL | 1,370,659 |
| TOTAL 433661 1 | 1,932,410 |
| TOTAL 433661 1 | 1,932,410 |

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36180000 PROJECT LENGTH: .216MI

SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

| | |
|---|--------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 773 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 949 |
| TOTAL 435660 2 | 1,722 |
| TOTAL 435660 2 | 1,722 |

ITEM NUMBER:437596 2 PROJECT DESCRIPTION:SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36110000 PROJECT LENGTH: 1.406MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| | |
|---|----------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | 48,181 |
| TALL | 255,628 |
| TOTAL 437596 2 | 303,809 |
| TOTAL 437596 2 | 303,809 |

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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
ROADWAY ID:36210000 PROJECT LENGTH: .346MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| | |
|---|------------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| CARB | 5,850,000 |
| CARL | 603,801 |
| TOTAL 438562 1 | 6,453,801 |
| TOTAL 438562 1 | 6,453,801 |

ITEM NUMBER:439238 1 PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36010000 PROJECT LENGTH: 10.612MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

| | |
|---|--------------|
| FUND CODE | 2023 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 3,643 |
| TOTAL 439238 1 | 3,643 |
| TOTAL 439238 1 | 3,643 |

ITEM NUMBER:439887 2 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 | 2023 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DUKE ENERGY FLORIDA, LLC | |
| HSP | 73,299 |
| TOTAL 439887 2 | 73,299 |
| TOTAL 439887 2 | 73,299 |

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 | 2023 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 378,092 |
| TOTAL 441136 1 | 378,092 |
| TOTAL 441136 1 | 378,092 |

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| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:441141 1 | PROJECT DESCRIPTION:SR 464 FROM SR 500 (US 27/301) TO SR 35 | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | |
| ROADWAY ID:36004000 | PROJECT LENGTH: 5.878MI | |
| | | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2023 | |
| ----- | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 14,432,051 | |
| TOTAL 441141 1 | 14,432,051 | |
| TOTAL 441141 1 | 14,432,051 | |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:441366 1 | PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | |
| ROADWAY ID:36110000 | PROJECT LENGTH: .790MI | |
| | | TYPE OF WORK:SAFETY PROJECT |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | 2023 | |
| ----- | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 2,112 | |
| TOTAL 441366 1 | 2,112 | |
| TOTAL 441366 1 | 2,112 | |

| | | |
|--|---|-------------------------------------|
| ITEM NUMBER:443170 1 | PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 | *SIS* |
| DISTRICT:05 | COUNTY:MARION | |
| ROADWAY ID:36210000 | PROJECT LENGTH: 13.993MI | |
| | | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 |
| FUND CODE | 2023 | |
| ----- | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 1,074 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 26,578,160 | |
| TOTAL 443170 1 | 26,579,234 | |
| TOTAL 443170 1 | 26,579,234 | |

| | | |
|---|---|-------------------------------------|
| 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 | |
| ROADWAY ID:36518000 | PROJECT LENGTH: 8.404MI | |
| | | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2023 | |
| ----- | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| GFSA | 108,386 | |
| SA | 756,142 | |
| TOTAL 445217 1 | 864,528 | |
| TOTAL 445217 1 | 864,528 | |

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OCALA-MARION TPO

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 | 2023 |
|---|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 150,000 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 1,122,691 |
| TOTAL 445687 1 | 1,272,691 |
| TOTAL 445687 1 | 1,272,691 |

ITEM NUMBER:445688 1 PROJECT DESCRIPTION:US 27/US 441 @ 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 | 2023 |
|---|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 150,000 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 144,262 |
| TOTAL 445688 1 | 294,262 |
| TOTAL 445688 1 | 294,262 |

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 | 2023 |
|---|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 333,825 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 126,978 |
| TOTAL 445701 1 | 460,803 |
| TOTAL 445701 1 | 460,803 |

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 | 2023 |
|---|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | -102 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 1,807,185 |
| SA | 21,814 |
| TOTAL 445800 1 | 1,828,897 |
| TOTAL 445800 1 | 1,828,897 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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Ocala-Marion TPO

HIGHWAYS
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| | | |
|--|---|-------------------------------------|
| ITEM NUMBER:447603 1 | PROJECT DESCRIPTION:NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE. | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | |
| ROADWAY ID:36008000 | PROJECT LENGTH: .026MI | |
| | | TYPE OF WORK:TRAFFIC SIGNALS |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | | 2023 |
| ----- | | ----- |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | | 10,000 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | | 91,630 |
| TOTAL 447603 1 | | 101,630 |
| TOTAL 447603 1 | | 101,630 |

| | | |
|--|--|-------------------------------------|
| ITEM NUMBER:450948 1 | PROJECT DESCRIPTION:SR 40 FROM NE 64TH AVE TO LAKE COUNTY LINE | *SIS* |
| DISTRICT:05 | COUNTY:MARION | |
| ROADWAY ID:36080000 | PROJECT LENGTH: 25.712MI | |
| | | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 |
| FUND CODE | | 2023 |
| ----- | | ----- |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SM | | 1,800,379 |
| SN | | 99,621 |
| TOTAL 450948 1 | | 1,900,000 |
| TOTAL 450948 1 | | 1,900,000 |

| | | |
|--|--|---|
| ITEM NUMBER:450951 1 | PROJECT DESCRIPTION:SR 40 FROM 25TH AVE TO NE 64TH AVE | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | |
| ROADWAY ID:36080000 | PROJECT LENGTH: 4.244MI | |
| | | TYPE OF WORK:PAVEMENT ONLY RESURFACE (FLEX) |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | | 2023 |
| ----- | | ----- |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | | 2,050,000 |
| TOTAL 450951 1 | | 2,050,000 |
| TOTAL 450951 1 | | 2,050,000 |

| | | |
|--|---|---|
| ITEM NUMBER:450952 1 | PROJECT DESCRIPTION:SR 40 FROM US 441 TO 25TH AVE | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | |
| ROADWAY ID:36080000 | PROJECT LENGTH: 2.250MI | |
| | | TYPE OF WORK:PAVEMENT ONLY RESURFACE (FLEX) |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | | 2023 |
| ----- | | ----- |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | | 2,000,000 |
| TOTAL 450952 1 | | 2,000,000 |
| TOTAL 450952 1 | | 2,000,000 |
| TOTAL DIST: 05 | | 62,960,064 |
| TOTAL HIGHWAYS | | 62,960,064 |

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OCALA-MARION TPO

PLANNING
=====

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

2023

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

PL

-307,933

TOTAL 439331 3

-307,933

TOTAL 439331 3

-307,933

ITEM NUMBER:439331 4
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

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

FUND
CODE

2023

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

PL

886,932

TOTAL 439331 4

886,932

TOTAL 439331 4

886,932

TOTAL DIST: 05

578,999

TOTAL PLANNING

578,999

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OCALA-MARION TPO

MISCELLANEOUS
=====

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 | 2023 |
|--|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALL | -2,496 |
| TALT | -4,117 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| CARM | 132,135 |
| CARN | 713,333 |
| TALL | 548,731 |
| TALM | 159,173 |
| TALN | 848,827 |
| TALT | 1,474,808 |
| TOTAL 426179 1 | 3,870,394 |
| TOTAL 426179 1 | 3,870,394 |

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 | 2023 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 21,882 |
| SL | 68,126 |
| TOTAL 436361 1 | 90,008 |
| TOTAL 436361 1 | 90,008 |

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 | 2023 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | 592,847 |
| TOTAL 436361 2 | 592,847 |
| TOTAL 436361 2 | 592,847 |

ITEM NUMBER:436375 2 PROJECT DESCRIPTION:CITYWIDE SIDEWALK IMPROVEMENTS *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2023 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | 19,747 |
| TOTAL 436375 2 | 19,747 |
| TOTAL 436375 2 | 19,747 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
MISCELLANEOUS
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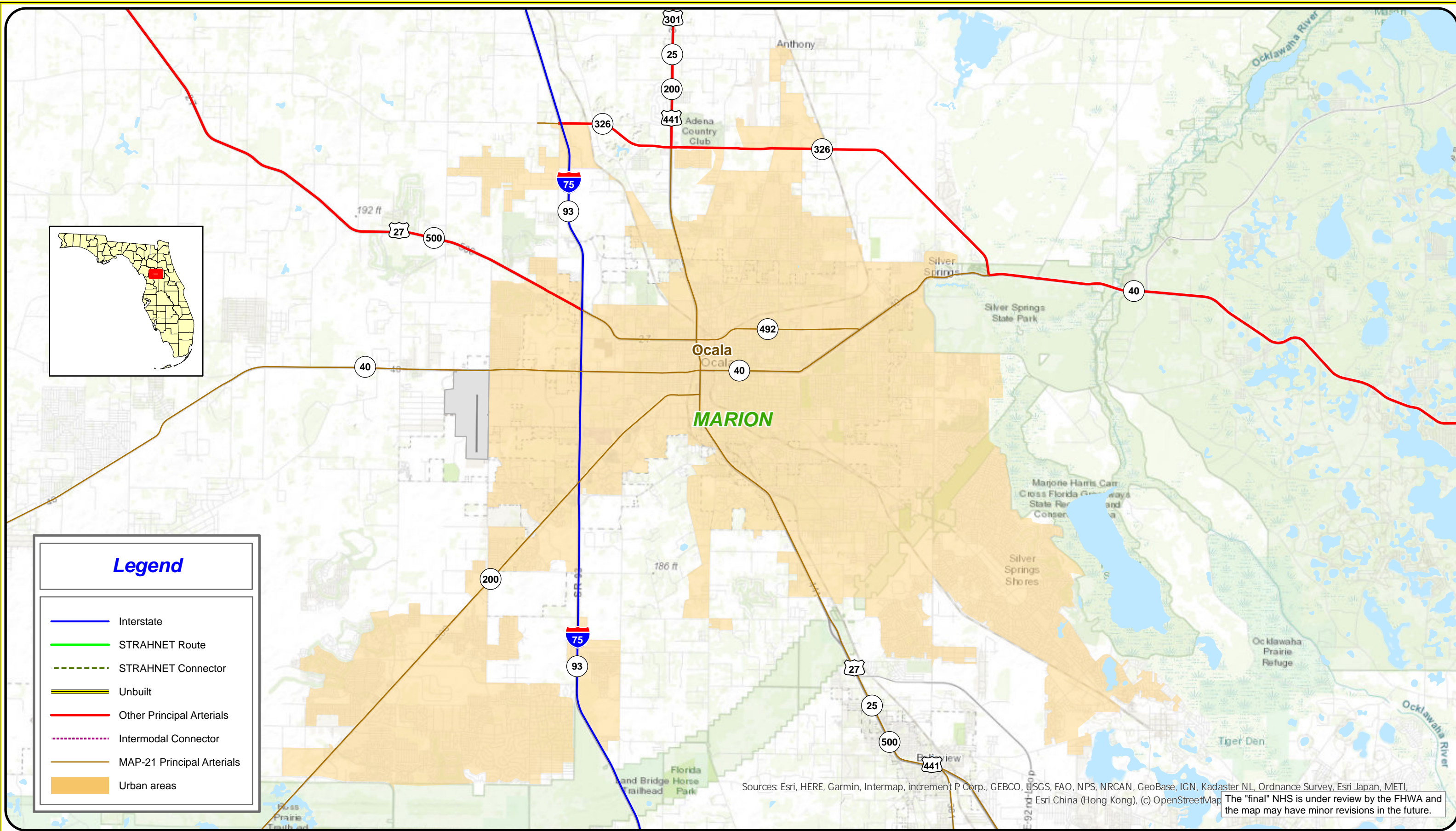
ITEM NUMBER: 440900 2
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: I-75 FRAME - ARTERIALS
 COUNTY: MARION
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: ITS COMMUNICATION SYSTEM
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2023 |
|--|------------------|
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NFP | -24,204 |
| SA | -9,235 |
| TOTAL 440900 2 | -33,439 |
| TOTAL 440900 2 | -33,439 |
| TOTAL DIST: 05 | 4,539,557 |
| TOTAL MISCELLANEOUS | 4,539,557 |
| ----- | |
| GRAND TOTAL | 68,078,620 |

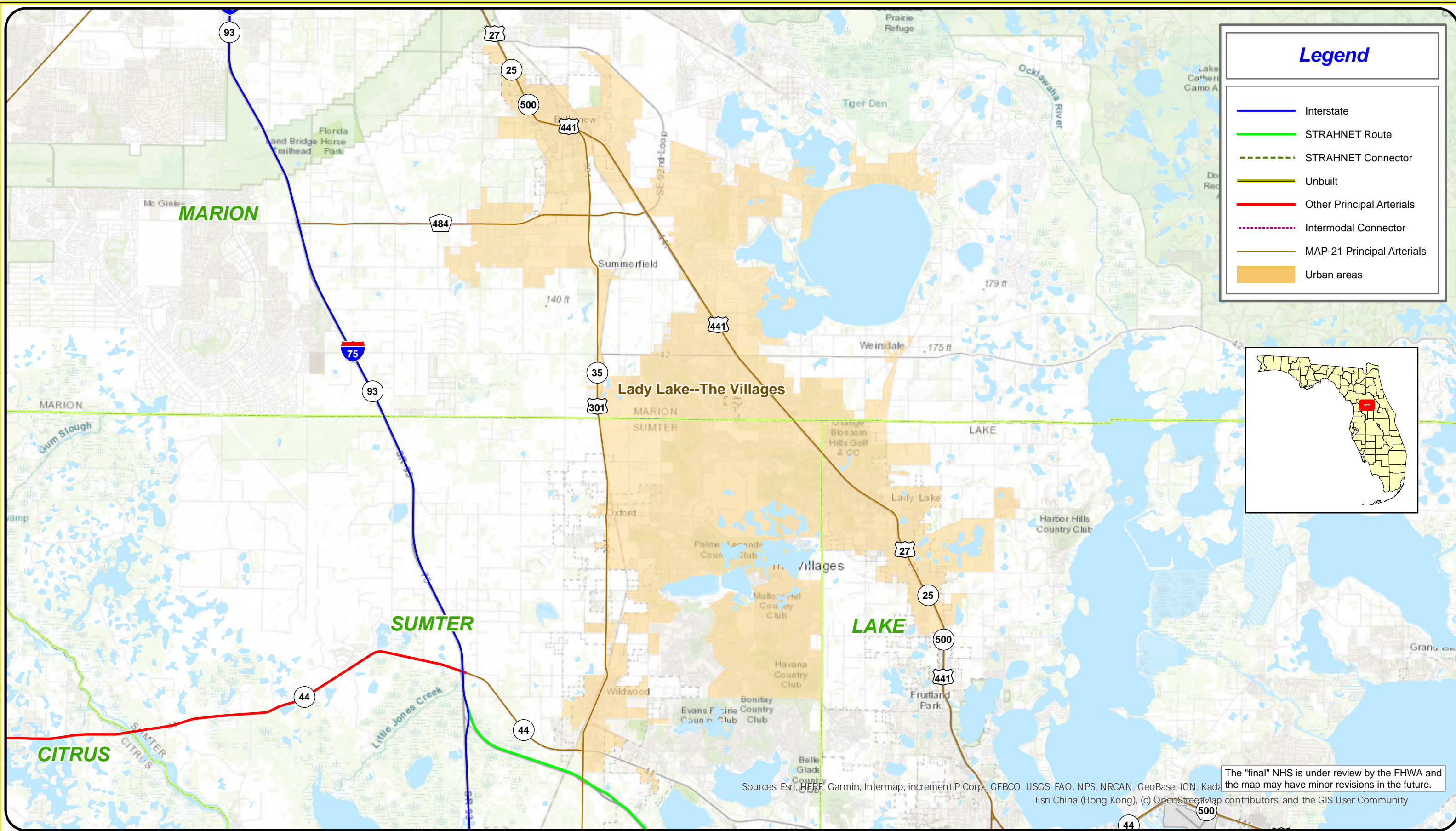
Appendix C: Map of National Highway System (NHS) and Strategic Intermodal System (SIS)



Legend

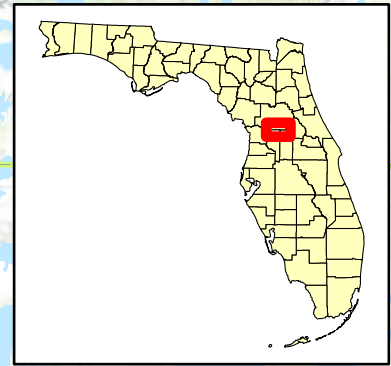
- Interstate
- STRAHNET Route
- STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- Intermodal Connector
- MAP-21 Principal Arterials
- Urban areas

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap
 The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.



Legend

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



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

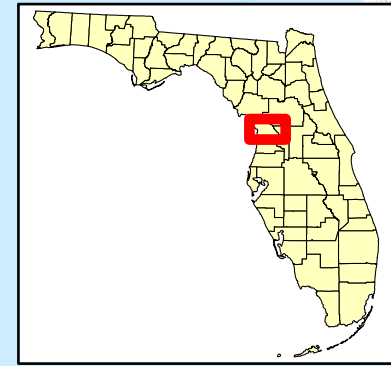
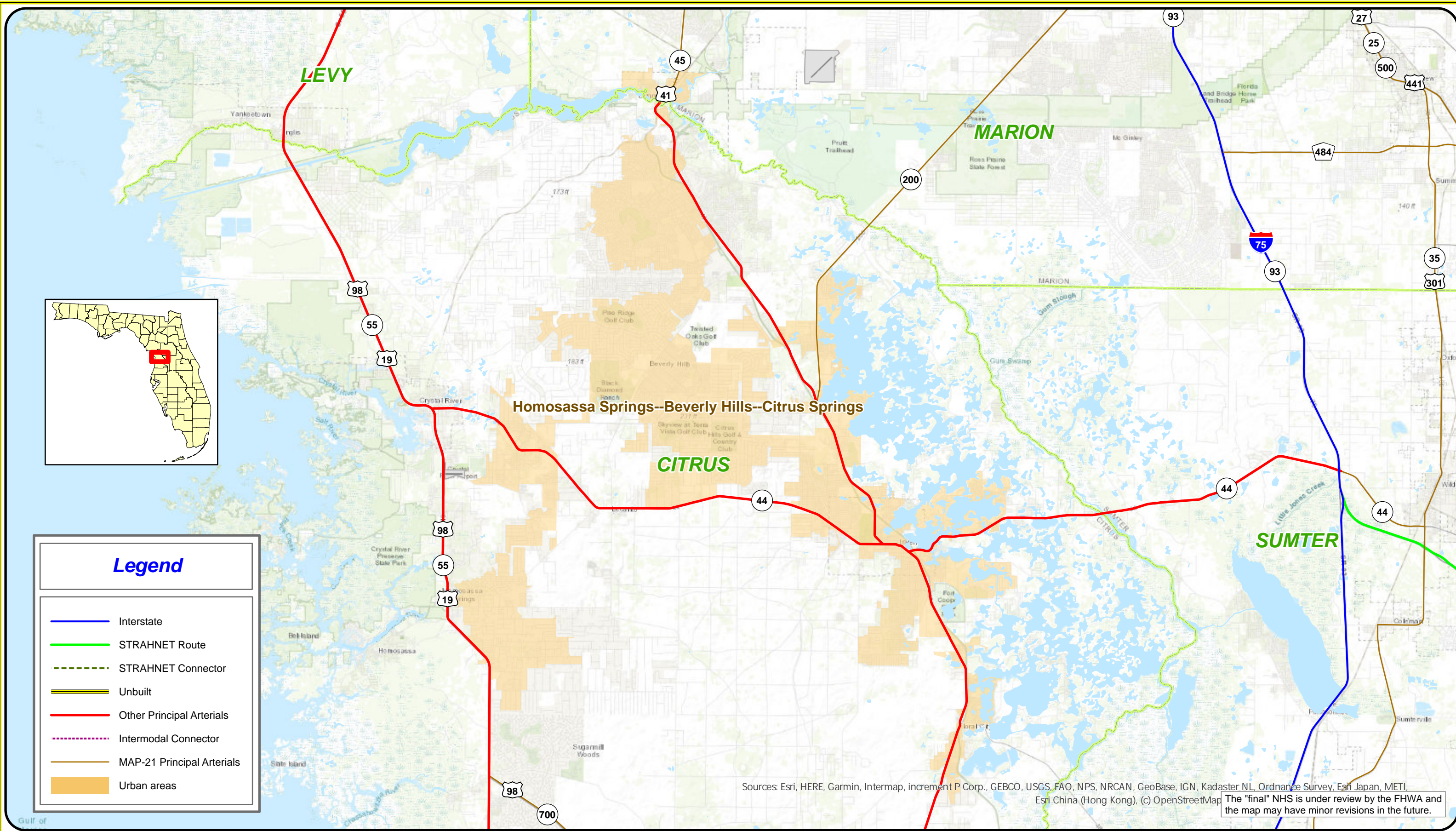
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

Florida Department of Transportation
 Transportation Data & Analytics

Florida's National Highway System

Lady Lake, The Villages - 7/6/2023

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

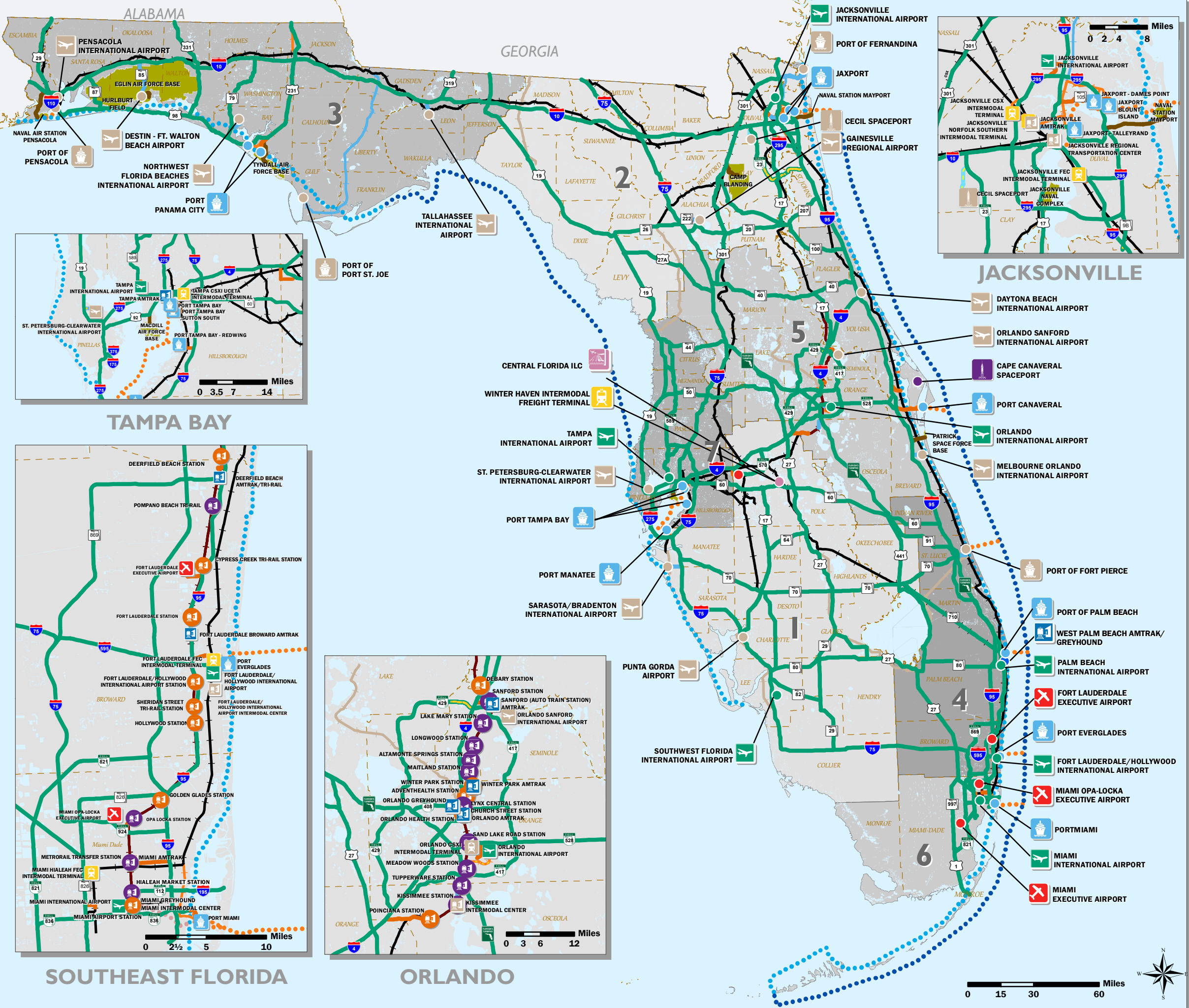
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap. The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Homosassa Springs, Beverly Hills, Citrus Springs - 7/6/2023

0 0.5 1 2 3 4 Miles



- ### 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

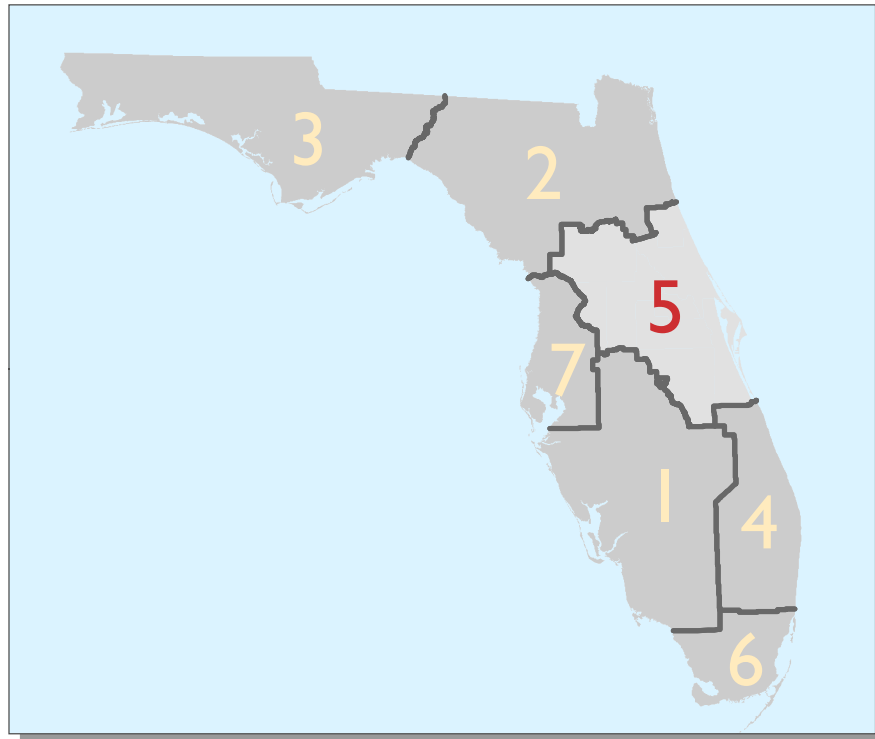
- ### Urban Fixed Guideway Transit Terminal
- SIS Urban Fixed Guideway Hub
 - SIS Urban Fixed Guideway Station

- ### 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

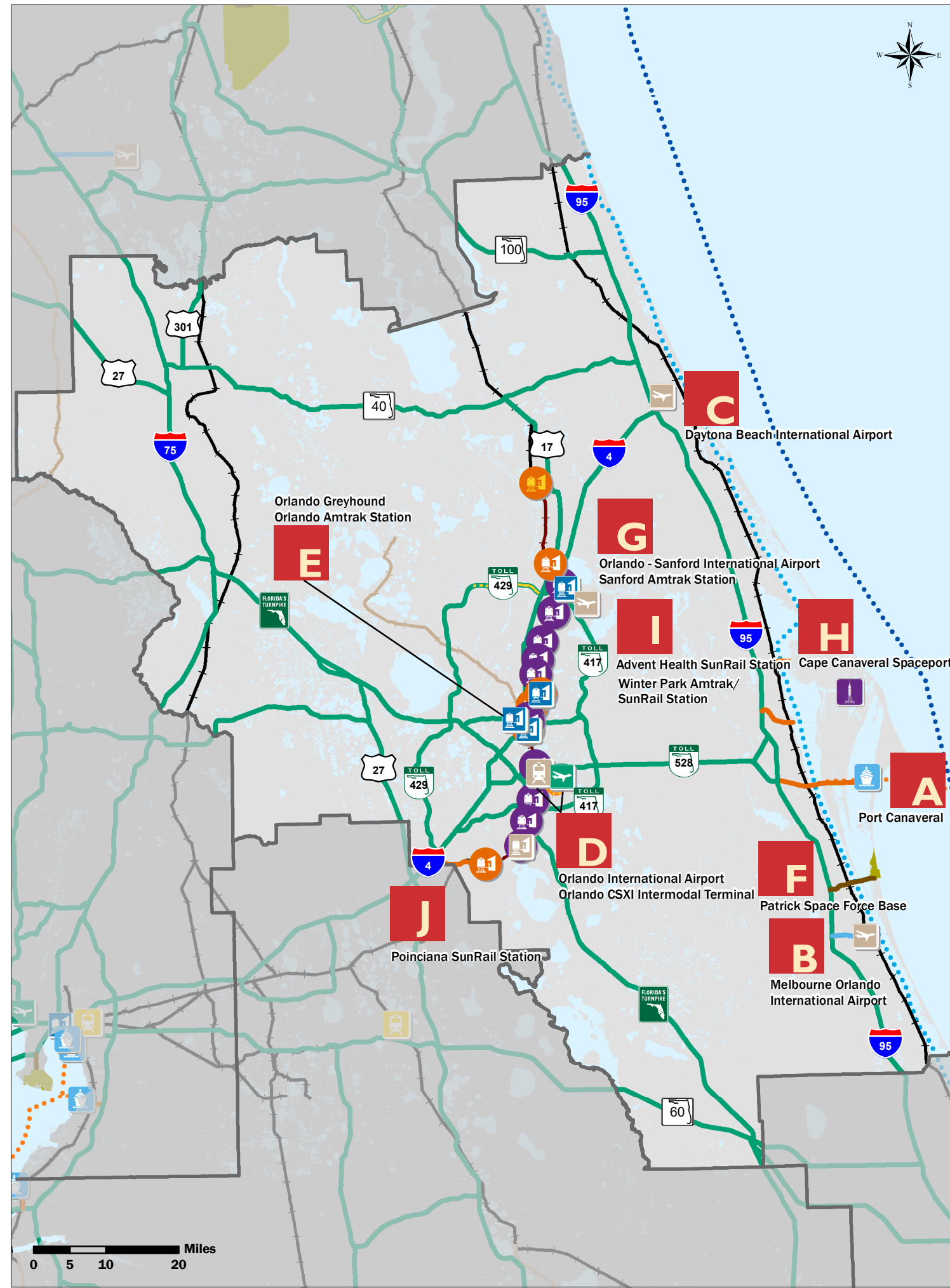
- ### Waterways
- SIS Waterway
 - Strategic Growth Waterway
 - SIS Waterway Connector
 - SIS Waterway Shipping Lane

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 | 6 / 11 | - | - | - | - | 1 / 0 |
| Rail Miles | 301 | 54 | 2 | 3 | - | 6 |
| Urban Fixed Guideway | 52 | - | - | - | - | 12 |
| Highway Miles (Centerline) | 796 | - | 38 | 17 | 6 | 13 |
| Highway Miles (Lane) | 3803 | - | 140 | 72 | 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 Sheets

Transportation Performance Management

January 2024

OVERVIEW

This document highlights key target setting provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and public transportation providers.*

TRANSPORTATION PERFORMANCE MANAGEMENT FRAMEWORK

Federal transportation law requires state DOTs and MPOs to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. TPM uses past performance levels and forecasted conditions to measure progress toward strategic goals as a means to guide investments.



Three FHWA Performance Measures (PM) rules and two FTA transit rules establish various performance measures to assess highway safety (PM1), bridge and pavement condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The FHWA and FTA 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).*

Long Range Transportation Plans

The LRTP must:

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

Transportation Improvement Programs

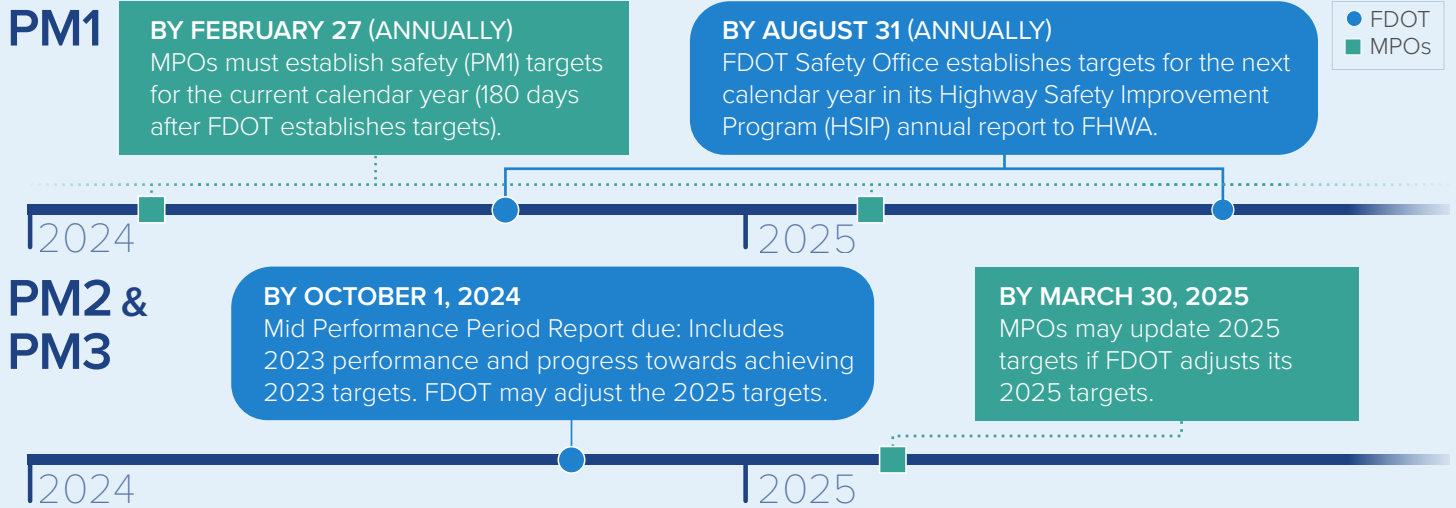
The TIP must:

- » Reflect the investment priorities established in the LRTP.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets.
- » Include a description of the anticipated effect of the TIP toward achieving the performance targets, linking investment priorities to performance targets.

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

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

TIMELINE FOR MPO ACTIONS



TIMEFRAME

TRANSIT ASSET MANAGEMENT AND TRANSIT SAFETY

| PUBLIC TRANSPORTATION PROVIDERS | | MPOs |
|---|--|--|
| TAM | Transit Safety | <ul style="list-style-type: none"> Update MPO transit targets with every LRTP update Reflect MPO targets and public transportation provider(s) current targets in each updated TIP |
| <ul style="list-style-type: none"> Update TAM Plan/Group TAM Plan every 4 years Update TAM targets annually | <ul style="list-style-type: none"> Update safety targets annually | |

TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and public transportation providers set their respective performance targets in coordination with one another. All MPOs establish a target for each applicable performance measure by one of two options:

| | | |
|---|-----------|--|
| <p>Support the target established by FDOT or the public transportation provider(s).</p> <p>The MPO agrees to plan and program projects so that they contribute toward the accomplishment of the state or public transportation provider(s) target.</p> | OR | <p>Establish own target.</p> <p>The MPO coordinates with FDOT or the public transportation provider(s) regarding the methodology used to develop the target and the proposed target prior to establishing a final target.</p> |
|---|-----------|--|

For the **PM1, PM2, and PM3 measures**, MPOs must establish their targets no later than 180 days after FDOT sets its targets. For the **transit asset management and safety measures**, MPOs are not required to establish transit targets annually each time the public transportation provider(s) establishes targets. Instead, MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) 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.

FOR MORE INFORMATION PLEASE CONTACT

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PM1: Safety (All Public Roads)



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

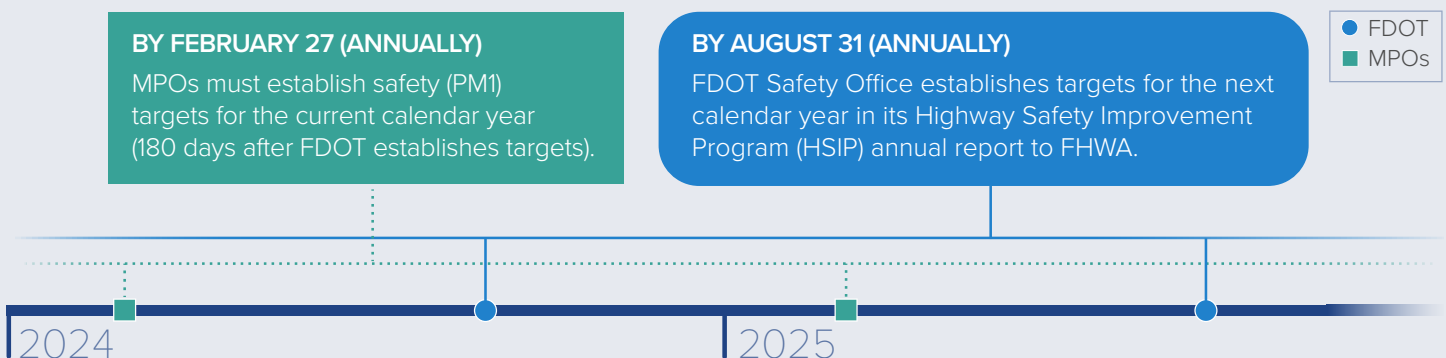
OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

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

TIMELINE



BY FEBRUARY 27 (ANNUALLY)

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

BY AUGUST 31 (ANNUALLY)

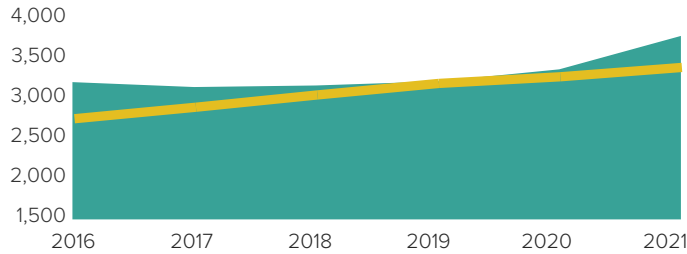
FDOT Safety Office establishes targets for the next calendar year in its Highway Safety Improvement Program (HSIP) annual report to FHWA.

● FDOT
■ MPOs

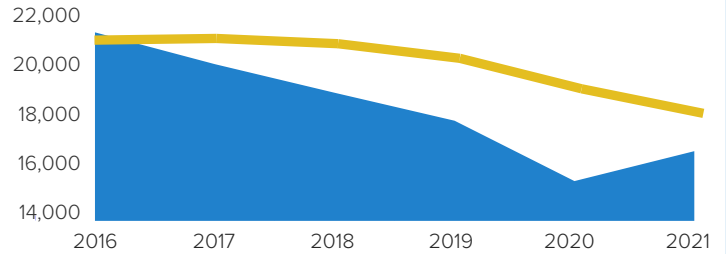
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

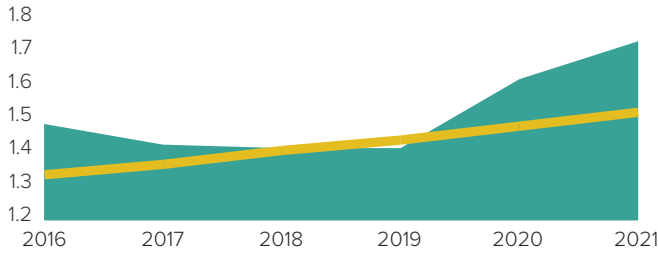
ANNUAL FATALITIES



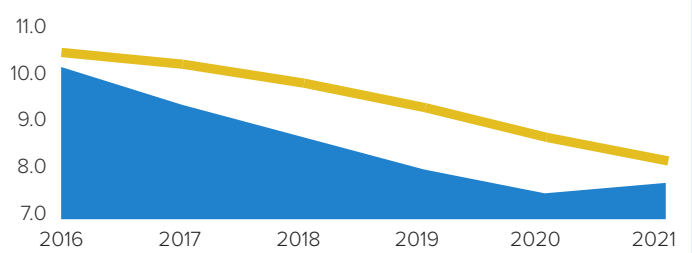
ANNUAL SERIOUS INJURIES



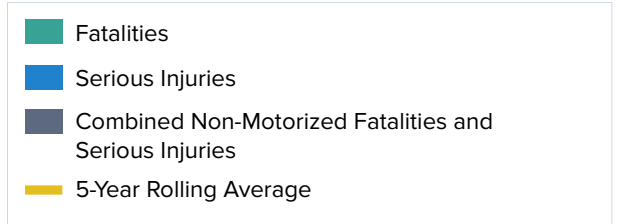
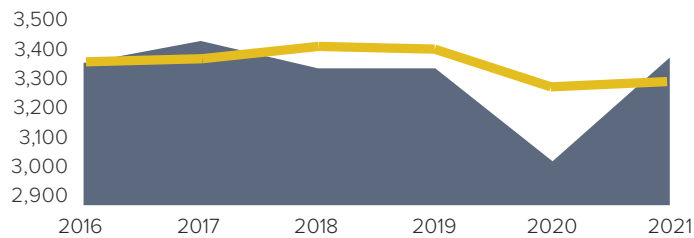
FATALITY RATE (PER HUNDRED MILLION VMT)



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



This is the current data available.

Source: FLHSMV, 2022.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

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PM2: Bridge and Pavement



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PAVEMENT PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

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

POOR CONDITION

Suggests major investment is needed.

TIMELINE

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

BY OCTOBER 1, 2024

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

BY MARCH 30, 2025

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

- FDOT
- MPOs

2024

2025

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

EXISTING STATEWIDE CONDITIONS

NHS Bridges

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

Interstate Pavements

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

Non-Interstate NHS Pavements

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

Source: FDOT and FHWA.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

MINIMUM CONDITIONS

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

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

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

FOR MORE INFORMATION PLEASE CONTACT

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PM3: System Performance



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PERFORMANCE MEASURES

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

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

TIMELINE

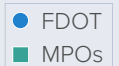
SECOND Performance Period (January 1, 2022 to December 31, 2025)

BY OCTOBER 1, 2024

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

BY MARCH 30, 2025

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



2024

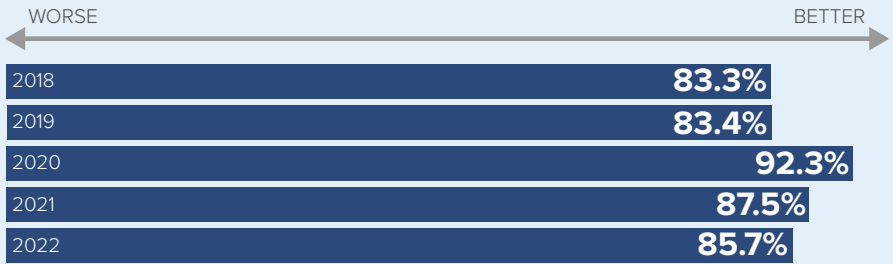
2025

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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



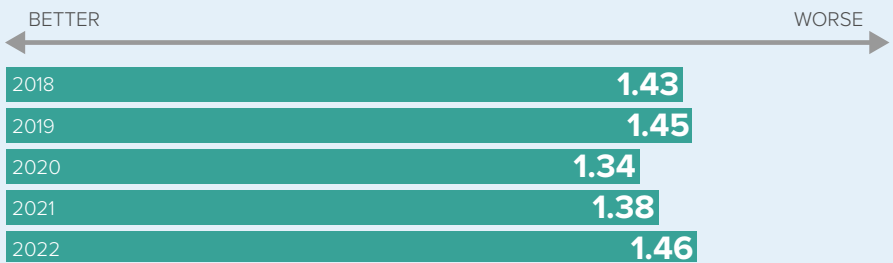
NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

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ASSET MANAGEMENT

Public Transit



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

The Federal Transit Administration (FTA) Transit Asset Management rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule defines State of Good Repair (SGR) performance measures and establishes requirements for Transit Asset Management (TAM) Plans and performance targets. 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 Asset Categories and TAM Performance Measures

| FTA ASSET CATEGORIES | PERFORMANCE MEASURES |
|--|---|
| EQUIPMENT Non-revenue support-service and maintenance vehicles | Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB) |
| ROLLING STOCK Revenue vehicles | Percentage of revenue vehicles that have met or exceeded their ULB |
| INFRASTRUCTURE Rail fixed-guideway track | Percentage of track segments (by mode) with performance restrictions |
| FACILITIES Buildings and structures | Percentage of facilities 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 investment needs have been met or recovered.

Public transportation providers are required to report transit asset performance measures and targets annually to the National Transit Database (NTD).

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

- Update TAM Plan/Group TAM Plan every 4 years
- Update TAM targets annually

MPOs

- Update MPO TAM targets with every LRTP update
- Reflect MPO targets and public transportation provider(s) current TAM targets in each updated TIP

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

TAM PLAN

Tier I versus Tier II Agencies

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

TIER I

Operates rail

OR

≥ 101 vehicles across all fixed route modes

OR

≥ 101 vehicles in one non-fixed route mode

TIER II

Subrecipient of 5311 funds

OR

American Indian Tribe

OR

≤ 100 vehicles across all fixed route modes

OR

≤ 100 vehicles in one non-fixed route mode

Required Elements of Provider TAM Plans

1. Inventory of Capital Assets

TIERS I AND II

2. Condition Assessment

3. Decision Support Tools

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

A **TIER II** public transportation provider may develop its own plan or participate in a group TAM plan, which is compiled by a group TAM plan 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 2022 that includes collective TAM targets for the participating providers. Participants in FDOT's Group TAM Plan primarily operate in areas of the state that are not served by an MPO.

MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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

SAFETY

Public Transit



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

The Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP) rule established transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance. This fact sheet describes these requirements and the role of Metropolitan Planning Organizations (MPO) under this rule.*

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

Recipients and Sub-recipients of FTA 5307 funds

The rule applies to recipients and sub-recipients of FTA 5307 funds that operate a public transportation system and to operators of rail transit systems subject to FTA's State Safety Oversight Program.

The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the U.S. Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Small public transportation providers without rail and 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 | <i>Total number of reportable fatalities and rate per total vehicle revenue miles by mode.</i> |
| INJURIES | <i>Total number of reportable injuries and rate per total vehicle revenue miles by mode.</i> |
| SAFETY EVENTS | <i>Total number of reportable events and rate per total vehicle revenue miles by mode.</i> |
| SYSTEM RELIABILITY | <i>Mean distance between major mechanical failures by mode.</i> |

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

- Update safety targets annually

MPOs

- Update MPO safety targets with every LRTP update
- Reflect MPO targets and public transportation provider(s) current safety targets in each updated TIP

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

RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 public transportation provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). Because Section 5307 public transportation providers in Florida must already have a SSPP, FDOT recommends that public transportation providers revise their existing SSPPs to be compliant with the FTA PTASP requirements.

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

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

REQUIREMENTS

TRANSIT SAFETY TARGET COORDINATION BETWEEN FDOT, MPOS, AND PUBLIC TRANSPORTATION PROVIDERS

- » Public transportation providers that annually draft and certify a PTASP and transit safety targets must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » MPOs are not required to establish transit safety targets annually each time the public transportation provider(s) establishes targets. Instead, MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) PTASP targets in the updated TIP.
- » Public transportation providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Public transportation providers will give written notice to the MPO(s) and FDOT when the public transportation provider establishes transit safety targets.
- » When establishing transit safety targets, the MPO can either agree to program projects that will support the public transportation provider targets, or establish its own separate targets for the MPO planning area.
- » MPOs that establish their own transit safety targets will coordinate with the public transportation provider(s) and FDOT in the selection of transit safety performance targets, and will give written notice to the public transportation provider(s) and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support the public transportation provider(s) safety targets will provide FDOT and the public transportation providers documentation that the MPO agrees to do so.
- » If two or more public transportation 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 that reflect the differing public transportation provider targets.

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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

Appendix E: Public Notice Record

Govt Public Notices

Originally published at ocala.com on 05/07/2024

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is now available

for public review and comment.

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, and aviation.

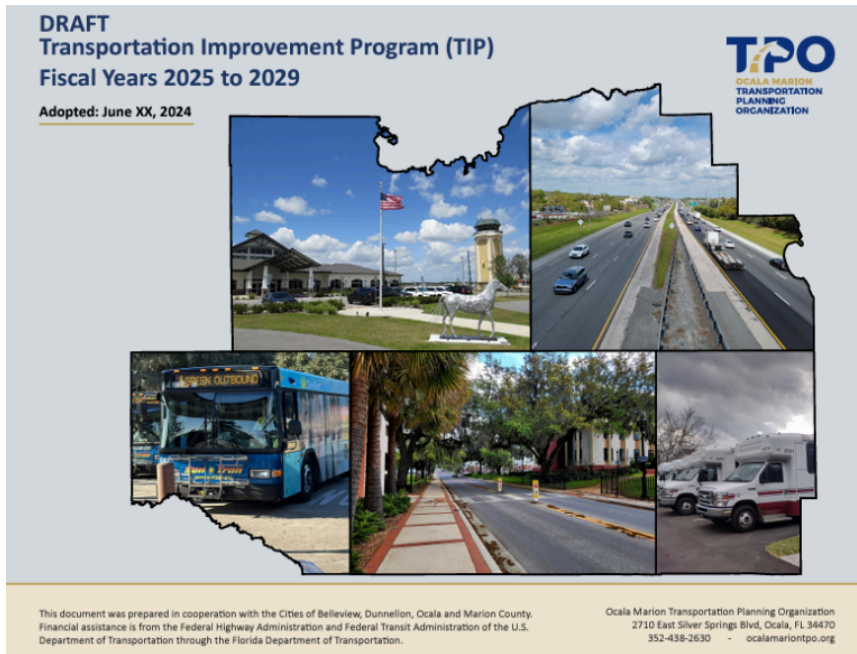
The Draft TIP for Fiscal Years 2025 to 2029 is now available for public review by accessing the TPO website at: [https://ocalamariontpo.o](https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip/)

[rg/plans-and-programs/transportation-improvement-program-tip/](https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip/).

To provide comments by June 14, 2024, contact Sara Brown, Transportation Planner by phone at 352-438-2632 or by email at sara.brown@marionfl.org.

10136245

The Draft TIP for Fiscal Years 2025 to 2029 is now available for public review – Transportation Planning Organization



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, and aviation.

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To provide comments by June 14, 2024, contact Sara Brown, Transportation Planner by phone at 352-438-2632 or by email at sara.brown@marionfl.org.



Ocala Marion TPO

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The Draft TIP for Fiscal Years 2025 to 2029 is now available for public review by accessing the TPO website at:

<https://ocalamariontpo.org/.../transportation-improvement...>

To provide comments by June 14, 2024, contact Sara Brown, Transportation Planner by phone at 352-438-2632 or by email at sara.brown@marionfl.org.

DRAFT
Transportation Improvement Program (TIP)
Fiscal Years 2025 to 2029

Adopted: June XX, 2024



This document was prepared in cooperation with the Cities of Belleview, Sunnyside, Ocala and Marion County. Financial assistance from the Federal Highway Administration and Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

Ocala Marion Transportation Planning Organization
2720 East Silver Springs Blvd, Ocala, FL 34470
352-438-2632 - ocalamariontpo.org

👍 Like

💬 Comment

Appendix F: Public and Partner Comments

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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: The MPO may address comments regarding grammatical, spelling, and other related errors, but this would not affect the document's approval.

Enhancement: Comments may be addressed by the MPO but would not affect the 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: The comment **MUST** be addressed to meet the minimum state and federal requirements for approval. The reviewer must clearly identify the applicable state or federal statutes, regulations, policies, guidance, or procedures to which the document does not conform.

If a question is categorized, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

MPO: **Ocala Marion TPO**

Fiscal Years included: **2025-2029**

Review #: **1**

Date of Review: **5-7-2024**

Reviewed by: **KP**

TIP Format & Content

Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption?

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: **1**

[Click here to enter notes](#)

Does the Table of Contents show the title of each section with the correct page number?

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: **4**

[Click here to enter notes](#)

Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: **2**

[Click here to enter notes](#)

Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms?

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: **25, 36 & 147**

[Click here to enter notes](#)

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 consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53]

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)]

Yes No

Choose an item.

Did not find a statement specifically indicating the financial plan was developed with estimates provided by public transit operators, however, it's noted that an explanation of funding sources is provided on paged 24.

Page Numbers:

[Click here to enter notes](#)

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

Yes No

Choose an item. [Click here to enter comments.](#)

Page Numbers: 27

[Click here to enter notes](#)

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

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 31

[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 CFR 450.326(n)(1)]

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 31

Pg 31 discusses using the LRTP but, is not citing 23 CFR 450.326(n)(1).

Does the TIP describe how projects are consistent with the 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) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#).

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 9

[Click here to enter notes](#)

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

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 43-108

[Click here to enter notes](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 112-125](#)

[Click here to enter notes](#)

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

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 8](#)

[Click here to enter notes](#)

Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification.

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 9](#)

[Click here to enter notes](#)

Does the TIP discuss the congestion management process? All MPOs are required to have a congestion 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), FS]

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 11](#)

[Click here to enter notes](#)

Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS AND 41-2.009(2) FAC]

Yes No

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 12](#)

[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 [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)]

[Choose an item.](#) [Click here to enter comments](#)

[Page Numbers: 14 - 23](#)

[Click here to enter notes](#)

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

Yes No

- ✓ Safety performance measures

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)]

Choose an item. [Click here to enter comments](#)

Page Numbers: 14 - 23

[Click here to enter notes](#)

Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#).

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 24 - 30

[Click here to enter notes](#)

Does the TIP contain projects listed in the [FDOT 23 CFR Part 667 Report](#)?

Yes No

If so, does the MPO reference the report in the TIP for that project?

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP include the following information?

- ✓ Sufficient description of the 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 the 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

Choose an item. [Click here to enter comments](#)

Page Numbers: 44 - 108

[Click here to enter notes](#)

TIP Review

What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments.

Choose an item. [Uploaded to GAP System for review on 5/6/2024](#)

Page Numbers:

[Click here to enter notes](#)



Draft FY 25 to 29 Transportation Improvement Program (TIP)

Public Comments

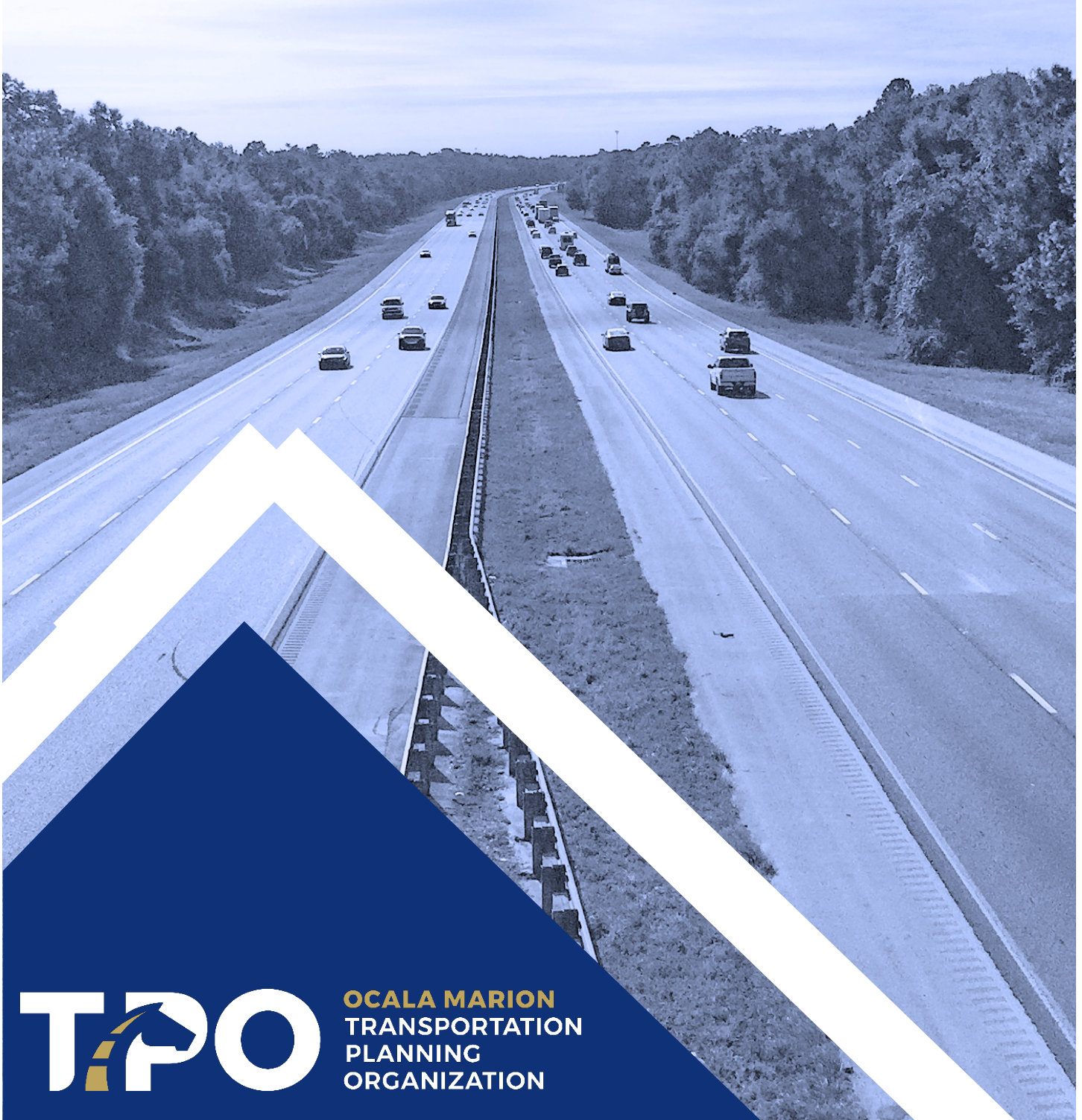
Summary

The draft Fiscal Years 2025 to 2029 Transportation Improvement Program (TIP) was made available for public and partner agency review from May 7 to June 14, 2024. The following public comment was received by the TPO.

- **Public Comment:** “In the draft TIP map online, project FM 436756-1 does not include further detail about the project. I own a few properties along that route and would like to know more about the project and if any designs have been made.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and was told that the project in the TIP is funded for preliminary engineering in FY 25. The TPO also gave the citizen contact information for the city to ask if they have any further design information for the project.

Appendix G: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

November 2023

| 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. |
| AADT | Average Annual Daily Traffic | Average daily traffic on a roadway segment for all days of the week during a period of one year expressed in vehicles per day. |
| 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. |
| CIP | Capital Improvement Program | The CIP is a multi-year schedule of programmed capital improvement projects, including cost estimates and budgeted by year. CIP documents are typically updated annually by a local government. |
| 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. |
| COOP | Continuity of Operations Plan | The COOP outlines guidance to TPO Staff and Board Members to ensure all federal and state required essential functions continue to be performed in the event of an extended interruption of services due to a declared emergency or disaster. |
| 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). |
| 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 |

| ACRYONYM | NAME | DESCRIPTION |
|----------|--|---|
| 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. |
| 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. |
| FMTP | Freight Mobility and Trade Plan | FDOT's Freight Mobility and Trade Plan (FMTP) 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. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|--|---|
| 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. |
| 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. |
| TDSP | Transportation Disadvantaged Service Plan | The TDSP is a tactical plan outlining the services provided to the transportation disadvantaged population served by the Community Transportation Coordinator (Marion Transit). The TDSP is update every year, and also undergoes a major update every five years by the TPO. |
| 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 | Urban 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

MAJOR PROJECT CHANGES FROM PRIOR TIP

The following list summarizes major projects that were programmed in the previous Fiscal Years (FY) 2024 to 2028 TIP and their respective status toward implementation. This includes projects advanced; completed; construction (2024/2025); or deferred. The project status denoted references the general fiscal year time frame.

| Project Status from Prior TIP: Advanced, Completed, Construction or Deferred | | | |
|--|--|-------------------------|--------------------------|
| Project Number/FM | Project Description | Project Status | FY 2024-2028 TIP Funding |
| 2386481 | SR 45 (US 41) from SW 110th St to North of SR 40 | Deferred FY 28 to FY 29 | 62,027,312 |
| 4336511 | CR 484 from SW 20th Avenue to CR 475A | Construction 2024/2025 | \$46,260 |
| 4336514 | CR 484 from SW 20th Avenue to CR 475A | Construction 2024/2025 | \$213,492 |
| 4375962 | SR 40/Silver Springs Blvd from NW 27th Ave to SW 7th Ave | Construction 2024/2025 | \$909,279 |
| 4384171 | Marion County Airport Runway Improvements | Deferred FY 24 to FY 26 | \$437,500 |
| 4385621 | I-75 (SR 93) Rest Area from North of CR 484 to South of SR 200 | Construction 2024/2025 | \$42,379,924 |
| 4392341 | SR 200 from I-75 to U.S. 301 | Construction 2024/2025 | \$12,455,781 |
| 4407801 | Ocala International Airport Pavement Rehabilitation | Deferred FY 24 to FY 25 | \$1,250,000 |
| 4411411 | SR 464 from U.S. 441/U.S. 301 to SR 35 (Baseline Road) | Construction 2024/2025 | \$21,644,972 |
| 4452121 | U.S. 301 from S of NE 175th St to Alachua County Line | Construction 2024/2025 | \$4,729,689 |
| 4452171 | SR 326 from NW 12th to SR 40 | Construction 2024/2025 | \$11,875,930 |
| 4456881 | U.S. 27/U.S. 441/Abshiver Boulevard at CR 42 | Construction 2024/2025 | \$1,099,429 |
| 4457011 | SE Abshier Blvd from SW Hames Rd to North of SE Agnew Rd | Construction 2024/2025 | \$2,062,140 |
| 4489241 | SR 492 over CSX Railroad Line | Construction 2024/2025 | \$391,249 |
| 4492611 | SW 60th Ave from SW 54th Street to SECO Energy Driveway | Deferred FY 24 to 28 | \$199,243 |
| 4497741 | Marion County Airport Hangar | Construction 2025/2027 | \$2,500,000 |
| 4392382 | SR 25/U.S. 441/SR 500 from SR 35/SE Baseline Road to SR 200/SW 10th Streets | Deferred FY 25 to 27 | \$3,919,169 |
| 4506371 | U.S. 27 from Sumter County Line to U.S. 301/Abshier (Bellevue) | Construction 2025/2026 | \$24,752,774 |
| 4453021 | SR 35/U.S. 301 from North of CR 42 to North of SE 114 th Place Road | Construction 2024/2025 | \$5,347,959 |

TIP Funding and schedule changes are summarized in the following table for major projects programmed in both the previous FY 2024 to FY 2028 TIP and the current draft FY 2025 to FY 2029 TIP. Also summarized are projects previously deferred in a prior TIP, and are now programmed in the current FY 2025 to FY 2029 TIP.

| Major Project Total Funding Changes: Prior TIP Years (2024 to 2028) to Current TIP Years (2025 to 2029) | | | |
|--|---|---------------------------------|----------------------------------|
| 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 | Programmed FY 2029 | \$46,335,710 |
| 4336601 | U.S. 441 at SR 464 | None | \$1,004,203 |
| 4352091 | I-75 (SR 93) at NW 49th St from end of NW 49th to NW 35th | None | \$67,480,581 |
| 4392382 | U.S. 441 from SE 102nd Place to SW 10th/SR 200 | Deferred FY 25 to FY 27 | \$672,802 |
| 4452181 | U.S. 441 from Avenue I to Alachua County Line | None | \$1,483,565 |
| 4485261 | U.S. 41/Williams from N of Citrus County to SW 110th St | None | \$731,088 |
| 4486351 | U.S. 441 from County Road 25A to Avenue I | None | -\$83,635 |
| 4520741 | I-75 IMPROVEMENTS FROM SR 200 TO SR 326 | None | \$54,809,480 |
| 4520721 | I-75 AT SR 326 INTERCHANGE IMPROVEMENTS | None | \$16,158,465 |
| 4509521 | SR 40 FROM U.S. 41 to 25th Ave | None | -\$5,514,218 |
| 4509481 | SR 40 FROM NE 64TH AVE TO LAKE COUNTY LINE | None | \$5,255,078 |
| 4520721 | I-75 AT SR 326 INTERCHANGE IMPROVEMENTS | None | \$16,158,465 |

*Project deferred in a prior TIP years, programmed in current FY 2025 to FY 2029 TIP

Appendix I: List of Projects in 2045 LRTP

FIGURE 7.2: 2021-2025 PROJECTS

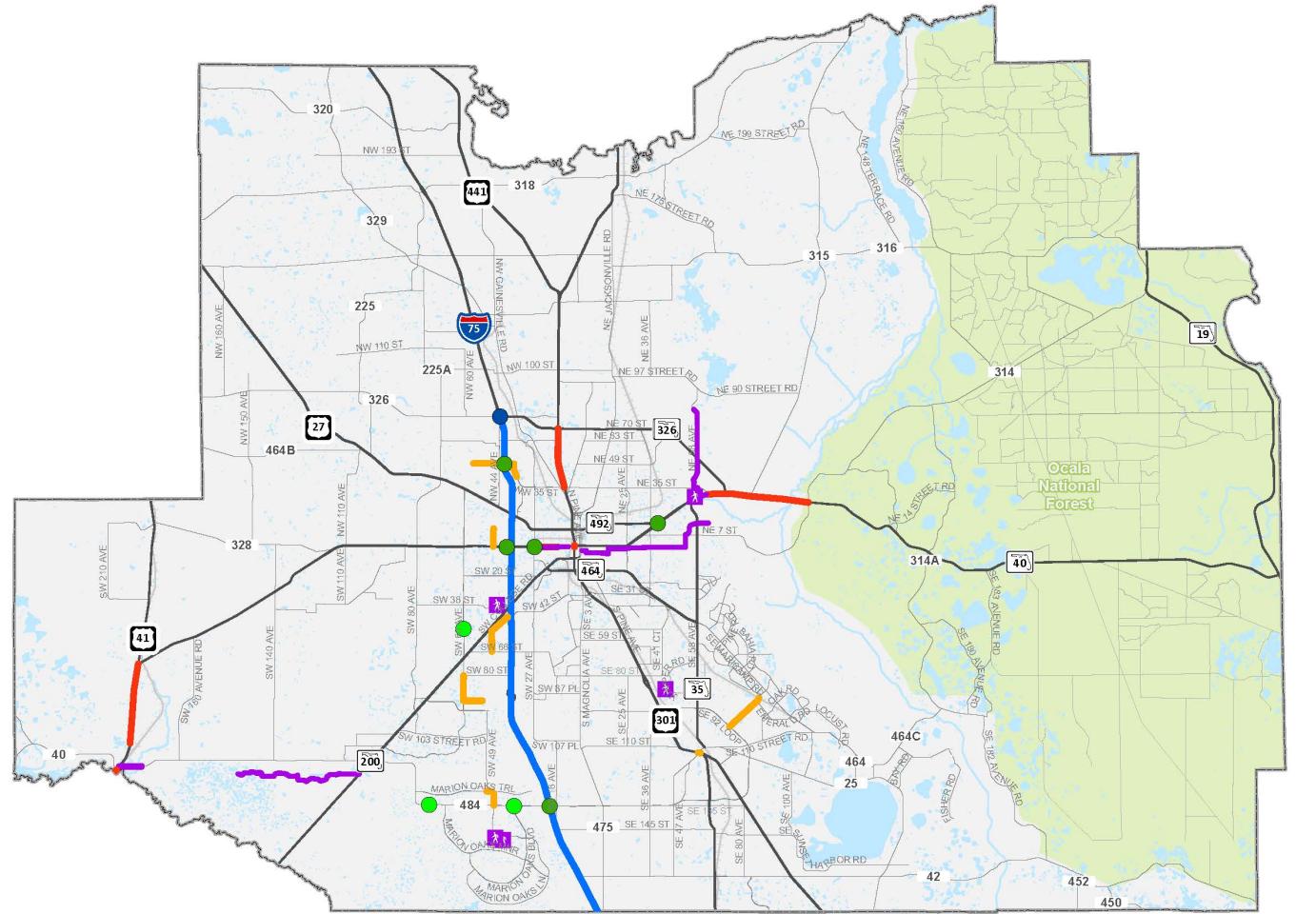


TABLE 7.2: 2021-2025 PROJECTS

| 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 |
| | Moving Florida Forward | CR 484 | at Intersection of Marion Oaks Boulevard | |
| CR 484 | | at SW 135th Street Road | | Intersection/Turn lanes |
| SW 60th Avenue | | SW 54th Street | SECO Driveway | Intersection/Turn lanes |
| I-75 (SR 93) | | at SR 326 | | Interchange Operational Improvements |
| I-75 North Portion | | SR 200 | SR 326 | Add Auxiliary Lanes |
| Local Funded Roadway Investments | I-75 South Portion | South of SR 44 | SR 200 | Add Auxiliary 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 |
| | 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 |
| Technological Investments | Marion Oaks-Sunrise/Horizon | Marion Oaks Golf Way | Marion Oaks Manor | Sidewalks |
| | Saddlewood Elementary Sidewalks | | | Sidewalks |
| | Legacy Elementary Sidewalks | | | Sidewalks |
| | Marion County/ Ocala ITS Operational Support | | | ITS Communication System |

FIGURE 7.3: 2026-2030 PROJECTS

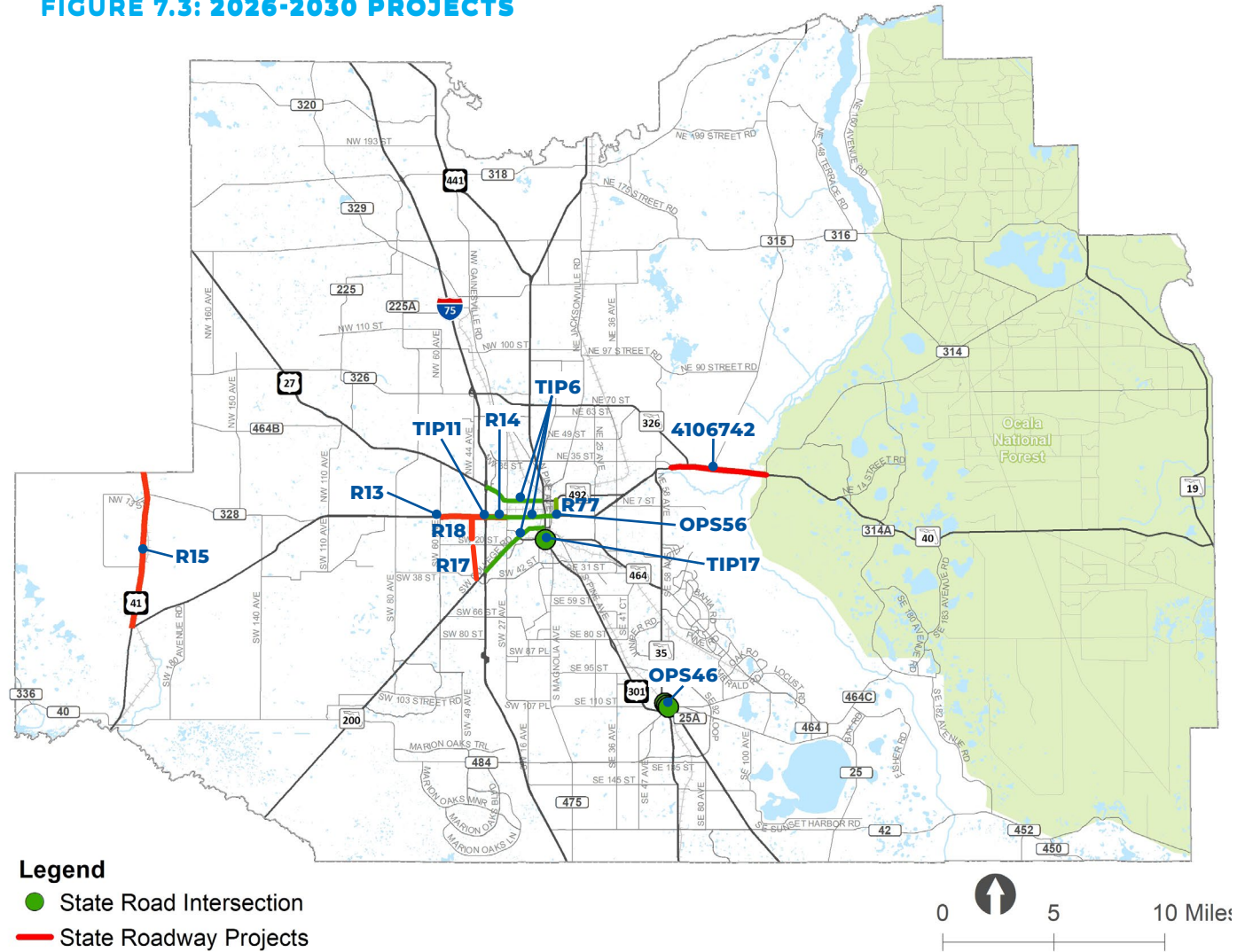


FIGURE 7.4: 2031-2035 PROJECTS

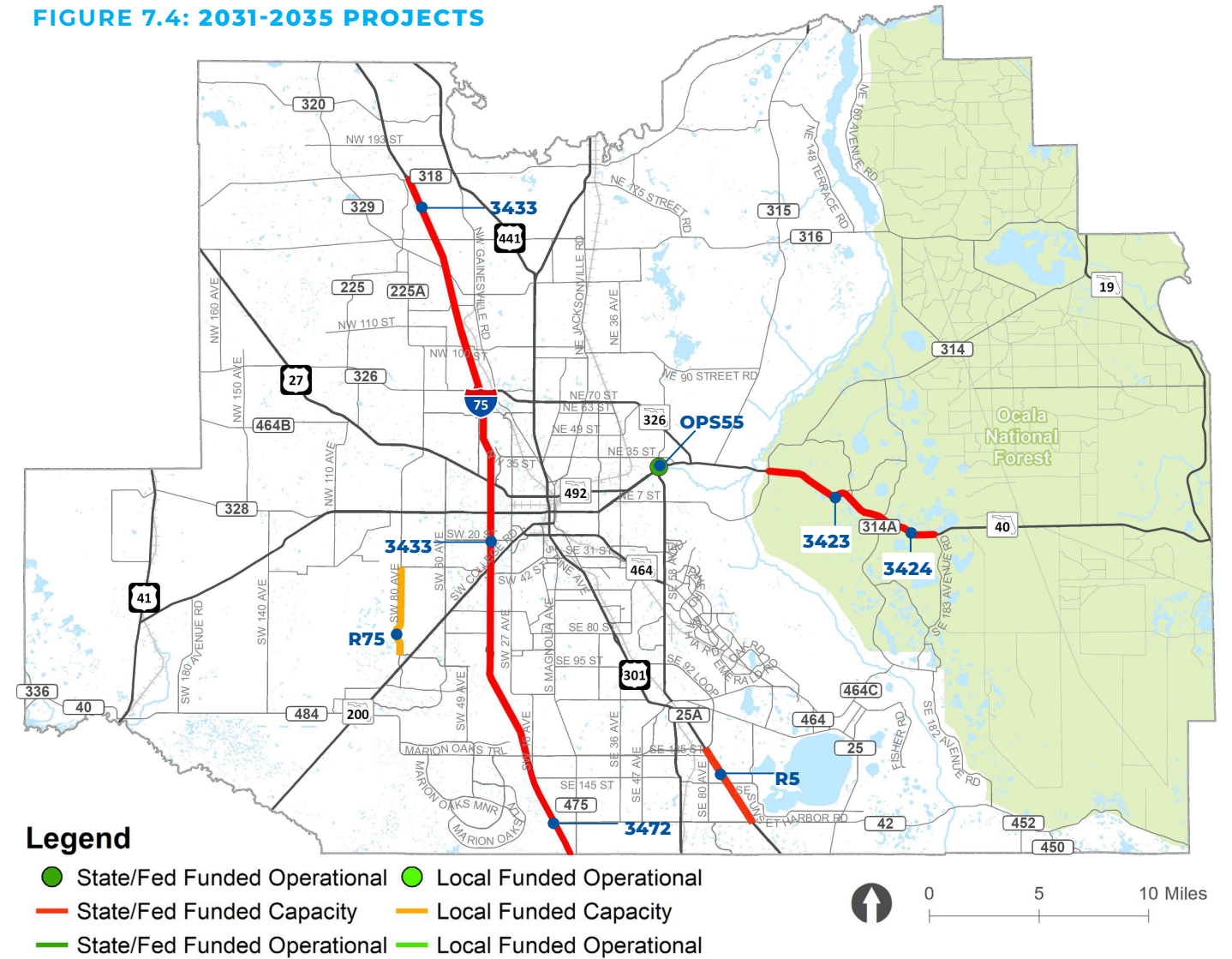


TABLE 7.3: 2026-2030 PROJECTS

| 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 |
| | OPS55 | SR 40 | SR 35 | | 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 |

Appendix J: FDOT TIP Project Detailed Report

STIP Project Detail and Summaries Online Report

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

| Selection Criteria | |
|---|--|
| TIP County/MPO Area: Ocala-Marion TPO All Funds As Of: N = 04/09/24 (Last Night) | Detail Geographic District: District 5 Number Of Years: 5 Version: G1 |

HIGHWAYS

Item Number: 238648 1 **Project Description:** SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40
District: 05 **County:** MARION **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 4.146MI

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|--|------------------|------|------|------|------|------|-------|------------------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | |
| P D & E / MANAGED BY FDOT | | | | | | | | |
| Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT | 143,104 | | | | | | | 143,104 |
| HPP-HIGH PRIORITY PROJECTS | 682,728 | | | | | | | 682,728 |
| SA-STP, ANY AREA | 987,634 | | | | | | | 987,634 |
| Phase: P D & E Totals | 1,813,466 | | | | | | | 1,813,466 |

PRELIMINARY ENGINEERING / MANAGED BY FDOT

| | | | | | | | | |
|--|------------------|--|--|--|--|--|--|------------------|
| Fund Code: ACSA-ADVANCE CONSTRUCTION (SA) | 511,971 | | | | | | | 511,971 |
| DDR-DISTRICT DEDICATED REVENUE | 547,588 | | | | | | | 547,588 |
| DIH-STATE IN-HOUSE PRODUCT SUPPORT | 377,283 | | | | | | | 377,283 |
| DS-STATE PRIMARY HIGHWAYS & PTO | 114,967 | | | | | | | 114,967 |
| EB-EQUITY BONUS | 6,851 | | | | | | | 6,851 |
| GFSL-GF STPBG <200K<5K (SMALL URB) | 205,655 | | | | | | | 205,655 |
| GFSN-GF STPBG <5K (RURAL) | 30,330 | | | | | | | 30,330 |
| SA-STP, ANY AREA | 26,674 | | | | | | | 26,674 |
| SL-STP, AREAS <= 200K | 589,759 | | | | | | | 589,759 |
| SN-STP, MANDATORY NON-URBAN <= 5K | 2,642,547 | | | | | | | 2,642,547 |
| Phase: PRELIMINARY ENGINEERING Totals | 5,053,625 | | | | | | | 5,053,625 |

RIGHT OF WAY / MANAGED BY FDOT

| | | | | | | | | |
|--|-------------------|--|--|--|--|--|--|-------------------|
| Fund Code: DDR-DISTRICT DEDICATED REVENUE | 10,337,582 | | | | | | | 10,337,582 |
| DIH-STATE IN-HOUSE PRODUCT SUPPORT | 975,343 | | | | | | | 975,343 |
| DS-STATE PRIMARY HIGHWAYS & PTO | 3,121,944 | | | | | | | 3,121,944 |
| HPP-HIGH PRIORITY PROJECTS | 90,955 | | | | | | | 90,955 |
| SA-STP, ANY AREA | 2,070,206 | | | | | | | 2,070,206 |
| SL-STP, AREAS <= 200K | 5,718,406 | | | | | | | 5,718,406 |
| Phase: RIGHT OF WAY Totals | 22,314,436 | | | | | | | 22,314,436 |

CONSTRUCTION / MANAGED BY FDOT

| | | | | | | | | |
|--------------------------------|--|--|--|--|--|------------|--|------------|
| Fund Code: DDR-DISTRICT | | | | | | 85,574,341 | | 85,574,341 |
|--------------------------------|--|--|--|--|--|------------|--|------------|

| | | | | | | | | | |
|--|------------------|--|--|--|--|--|--|--|------------------|
| DIH-STATE IN-HOUSE PRODUCT SUPPORT | 373,244 | | | | | | | | 373,244 |
| DS-STATE PRIMARY HIGHWAYS & PTO | 43,644 | | | | | | | | 43,644 |
| EB-EQUITY BONUS | 136,930 | | | | | | | | 136,930 |
| SA-STP, ANY AREA | 196,823 | | | | | | | | 196,823 |
| SL-STP, AREAS <= 200K | 5,416,792 | | | | | | | | 5,416,792 |
| SN-STP, MANDATORY NON-URBAN <= 5K | 86,580 | | | | | | | | 86,580 |
| Phase: PRELIMINARY ENGINEERING Totals | 7,947,838 | | | | | | | | 7,947,838 |

RIGHT OF WAY / MANAGED BY FDOT

| | | | | | | | | | |
|--|------------------|-------------------|----------------|-------------------|--|--|--|--|-------------------|
| Fund Code: ART-ARTERIAL HIGHWAYS PROGRAMS | 5,246,250 | 15,000,000 | | 19,817,590 | | | | | 40,063,840 |
| ARTW-ARTERIAL WIDENING PROGRAM | 1,305,917 | | | | | | | | 1,305,917 |
| DIH-STATE IN-HOUSE PRODUCT SUPPORT | 324,361 | 318,000 | 316,000 | | | | | | 958,361 |
| Phase: RIGHT OF WAY Totals | 6,876,528 | 15,318,000 | 316,000 | 19,817,590 | | | | | 42,328,118 |

ENVIRONMENTAL / MANAGED BY FDOT

| | | | | | | | | | |
|------------------------------------|-------------------|-------------------|----------------|-------------------|--|--|--|--|-------------------|
| Fund Code: SA-STP, ANY AREA | 1,000,000 | | | | | | | | 1,000,000 |
| SN-STP, MANDATORY NON-URBAN <= 5K | 37,686 | | | | | | | | 37,686 |
| TALN-TRANSPORTATION ALTS- < 5K | 150,000 | | | | | | | | 150,000 |
| TALT-TRANSPORTATION ALTS- ANY AREA | 850,000 | | | | | | | | 850,000 |
| Phase: ENVIRONMENTAL Totals | 2,037,686 | | | | | | | | 2,037,686 |
| Item: 410674 3 Totals | 16,862,052 | 15,318,000 | 316,000 | 19,817,590 | | | | | 52,313,642 |

Item Number: 410674 4 **Project Description:** SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD *SIS*
District: 05 **County:** MARION **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 2.655MI

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|----------------------------|-------------|------|------|------|------|------|-------|-----------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | |

PRELIMINARY ENGINEERING / MANAGED BY FDOT

| | | | | | | | | | |
|--|------------------|--|--|--|--|--|--|--|------------------|
| Fund Code: ART-ARTERIAL HIGHWAYS PROGRAMS | 2,684,553 | | | | | | | | 2,684,553 |
| DIH-STATE IN-HOUSE PRODUCT SUPPORT | 104,000 | | | | | | | | 104,000 |
| Phase: PRELIMINARY ENGINEERING Totals | 2,788,553 | | | | | | | | 2,788,553 |

ENVIRONMENTAL / RESPONSIBLE AGENCY NOT AVAILABLE

| | | | | | | | | | |
|--|-------------------|-------------------|----------------|-------------------|--|--|--|--------------------|--------------------|
| Fund Code: ART-ARTERIAL HIGHWAYS PROGRAMS | 125,000 | | | | | | | | 125,000 |
| DS-STATE PRIMARY HIGHWAYS & PTO | | 65,000 | | | | | | | 65,000 |
| Phase: ENVIRONMENTAL Totals | 125,000 | 65,000 | | | | | | | 190,000 |
| Item: 410674 4 Totals | 2,913,553 | 65,000 | | | | | | | 2,978,553 |
| Project Totals | 38,517,067 | 15,383,000 | 316,000 | 19,817,590 | | | | 133,525,133 | 207,558,790 |

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

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|----------------------------|-------------|------|------|------|------|------|-------|-----------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | |

PRELIMINARY ENGINEERING / MANAGED BY FDOT

| | | | | | | | | | |
|-----------------------------------|------------------------------------|----------------|--|--|--|--|--|--|----------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 230,810 | | | | | | | 230,810 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 136,436 | | | | | | | 136,436 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 11,161 | | | | | | | 11,161 |
| Phase: RIGHT OF WAY Totals | | 378,407 | | | | | | | 378,407 |

CONSTRUCTION / MANAGED BY FDOT

| | | | | | | | | | |
|-----------------------------------|------------------------------------|------------------|----------------|------------------|---------------|--|--|--|------------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 1,266,370 | 21,860 | | | | 1,288,230 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 26,500 | | | | | 26,500 |
| | SA-STP, ANY AREA | | | 2,918,027 | | | | | 2,918,027 |
| Phase: CONSTRUCTION Totals | | | | 4,210,897 | 21,860 | | | | 4,232,757 |
| Item: 433660 1 Totals | | 1,232,942 | 160,000 | 4,210,897 | 21,860 | | | | 5,625,699 |
| Project Totals | | 1,232,942 | 160,000 | 4,210,897 | 21,860 | | | | 5,625,699 |

Item Number: 435209 1 **Project Description:** I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST *SIS*

District: 05 **County:** MARION **Type of Work:** INTERCHANGE (NEW) **Project Length:** 0.001MI

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|----------------------------|-------------|------|------|------|------|------|-------|-----------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | |

P D & E / MANAGED BY FDOT

| | | | | | | | | | |
|----------------------------------|------------------------------------|------------------|--|--|--|--|--|--|------------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 2,636,410 | | | | | | | 2,636,410 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 173,602 | | | | | | | 173,602 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 575,493 | | | | | | | 575,493 |
| Phase: P D & E Totals | | 3,385,505 | | | | | | | 3,385,505 |

PRELIMINARY ENGINEERING / MANAGED BY FDOT

| | | | | | | | | | |
|--|------------------------------------|------------------|--|--|--|--|--|--|------------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 5,318,867 | | | | | | | 5,318,867 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 318,307 | | | | | | | 318,307 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 88,598 | | | | | | | 88,598 |
| Phase: PRELIMINARY ENGINEERING Totals | | 5,725,772 | | | | | | | 5,725,772 |

RIGHT OF WAY / MANAGED BY FDOT

| | | | | | | | | | |
|-----------------------------------|-------------------------------------|------------------|-------------------|------------------|--|--|--|--|-------------------|
| Fund Code: | CIGP-COUNTY INCENTIVE GRANT PROGRAM | 750,000 | 2,630,216 | | | | | | 3,380,216 |
| | DDR-DISTRICT DEDICATED REVENUE | | 3,948,826 | | | | | | 3,948,826 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 30,989 | 50,000 | 20,000 | | | | | 100,989 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | | 5,703,941 | | | | | 5,703,941 |
| | LF-LOCAL FUNDS | 5,931,150 | 5,768,850 | | | | | | 11,700,000 |
| | SA-STP, ANY AREA | | 3,873,030 | | | | | | 3,873,030 |
| | SL-STP, AREAS <= 200K | | 1,000,000 | | | | | | 1,000,000 |
| | TRIP-TRANS REGIONAL INCENTIVE PROGM | 88,634 | 3,740,934 | 532,669 | | | | | 4,362,237 |
| | TRWR-2015 SB2514A-TRAN REG INCT PRG | 257,500 | 418,360 | | | | | | 675,860 |
| Phase: RIGHT OF WAY Totals | | 7,058,273 | 21,430,216 | 6,256,610 | | | | | 34,745,099 |

RAILROAD & UTILITIES / MANAGED BY FDOT

| | | | | | | | | | |
|---|-------------------------------------|-------------------|--------------------|----------------------|-----------------|------------------------|-------|-----------|--------------------|
| Fund Code: | LF-LOCAL FUNDS | | 1,760,000 | | | | | | 1,760,000 |
| DESIGN BUILD / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACNP-ADVANCE CONSTRUCTION NHPP | | 56,903,700 | | | | | | 56,903,700 |
| | ACSL-ADVANCE CONSTRUCTION (SL) | | 2,516,655 | | | | | | 2,516,655 |
| | DDR-DISTRICT DEDICATED REVENUE | | 3,858,750 | | | | | | 3,858,750 |
| | LF-LOCAL FUNDS | | 13,083,288 | | | | | | 13,083,288 |
| | SA-STP, ANY AREA | | | | 218,600 | | | | 218,600 |
| | SL-STP, AREAS <= 200K | | 4,633,813 | | | | | | 4,633,813 |
| | TRIP-TRANS REGIONAL INCENTIVE PROGM | | 6,828,120 | | | | | | 6,828,120 |
| | TRWR-2015 SB2514A-TRAN REG INCT PRG | | 3,789,320 | | | | | | 3,789,320 |
| Phase: | DESIGN BUILD Totals | | 91,613,646 | | 218,600 | | | | 91,832,246 |
| Item: | 435209 1 Totals | 16,169,550 | 114,803,862 | 6,256,610 | 218,600 | | | | 137,448,622 |
| | Project Totals | 16,169,550 | 114,803,862 | 6,256,610 | 218,600 | | | | 137,448,622 |
| Item Number: 435484 1 Project Description: PRUITT TRAIL FROM WITHLACOOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200 | | | | | | | | | |
| District: | 05 | County: | MARION | Type of Work: | BIKE PATH/TRAIL | Project Length: | 0.000 | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| P D & E / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 2,081 | | | | | | | 2,081 |
| PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT | | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 69,923 | | | | | | | 69,923 |
| Item: | 435484 1 Totals | 72,004 | | | | | | | 72,004 |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | SL-STP, AREAS <= 200K | | | 377,882 | | | | | 377,882 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | 375,829 | | | | | 375,829 |
| | TALL-TRANSPORTATION ALTS- <200K | | | 442,433 | | | | | 442,433 |
| | TALN-TRANSPORTATION ALTS- < 5K | | | 390,018 | | | | | 390,018 |
| | TALT-TRANSPORTATION ALTS- ANY AREA | | | 571,838 | | | | | 571,838 |
| Phase: | CONSTRUCTION Totals | | | 2,158,000 | | | | | 2,158,000 |
| Item: | 435484 2 Totals | | | 2,158,000 | | | | | 2,158,000 |
| | Project Totals | 72,004 | | 2,158,000 | | | | | 2,230,004 |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | 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: 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: DDR-DISTRICT DEDICATED REVENUE | | 478,011 | | | | | | 478,011 |
| DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,290 | | | | | | 10,290 |
| Phase: CONSTRUCTION Totals | | 488,301 | | | | | | 488,301 |
| Item: 437826 1 Totals | | 488,301 | | | | | | 488,301 |
| Project Totals | | 488,301 | | | | | | 488,301 |
| 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: 0.346MI | |
| Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: -TOTAL OUTSIDE YEARS | 3,304,235 | | | | | | | 3,304,235 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| Fund Code: -TOTAL OUTSIDE YEARS | 3,300,000 | | | | | | | 3,300,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: -TOTAL OUTSIDE YEARS | 33,587,384 | | | | | | | 33,587,384 |
| Item: 438562 1 Totals | 40,191,619 | | | | | | | 40,191,619 |
| Project Totals | 40,191,619 | | | | | | | 40,191,619 |
| Item Number: 439238 1 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | Project Length: 10.612MI | |
| Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: -TOTAL OUTSIDE YEARS | 2,917,573 | | | | | | | 2,917,573 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| Fund Code: -TOTAL OUTSIDE YEARS | 302,778 | | | | | | | 302,778 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| Fund Code: -TOTAL OUTSIDE YEARS | 405,000 | | | | | | | 405,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |

| | | | | | | | | | |
|---|-------------------------------------|---|------------------|----------------|----------------|--------------------------------|-----------------|------------------|------------------|
| Project Totals | | 25,000 | | | | | | | 25,000 |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | 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: 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 929,022 | | | | | | | 929,022 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 18,611 | | | | | | | 18,611 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 14,856 | | | | | | | 14,856 |
| Phase: PRELIMINARY ENGINEERING Totals | | 962,489 | | | | | | | 962,489 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | 3,461,270 | | | | | | 3,461,270 |
| | DDR-DISTRICT DEDICATED REVENUE | | 367,493 | | | | | | 367,493 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,290 | | | | | | 10,290 |
| | SA-STP, ANY AREA | | 852,006 | | | | | | 852,006 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | 451,467 | | | | | | 451,467 |
| Phase: CONSTRUCTION Totals | | | 5,142,526 | | | | | | 5,142,526 |
| Item: 448526 1 Totals | | 962,489 | 5,142,526 | | | | | | 6,105,015 |
| Project Totals | | 962,489 | 5,142,526 | | | | | | 6,105,015 |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | 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: | SL-STP, AREAS <= 200K | | | | 175,334 | | | | 175,334 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | | 23,909 | | | | 23,909 |
| Phase: CONSTRUCTION Totals | | | | | 199,243 | | | | 199,243 |
| Item: 449261 1 Totals | | 47,818 | | | 199,243 | | | | 247,061 |

| | | | | | | | | |
|--|--|--|-------------|-------------------|------------------|--------------------------------|-----------------|-------------------|
| Project Totals | 47,818 | | | | 199,243 | | | 247,061 |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | 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: 450637 1 | | Project Description: US-27 FROM SUMTER CO LINE TO US 301 / ABSHIER (BELLVIEW) | | | | | | |
| District: 05 | County: MARION | Type of Work: PAVEMENT ONLY RESURFACE (FLEX) | | | | Project Length: 8.760MI | | |
| | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 1,676,000 | | | | | | 1,676,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 30,000 | | | | | | 30,000 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 118,531 | | | | | | 118,531 |
| | Phase: PRELIMINARY ENGINEERING Totals | 1,824,531 | | | | | | 1,824,531 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 2,986,223 | | | | 2,986,223 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,600 | | | | 10,600 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | | 17,937,344 | | | | 17,937,344 |
| | Phase: CONSTRUCTION Totals | | | 20,934,167 | | | | 20,934,167 |
| | Item: 450637 1 Totals | 1,824,531 | | 20,934,167 | | | | 22,758,698 |
| | Project Totals | 1,824,531 | | 20,934,167 | | | | 22,758,698 |
| Item Number: 450665 1 | | Project Description: SR 40 FROM SW 80TH AVE TO SW 52ND AVE | | | | | | |
| District: 05 | County: MARION | Type of Work: PAVEMENT ONLY RESURFACE (FLEX) | | | | Project Length: 3.158MI | | |
| | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 150,793 | | | | | | 150,793 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 17,493 | | | | | | 17,493 |
| | Phase: PRELIMINARY ENGINEERING Totals | 168,286 | | | | | | 168,286 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,600 | | | | 10,600 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | | 8,626,742 | | | | 8,626,742 |
| | Phase: CONSTRUCTION Totals | | | 8,637,342 | | | | 8,637,342 |
| | Item: 450665 1 Totals | 168,286 | | 8,637,342 | | | | 8,805,628 |
| | Project Totals | 168,286 | | 8,637,342 | | | | 8,805,628 |

| | | | | | | | | |
|------------------------------|--|----------------------------------|--|--|---------------------------------|--|--|--|
| Item Number: 450948 1 | Project Description: SR 40 FROM NE 64TH AVE TO LAKE COUNTY LINE | | | | *SIS* | | | |
| District: 05 | County: MARION | Type of Work: RESURFACING | | | Project Length: 25.712MI | | | |

| | | Fiscal Year | | | | | | | |
|--|--|------------------|------|------|------|------|-------|------------------|--|
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSM-STBG AREA POP. W/ 5K TO 49,999 | 50,000 | | | | | | 50,000 | |
| | DDR-DISTRICT DEDICATED REVENUE | 575,000 | | | | | | 575,000 | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 30,000 | | | | | | 30,000 | |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 168,730 | | | | | | 168,730 | |
| | SM-STBG AREA POP. W/ 5K TO 49,999 | 1,800,379 | | | | | | 1,800,379 | |
| | SN-STP, MANDATORY NON-URBAN <= 5K | 99,621 | | | | | | 99,621 | |
| | Phase: PRELIMINARY ENGINEERING Totals | 2,723,730 | | | | | | 2,723,730 | |

| | | | | | | | | |
|---------------------------------------|-------------------------------------|------------------|-------------------|--|--|--|--|-------------------|
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | 21,363,305 | | | | | 21,363,305 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,600 | | | | | 10,600 |
| | SA-STP, ANY AREA | | 6,325,294 | | | | | 6,325,294 |
| | SL-STP, AREAS <= 200K | | 1,566,933 | | | | | 1,566,933 |
| | SM-STBG AREA POP. W/ 5K TO 49,999 | | 535,537 | | | | | 535,537 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | 284,489 | | | | | 284,489 |
| | Phase: CONSTRUCTION Totals | | 30,086,158 | | | | | 30,086,158 |
| | Item: 450948 1 Totals | 2,723,730 | 30,086,158 | | | | | 32,809,888 |

| | | | | | | | | |
|------------------------------|--|---|--|--|--------------------------------|--|--|--|
| Item Number: 450951 1 | Project Description: SR 40 FROM 25TH AVE TO NE 64TH AVE | | | | | | | |
| District: 05 | County: MARION | Type of Work: PAVEMENT ONLY RESURFACE (FLEX) | | | Project Length: 4.244MI | | | |

| | | Fiscal Year | | | | | | | |
|--|--|------------------|------|------|------|------|-------|------------------|--|
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 1,475,000 | | | | | | 1,475,000 | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 15,000 | | | | | | 15,000 | |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 73,849 | | | | | | 73,849 | |
| | Phase: PRELIMINARY ENGINEERING Totals | 1,563,849 | | | | | | 1,563,849 | |

| | | | | | | | | |
|---------------------------------------|------------------------------------|------------------|------------------|--|--|--|--|-------------------|
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 8,384,746 | | | | | 8,384,746 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,600 | | | | | 10,600 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | 818,051 | | | | | 818,051 |
| | Phase: CONSTRUCTION Totals | | 9,213,397 | | | | | 9,213,397 |
| | Item: 450951 1 Totals | 1,563,849 | 9,213,397 | | | | | 10,777,246 |

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|--|------------------------------------|---|-------------|---|-------------|-------------|--------------------------------|-----------------|-------------------|
| Item Number: 450952 1 | | Project Description: SR 40 FROM US 441 TO 25TH AVE | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: PAVEMENT ONLY RESURFACE (FLEX) | | | Project Length: 2.356MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 1,000,000 | | | | | | | 1,000,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 17,500 | | | | | | | 17,500 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 76,493 | | | | | | | 76,493 |
| Phase: PRELIMINARY ENGINEERING Totals | | 1,093,993 | | | | | | | 1,093,993 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 543,058 | | | | | 543,058 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,600 | | | | | 10,600 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | | 5,159,466 | | | | | 5,159,466 |
| Phase: CONSTRUCTION Totals | | | | 5,713,124 | | | | | 5,713,124 |
| Item: 450952 1 Totals | | 1,093,993 | | 5,713,124 | | | | | 6,807,117 |
| Project Totals | | 5,381,572 | | 45,012,679 | | | | | 50,394,251 |

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|--|------------------------------------|--|-------------|---|-------------|-------------|--------------------------------|-----------------|------------------|
| Item Number: 451060 1 | | Project Description: CR 42 AT CR 25 INTERSECTION IMPROVEMENTS | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: INTERSECTION IMPROVEMENT | | | Project Length: 0.002MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | | 385,850 | | | | | 385,850 |
| Item: 451060 1 Totals | | | | 385,850 | | | | | 385,850 |

| | | | | | | | | | |
|--|----------------------|--|-------------|---|-------------|-------------|------------------------------|-----------------|------------------|
| Item Number: 451060 2 | | Project Description: CR 42 AT CR 25 INTERSECTION IMPROVEMENTS | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: INTERSECTION IMPROVEMENT | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 197,880 | | | | | | | 197,880 |
| Item: 451060 2 Totals | | 197,880 | | | | | | | 197,880 |
| Project Totals | | 197,880 | | 385,850 | | | | | 583,730 |

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|--|------------------------------------|---|----------------|-------------------------------------|-------------|-------------|--------------------------------|-----------------|------------------|
| Item Number: 451251 1 | | Project Description: SR 40 (WEST SILVER SPRINGS BLVD) AT SW 27TH AVE | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: SAFETY PROJECT | | | Project Length: 0.100MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | 800,000 | | | | | | 800,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 80,000 | | | | | | 80,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | | 880,000 | | | | | | 880,000 |

| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
|--------------------------------|------------------------------------|--|---------|--|--|--|-----------|-----------|
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | | | | | 1,629,202 | 1,629,202 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | | | 7,870 | 7,870 |
| Phase: CONSTRUCTION Totals | | | | | | | 1,637,072 | 1,637,072 |
| Item: 451251 1 Totals | | | 880,000 | | | | 1,637,072 | 2,517,072 |
| Project Totals | | | 880,000 | | | | 1,637,072 | 2,517,072 |

Item Number: 451253 1 Project Description: SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE
District: 05 County: MARION Type of Work: SAFETY PROJECT Project Length: 0.100MI

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|----------------------------|-------------|------|------|------|------|------|-------|-----------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | |

| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
|---|------------------------------------|---------|--|--|--|--|--|---------|
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | 262,500 | | | | | | 262,500 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 35,000 | | | | | | 35,000 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 6,196 | | | | | | 6,196 |
| | SA-STP, ANY AREA | 68,651 | | | | | | 68,651 |
| | TALL-TRANSPORTATION ALTS- <200K | 87,500 | | | | | | 87,500 |
| Phase: PRELIMINARY ENGINEERING Totals | | 459,847 | | | | | | 459,847 |

| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
|--------------------------------|------------------------------------|---------|--|---------|--|--|--|---------|
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | | 306,486 | | | | 306,486 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 6,572 | | | | 6,572 |
| | TALL-TRANSPORTATION ALTS- <200K | | | 64,130 | | | | 64,130 |
| Phase: CONSTRUCTION Totals | | | | 377,188 | | | | 377,188 |
| Item: 451253 1 Totals | | 459,847 | | 377,188 | | | | 837,035 |
| Project Totals | | 459,847 | | 377,188 | | | | 837,035 |

Item Number: 451440 1 Project Description: SR 93 / I 75 FROM SR 40 INTERCHANGE TO SR 318 INTERCHANGE *SIS*
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: 16.107MI

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|----------------------------|-------------|------|------|------|------|------|-------|-----------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | |

| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
|--------------------------------|------------------------------------|--|--|--|--|---------|--|---------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | 451,200 | | 451,200 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | | 59,107 | | 59,107 |
| Phase: CONSTRUCTION Totals | | | | | | 510,307 | | 510,307 |
| Item: 451440 1 Totals | | | | | | 510,307 | | 510,307 |

Item Number: 451440 2 Project Description: SR 93 / I 75 FROM I-75 AT SR 200 TO I-75 SOUTH OF FLYOVER *SIS*
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: 7.788MI

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|----------------------------|-------------|------|------|------|------|------|-------|-----------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | |

| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
|---|------------------------------------|--|------------|---------------------------------------|------|-----------|-------------------------|------------|--|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | 564,000 | | 564,000 | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | | 73,884 | | 73,884 | |
| Phase: CONSTRUCTION Totals | | | | | | 637,884 | | 637,884 | |
| Item: 451440 2 Totals | | | | | | 637,884 | | 637,884 | |
| Item Number: 451440 3 | | Project Description: SR 93/I-75 @ SR 484 INTERCHANGE LANDSCAPING | | | | | | *SIS* | |
| District: 05 | | County: MARION | | Type of Work: LANDSCAPING | | | Project Length: 0.209MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | 452,678 | | 452,678 | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | | 59,301 | | 59,301 | |
| Phase: CONSTRUCTION Totals | | | | | | 511,979 | | 511,979 | |
| Item: 451440 3 Totals | | | | | | 511,979 | | 511,979 | |
| Project Totals | | | | | | 1,660,170 | | 1,660,170 | |
| Item Number: 452072 1 | | Project Description: I-75 AT SR 326 INTERCHANGE IMPROVEMENTS | | | | | | *SIS* | |
| District: 05 | | County: MARION | | Type of Work: INTERCHANGE IMPROVEMENT | | | Project Length: 2.074MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 20,000 | | | | | | 20,000 | |
| Fund Code: | MFF-MOVING FLORIDA FOWARD | 1,456,000 | 238,070 | | | | | 1,694,070 | |
| Phase: PRELIMINARY ENGINEERING Totals | | 1,476,000 | 238,070 | | | | | 1,714,070 | |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | MFF-MOVING FLORIDA FOWARD | 514,000 | 3,174,000 | | | | | 3,688,000 | |
| DESIGN BUILD / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 257,250 | | | | | 257,250 | |
| Fund Code: | MFF-MOVING FLORIDA FOWARD | | 14,479,145 | | | | | 14,479,145 | |
| Phase: DESIGN BUILD Totals | | | 14,736,395 | | | | | 14,736,395 | |
| Item: 452072 1 Totals | | 1,990,000 | 18,148,465 | | | | | 20,138,465 | |
| Project Totals | | 1,990,000 | 18,148,465 | | | | | 20,138,465 | |
| Item Number: 452074 1 | | Project Description: I-75 IMPROVEMENTS FROM SR 200 TO SR 326 | | | | | | *SIS* | |
| District: 05 | | County: MARION | | Type of Work: ADD AUXILIARY LANE(S) | | | Project Length: 8.009MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| P D & E / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 15,000 | | | | | | 15,000 | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 20,000 | | | | | | 20,000 | |

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|--|------------------------------------|---|--------------------|-------------|-------------|-------------|--------------------------------|-----------------|------------------|--------------------|
| | MFF-MOVING FLORIDA FOWARD | 12,100,000 | 1,058,500 | | | | | | | 13,158,500 |
| Phase: PRELIMINARY ENGINEERING Totals | | 12,120,000 | 1,058,500 | | | | | | | 13,178,500 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 40,000 | | | | | | | | 40,000 |
| | MFF-MOVING FLORIDA FOWARD | 37,000,000 | | | | | | | | 37,000,000 |
| Phase: RIGHT OF WAY Totals | | 37,040,000 | | | | | | | | 37,040,000 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | | |
| Fund Code: | MFF-MOVING FLORIDA FOWARD | 1,028,000 | 8,464,000 | | | | | | | 9,492,000 |
| DESIGN BUILD / MANAGED BY FDOT | | | | | | | | | | |
| Fund Code: | ACNP-ADVANCE CONSTRUCTION NHPP | | 15,606,462 | | | | | | | 15,606,462 |
| | MFF-MOVING FLORIDA FOWARD | | 79,868,518 | | | | | | | 79,868,518 |
| Phase: DESIGN BUILD Totals | | | 95,474,980 | | | | | | | 95,474,980 |
| Item: 452074 1 Totals | | 50,203,000 | 104,997,480 | | | | | | | 155,200,480 |
| Project Totals | | 50,203,000 | 104,997,480 | | | | | | | 155,200,480 |
| Item Number: 452364 2 Project Description: I-75 (SR-93) "GAP" 12 - EV DCFCS (PHASE I) | | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: ELECTRIC VEHICLE CHARGING | | | | | Project Length: 2.000MI | | | |
| | | Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | | |
| Fund Code: | GFEV-GEN. FUND EVEHICLE CHARG. PGM | | 2,200,000 | | | | | | | 2,200,000 |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | | |
| Fund Code: | GFEV-GEN. FUND EVEHICLE CHARG. PGM | | 1,100,000 | | | | | | | 1,100,000 |
| | LF-LOCAL FUNDS | | 660,000 | | | | | | | 660,000 |
| Phase: CAPITAL Totals | | | 1,760,000 | | | | | | | 1,760,000 |
| Item: 452364 2 Totals | | | 3,960,000 | | | | | | | 3,960,000 |
| Project Totals | | | 3,960,000 | | | | | | | 3,960,000 |
| Item Number: 452634 1 Project Description: SR 464 FROM SR 200 TO SR25/500 | | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: PAVEMENT ONLY RESURFACE (FLEX) | | | | | Project Length: 1.193MI | | | |
| | | Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 23,600 | | | | | | | 23,600 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | 472,000 | | | | | | | 472,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | | 495,600 | | | | | | | 495,600 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 364,667 | | | | | 364,667 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 27,316 | | | | | 27,316 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | | | 2,731,594 | | | | | 2,731,594 |

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|--|--------------------------------------|--|----------------|----------------|----------------|------------------------------|-------|------------------|
| Item Number: 439331 2 | | Project Description: OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP | | | | | | |
| District: 05 | County: MARION | Type of Work: TRANSPORTATION PLANNING | | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PLANNING / MANAGED BY MARION COUNTY BOCC | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 1,168,472 | | | | | | 1,168,472 |
| Item: 439331 2 Totals | | 1,168,472 | | | | | | 1,168,472 |
| Item Number: 439331 3 | | Project Description: OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP | | | | | | |
| District: 05 | County: MARION | Type of Work: TRANSPORTATION PLANNING | | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PLANNING / MANAGED BY MARION COUNTY BOCC | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 803,398 | | | | | | 803,398 |
| Item: 439331 3 Totals | | 803,398 | | | | | | 803,398 |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PLANNING / MANAGED BY MARION COUNTY BOCC | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 1,878,149 | | | | | | 1,878,149 |
| Item: 439331 4 Totals | | 1,878,149 | | | | | | 1,878,149 |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | |
| Fund Code: | PL-METRO PLAN (85% FA; 15% OTHER) | | 675,850 | 682,743 | | | | 1,358,593 |
| Item: 439331 5 Totals | | | 675,850 | 682,743 | | | | 1,358,593 |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | |
| Fund Code: | PL-METRO PLAN (85% FA; 15% OTHER) | | | 682,743 | 682,743 | | | 1,365,486 |
| Item: 439331 6 Totals | | | | 682,743 | 682,743 | | | 1,365,486 |
| Item Number: 439331 7 | | Project Description: OCALA/MARION URBAN AREA FY 2028/2029-2029/2030 UPWP | | | | | | |
| District: 05 | County: MARION | Type of Work: TRANSPORTATION PLANNING | | | | Project Length: 0.000 | | |

| | | Fiscal Year | | | | | | | |
|--|-----------------------------------|---|-----------|-----------|-----------------------------------|-----------|-----------------------|------------|--|
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | PL-METRO PLAN (85% FA; 15% OTHER) | | | | | 682,743 | | 682,743 | |
| Item: 439331 7 Totals | | | | | | 682,743 | | 682,743 | |
| Project Totals | | 5,086,828 | 675,850 | 682,743 | 682,743 | 682,743 | 682,743 | 8,493,650 | |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 3,235,300 | 454,457 | 468,088 | 487,617 | | | 4,645,462 | |
| | DDR-DISTRICT DEDICATED REVENUE | 3,169,391 | | | | | | 3,169,391 | |
| Phase: BRDG/RDWY/CONTRACT MAINT Totals | | 6,404,691 | 454,457 | 468,088 | 487,617 | | | 7,814,853 | |
| Item: 413615 3 Totals | | 6,404,691 | 454,457 | 468,088 | 487,617 | | | 7,814,853 | |
| Project Totals | | 6,404,691 | 454,457 | 468,088 | 487,617 | | | 7,814,853 | |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 47,233,332 | 2,505,000 | 2,505,000 | 2,505,000 | 2,500,000 | 2,500,000 | 59,748,332 | |
| Item: 418107 1 Totals | | 47,233,332 | 2,505,000 | 2,505,000 | 2,505,000 | 2,500,000 | 2,500,000 | 59,748,332 | |
| Project Totals | | 47,233,332 | 2,505,000 | 2,505,000 | 2,505,000 | 2,500,000 | 2,500,000 | 59,748,332 | |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 153,825 | | | 60,975 | | | 214,800 | |
| Item: 442738 1 Totals | | 153,825 | | | 60,975 | | | 214,800 | |
| Project Totals | | 153,825 | | | 60,975 | | | 214,800 | |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 9,766,384 | 2,371,820 | 2,371,820 | 2,371,820 | 971,820 | | 17,853,664 | |
| Item: 446910 1 Totals | | 9,766,384 | 2,371,820 | 2,371,820 | 2,371,820 | 971,820 | | 17,853,664 | |
| Project Totals | | 9,766,384 | 2,371,820 | 2,371,820 | 2,371,820 | 971,820 | | 17,853,664 | |
| 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | 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: 440780 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | 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: 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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 1,000,000 | 520,000 | 1,000,000 | | | 2,520,000 | |
| | LF-LOCAL FUNDS | | 250,000 | 130,000 | 250,000 | | | 630,000 | |
| | Phase: CAPITAL Totals | | 1,250,000 | 650,000 | 1,250,000 | | | 3,150,000 | |
| | Item: 449774 1 Totals | | 1,250,000 | 650,000 | 1,250,000 | | | 3,150,000 | |
| | Project Totals | | 1,250,000 | 650,000 | 1,250,000 | | | 3,150,000 | |

Item Number: 454045 1 **Project Description:** MARION COUNTY AIRPORT EQUIPMENT
District: 05 **County:** MARION **Type of Work:** AVIATION SAFETY PROJECT **Project Length:** 0.000

| | | Fiscal Year | | | | | | | |
|---|--------------------------------|-------------|------|------|----------------|------|-------|----------------|--|
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 320,000 | | | 320,000 | |
| | LF-LOCAL FUNDS | | | | 80,000 | | | 80,000 | |
| | Phase: CAPITAL Totals | | | | 400,000 | | | 400,000 | |
| | Item: 454045 1 Totals | | | | 400,000 | | | 400,000 | |
| | Project Totals | | | | 400,000 | | | 400,000 | |

FLP: TRANSIT

Item Number: 427188 2 **Project Description:** SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307
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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| CAPITAL / MANAGED BY MARION COUNTY TRANSIT | | | | | | | | | |
| Fund Code: | FTA-FEDERAL TRANSIT ADMINISTRATION | 14,747,817 | 3,188,236 | 3,347,648 | 3,515,030 | 3,690,782 | | 28,489,513 | |
| | LF-LOCAL FUNDS | 3,686,953 | 797,059 | 836,912 | 878,758 | 922,695 | | 7,122,377 | |
| | Phase: CAPITAL Totals | 18,434,770 | 3,985,295 | 4,184,560 | 4,393,788 | 4,613,477 | | 35,611,890 | |
| | Item: 427188 2 Totals | 18,434,770 | 3,985,295 | 4,184,560 | 4,393,788 | 4,613,477 | | 35,611,890 | |
| | Project Totals | 18,434,770 | 3,985,295 | 4,184,560 | 4,393,788 | 4,613,477 | | 35,611,890 | |

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 | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years | |
| OPERATIONS / MANAGED BY OCALA | | | | | | | | | |

| | | | | | | | | |
|---|------------------------------------|--|--------------------|--------------------|-------------------|-------------------|--------------------------------|----------------------|
| Item Number: 422772 2 | | Project Description: CROSS FLORIDA GREENWAY BASELINE RD. TO SANTOS PAVED TRAIL | | | | | | |
| District: 05 | County: MARION | Type of Work: BIKE PATH/TRAIL | | | | | Project Length: 0.000 | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | |
| Fund Code: | GRTR-FY2024 SB106 TRAIL NETWORK | 1,000,000 | | | | | | 1,000,000 |
| CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | |
| Fund Code: | TLWR-2015 SB2514A- TRAIL NETWORK | | | 5,600,000 | | | | 5,600,000 |
| Item: 422772 2 Totals | | 1,000,000 | | 5,600,000 | | | | 6,600,000 |
| Project Totals | | 1,000,000 | | 5,600,000 | | | | 6,600,000 |
| Item Number: 452186 2 | | Project Description: US-301/US-441/US-27 (OCALA) "GAP" 17 - EV DCFCS (PHASE II) | | | | | | |
| District: 05 | County: MARION | Type of Work: ELECTRIC VEHICLE CHARGING | | | | | Project Length: 2.863MI | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | <2025 | 2025 | 2026 | 2027 | 2028 | 2029 | >2029 | All Years |
| OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | |
| Fund Code: | GFEV-GEN. FUND EVEHICLE CHARG. PGM | | | 1,500,000 | | | | 1,500,000 |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | |
| Fund Code: | GFEV-GEN. FUND EVEHICLE CHARG. PGM | | 900,000 | | | | | 900,000 |
| Item: 452186 2 Totals | | | 900,000 | 1,500,000 | | | | 2,400,000 |
| Project Totals | | | 900,000 | 1,500,000 | | | | 2,400,000 |
| Grand Total | | 367,111,968 | 304,010,227 | 117,280,398 | 64,966,948 | 25,055,165 | 113,325,307 | 1,125,521,146 |

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

David Williams: David.Williams@dot.state.fl.us Or call 850-414-4449

Or

Denise Strickland: Denise.Strickland@dot.state.fl.us Or call 850-414-4491

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[Employee Portal](#)



TO: Committee Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2026 to 2030 List of Priority Projects (LOPP)

Summary

TPO staff presented in May the draft Fiscal Years 2026 to 2030 List of Priority Projects (LOPP) to the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) (May 14) and TPO Board (May 28).

At the joint CAC-TAC meeting on June 11, the committees will be asked for final comments and a recommendation to the TPO Board for adoption on June 25. Included with this memo is the most current draft LOPP for your review.

Attachment(s)

- Draft FY 2026 to 2030 List of Priority Projects (LOPP)

Recommendation(s)

Recommend TPO Board adoption of the FY 2026 to 2030 LOPP.

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



2024 List of Priority Projects (LOPP)

DRAFT

Fiscal Years 2026 to 2030

Pending TPO Board Adoption on June 25, 2024

Project Lists

Top 20 Priorities

Strategic Intermodal System (SIS)

Non-Strategic Intermodal System (SIS) Capacity

Safety and Operations

Trails

Bicycle and Pedestrian

Planning

Project Phases

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

Kristen Dreyer, TPO Chair

Rob Balmes, Director

www.ocalamariontpo.org/priority-project-list

In accordance with Florida Statute 339.175(8)

2024 Top 20 Priorities

| Rank | FDOT Project Number | Project List(s) | Project Name/Limits | Description | Current TIP/Work Program Phase(s) | Current TIP/Work Program Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|--|---|---|-----------------------------------|----------------------------------|---------------------|-------------------|
| 1 | 435209-1 | Top Priorities SIS | I-75 at NW 49th Street Interchange | Construction of a new interchange and roadway extension from on NW 49th Avenue from NW 44th Avenue to NW 35th Street Road | ROW, CST | \$118,183,739 | | |
| 2 | | Top Priorities Non-SIS Capacity | SW 44th Avenue from SW 20th to SR 40 | Addition of two lanes to complete four lane roadway | | | CST | \$2,550,000 |
| 3 | | Top Priorities Non-SIS Capacity | NW 80th/70th from north of SR 200 to north of US 27 | Widening to four lanes | | | DES, ROW, CST | \$92,100,000 |
| 4 | | Top Priorities Non-SIS Capacity | SW 44th Avenue from SR 200 to SW 20th | Four-lane roadway construction | | | CST | \$4,000,000 |
| 5 | 435547-3 | Top Priorities Non-SIS Capacity | NW 44th Avenue, SR 40 to NW 11th St | Construction of four new roadway lanes | | | | |
| 6 | 238648-1 | Top Priorities Non-SIS Capacity | US 41 from SW 110th to north of SR 40 | Widening to four lanes, sidewalks, shared-use path, shoulders | CST | \$108,363,022 | | |
| 7 | 410674-2 | Top Priorities SIS | SR 40 from End of four lanes to CR 314 | Reconstruction, widening to four lanes, new bridges, medians | | | CST | \$103,000,000 |
| 8 | | Top Priorities Safety/Operations | US 27/I-75 Interchange Operations, NW 44th to NW 35th | Safety and operational improvements at interchange area and intersections | | | PE, CST | \$29,341,000 |
| 9 | 237988-1 | Top Priorities Safety/Operations | SR 40 at SR 35 intersection | Construction of a roundabout at the intersection | | | PE, ROW, CST | \$18,600,000 |
| 10 | | Top Priorities Non-SIS Capacity | SW 49th from Marion Oaks Trail to SW 95th | Construction of a four lane divided roadway | | | ROW, CST | \$16,830,000 |
| 11 | 238651-1 | Top Priorities Non-SIS Capacity | SR 200 from Citrus County to CR 484 | Widening to four lanes and pedestrian/wildlife underpasses connecting Cross Florida Greenway | | | DES, CST | \$37,800,000 |
| 12 | 433660-1 | Top Priorities Safety/Operations | US 441 (Pine Avenue) at SR 464 (SE 17th) | Intersection/Turn lane improvements | PE, CST | \$4,392,757 | | |
| 13 | | Top Priorities Non-SIS Cap.; Planning | CR 484 from Marion Oaks Blvd to CR 475 | Widening to six lanes | | | PD&E, DES, ROW, CST | \$55,000,000 |
| 14 | 431935-1 | Top Priorities; Safety and Operations | SR 40 from US 441 to NE 8th Avenue | Pedestrian, streetlighting, landscaping improvements | | | PE, CST | |
| 15 | | Top Priorities Non-SIS Capacity | CR 484 from Marion Oaks Pass to SR 200 | Widening to four lanes | | | PD&E, DES, ROW, CST | \$22,000,000 |
| 16 | | Top Priorities Non-SIS Capacity | SW 80th Ave. from north of 38th St. to SR 40 | Widening of roadway to four lanes | | | DES, ROW, CST | \$25,000,000 |
| 17 | | Top Priorities Non-SIS Capacity | SR 35 and SR 464 Intersection Flyover | Flyover of SR 35 (Baseline) at SR 464 (Maricamp) | | | PE, DES, ROW, CST | \$39,600,000 |
| 18 | 449443-1 | Top Priorities Safety/Operations | NE 8th Avenue from SR 40 to SR 492 | Construction of roundabouts on NE 8th Avenue | CST | \$4,452,800 | | |
| 19 | | Top Priorities Non-SIS Capacity | NW 44th Avenue from NW 63rd to SR 326 | Widening to four lanes | | | DES, ROW, CST | \$1,800,000 |
| 20 | | Top Priorities Trails; Bicycle-Pedestrian | Bellevue to Greenway Trail Connector | 10-foot shared use path on SE 102nd Place from US 441/301 to SE 52nd Court (0.65 miles); Sharrows for 1.95 miles to Lake Lillian Park | | | DES, CST | \$1,000,000 |

2024 Strategic Intermodal System (SIS) Priorities

| Rank | FDOT Project Number | Project List(s) | Project Name/Limits | Description | Current TIP/Work Program Phase(s) | Current TIP/Work Program Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|-----------------------|--|---|-----------------------------------|----------------------------------|---------------------|-------------------|
| 1 | 435209-1 | Top Priorities SIS | I-75 at NW 49th Street Interchange | Construction of a new interchange and roadway extension from on NW 49th Avenue from NW 44th Avenue to NW 35th Street Road | ROW, CST | \$118,183,739 | | |
| 2 | 452074-2 | SIS | I-75 from SR 44 to SR 200 | Moving Florida Forward auxiliary lanes, bridges | TBD | TBD | | |
| 3 | 452074-1 | SIS | I-75 from SR 200 to SR 326 | Moving Florida Forward auxiliary lanes, bridges, interchange operations on SR 40 | PE, RRU, DSB | \$89,648,268 | | |
| 4 | 452072-1 | SIS | I-75 at SR 326 Interchange | Moving Florida Forward interchange operational improvements | PE, RRU, DSB | \$18,148,465 | | |
| 5 | 410674-2 | Top Priorities SIS | SR 40 from End of four lanes to CR 314 | Reconstruction, widening to four lanes, new bridges, medians, multi-use trail, wildlife crossings | | | CST | \$103,000,000 |
| 7 | 410674-3 | SIS | SR 40 from CR 314 to CR 314A | Reconstruction, widening to four lanes, new bridges, medians, multi-use trail, wildlife crossings | ROW | \$35,451,590 | CST | \$65,100,000 |
| 8 | 410674-4 | SIS | SR 40 from CR 314A to Levy Hammock | Reconstruction, widening to four lanes, new bridges, medians, multi-use trail, wildlife crossings | ENV | \$65,000 | ROW, CST | \$44,600,000 |
| 9 | 443623-1 | SIS | I-75 from Turnpike (SR 91) to SR 200 | Master Planning for I-75, includes bridges, interchanges (CR 484, SR 200) | | | PD&E, DES, ROW, CST | TBD |
| 10 | 443624-1 | SIS | I-75 from SR 200 to CR 234 Alachua Co. | Master Planning for I-75, includes bridges, interchanges (SW 20th, SR 40, US 27, SR 326, CR 318) | | | PD&E, DES, ROW, CST | TBD |
| 11 | | SIS | SR 326 from US 301 to old US 301 | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | TBD |
| 12 | | SIS | SR 326 from CR 200A to NE 36th | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | TBD |

2024 Non-SIS Capacity Priorities

| Rank | FDOT Project Number | Project List(s) | Project Name/Limits | Description | Current TIP/Work Program Phase(s) | Current TIP/Work Program Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|------------------------------------|---|--|-----------------------------------|----------------------------------|---------------------|-------------------|
| 1 | | Top Priorities Non-SIS Capacity | SW 44th Avenue from SW 20th to SR 40 | Addition of two lanes to complete four lane roadway | | | CST | \$2,550,000 |
| 2 | | Top Priorities Non-SIS Capacity | NW 80th/70th from north of SR 200 to north of US 27 | Widening to four lanes | | | DES, ROW, CST | \$92,100,000 |
| 3 | | Top Priorities Non-SIS Capacity | SW 44th Avenue from SR 200 to SW 20th | Four-lane roadway construction | | | CST | \$4,000,000 |
| 4 | 435547-3 | Top Priorities Non-SIS Capacity | NW 44th Avenue from SR 40 to NW 11th St | Construction of four new roadway lanes | | | | |
| 5 | 238648-1 | Top Priorities Non-SIS Capacity | US 41 from SW 110th to north of SR 40 | Widening to four lanes, sidewalks/path, shoulders | CST | \$108,363,022 | | |
| 6 | | Top Priorities Non-SIS Capacity | SW 49th from Marion Oaks Trail to SW 95th | Construction of a four lane divided roadway | | | ROW, CST | \$16,830,000 |
| 7 | 238651-1 | Top Priorities Non-SIS Capacity | SR 200 from Citrus County to CR 484 | Widening to four lanes and pedestrian/wildlife underpass connecting greenway | | | DES, CST | \$37,800,000 |
| 8 | | Top Priorities Non-SIS Capacity | CR 484 from Marion Oaks Blvd to CR 475 | Widening to six lanes | | | PD&E, DES, ROW, CST | \$55,000,000 |
| 9 | | Top Priorities Non-SIS Capacity | CR 484 from Marion Oaks Pass to SR 200 | Widening to four lanes | | | PD&E, DES, ROW, CST | \$22,000,000 |
| 10 | | Top Priorities Non-SIS Capacity | SW 80th Ave. from north of 38th St. to SR 40 | Widening of roadway to four lanes | | | DES, ROW, CST | \$25,000,000 |
| 11 | | Top Priorities Non-SIS Capacity | SR 35 and SR 464 Intersection Flyover | Flyover of SR 35 (Baseline) at SR 464 (Maricamp) | | | PE, DES, ROW, CST | \$39,600,000 |
| 12 | | Non-SIS Capacity | NW 49th St from CR 225A to NW 44th Ave | New two-lane roadway | | | DES, ROW, CST | \$20,900,000 |
| 13 | 238720-1 | Non-SIS Capacity | SR 40 from US 41 to CR 328 | Reconstruction, widening to four lanes | | | ROW, CST | \$96,200,000 |
| 14 | | Top Priorities Non-SIS Capacity | NW 44th Avenue from NW 63rd to SR 326 | Widening to four lanes | | | DES, ROW, CST | \$1,800,000 |
| 15 | | Non-SIS Capacity Planning | Marion Oaks Extension and Flyover | SW 18th to CR 475/I-75, Flyover interstate | | | PD&E, DES, ROW, CST | \$82,620,000 |
| 16 | | Non-SIS Capacity | NW/NE 35th Street from W. Anthony to 200A | Widening of the roadway to four lanes | | | CST | \$9,368,352 |
| 17 | | Non-SIS Capacity | SR 40 from SW 60th to I-75 Widening | Widening of the roadway to six lanes | | | PD&E, DES, CST | \$25,800,000 |
| 18 | | Non-SIS Capacity | US 441 from Sumter County to CR 42 | Widening of the roadway to six lanes | | | PD&E, DES, CST | TBD |
| 19 | | Non-SIS Capacity | SW 80th Avenue from SW 90th to SW 80th | Widening of the roadway to four lanes | | | CST | \$6,150,000 |
| 20 | | Non-SIS Capacity | NE 35th Street from CR 200A to NE 25th | Widening of the roadway to four lanes | | | ROW, CST | \$17,000,000 |

2024 Non-SIS Capacity Priorities

| Rank | FDOT Project Number | Project List(s) | Project Name/Limits | Description | Current TIP/Work Program Phase(s) | Current TIP/Work Program Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|------------------|--|--|-----------------------------------|----------------------------------|---------------------|-------------------|
| 21 | | Non-SIS Capacity | US 27 from I-75 to NW 27th | Widening to six lanes | | | PD&E, DES, ROW, CST | \$48,731,000 |
| 22 | | Non-SIS Capacity | SW 49th from Marion Oaks Manor to south of CR 484 | Construct four-laned divided roadway | | | CST | \$4,500,000 |
| 23 | | Non-SIS Capacity | US 441, CR 42 to SE 132nd Street | Widening to six lanes | | | ROW, CST | \$118,000,000 |
| 24 | | Non-SIS Capacity | NW 49th/35th Street from 1.1 mile west of NW 44th to NW 44th | New two-lane roadway | | | CST | \$2,650,000 |
| 25 | | Non-SIS Capacity | SW 38th Street from SW 80th to SW 43rd Ct. | Widening to four lanes | | | DES, ROW, CST | \$17,150,000 |
| 26 | | Non-SIS Capacity | SW 49th/40th from SW 66th to SW 42nd | Four-lane divided roadway with flyover | | | CST | \$2,000,000 |
| 27 | | Non-SIS Capacity | NW 37th Avenue from SR 40 to US 27 | New two-lane roadway | | | PE, DES, CST | TBD |
| 28 | 411256-4 | Non-SIS Capacity | US 301 from north of CR 42 to SE 142nd Place | Widening to four lanes | | | PD&E, DES, ROW, CST | \$13,100,000 |
| 29 | | Non-SIS Capacity | Dunnellon Bypass from CR 40 to US 41 | New two-lane roadway connection | | | PD&E, DES, ROW, CST | TBD |
| 30 | | Non-SIS Capacity | SW 90th Street from SW 60th to E/O SW 60th | Installation of new 2-lane roadway | | | CST | \$2,870,000 |
| 32 | | Non-SIS Capacity | SW 20th Street from I-75 to SR 200 | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | TBD |
| 32 | 431798-2 | Non-SIS Capacity | NE 36th Avenue from SR 492 to NE 20th Place | Widening of roadway to four lanes in two segments, sidewalk and bike lanes | | | ROW, CST | \$6,800,000 |
| 33 | 431798-4 | Non-SIS Capacity | NE 36th Ave from NE 25th St to NE 35th St | Widening of roadway to four lanes in two segments, sidewalk and bike lanes | | | ROW, CST | \$7,200,000 |
| 34 | 431797-3 | Non-SIS Capacity | NE 25th Avenue from NE 24th St to NE 35th | Widening of roadway to four lanes, sidewalks and bike lanes | | | ROW, CST | \$8,300,000 |
| 35 | | Non-SIS Capacity | NW 35th Ave Road from NW 35th to SR 326 | Roadway extension | | | PD&E, DES, ROW, CST | TBD |
| 36 | | Non-SIS Capacity | NW 44th Avenue from NW 63rd to SR 326 | Widening of roadway to four lanes | | | CST | \$3,500,000 |
| 37 | | Non-SIS Capacity | US 41 from SR 40 to Levy County Line | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | \$87,900,000 |
| 38 | | Non-SIS Capacity | SR 35 (US 301) from CR 25 to SE 92nd | Widening of roadway to four lanes | | | PD&E, DES, CST | \$38,185,000 |
| 39 | | Non-SIS Capacity | CR 475A from 66th to SW 42nd | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | \$38,400,000 |

2024 Safety and Operations Priorities

| Rank | FDOT Project Number | Project List(s) | Project Name/Limits | Description | Current TIP/Work Program Phase(s) | Current TIP/Work Program Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|--|---|--|-----------------------------------|----------------------------------|--------------------|-------------------|
| 1 | | Top Priorities; Safety and Operations | US 27/I-75 Interchange Operations, NW 44th to NW 35th | Safety and operational improvements at interchange area and two intersections | | | PE, CST | PE, CST |
| 2 | 237988-1 | Top Priorities; Safety and Operations | SR 40 at SR 35 intersection | Construction of a roundabout at the intersection | | | PE, ROW, CST | \$18,600,000 |
| 3 | 433660-1 | Top Priorities; Safety and Operations | US 441 (Pine Avenue) at SR 464 (SE 17th) | Intersection/Turn lane improvements | PE, CST | \$4,392,757 | | |
| 4 | 431935-1 | Top Priorities; Safety and Operations | SR 40 from US 441 to NE 8th Avenue | Pedestrian, streetlighting, landscaping improvements | | | PE, CST | |
| 5 | 449443-1 | Top Priorities; Safety and Operations | NE 8th Avenue from SR 40 to SR 492 | Construction of roundabouts on NE 8th Avenue | CST | \$4,452,800 | | |
| 6 | 451060-1 | Safety and Operations | CR 42 at CR 25 Intersection Improvements | Intersection and operational improvements | CST | \$385,850 | | |
| 7 | 451251-1 | Safety and Operations | SR 40 Intersection at SW 27th Avenue | Intersection and operational improvements | PE, CST | \$2,517,072 | | |
| 8 | 451253-1 | Safety and Operations | SR 200 at SW 60th Avenue | Intersection and operational improvements | CST | \$377,188 | | |
| 9 | | Safety and Operations | SR 35 intersections at CR 25A, Foss Road, Robinson Road | Intersection operational and safety improvements | | | Design, ROW, CST | TBD |
| 10 | | Safety and Operations | West Pennsylvania Avenue at US 41 | Redesign and intersection improvements | | | Planning, DES, CST | TBD |
| 11 | | Safety and Operations | CR 475 at SE 80th Street | Intersection improvements | | | Design, ROW, CST | \$500,000 |
| 12 | | Safety and Operations | SW 66th Avenue at CR 475A | Construction of a roundabout at the intersection | | | Design, ROW, CST | \$500,000 |
| 13 | | Safety and Operations | SR 40 at NW 46th Avenue | Signalization of intersection | | | PE, CST, CEI | |
| 14 | | Safety and Operations | SW 43rd Court at SW 20th Street | Signalization of intersection | | | CST | |
| 15 | | Safety and Operations | SW 43rd Court at SW 40th Street | Signalization of intersection | | | CST | |
| 16 | | Safety and Operations | SR 464 at SE 25th Avenue | Construction of westbound right-turn lane on SR 464 and intersection improvements | | | CST | |
| 17 | | Safety and Operations | SW 40th/SW 38th Realignment at SR 40 | Intersection operational and safety improvements | | | ROW, CST | TBD |
| 18 | | Safety and Operations | SR 200 Intersection Lighting Installation | Installation of lighting at intersections on SR 200 from CR 484 to SW 38th Court, west of I-75 | | | PE, CST | TBD |

2024 Trail Priorities

| Rank | FDOT Project Number | Project List(s) | Project Name/Limits | Description | Current TIP/Work Program Phase(s) | Current TIP/Work Program Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|--|--|---|-----------------------------------|----------------------------------|-----------------------------------|-------------------|
| 1 | | Top Priorities Trails; Bicycle-Pedestrian | Belleview to Greenway Trail Connector | 10-foot shared use path on SE 102nd Place from US 441/301 to SE 52nd Court (0.65 miles); Sharrows for 1.95 miles to Lake Lillian Park | | | DES, CST | \$1,000,000 |
| 2 | | Trails | Indian Lake Trail | New trail to provide direct access to Indian Lake State Park | | | CST | \$2,850,000 |
| 3 | | Trails | Watula and NE 8th Road Trail | New trail from Tuscawilla Park to CR 200A | | | CST | TBD |
| 4 | 435484-2 | Trails | Pruitt Trail from SR 200 to Pruitt Trailhead | Construction of 12-foot trail south of CR 484 | CST | \$2,158,000 | | |
| 5 | | Trails | Pruitt Trail from Pruitt Trailhead to Bridges Road Trailhead | Construction of trail gap connection | | | CST | TBD |
| 6 | 422772-2 | Trails | Cross Florida Greenway Baseline Road to Santos Paved Trail | New trail connection | PE, CST | \$5,600,000 | | |
| 7 | 436756-1 | Trails | Downtown Ocala to Silver Springs Trail | Shared use trail with on-road and separated trail from downtown Ocala to Silver Springs State Park | PE | \$253,001 | PE, CST | \$1,000,000 |
| 8 | | Trails | Cross Florida Greenway - Pruitt Gap Connection | Bicycle/Pedestrian/Wildlife underpass/overpass connecting Cross Florida Greenway across SR 200 | | | Feasibility Study, PD&E, DES, CST | \$2,100,000 |
| 9 | | Trails | Black Bear Trail from Levy Hammock to US 17 along SR 40 | 27-mile trail segment along the SR 40 corridor | | | PD&E, DES, CST | TBD |
| 10 | | Trails | Nature Coast Trail | Construction of Trail from Dunnellon to Levy County | | | PD&E, DES, CST | TBD |
| 11 | | Trails | Silver Springs to Hawthorne Trail | Construction of a trail connection | | | PD&E, DES, CST | TBD |
| 12 | 454354-1 | Trails | Cross Florida Greenway Land Bridge Expansion | Expansion of the Land Bridge of the Greenway to support future I-75 master planning | | | PD&E, DES, CST | TBD |

2024 Bicycle and Pedestrian Priorities

| Rank | FDOT Project Number | Project List(s) | Project Name/Limits | Description | Current TIP/Work Program Phase(s) | Current TIP/Work Program Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|--|--|---|-----------------------------------|----------------------------------|-------------------|-------------------|
| 1 | | Top Priorities Trails; Bicycle-Pedestrian | Belleview to Greenway Trail Connector | 10-foot shared use path on SE 102nd Place from US 441/301 to SE 52nd Court (0.65 miles); Sharrows for 1.95 miles to Lake Lillian Park | | | DES, CST | \$1,000,000 |
| 2 | 439238-2 | Bicycle and Pedestrian | SR 25/US 441/SR 500 from SR 35/Baseline to SR 200/SW 10th Street | Construction of sidewalk to complete gap between Belleview and Ocala | CST | \$4,591,971 | | |
| 3 | | Bicycle and Pedestrian | US 301 from north of 62nd Ave to SE 115th Lane | Construction of sidewalk to complete gap | | | CST | TBD |
| 4 | | Bicycle and Pedestrian | SR 35 from SE 118th Place to SE Campbell | Construction of sidewalk to complete gap | | | CST | TBD |
| 5 | | Bicycle and Pedestrian | Southeast Ocala Traffic Calming, Speed Management | Pedestrian and bicyclist improvements | | | PE, CST | |

2024 Planning Study Priorities

| Rank | FDOT Project Number | Project List(s) | Project Name/Limits | Description | Current TIP/Work Program Phase(s) | Current TIP/Work Program Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|--|--|---|-----------------------------------|----------------------------------|------------------------|-------------------|
| 1 | | Top Priorities Non-SIS Cap.; Planning | CR 484 from Marion Oaks Blvd to CR 475 | Widening to six lanes | | | PD&E, Design, ROW, CST | \$55,000,000 |
| 2 | | Top Priorities Non-SIS Cap.; Planning | CR 484 from Marion Oaks Pass to SR 200 | Widening to four lanes | | | PD&E, DES, ROW, CST | \$22,000,000 |
| 3 | | Top Priorities Non-SIS Cap.; Planning | SR 35 and SR 464 Intersection Flyover | Flyover of SR 35 at SR 464 | | | PE, DES, ROW, CST | \$39,600,000 |
| 4 | | Non-SIS Capacity Planning | Marion Oaks Extension and Flyover | SW 18th to CR 475/I-75, Flyover interstate | | | PD&E, DES, ROW, CST | \$82,620,000 |
| 5 | | Planning | Ocala/Marion County TPO 2055 Long Range Transportation Plan (LRTP) | Development of the Ocala/Marion County TPO 2055 LRTP for FY 2029 to FY 2031 | | | Planning - SL Funding | \$250,000 |
| 6 | | Non-SIS Capacity Planning | SR 40 from SW 60th to I-75 Widening | Widening of the roadway to six lanes | | | PD&E, DES, CST | \$25,800,000 |
| 7 | | Mario | US 441 from Sumter County to CR 42 | Widening of the roadway to six lanes | | | PD&E, DES, CST | TBD |
| 8 | | Non-SIS Capacity Planning | US 27 from I-75 to NW 27th | Widening to six lanes | | | PD&E, DES, ROW, CST | \$48,731,000 |
| 9 | | Non-SIS Capacity Planning | SW 20th Street from I-75 to SR 200 | Widening of roadway to four lanes | | | DES, ROW, CST | TBD |
| 10 | 411256-4 | Non-SIS Capacity Planning | US 301 from north of CR 42 to SE 142nd Place | Widening to four lanes | | | PD&E, DES, ROW, CST | \$13,100,000 |
| 11 | | Non-SIS Capacity Planning | Dunnellon Bypass from CR 40 to US 41 | New two-lane roadway connection | | | PE, DES, ROW, CST | TBD |
| 12 | | Non-SIS Capacity Planning | NW 37th Avenue from SR 40 to US 27 | New two-lane roadway | | | PE, DES, ROW, CST | TBD |
| 13 | | Non-SIS Capacity Planning | SR 326 from US 301 to old US 301 | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | TBD |
| 14 | | Non-SIS Capacity Planning | US 41 from SR 40 to Levy County Line | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | \$87,900,000 |
| 15 | | Non-SIS Capacity Planning | SR 35 (US 301) from CR 25 to SE 92nd | Widening of roadway to four lanes | | | PD&E, DES, CST | \$38,185,000 |
| 16 | | Non-SIS Capacity Planning | SR 326 from CR 200A to NE 36th | Widening of roadway to four lanes | | | PD&E, DES, CST | TBD |



TO: Committee Members

FROM: Rob Balmes, Director

RE: Draft 2024 List of Regional Priorities

Summary

TPO staff presented in May the draft Fiscal Years 2026 to 2030 List of Regional Priority Projects to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC). As a reminder, the TPO works in collaboration annually with the Central Florida MPO Alliance (CFMPOA) to approve a set of regionally significant transportation priority projects.

At the joint CAC-TAC meeting on June 11, the committees will be asked for any final comments and feedback in preparation for seeking TPO Board approval on June 25. Included with this memo is a summary list of the most current draft regional priority projects for your review.

Recommendation(s)

Recommend TPO Board approval of the 2024 CFMPOA Regional Priorities.

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

Transportation Regional Incentive Program (TRIP)

The purpose of TRIP is to encourage partnerships for transportation projects that are regionally significant. TRIP funds are awarded by FDOT and are used to match local or regional funds up to 50% of the total project costs. To be eligible, there must be a 50% local match commitment and a formal endorsement of the project by three contiguous counties (2 in addition to Marion).

TRIP Projects

The proposed TRIP list, as follows, is based on two regional unfunded needs.

- County Road 484 – Marion Oaks Boulevard to CR 475, Widening to Six Lanes
- Marion Oaks Manor Extension – Marion Oaks Manor to CR 42 Flyover at I-75

Strategic Intermodal System (SIS) Highway Projects

The proposed SIS Needs list is based on funded and unfunded needs identified in the draft 2024 LOPP and by the TPO Board in a formal letter to FDOT in 2023.

- I-75 at NW 49th Street Interchange (funded)
- I-75 from SR 44 to SR 200, Moving Florida Forward, auxiliary lanes and bridges (funded)
- I-75 from SR 200 to SR 326, Moving Florida Forward, auxiliary lanes, bridges and interchange operational improvements at SR 40 (funded)
- I-75 at SR 326, Moving Florida Forward, interchange operational improvements (funded)
- I-75 Future Master Planning from SR 91 (Turnpike) to SR 200 with the interchanges (CR 484, SR 200) (unfunded)
- I-75 Future Master Planning from SR 200 to CR 234 Alachua County with the interchanges (SW 20th, SR 40, U.S. 27, SR 326, CR 318) (unfunded)
- SR 40 from end of Four Lanes to CR 314 (unfunded)
- SR 40 from CR 314 to CR 314A (unfunded)
- SR 40 from CR 314A to Levy Hammock Road (unfunded)
- SR 326 from US 301 to old US 301 (unfunded)
- SR 326 from CR 200A to NE 36th (unfunded)

Tier 3 SunTrail Projects

The proposed Tier 3 SunTrail regional list contains four projects.

- Santos to Baseline Trail – Santos to Baseline Trailhead – Part of Heart of Florida Loop (funded)
- Pruitt Trail – Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Loop (unfunded)
- Silver Springs to Mount Dora – Part of Heart of Florida Loop (unfunded)
- Nature Coast Connector – Dunnellon to Chiefland – Part of the Nature Coast Trail (unfunded)

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

Transportation System Management and Operations (TSM&O) Projects

The proposed regional TSM&O list contains three unfunded projects.

- SR 40 at SW 40th/38th Avenue Intersection – Safety/operational, intersection alignment
- SR 40 at SR 35/Baseline Road Intersection – Construction of a roundabout
- SR 35 (Baseline Rd) intersections at CR 25A, Foss Road, Robinson Road – Rail, safety/operation improvements



TO: Committee Members

FROM: Rob Balmes, Director

**RE: 2045 Long Range Transportation Plan (LRTP)
Amendment #3**

Summary

As announced on June 4, 2024, the TPO will hold a public hearing on **June 25, 2024 at 3:00 p.m.** at the **Marion County Commission Auditorium, 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 proposed to ensure appropriate consistency between the Florida Department of Transportation (FDOT) State Transportation Improvement Program (STIP), TPO Transportation Improvement Program (TIP) and the 2045 LRTP. The proposed amendment includes funding and phase updates to the following project in the Cost Feasible Element of Chapter 7: Funding the Plan.

I-75 at NW 49th Street Interchange, from End of NW 49th Street to End of NW 35th Street (FY 2021 to 2025) (FM 435209-1). Updated LRTP project cost estimates.

New Interchange

- Right-of-Way (ROW): \$21,500,000
- Construction (Design-Build, DSB): \$93,500,000
- Total Funding: \$115,000,000

Included with this memo are the proposed 2045 LRTP Chapter 7 revisions highlighted in red for ease of review. The current adopted and proposed LRTP documents are available on the TPO's website: <https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>

Attachment(s)

- 2045 LRTP amendment presentation
- Florida Department of Transportation Amendment Letter
- Proposed 2045 LRTP Chapter 7 tracked changes

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Recommendation(s)

Recommend TPO Board approval of 2045 Long Range Transportation Plan Amendment #3.

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



OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN

Amendment #3

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

CAC-TAC Meeting
June 11, 2024

Amendment Overview

The 2045 LRTP amendment is based on:

- Project funding changes
- Ensure STIP-TIP-LRTP Consistency

Amendment Schedule

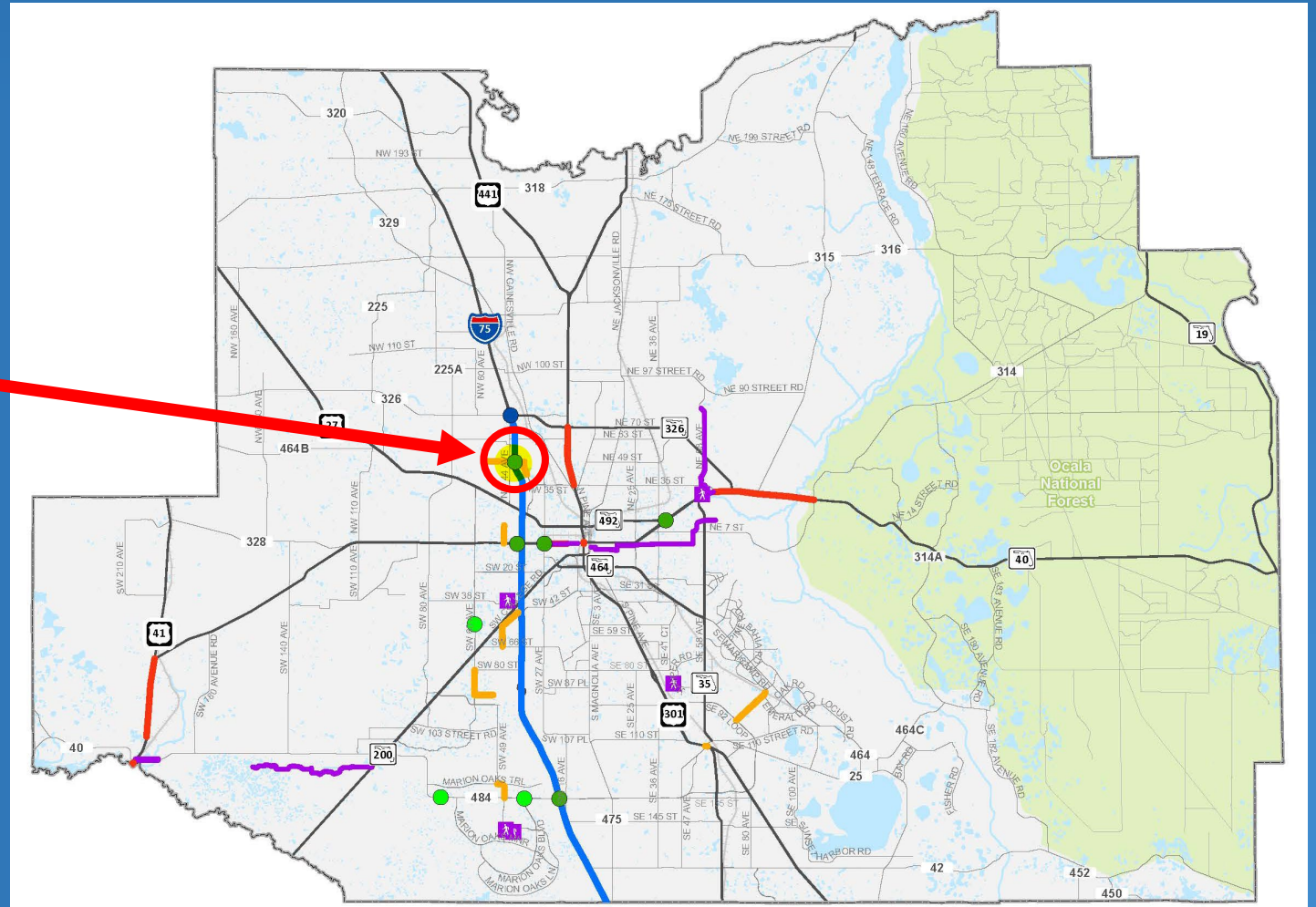
- ***21-day Public Notice – June 4, 2024**
- **CAC and TAC Presentations – June 11**
- **TPO Board Public Hearing**
 - **June 25, 2024**

I-75 at NW 49th Street Interchange

- \$115 Million Total Funding
- +\$53.9 Million planning-level costs
- FY 2021 to 2025 Timeband

I-75 at NW 49th Street Interchange

Project
Location



I-75 at NW 49th Street Interchange

Right-of-Way (ROW): \$21.5 Million

SIS (Federal/State): \$15.7 Million (~~\$8.8 Million~~)

Local (Marion County): \$5.8 Million (~~\$11.7 Million~~)

Design-Build/Construction: \$93.5 Million

SIS (Federal/State): \$78.6 Million (~~\$40.6 Million~~)

Local (Marion County): \$14.9 Million (~~\$0~~)

Questions or Comments?

Requesting Recommendation
for TPO Board Approval
LRTP Amendment #3



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

05/28/2024 | 7:58 AM EDT

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:

Florida Department of Transportation requests Ocala Marion TPO revise the 2045 Long-Range Plan (LRTP) for the project described below.

The I-75 at 49th Street interchange project cost estimates indicate an increase that requires an amendment to the LRTP. Design for the project has been enhanced to include safety and project efficiency measures, accommodate future travel demand with additional lanes on entrance/exit ramps to I-75 and the intersection at the entrance of the Ocala Travel Center has also been included in the design of the project. Drainage requirements and unit cost increases due to market conditions are also reasons for the significant overall cost increase for the project.

To achieve planning consistency and ensure the projects will move forward as scheduled, FDOT is requesting Ocala-Marion TPO amend the LRTP and revise project details for this project. Please use the project information below to amend the 2045 LRTP accordingly:

| FM# | Project Description | Project Limits | Length | Phase | Fund Source | Amount | Time Band |
|----------|--------------------------------|--|------------|-------|-------------|---------------|-----------|
| 435209-1 | I-75 at NW 49 th St | End of NW 49 th St to End of NW 35 th St | .001 miles | ROW | State | \$ 10,800,000 | 2021-2025 |
| | | | | | Federal | \$ 4,900,000 | |
| | | | | | Local | \$ 5,800,000 | |
| | | | | DSB | State | \$ 14,500,000 | |
| | | | | | Federal | \$ 64,100,000 | |
| | | | | | Local | \$ 14,900,000 | |

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

Sincerely,

DocuSigned by:

Jonathan Scarfe

9DBC1D0E3EB04EE...

Jonathan Scarfe
MPO Liaison Administrator
FDOT District Five

c: Kia Powell, FDOT



AMENDMENT #3

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
AMENDMENT #2, NOVEMBER 28, 2023
AMENDMENT #3, JUNE 25, 2024

Changes in Red

CHAPTER 7. FUNDING THE PLAN

FIGURE 7.2: 2021-2025 PROJECTS

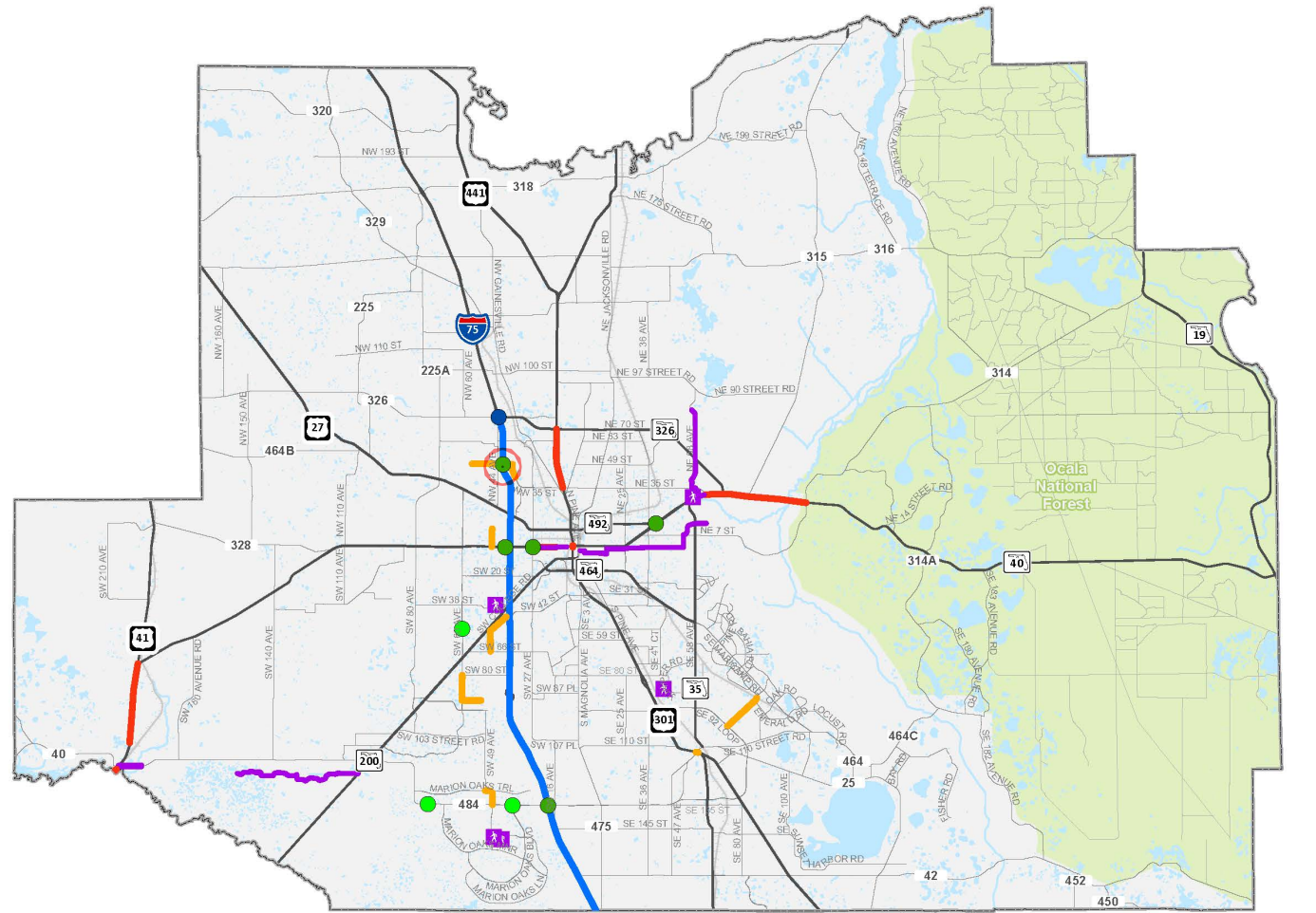


TABLE 7.2: 2021-2025 PROJECTS

| 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 |
| | Moving Florida Forward | CR 484 | at Intersection of Marion Oaks Boulevard | |
| CR 484 | | at SW 135th Street Road | | Intersection/Turn lanes |
| SW 60th Avenue | | SW 54th Street | SECO Driveway | Intersection/Turn lanes |
| Local Funded Roadway Investments | I-75 (SR 93) | at SR 326 | | Interchange Operational Improvements |
| | I-75 North Portion | SR 200 | SR 326 | Add Auxiliary Lanes |
| | I-75 South Portion | South of SR 44 | SR 200 | Add Auxiliary 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 |
| 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 |

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 7.12** 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 | | | | | | | | | | | | |
| 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 | | | Sidewalks | State/Federal | | | \$317.1 | | | | | | | | | | | | | | | \$317.1 | | | | | |
| 4364743 | | Legacy Elementary Sidewalks | | | 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 | | \$325.0 | \$4,371 | | | | | | | | | | | | | | | \$4,696 | | | | | |
| | | | | | | Local | | \$325.0 | \$4,629 | | | | | | | | | | | | | | | | | \$4,954 | | | |
| 4355473 | Travel Choices, Economic Dvlpt | NW 44th Avenue | SR 40 | NW 11th Street | New 4 lane | *State/Federal Local | | | \$8,000.0 | | | | | | | | | | | | | | | \$8,000 | | | | | |
| 4492771 | Safety | CR 484 | at Intersection of Marion Oaks Blvd. | Intersection | Intersection | State/Federal | | | \$445.8 | | | | | | | | | | | | | | | \$445.8 | | | | | |
| | | | | | | Local | \$60.8 | \$30.0 | | | | | | | | | | | | | | | | | | \$90.8 | | | |
| 4493171 | Safety | CR 484 | at SW 135th Street Road | | Intersection | State/Federal Local | | | \$369.6 | | | | | | | | | | | | | | | \$369.6 | | | | | |
| 4492611 | Safety | SW 60th Avenue | SW 54th Street | SECO Energy Dr. | Intersection | State/Federal | | | \$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 | | \$160 | | \$3,117 | | | | | | | | | | | | \$3,672 | | | | | |
| TIP11 | Freight Mobility | SR 40 | SW 40th Ave | SW 27th Ave | Left turn lane | Other Roads | | \$3,429.5 | | | | \$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/Sec. | 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 | | | | | | | | \$1,550 | \$1,850 | \$5,950 | | | | | | | | \$9,350 | | | | | |
| R17 | Travel Choices, Economic Dvlpt | SW 44th Avenue | SR 200 | SW 20th Street | Widen to 4 lanes | Other Roads | | | | | | \$4,000.0 | | | | | | | | | | | | \$4,000 | | | | | |
| | | | | | | Local | | | | \$4,000.0 | | | | | | | | | | | | | | | | | \$4,000 | | |
| R18 | Freight Mobility, Accessibility | SW 44th Avenue | SW 20th Street | SR 40 | Widen to 4 lanes | Other Roads | | | | | | \$2,550.0 | | | | | | | | | | | | \$2,550 | | | | | |
| | | | | | | 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 | | | | | | | \$32,872.9 | \$56,485.2 | | | | | |
| R10 | Resiliency/Sec. | 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 | | | | | |

*State Appropriation Funding

| ID | Perf. Focus | Facility | From | To | Project Description | Funding Program | 2021-2025 | | | | 1ST 10 YEARS OF COST FEASIBLE PLAN 2026-2030 | | | | 2031-2035 | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN 2036-2040 | | | | 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 | | | | | | |
| 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 | | | | | | | | | | \$95,644.5 | | | | | | | | | | | | | | | | | | | | \$366,430 | \$391,194 | \$853,269 |
| TOTAL Other Roads, Non-SIS State/Federal REVENUE | | | | | | | | | | \$95,644.5 | | | | | | | | | | | | | | | | | | | | | \$393,600 | \$853,744 |
| TOTAL LOCAL | | | | | | | | | | \$6,817.7 | | | | | | | | | | | | | | | | | | | | | \$0 | \$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 2026-2030 | | | | 2031-2035 | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN 2036-2040 | | | | 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 | | | | | | | | |
| 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 (Design-Build) | SIS Local | | | \$8,800.0 | \$15,700 | \$40,591.5 | | | | | | | | | | | | | | | | | | | | \$49,397.5 | \$94,300.0 | | |
| | | | | | | | | \$41,700.0 | \$5,800 | \$14,900 | | | | | | | | | | | | | | | | | | | | \$11,700.0 | \$20,700.0 | | |
| *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 | | | | | | | | | | \$88,885 | | | | | | | | | | | | | | | | | | | | \$915,728 | \$406,748 | \$1,880,181 | |
| TOTAL SIS REVENUE | | | | | | | | | | \$88,885 | | | | | | | | | | | | | | | | | | | | | \$915,728 | \$406,748 | \$1,422,363 |
| TOTAL LOCAL | | | | | | | | | | \$20,700 | | | | | | | | | | | | | | | | | | | | | \$0 | \$20,700 | |

Note: Cost feasible SIS projects reflect 2018 SIS Cost Feasible Plan. Totals may not sum due to rounding. *I-75 projects include interchanges part of the PD&E/Master Plan Study in Marion County at: CR 484, SR 200, SR 40, U.S. 27, SR 326, CR 318

TABLE 7.11: MOVING FLORIDA FORWARD PROJECTS - (COSTS IN 000'S YOY \$)

| ID | Facility | From | To | Project Description | Funding Program | 2021-2025 | | | | 1ST 10 YEARS OF COST FEASIBLE PLAN 2026-2030 | | | | 2031-2035 | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN 2036-2040 | | | | 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 | | | | | | | | | |
| 4520721 | I-75 | at SR 326 | | Interchange Operations | MFF/State | | | \$1,600.0 | \$18,000.0 | | | | | | | | | | | | | | | | | | | | | | | | \$19,600.0 | |
| 4520741 | I-75 North Portion | SR 200 | SR 326 | Add Auxiliary Lanes | MFF/State | | | \$13,000.0 | \$37,000.0 | \$90,000.0 | | | | | | | | | | | | | | | | | | | | | | \$140,000.0 | | |
| 4520742 | I-75 South Portion | South of SR 44 | SR 200 | Add Auxiliary Lanes | MFF/State | | | \$28,000.0 | \$75,000.0 | \$246,000.0 | | | | | | | | | | | | | | | | | | | | | | \$349,000.0 | | |
| TOTAL MFF COST | | | | | | | | | | \$508,600 | | | | | | | | | | | | | | | | | | | | | | | | \$508,600 |
| TOTAL MFF REVENUE | | | | | | | | | | \$508,600 | | | | | | | | | | | | | | | | | | | | | | | | \$508,600 |

TABLE 7.12: 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 2026-2030 | | | | 2031-2035 | | | | 2ND 10 YEARS OF COST FEASIBLE PLAN 2036-2040 | | | | 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 | | | | | |
| 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 Ft 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 | |

| 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 | | | | | |
| 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 | | |
| 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 | | | | | | | | | | | | | | | | | | | | \$10,763.9 | | |
| R38 | Safety, Economic Dvlpt | NE 35th Street | CR 200A | NE 25th Avenue | Widen to 4 lanes | Fuel Taxes | | | \$1,530.0 | | | | \$2,316.8 | | | | | | | | | | | | | | | | \$12,122.3 | | |
| R66 | Economic Dvlpt | SW 70th/80th Ave | SW 38th St | SR 40 | Widen to 4 lanes | TIF West | | | | | | | | | | | | | | | | | | | | | | | \$1,372.9 | | |
| R76 | Economic Dvlpt | SW 49th Ave | Marion Oaks Manor | SW 142nd Pl Rd | Widen to 4 lanes | Fuel Taxes | | | | | | | | | | | | | | | | | | | | | | | \$4,832.7 | | |
| | Reliability, Congestion | ITS BOXED FUND - Local Roadways | | | | Fuel Taxes | | | | | | | | | | | | | | | | | | | | | | | | \$7,000 | |
| | Travel Choices, Safety | Multimodal BOXED FUND - Local Roadways | | | | Fuel Taxes | | | | | | | | | | | | | | | | | | | | | | | | | \$6,000 |
| TOTAL TIF East COST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$14,150 | |
| TOTAL TIF East REVENUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$14,150 |
| TOTAL TIF West COST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$8,369 |
| TOTAL TIF West REVENUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$8,369 |
| TOTAL Fuel Taxes COST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$5,540 |
| TOTAL Fuel Taxes REVENUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \$5,540 |

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 7.13**. 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 7.13: 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, Local Roads ⁴ | \$223.05 | \$223.05 | \$0.00 | \$175.30 | \$185.53 | -\$10.23 | \$189.20 | \$180.90 | \$8.30 | \$196.80 | \$199.03 | -\$2.23 | \$196.80 | \$192.18 | \$4.62 | \$758.1 | \$757.6 | \$0.5 |
| SIS | | | | \$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 |
| State/MFF | \$508.60 | \$508.60 | \$0.00 | | | | | | | | | | | | | | | |
| Total | \$731.65 | \$731.65 | \$0.00 | \$360.60 | \$370.83 | -\$10.23 | \$919.63 | \$911.33 | \$8.30 | \$546.69 | \$548.92 | -\$2.23 | \$253.66 | \$249.04 | \$4.62 | \$2,080.6 | \$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 | \$3.2 |
| 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 7.14** 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 7.14: 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



TO: Committee Members

FROM: Sara Brown, Transportation Planner

RE: TIP Amendment #4 Update

Summary

On May 16, 2024, FDOT reached out to the TPO to process a TIP Amendment for the I-75 at NW 49th Street Interchange project. At the May 28, 2024 TPO Board Meeting TPO staff presented this TIP amendment to the Board and the TPO Board approved the TIP Amendment. The project information is below for reference.

FM# 435209-1: I-75 at NW 49th Street from end of NW 49th Street to end of NW 35th Street

- New Interchange on I-75
- Funds to be amended to FY 2025
- Total: \$114,803,862
 - ACNP: \$56,903,700 (DSB)
 - ACSL: \$2,516,655 (DSB)
 - CIGP: \$2,620,216 (ROW)
 - DDR: 7,807,576 (ROW: \$3,948,826; DSB: \$3,858,750)
 - DIH: \$50,000
 - LF: \$20,612,138 (ROW: \$5,768,850; RRU: \$1,760,000; DSB: \$13,083,288)
 - SA: \$ 3,873,030 (ROW)
 - SL: \$5,633,813 (ROW: \$1,000,000; DSB: \$4,633,813)
 - TRIP: \$10,569,054 (ROW: \$3,740,934; DSB: 6,828,120)
 - TRWR: \$4,207,680 (ROW: \$418,360; DSB: \$3,789,320)

Attachment(s)

- FDOT TIP Amendment Request Letter
- Current and Amended Project Pages

If you have any questions, please contact me at: 352-438-2632.

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

05/16/2024 | 4:22 PM EDT

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

RE: Request to Revise Fiscal Year (FY) 2023/24-2027/28 Transportation Improvement Program (TIP)

Dear Mr. Balmes:

Florida Department of Transportation requests Ocala Marion TPO revise the FY 2023/24-2027/28 TIP for the project described below.

Project #435209-1 is an interchange improvement project for the I-75 at 49th Street interchange. This project will be delivered as design-build and new cost estimates indicate an increase that requires an amendment to the current TIP. Design for the project has been enhanced to include safety and project efficiency measures, accommodate future travel demand with additional lanes on entrance/exit ramps to I-75 and the intersection at the entrance of the Ocala Travel Center has also been included in the design of the project. Drainage requirements and unit cost increases due to market conditions are also reasons for the significant overall cost increase for the project.

The project is listed in the FY 2025/26-2028/29 TIP with the updated project details, however in order to request authorization of federal funding prior to October 1, 2024, the project must also be accurately reflected in the current TIP.

Please use the information in the table below to amend the TIP for FY 2025 accordingly:

| FM# | Project Description | Project Limits | Length | Phase | Fund Source | Amount | FY |
|----------|-----------------------------------|---|--------|--------------------|----------------------|----------------------|------|
| 435209-1 | I-75 at NW 49 th St | End of NW 49 th St to End of NW 35 th St | .001 | ROW | CIGP | \$ 2,630,216 | 2025 |
| | | | | | DDR | \$ 3,948,826 | |
| | | | | | DIH | \$ 50,000 | |
| | | | | | LF | \$ 5,768,850 | |
| | | | | | SA | \$ 3,873,030 | |
| | | | | | SL | \$ 1,000,000 | |
| | | | | | TRIP | \$ 3,740,934 | |
| | | | | | TRWR | \$ 418,360 | |
| | | | | | Phase Total | \$ 21,430,216 | |
| | | | | | RRU | LF | |
| | | | | DSB | | | |
| | | | | ACNP | \$ 56,903,700 | | |
| | | | | ACSL | \$ 2,516,655 | | |
| | | | | DDR | \$ 3,858,750 | | |
| | | | | LF | \$ 13,083,288 | | |
| | | | | SL | \$ 4,633,813 | | |
| | | | | TRIP | \$ 6,828,120 | | |
| | | | | TRWR | \$ 3,789,320 | | |
| | | | | Phase Total | \$ 91,613,646 | | |
| | | | | Grand Total | \$114,803,862 | | |

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

Sincerely,

DocuSigned by:

Jonathan Scarfe

9DBC1D0E3EB04EE...

Jonathan Scarfe
MPO Liaison Administrator

c: Kia Powell, FDOT
FDOT D5 Work Program

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 #): LRTP Cost Feasible (pages 112-113) (Table 7.10)



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 <2024:
\$8,627,904

Future >2028:
\$0

Total Project Cost:
\$62,426,395

| Phase | Fund Category | Funding Source | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|---------------|---------------|----------------|---------------------|---------------------|------------|------------|------------|---------------------|
| CST | CIGP | State | \$0 | \$7,719,117 | \$0 | \$0 | \$0 | \$7,719,117 |
| CST | DDR | State | \$0 | \$4,916,777 | \$0 | \$0 | \$0 | \$4,916,777 |
| CST | LF | Local | \$0 | \$33,856 | \$0 | \$0 | \$0 | \$33,856 |
| CST | SA | Federal | \$0 | \$614 | \$0 | \$0 | \$0 | \$614 |
| CST | SL | Federal | \$0 | \$7,918,226 | \$0 | \$0 | \$0 | \$7,918,226 |
| CST | SN | Federal | \$0 | \$3,985,590 | \$0 | \$0 | \$0 | \$3,985,590 |
| CST | TRIP | State | \$0 | \$3,296,401 | \$0 | \$0 | \$0 | \$3,296,401 |
| CST | TRWR | State | \$0 | \$3,738,591 | \$0 | \$0 | \$0 | \$3,738,591 |
| ROW | LF | Local | \$11,700,000 | \$0 | \$0 | \$0 | \$0 | \$11,700,000 |
| ROW | CIGP | State | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| ROW | DIH | State | \$19,189 | \$0 | \$0 | \$0 | \$0 | \$19,189 |
| ROW | DDR | State | \$0 | \$3,737,100 | \$0 | \$0 | \$0 | \$3,737,100 |
| ROW | SA | Federal | \$0 | \$4,873,030 | \$0 | \$0 | \$0 | \$4,873,030 |
| RRU | LF | Local | \$0 | \$1,760,000 | \$0 | \$0 | \$0 | \$1,760,000 |
| Total: | | | \$11,819,189 | \$41,979,302 | \$0 | \$0 | \$0 | \$53,798,491 |

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 #): LRTP Cost Feasible (pages 112-113) (Table 7.10)



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 <2024: | Future >2028: | Total Project Cost: |
| \$8,627,904 | \$0 | \$135,250,955 |

| Phase | Fund Category | Funding Source | 2024 | 2025 | 2026 | 2027 | 2028 | Total |
|---------------|---------------|----------------|---------------------|----------------------|------------|------------|------------|----------------------|
| ROW | LF | Local | \$11,700,000 | \$5,768,850 | \$0 | \$0 | \$0 | \$17,468,850 |
| ROW | CIGP | State | \$100,000 | \$2,630,216 | \$0 | \$0 | \$0 | \$2,730,216 |
| ROW | DIH | State | \$19,189 | \$50,000 | \$0 | \$0 | \$0 | \$69,189 |
| ROW | DDR | State | \$0 | \$3,948,826 | \$0 | \$0 | \$0 | \$3,948,826 |
| ROW | SA | Federal | \$0 | \$3,873,030 | \$0 | \$0 | \$0 | \$3,873,030 |
| ROW | SL | Federal | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| ROW | TRIP | State | \$0 | \$3,740,934 | \$0 | \$0 | \$0 | \$3,740,934 |
| ROW | TRWR | State | \$0 | \$418,360 | \$0 | \$0 | \$0 | \$418,360 |
| RRU | LF | Local | \$0 | \$1,760,000 | \$0 | \$0 | \$0 | \$1,760,000 |
| DSB | ACNP | Federal | \$0 | \$56,903,700 | \$0 | \$0 | \$0 | \$56,903,700 |
| DSB | DDR | State | \$0 | \$3,858,750 | \$0 | \$0 | \$0 | \$3,858,750 |
| DSB | LF | Local | \$0 | \$13,083,288 | \$0 | \$0 | \$0 | \$13,083,288 |
| DSB | ACSL | Federal | \$0 | \$2,516,655 | \$0 | \$0 | \$0 | \$2,516,655 |
| DSB | SL | Federal | \$0 | \$4,633,813 | \$0 | \$0 | \$0 | \$4,633,813 |
| CST | TRIP | State | \$0 | \$6,828,120 | \$0 | \$0 | \$0 | \$6,828,120 |
| CST | TRWR | State | \$0 | \$3,789,320 | \$0 | \$0 | \$0 | \$3,789,320 |
| Total: | | | \$11,819,189 | \$114,803,862 | \$0 | \$0 | \$0 | \$126,623,051 |



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Marion County Project Status Update as of May 31, 2024

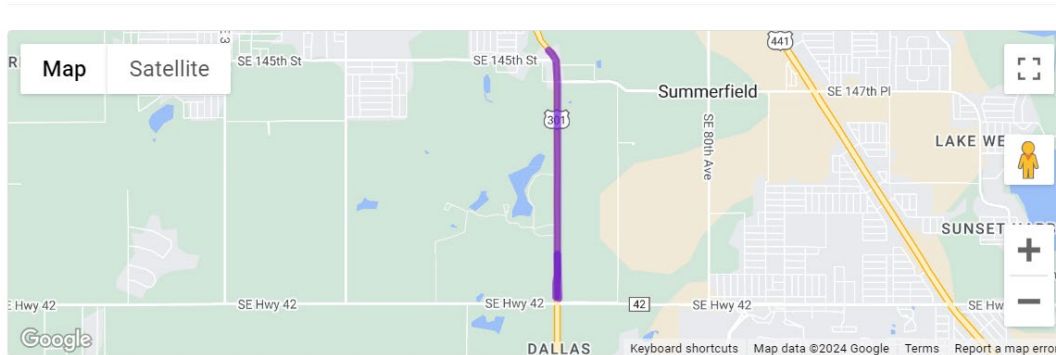
The following is a brief status update on major FDOT road construction projects in Marion County as of the May cutoff. The next cutoff date is June 30, 2024. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

MARION COUNTY

UPCOMING PROJECTS:

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

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



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

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www.fdot.gov

and vibratory pavement markings will be added along the shoulders in specific areas to enhance safety. New signs and pavement markings will be placed throughout the corridor.

- Update: This project is expected to start in summer 2024.

CURRENT PROJECTS:

426179-1 | Silver Springs State Park Pedestrian Bridges

426179-1 Silver Springs State Park Pedestrian Bridges

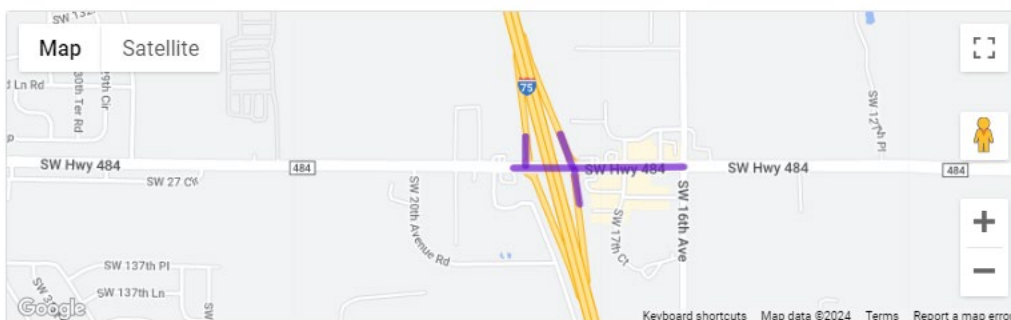


- Contract: T5796
- Contractor: Lambert Bros., Inc.
- Start Date: January 8, 2024
- Estimated Completion Date: Early 2025
- Construction Cost: \$3.4 million
- Description: The Florida Department of Transportation (FDOT) will construct two 8-foot-wide boardwalks within Silver Springs State Park—the Half Mile Creek boardwalk to the north and the Fort King Waterway boardwalk to the south. The 748-foot Half Mile Creek boardwalk will connect to an existing path on the west side of the park before stretching across the creek and meeting an underutilized trail to the east. The other, a 550-foot boardwalk, will run south from the existing Ross Allen Island boardwalk before crossing the Fort King Waterway with a 65-foot timber bridge. After the bridge, the boardwalk will continue for approximately 120 feet south before meeting a 180-foot limerock trail leading to an existing group campsite. All boardwalks and trails associated with this project will comply with the Americans with Disabilities Act (ADA).
- Update: The estimated completion date was updated from Fall 2024 to Early 2025 due to material acquisition delays. The contractor is currently installing boardwalk bents at Half Mile Creek.

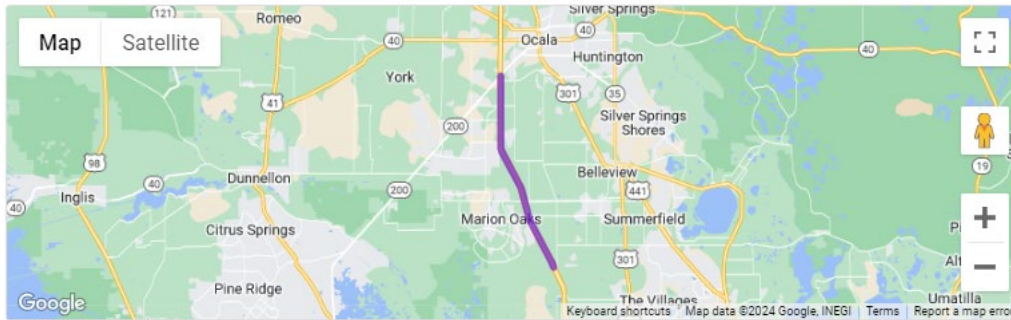
433651-1 | C.R. 484 and I-75 Interchange Roadway Improvements

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

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



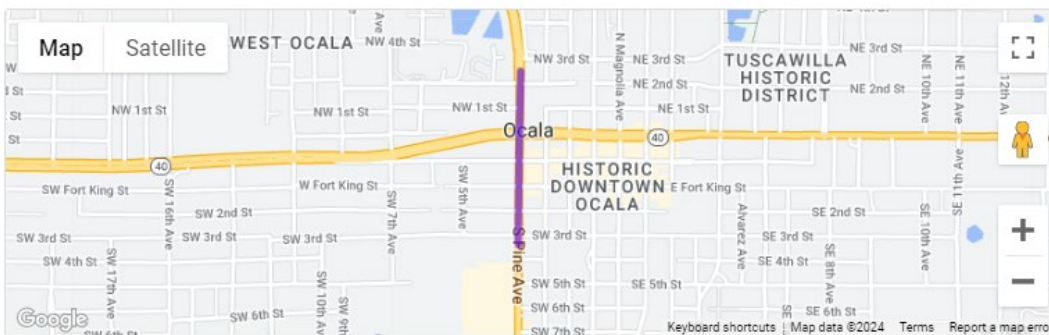
443170-1 I-75 Resurfacing from Sumter County Line to S.R. 200



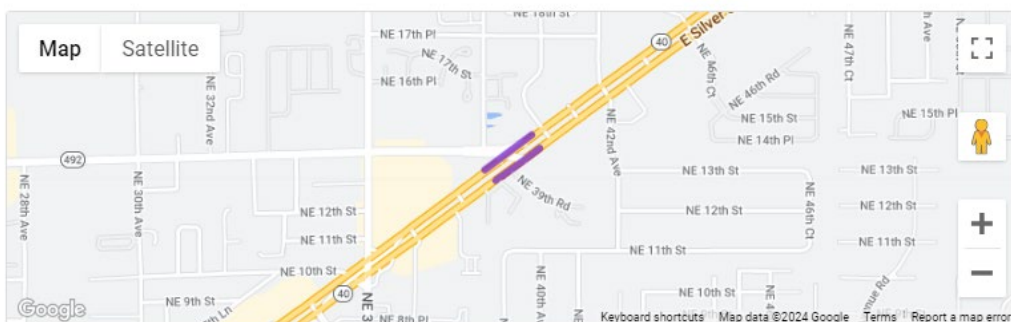
- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start Date: January 4, 2023
- Estimated Completion Date: Fall 2024
- Construction Cost: \$40 million
- Description: The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484 from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.
- Update: (433651-1) Drainage and widening work is ongoing along C.R. 484. (443170-1) The contractor is milling and paving the remaining lanes along northbound and southbound I-75. Median crossovers are being widened and resurfaced. Ramp closures at C.R. 484 are expected in June for resurfacing.

[433661-1](#) | U.S. 441 and S.R. 40 Intersection Improvements
[445800-1](#) | S.R. 40 and S.R. 492 Intersection Improvements

433661-1 US 441 from SW 3rd St. to NW 2nd St.



445800-1 SR 40 at SR 492 Intersection Improvements

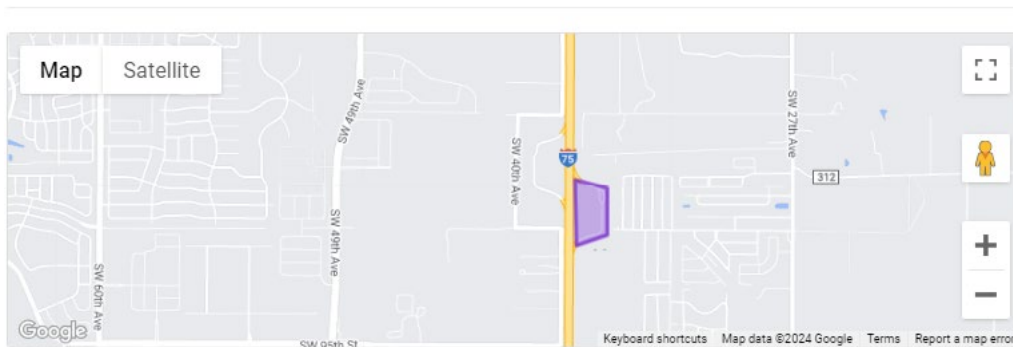


- Contract: T5747

- Contractor: C.W. Roberts Contracting, Inc.
 - Construction Cost: \$6.7 million
 - Start Date: April 4, 2023
 - Estimated Completion Date: Summer 2024
 - Description: The project includes milling and resurfacing, median modifications, turn lane modifications, curb & gutter, drainage improvements, sidewalk, ADA improvements, traffic signal upgrades, signing and pavement markings, and utility relocations.
- Update: (433661-1) The contractor has scheduled inside northbound and southbound lane closures along U.S. 441 south of S.R. 40 for median concrete work. North of S.R. 40, a southbound outside lane closure is active between Northwest 1st Street and Northwest 2nd Street to address underground utility work. Northwest 2nd Street remains closed at U.S. 441.
- (445800-1) This project is complete.

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

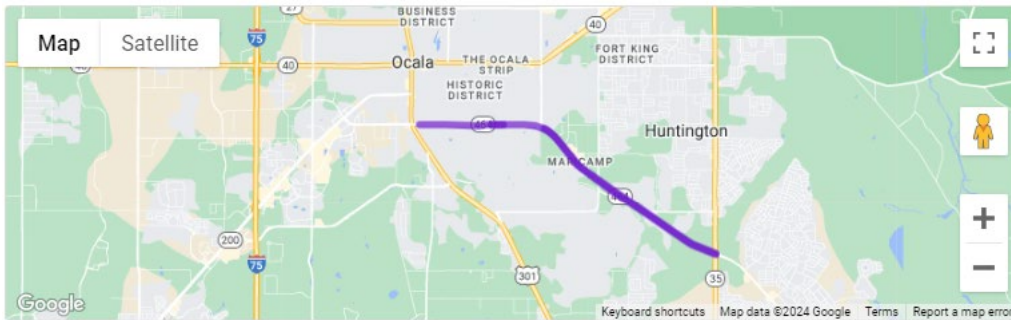
438562-1 I-75 NB Rest Area Reconstruction between CR 484 and SR 200



- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023
- Estimated Completion Date: Early 2025
- Construction Cost: \$31 million
- Description: This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to serve the traveling public better and meet current standards. Parking will be expanded for passenger vehicles, RVs, and trucks. Work will include resurfacing the existing truck parking to become the car parking lot, constructing new truck parking and ramps, renovating the building, adding new utilities and a perimeter wall, and other incidental construction. The rest area will be closed to the public until the project is complete.
- Update: The contractor is installing precast roof panels, electrical components, and door and window frames for the rest area buildings. They are installing conduit for on-site lighting. Marion County contractors are working to complete a new sewer lift station and force main which will tie into the new rest area.

441141-1 | S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35

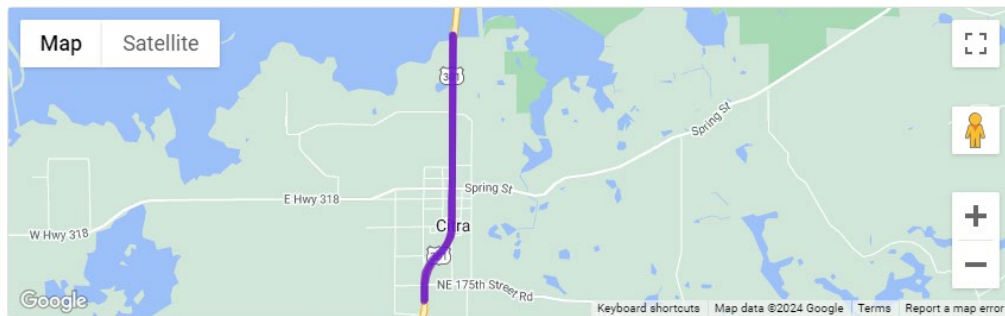
441141-1 SR 464 from SW 2nd Ave to SR 35



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

[445212-1](#) | U.S. 301 Resurfacing from South of Northeast 175th Street to the Alachua County Line

445212-1 US 301 from south of NE 175th St to the Alachua County Line

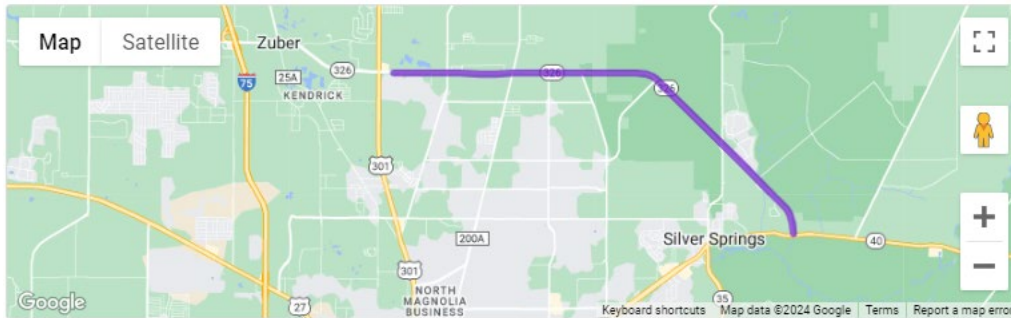


- Contract: E59B1
- Contractor: V.E. Whitehurst & Sons, Inc.
- Start Date: November 3, 2023
- Estimated Completion Date: Summer 2024
- Construction Cost: \$5.4 million
- Description: The purpose of this project is to resurface U.S. 301 from south of Northeast 175th Street to the Alachua County line in Citra to extend the life of the existing roadway. The project will repave the travel lanes and add a 7-foot-wide buffered bicycle lane on both sides of the roadway from the south end of the project to Spring Street (County Road 318). New turn lanes are planned at the U-turn locations north of the Citra Church of God and south of the Royal Palm RV Park. Asphalt will be added at other U-turn locations to provide more space for larger turning vehicles. Traffic signal upgrades are also planned at Spring Street.

- Update: The contractor finished paving the structural course in May. They've shifted to shoulder work and sodding. They plan to start paving the friction course in June.

445217-1 | S.R. 326 Resurfacing from Northwest 12th Avenue to S.R. 40

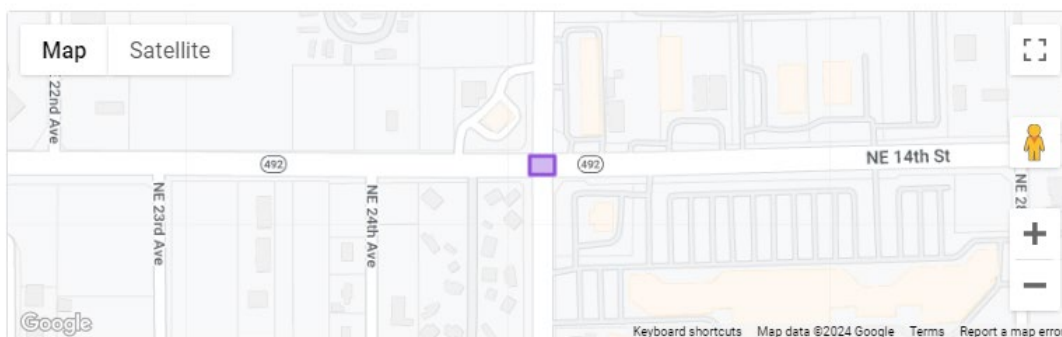
445217-1 SR 326 from NW 12TH Ave to SR 40



- Contract: T5786
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: October 14, 2023
- Estimated Completion Date: Late 2024
- Construction Cost: \$11 million
- Description: This project will make improvements to State Road (S.R.) 326 from Northwest 12th Avenue to S.R. 40 near Marion County. The project will extend the life of the existing roadway through milling and resurfacing all primary and secondary travel lanes. Construction improvements include replacing mailboxes, installing asphalt aprons at various locations, paving side street connections, and reconstructing driveways. The project will also replace signage as needed and add new pavement markings. An eastbound to northbound left turn lane will be added at Northeast 49th Street. At Northeast 40th Avenue Road, an eastbound to southbound right turn lane and a westbound to southbound left turn lane will be added. A new signal will be installed at the Northeast 25th Avenue and Northeast 36th Avenue intersections. New signal heads will allow for protected left turns at the Northeast 58th Avenue intersection.
- Update: The contractor finished shoulder grading and widening at Northeast 40th Avenue Road. Crews are beginning pipe runs at NE 25th Avenue, NE 36th Avenue, and NE 64th Avenue Road. Structural paving is scheduled to start in June.

447603-1 | Intersection Improvements at S.R. 492 (NE 14th Street) and NE 25th Avenue

447603-1 NW 10th/NE 14th St (SR 492) to NE 25th Ave

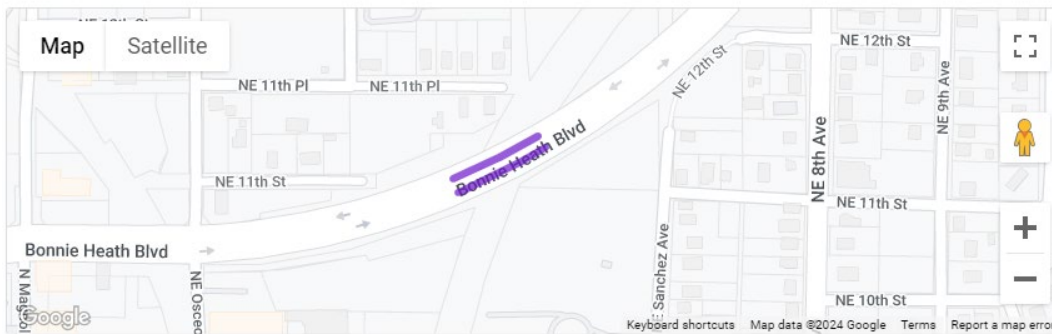


- Contract: T5803
- Contractor: Highway Safety Devices, Inc.
- Start Date: May 13, 2024
- Estimated Completion Date: Fall 2024

- Construction Cost: \$1 million
- Description: This project aims to make intersection and safety improvements at Northeast 14th Street (State Road 492) and Northeast 25th Avenue. The project includes signal reconstruction, milling and resurfacing, new signing and pavement markings, mast arm installation, light pole installation, and ITS (Intelligent Traffic Systems) upgrades.
- Update: Work has just begun. The contractor started installing a wood pole for the temporary traffic signal.

448924-1 | S.R. 492 Bridge Improvements Over the C.S.X. Railroad

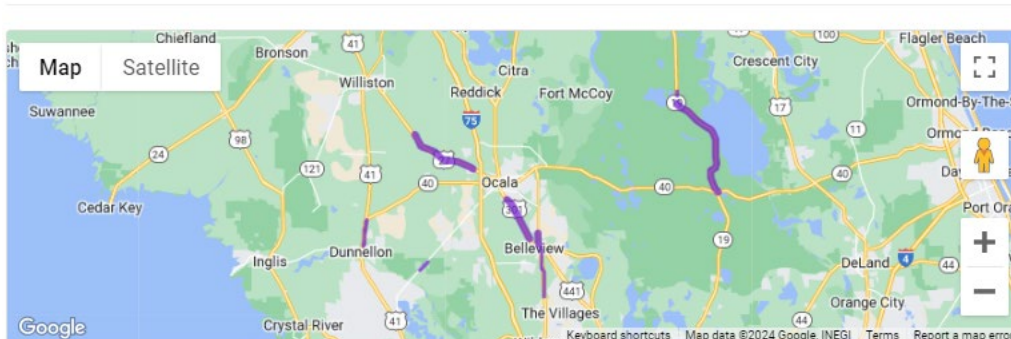
448924-1 SR 492 over CSX RR



- Contract: D56B1
- Contractor: RAM Construction Services
- Start Date: April 12, 2024
- Estimated Completion Date: Spring 2024
- Construction Cost: \$285,000
- Description: The Florida Department of Transportation (FDOT) will be making improvements to the State Road (S.R.) 492 (Bonnie Heath Boulevard) bridge over the C.S.X. Railroad in Marion County. Work includes concrete repair, joint rehabilitation, and applying a type of coating called an epoxy overlay to the bridge deck. The epoxy overlay seals the concrete surface, which helps to prolong the life of the bridge. The overlay also increases friction on the traveling surface, making it safer for motorists.
- Update: Friction testing is being conducted prior to final acceptance.

452229-3 | Marion County Districtwide Rumble Strips Installation

452229-3 Districtwide Rumble Strips



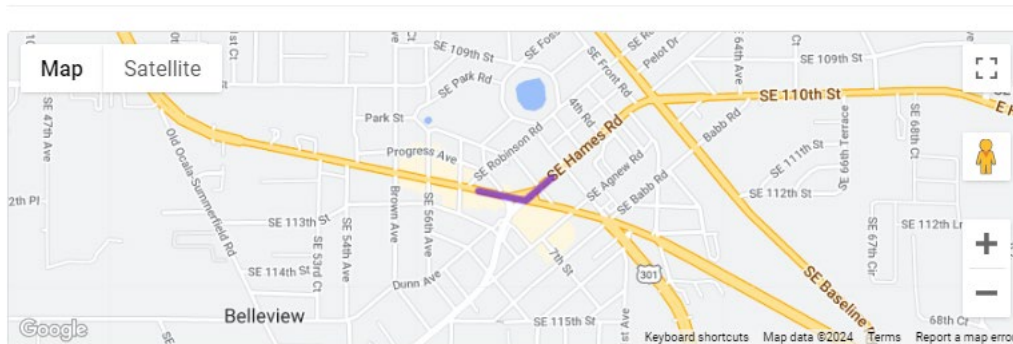
- Contract: T5821
- Contractor: TRP Construction Group, LLC
- Start Date: April 18, 2024
- Estimated Completion Date: Summer 2024
- Construction Cost: \$843,000

- Description: This project involves installing rumble strips and pavement markings as safety countermeasures along multiple road segments on State Road (S.R.) 35, S.R. 25, S.R. 45, S.R. 500, S.R. 19, and S.R. 200 in Marion County.
- Update: The contractor is placing thermoplastic striping within the project limits.

RECENTLY COMPLETED:

445701-1 | Southeast Abshier Boulevard from Southeast Hames Road to north of Southeast Agnew Road Intersection Improvements

445701-1 SE Abshier Blvd from SE Hames Rd to north of SE Agnew Rd



- Contract: T5768
- Contractor: C.W. Roberts Contracting, Inc.
- Construction Cost: \$3 million
- Start Date: April 29, 2023
- Description: This project will construct improvements at the intersection of Southeast Abshier Boulevard (U.S. 27/U.S. 301/U.S. 441) and Southeast Hames Road to enhance safety and operations for drivers, pedestrians, and bicyclists. The project proposes to create left turn lanes in each direction on SE Abshier Boulevard west of SE Hames Road with a raised concrete traffic separator in the middle.
- Update: This project was final accepted on May 3, 2024.