



Citizens Advisory Committee (CAC) Meeting

Marion County – Growth Services Building Training Room
2710 E. Silver Springs Blvd., Ocala, FL 34470

November 4, 2025

1:00 PM

AGENDA

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. [October 14, 2025 Meeting Minutes](#)**
- 5. ACTION ITEMS**
 - A. [Election of 2026 CAC Chair and Vice Chair](#)**
 - B. [2026 Meeting Schedule](#)**
 - C. [Navigating the Future 2050 Long Range Transportation Plan \(LRTP\)](#)**
- 6. PRESENTATIONS**
 - A. [Fiscal Years \(FY\) 2026 to 2030 Transportation Improvement Program \(TIP\) Amendment #2](#)**
 - B. [Florida Department of Transportation \(FDOT\) Fiscal Years \(FY\) 2027 to 2031 Tentative Work Program](#)**
- 7. COMMENTS BY FDOT**
 - A. FDOT Construction Report**
- 8. COMMENTS BY TPO STAFF**
- 9. COMMENTS BY CAC MEMBERS**
- 10. PUBLIC COMMENT (Limited to 2 minutes)**
- 11. 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@marionfl.org forty-eight (48) hours in advance, so proper accommodations can be made.

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

*The next regular meeting of the Citizens Advisory Committee will be held on
January 13, 2026 at 1:00 p.m.*



Citizens Advisory Committee (CAC) Meeting
Marion County – Growth Services Training Room
2710 E. Silver Springs Blvd., Ocala, FL 34470
1:00 PM

MINUTES

Members Present:

Jim Belonger
Travis Magamoll (*arrived at 1:05pm*)
Suzanne Mangram
Richard McGinley
Nick Mora
Steve Rudnianyn

Members Not Present:

Matt Fabian
Michelle Shearer

Others Present:

Rob Balmes, Ocala Marion TPO
Shakayla Irby, Ocala Marion TPO
Liz Mitchell, Ocala Marion TPO
Kia Powell, FDOT
Matthew Richardson, FDOT
Loreen Bobo, FDOT
Jen Musselman, Kittelson and Associates
Leyi Zhang, Kittelson and Associates
Ben Baugh, 352today
April Dotson

Item 1. Call to Order and Roll Call

Chairman Steve Rudnianyn called the meeting to order at 1:00pm. Administrative Assistant Shakayla Irby called the roll, and a quorum was present.

Item 2. Proof of Publication

Administrative Assistant 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 October 7, 2025. The meeting had also been published to the TPO's Facebook and X pages.

Item 3. Consent Agenda

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

Item 4A. Draft Active Transportation Plan

Ms. Leyi Zhang with Kittelson and Associates presented an overview of the Active Transportation Plan, which is being developed in coordination with the 2050 Long Range Transportation Plan to ensure consistency. The plan aims to guide investments in safe, connected nonmotorized networks throughout Marion County, highlighting the area's equestrian heritage and extensive trail systems as unique assets. The benefits of active transportation were emphasized, including improved mobility, public health, safety, and economic vitality.

The presentation covered the Active Transportation Plan's structure, which includes chapters on vision and goals, public and partner engagement, existing conditions, traffic stress and accessibility analyses, needs assessment, proposed improvements, project prioritization, and next steps. Public engagement efforts included workshops, an open house, pop-up events, and an online survey, which gathered input from local governments, schools, tourism representatives, and the cycling and horse farm communities. The survey captured preferences for walking, biking, equestrian use, and spending habits.

Existing conditions in Marion County were reviewed, noting its status as the fifth-largest county in Florida with a growing population projected to reach 526,000 by 2050. While urban areas like Ocala, Belleview, and Dunnellon have some sidewalk and bike lane infrastructure, rural areas remain underserved. Safety remains a concern, with 491 fatalities and 1,857 serious injuries reported between 2019 and 2023, a significant portion involving pedestrians and cyclists.

The Level of Traffic Stress (LTS) analysis revealed that most roadways fall into higher-stress categories (LTS 3 and 4), with lower-stress routes concentrated in downtown Ocala, Belleview, and Dunnellon. Accessibility analysis evaluated how easily people can reach key destinations like schools, parks, and hospitals via low-stress routes. The needs assessment identified high-stress corridors such as SR 200, SR 40, and US 301 as overlapping with crash hot spots and areas of low accessibility.

Proposed improvements were informed by technical analysis and community input, including concepts like the Marion Oaks Trail Plan to enhance future connectivity. Projects were prioritized based on factors such as user comfort, safety, local priorities, and accessibility. A scoring system was used to categorize projects into three tiers, providing a framework for discussion rather than a final ranking.

Next steps include advancing Tier 1 projects into the Transportation Improvement Program (TIP), pursuing funding from various sources, integrating Active Transportation Plan recommendations into roadway projects, and continuing public engagement. The presentation concluded with a review of resources and strategies for implementing active transportation improvements, emphasizing their community and economic benefits.

Mr. McGinley inquired whether a methodology exists for monitoring actual bicycle traffic on the designated paths. In response, Loreen Bobo with FDOT stated that the department has counters available that can be borrowed to track trail usage and better understand traffic volumes.

Mr. McGinley asked whether the Active Transportation Plan addressed the missing link between the Santos Trail and Dunnellon. Ms. Zhang confirmed that the gap had been identified in the trail projects section of the plan. Mr. Balmes added that filling this gap is considered a Tier 1 top priority.

Ms. Mangram made a motion to approve the Draft Active Transportation Plan as presented.
Mr. Belonger seconded, and the motion passed unanimously.

Item 5B. Florida Department of Transportation (FDOT) Office of Safety Presentation

Loreen Bobo, P.E., Safety Administrator for FDOT District 5, delivered a presentation focused on the region's ongoing efforts to achieve zero serious injuries and fatalities on the transportation network. The presentation centered on the theme "Getting to Zero Together" and provided a detailed look at crash data, safety strategies, infrastructure improvements, and community engagement initiatives.

In 2024, the Ocala Marion TPO area experienced over 10,000 crashes, resulting in 115 fatalities and 316 serious injuries. A significant portion of these incidents involved pedestrians and bicyclists, highlighting the vulnerability of non-motorized users. The presentation emphasized that speeding, distracted driving, and lack of occupant protection remain leading contributors to crashes across Central Florida.

To address these issues, FDOT is implementing a range of infrastructure-based safety strategies. These include lane narrowing to reduce speeding, raised crosswalks to improve pedestrian visibility, Pedestrian Hybrid Beacons (PHB) and roundabouts to minimize conflict points and reduce crash severity. Intersection Control Evaluations (ICE) are being used to assess and redesign intersections for improved safety and efficiency. In one example from Orange County, a corridor that was previously the deadliest mile for pedestrians has seen zero pedestrian fatalities since the implementation of multiple countermeasures.

Speed management was a key focus, with FDOT highlighting how design elements such as enclosure, engagement, and deflection can influence driver behavior. Projects like the SR 500/US 441 corridor in Orlando have successfully reduced speeds by 5 mph through design changes, including narrower lanes and raised crossings, without generating complaints from the public or emergency services.

Beyond infrastructure, FDOT is also investing in behavioral outreach. Over 150 safety events were held across the region in the past year, including helmet fittings, school programs, and public education campaigns. Digital outreach efforts, such as geofenced safety messages and video campaigns, reached millions of viewers at a low cost per impression. These efforts are designed to raise awareness and encourage safer behavior among all road users.

The Central Florida Safety Strategic Plan was introduced as a collaborative initiative involving more than 50 partners, including MPOs, counties, cities, and advocacy groups. The plan is being advanced through focus groups and a regional steering committee, which includes representatives from Marion County and the City of Ocala. These groups are working on action steps that go beyond infrastructure, such as school zone speed cameras, insurance partnerships, and community-based safety education.

Ms. Bobo also highlighted available grant opportunities, including High Visibility Enforcement and Traffic Safety Grants. Local agencies such as the Marion County Sheriff's Office and Ocala Police Department have already participated in these programs to address speeding, aggressive driving, and pedestrian safety.

In recognition of local efforts, the Ocala Marion TPO received the Safety Matters Award for its outstanding outreach through the @SafetyMattersMarionCounty initiative. This award underscores the TPO's commitment to promoting transportation safety and engaging the community in meaningful ways.

Ms. Bobo concluded the presentation with a call to action, encouraging continued collaboration among agencies, elected officials, and residents. Achieving zero fatalities, Bobo emphasized, will require a shared commitment and a culture of safety that extends across all levels of the transportation system.

Ms. Mangram asked for clarification on the term "occupant protection," and Ms. Bobo explained that it refers to wearing a seatbelt.

Mr. Magamoll requested clarification on the abbreviation "PHB." Ms. Bobo explained that it stands for Pedestrian Hybrid Beacon and referenced the PHBs currently installed along SR 200.

Mr. Magamoll also inquired about the design of the PHBs. Ms. Bobo responded that planters were used in the design to create a sense of enclosure, which helps calm traffic by discouraging higher speeds. Additionally, she mentioned that the spacing of the PHBs was designed to allow for proper water drainage.

Mr. McGinley asked how many roads can feed into a roundabout. Ms. Bobo responded that she has seen roundabouts with up to five connecting roads and explained that when roundabouts are installed, the goal is to evaluate how to most effectively move traffic through the area.

Mr. McGinley inquired about the maximum speed limit at which a bike lane can be installed adjacent to a roadway.

Ms. Bobo explained that in some cases, separate bicycle facilities are constructed to accommodate higher-speed corridors, as physical separation enhances safety. She noted that there are specific restrictions related to speed limits and bike lane placement, but she did not recall the exact thresholds at the time.

Item 5B. Draft 2050 Long Range Transportation Plan (LRTP)

Mr. Rob Balmes, TPO Director, noted that the 2050 Long Range Transportation Plan (LRTP) had been in development for over 18 months. He emphasized that the process had been thorough and inclusive, with the committee involved at every step. He provided an update on the current status of the plan and outlined the next steps in the adoption process.

The presentation included a preview of key upcoming dates related to the 2050 LRTP:

- October 14, 2025 – CAC and TAC meetings
- October 28, 2025 – TPO Board LRTP Public Hearing
- November 4, 2025 – CAC and TAC Endorsements
- November 13, 2025 – TPO Board Adoption of the 2050 LRTP

These milestones mark the final stages of the plan's development and adoption, with opportunities for public input and committee recommendations before final approval by the TPO Board.

Item 6. Comments by FDOT

Kia Powell, FDOT Liaison provided an update on current and upcoming FDOT projects in the Ocala Marion TPO area, as well as key events and announcements.

Project Updates:

New Project – I-75 Improvements (S.R. 200 to S.R. 326) [Project 452074-1]:

This project aims to improve traffic capacity and operational efficiency. A pre-construction meeting was held on September 24, and utility coordination is scheduled to begin in the following month. Construction is expected to begin in November.

Ongoing Work – I-75 Improvements (South of S.R. 44 to S.R. 200) [Project 452074-2]:

Work began in February 2025 and is expected to be completed in early 2026. Current activities include clearing, grubbing, and deep milling on northbound I-75 to prepare for future widening and bridge construction.

Completed Project – Silver Springs State Park Pedestrian Bridges [Project 426179-1]:

Final acceptance was received on August 6, 2025. The project included the construction of two ADA-compliant boardwalks: a 748-foot boardwalk over Half Mile Creek and a 550-foot boardwalk crossing the Fort King Waterway with a 65-foot timber bridge. These enhancements improve connectivity within the park and access to underutilized trails and campsites.

Events:

FDOT Work Program Public Hearing:

Scheduled for October 20–24, 2025, with an in-person open house on October 21 from 3:30–5:00 p.m. at the FDOT District 5 Office in DeLand. Public comments are due by November 7, 2025. More information is available at www.fdot.gov/wp/h/district5.

Announcements:

The Work Program Presentation will be delivered at the November 4, 2025 CAC and TAC meetings, and again at the November 13, 2025 TPO Board Meeting.

The latest edition of the FDOT Compass Point Newsletter was provided to the committee members.

Item 7. Comments by TPO Staff

Mr. Rob Balmes, TPO Director, provided a brief update and noted that safety briefing sheets from FDOT Central Office were included in the meeting packets. He described these materials as educational resources developed at the state level and shared them for informational purposes.

He also reminded attendees that the next CAC/TAC meeting is scheduled for November 4, 2025, which is one week earlier than usual due to the Veterans Day holiday on November 11.

Mr. Balmes further emphasized that this earlier meeting date aligns with the timeline for the adoption of the 2050 Long Range Transportation Plan (LRTP). He noted that formal meeting notices would be distributed and included in the October 28 meeting packet.

Item 8. Comments by CAC Members

Mr. Belonger inquired why only two Pedestrian Hybrid Beacons (PHBs) had been activated while the others had not. Ms. Powell responded that she was unsure why all of the PHBs had not gone live but stated she would follow up and provide an answer.

Mr. Mora expressed concern regarding traffic conditions on northbound I-75 near the CR 484 interchange. He noted that, depending on the time of day, exiting traffic is often forced to use the through lane and shoulder due to congestion. He suggested that, as part of the auxiliary lane improvement projects, consideration be given to beginning improvements at the interchange and working southward to potentially extend the turn lane. Mr. Mora emphasized that the current situation presents a safety concern due to the speed differential between vehicles on the shoulder and those in the travel lanes, particularly when large trucks pass at high speeds.

Ms. Powell acknowledged the concern and stated that she would share Mr. Mora's comments with the appropriate team.

Item 10. Public Comment

There was no public comment.

Approved –

Item 11. Adjournment

Chairman Rudnianyn adjourned the meeting at 2:07pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



TO: Committee Members

FROM: Rob Balmes, Director

RE: Election of 2026 CAC Chair and Vice Chair

Per the bylaws of the Citizens Advisory Committee (CAC), a Chair and Vice Chair shall be elected at the last meeting of the calendar year. CAC officers are elected by a majority of present voting members. The term of office is one calendar year.

The current CAC Chair is Steve Rudnianyn. The current Vice Chair is Richard McGinley.

Attachment(s)

- CAC Members

Recommended Action

Elect a 2026 CAC Chair and Vice Chair.

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



Citizens Advisory Committee (CAC) Members

Steve Rudnianyn, Chair

Richard McGinley, Vice-Chair

Jim Belonger

Matt Fabian

Travis Magamoll

Suzanne Mangram

Nick Mora

Michelle Shearer



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2026 Citizens Advisory Committee (CAC) Meeting Schedule

TPO staff have developed a Citizens Advisory Committee (CAC) meeting schedule for 2026. A total of up to eight meetings at 1:00 pm are proposed for the calendar year. Pending the availability of room space, CAC meetings will continue to be held at the Marion County Growth Services Main Training Room. Advance notification will be provided if the room location of a meeting changes or cancellation is necessary. Proposed meeting dates are as follows:

- January 13
- March 10
- April 14
- May 12
- June 9
- August 11
- September 8
- October 13

Recommended Action

Approval of the 2026 CAC meeting schedule.

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



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2050 Long Range Transportation Plan (LRTP)

On October 28, 2025, a Public Hearing was held at the Marion Board of County Commissioners Auditorium for Navigating the Future 2050 Long Range Transportation Plan (LRTP). The TPO Board was asked to approve the LRTP adoption package, consisting of the 2050 LRTP document and appendix.

At the November 4 meetings, the committees will be asked to formally endorse the 2050 LRTP and submit a recommendation to the TPO Board. On November 13, TPO staff will seek Board adoption of the 2050 LRTP.

Attachment(s)

- Presentation
- Navigating the Future 2050 LRTP
- 2050 LRTP Appendix

Recommended Action

Endorse the 2050 Long Range Transportation Plan (LRTP) and recommend TPO Board adoption on November 13, 2025.

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

NAVIGATING THE FUTURE

2050

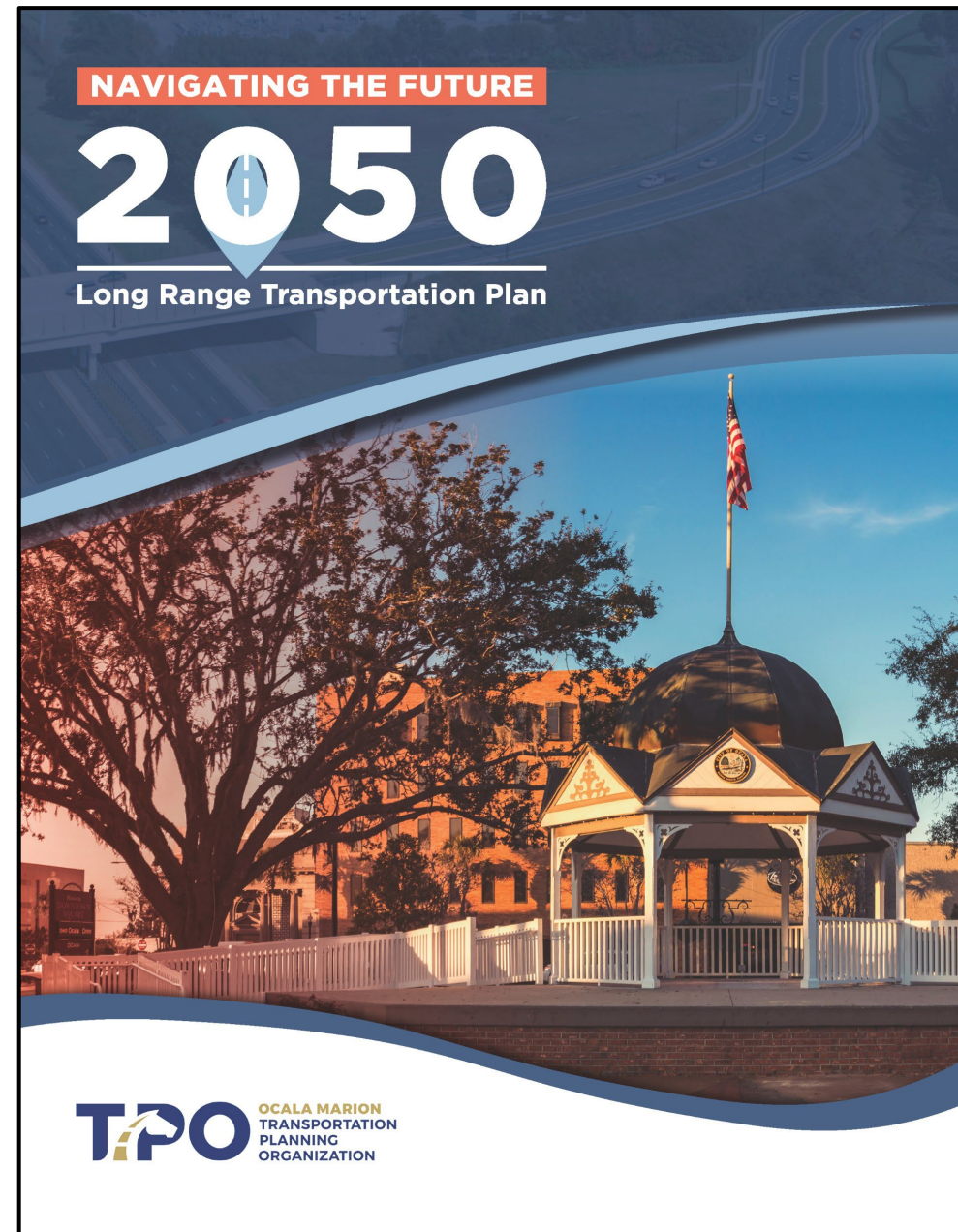
Long Range Transportation Plan

CAC Meeting
November 4, 2025



Introduction & Agenda

- Review Highlights of Adoption Report
 - Cost Feasible Plan
- Today's Action Items
 - Endorsement of 2050 LRTP
 - Recommendation to TPO Board
- Next Steps



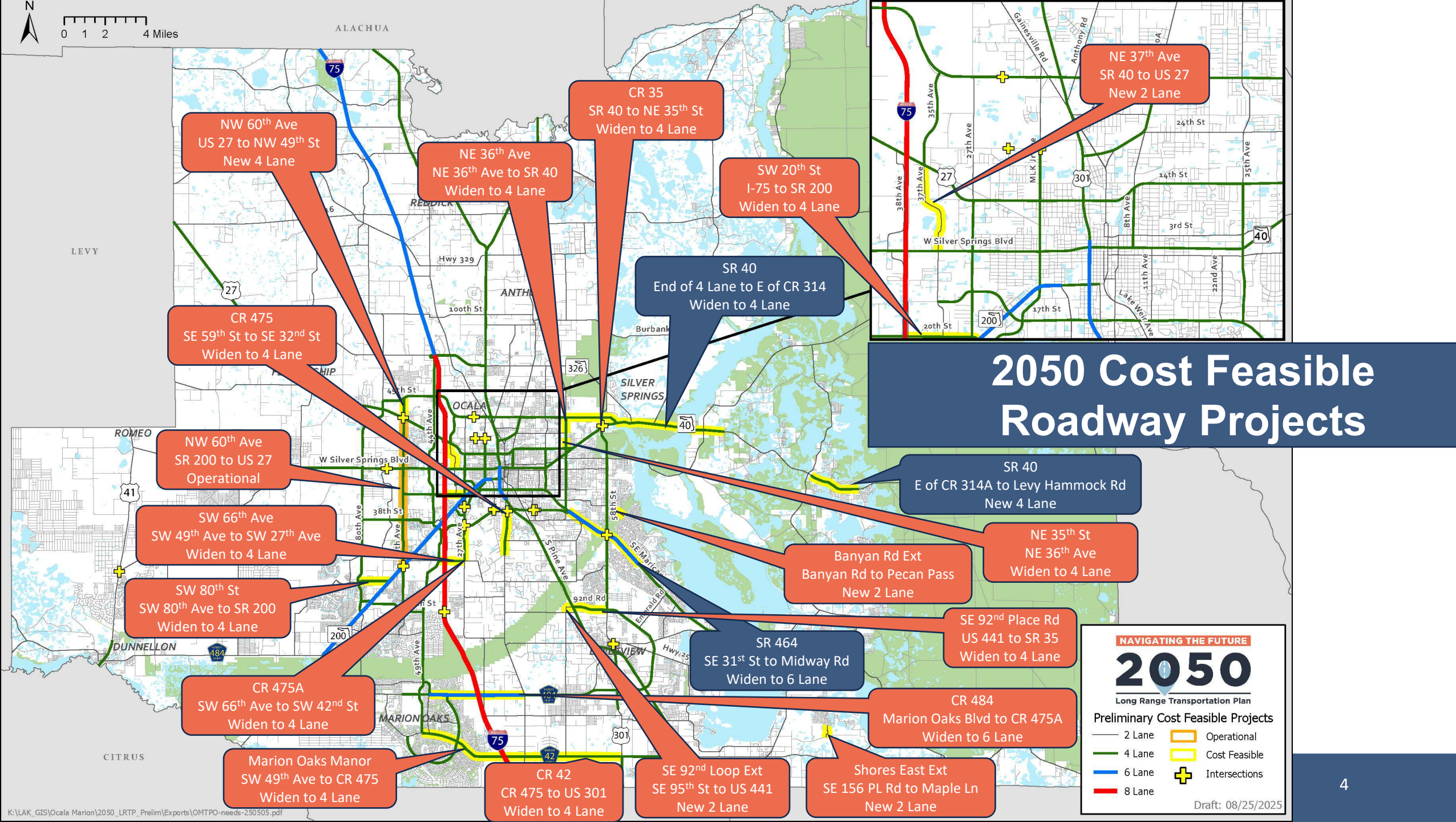
Revenue Forecast : Summary Table

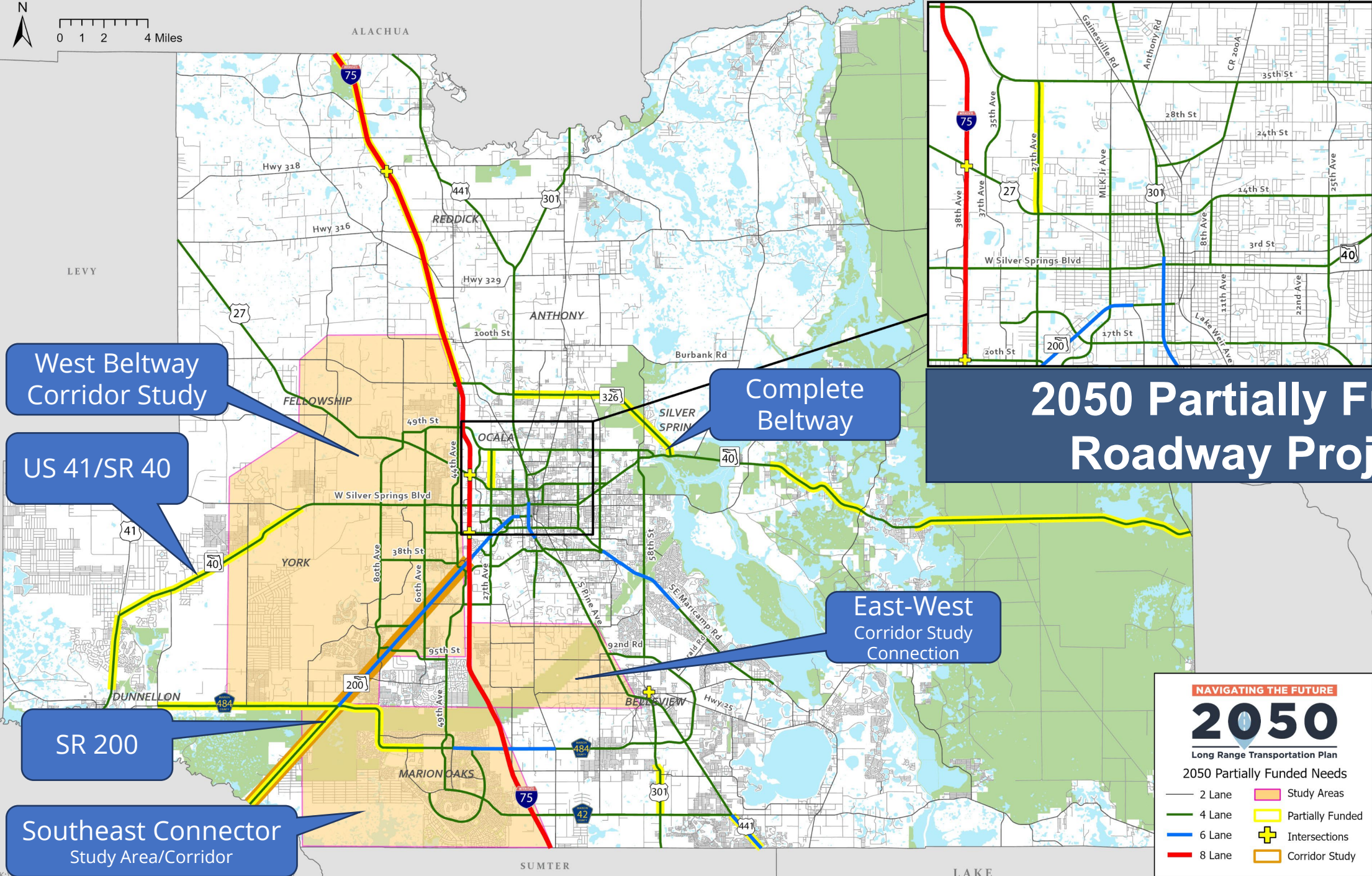
Revenue Source	2031-2050 Total Projected Revenues* (Present Day Value)	2031-2050 Total Projected Revenues* (Year of Expenditure)
Strategic Intermodal System (SIS)	\$106,600,000	\$176,500,000
Total Federal/State Revenues	\$391,600,000	\$624,200,000
Infrastructure Sales Tax	\$686,000,000	\$1,141,300,000
Impact Fees	\$300,500,000	\$499,900,000
Locally Levied Fuel Taxes	\$296,600,000	\$499,200,000
State Levied Fuel Taxes	\$162,900,000	\$275,100,000
Total Local Revenues	\$1,446,000,000	\$2,420,000,000
Total Revenues	\$1,837,600,000	\$3,039,800,000

**Rounded to \$100,000*

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

Note: Carbon Reduction Program revenues (CAR-N, CAR-M, CAR-L) were forecasted to total \$18,437,226





2050 Partially Funded Roadway Projects

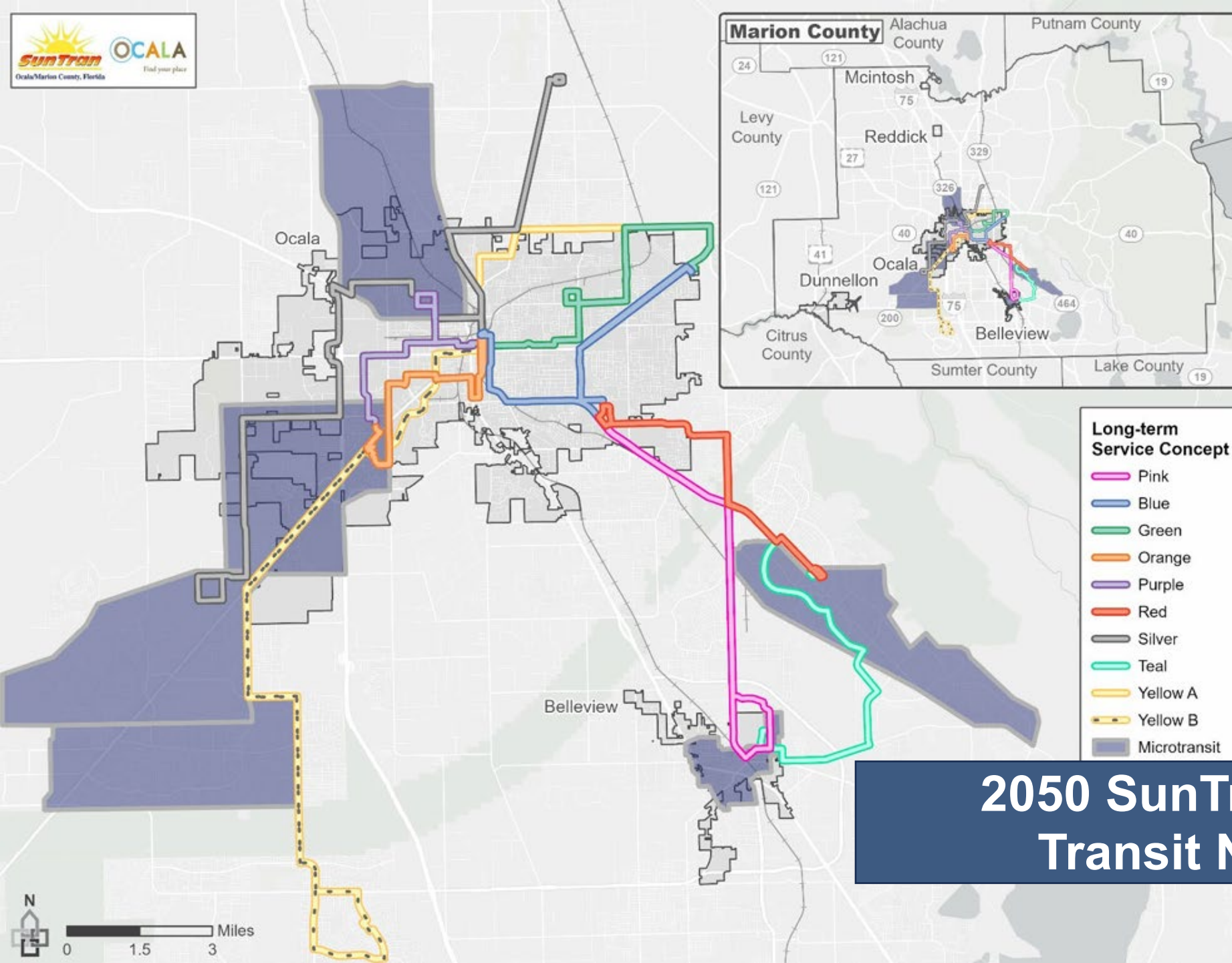
NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

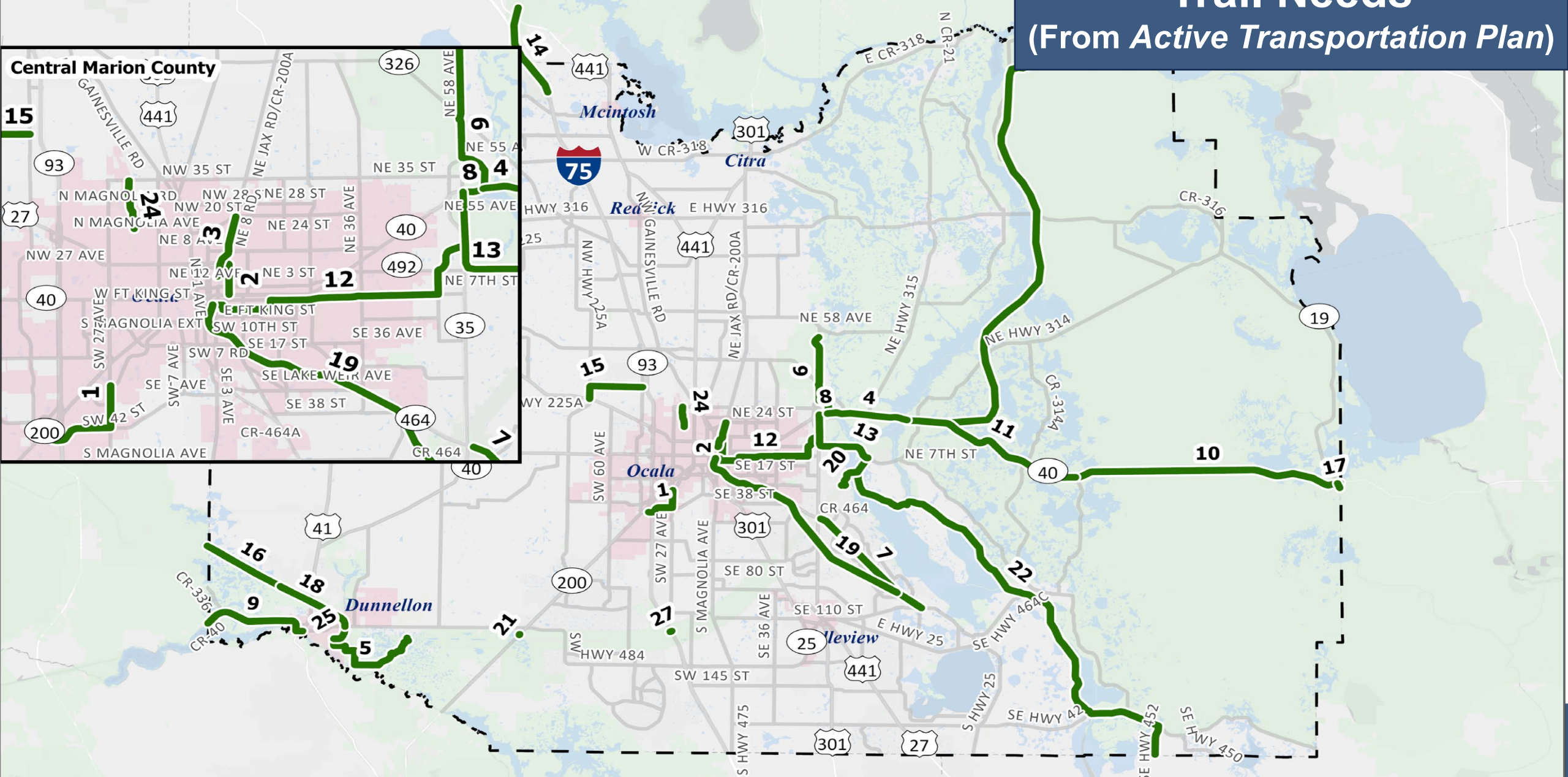
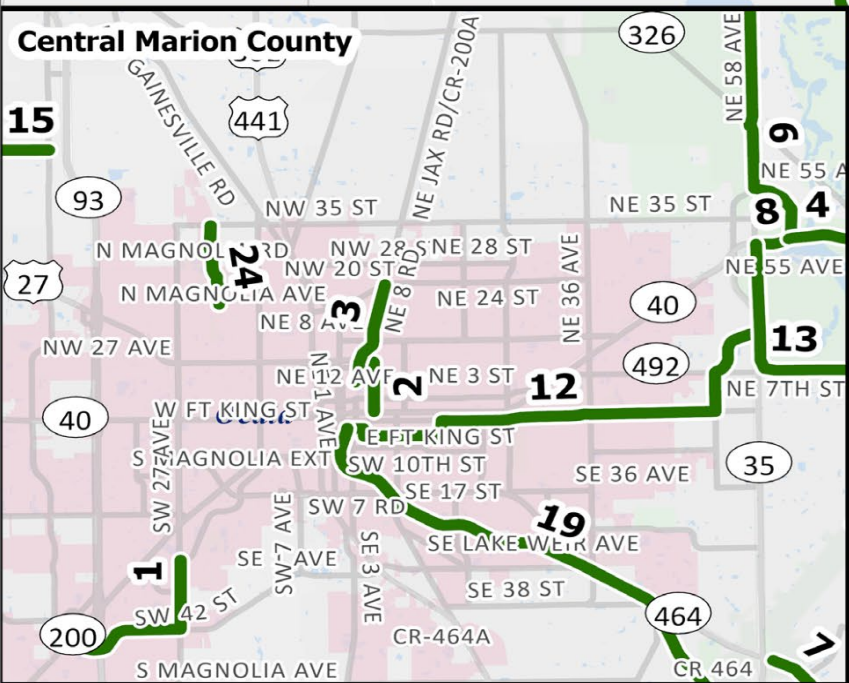
2050 Partially Funded Needs

— 2 Lane	Study Areas
— 4 Lane	Partially Funded
— 6 Lane	Intersections
— 8 Lane	Corridor Study

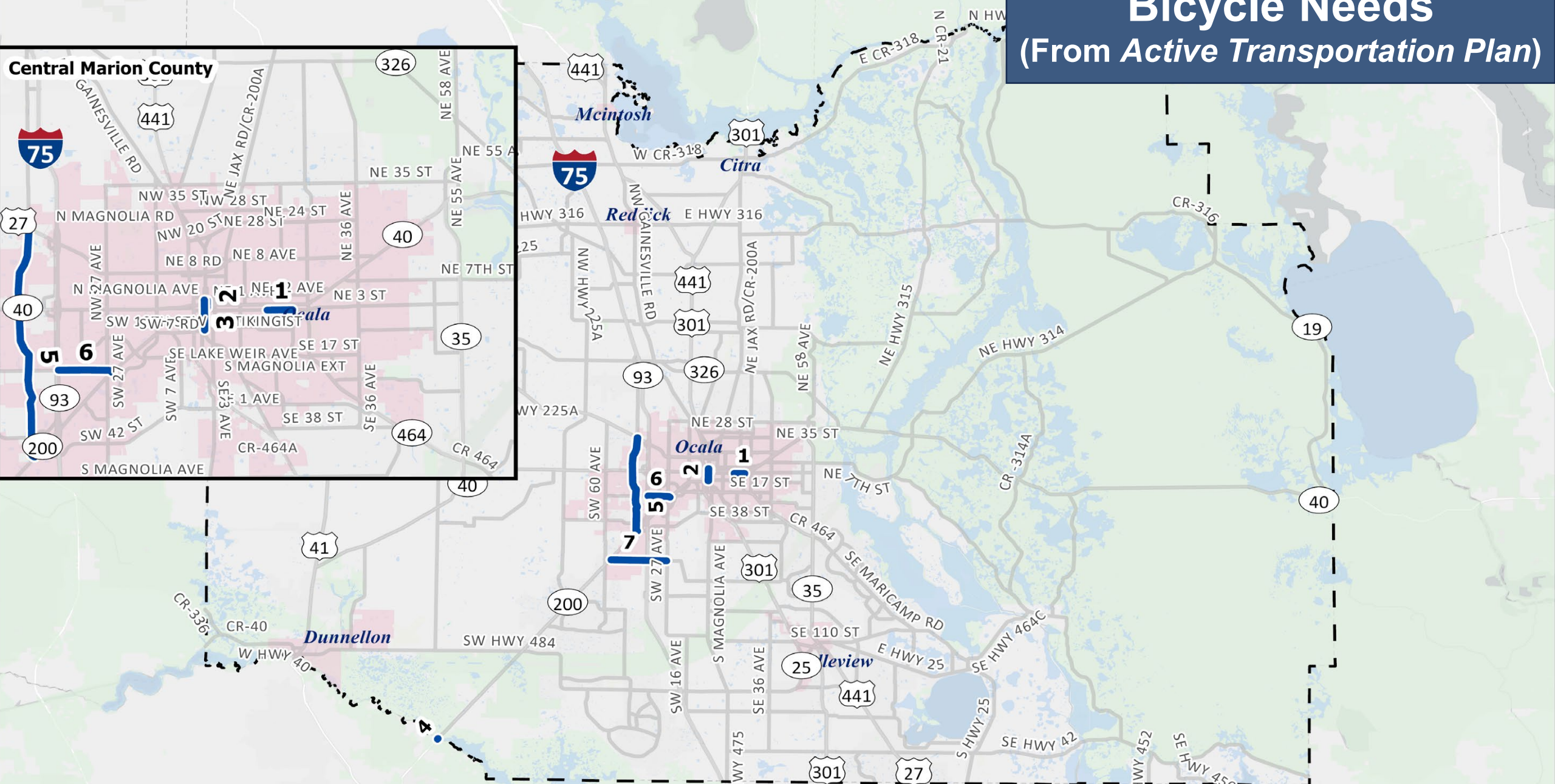
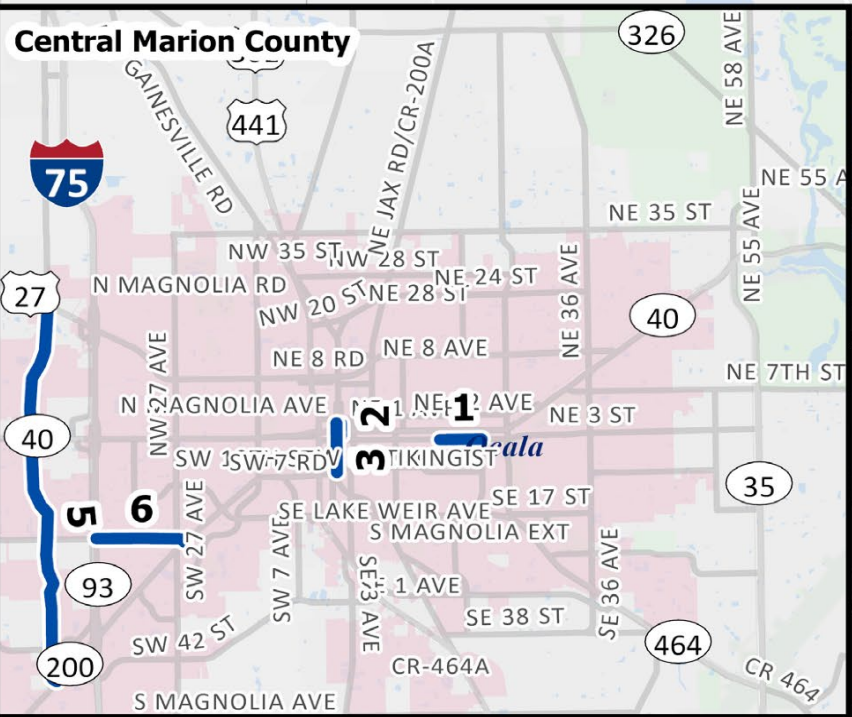


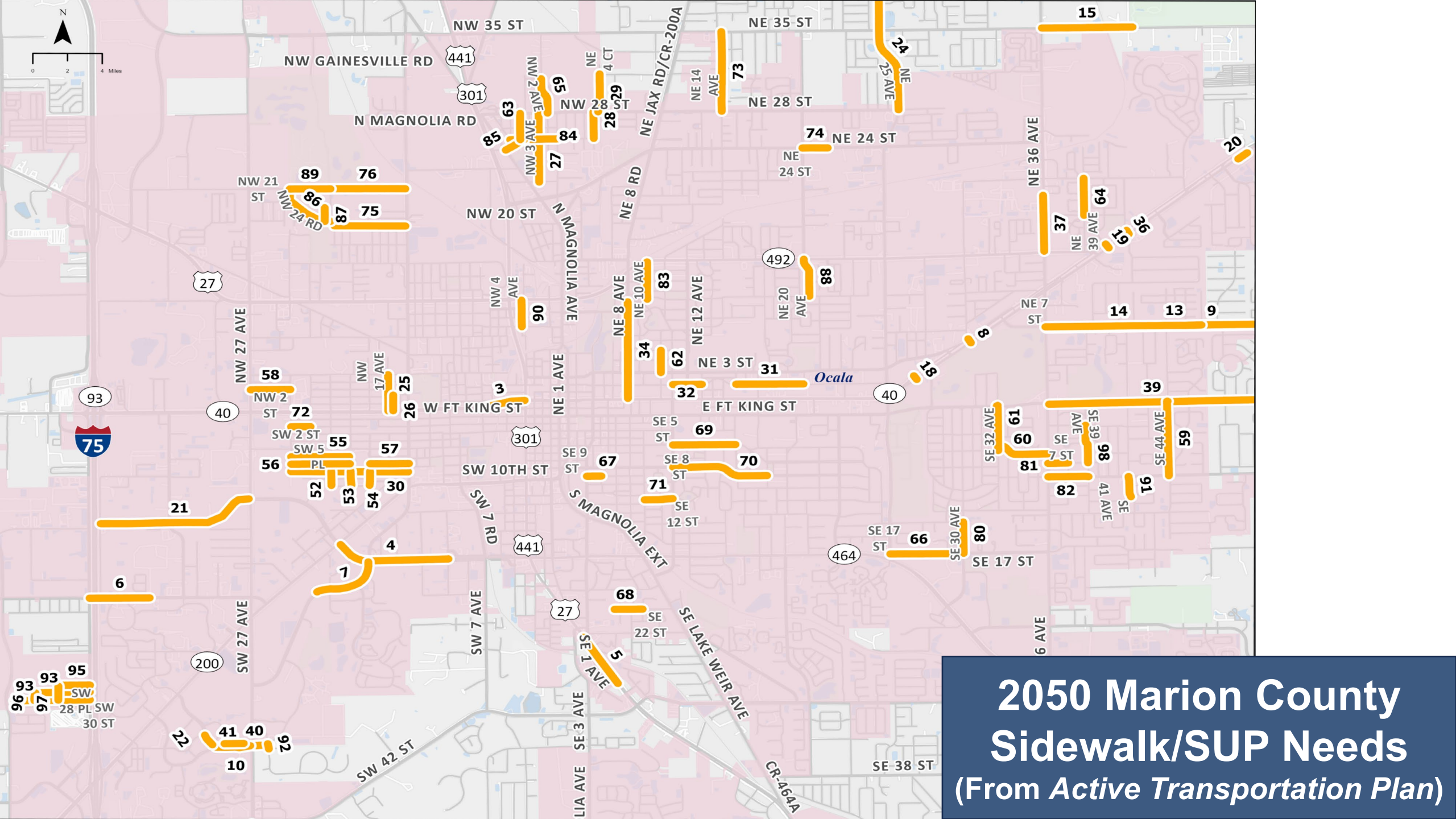
2050 SunTran Needs Transit Network

2050 Marion County Trail Needs (From Active Transportation Plan)



2050 Marion County Bicycle Needs (From Active Transportation Plan)





**2050 Marion County
Sidewalk/SUP Needs**
(From *Active Transportation Plan*)

Public Outreach

- Public Survey #1:
 - April 23, 2024 – June 30, 2024
- Public Comment Map:
 - April 23, 2024 – September 18, 2024
- Community Workshop #1:
 - September 18, 2024
- Public Survey #2:
 - February 18, 2025 – March 31, 2025
- Community Workshop #2:
 - February 25, 2025
- LRTP, ATP Open House Public Event:
 - September 30, 2025



1,900+

Attendees

**LRTP Public
Meetings**



679

Surveys Comments

**Community
Responses**



267

Attendees

**Regularly Scheduled/
Partner/Agency
Meetings**

Upcoming Meetings & Events

★ November 13 – TPO Board - ***Adopt 2050 LRTP***

Requesting TAC Endorsement of the 2050 LRTP
Recommendation to TPO Board



NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Ocala Marion Transportation Planning Organization

DRAFT: September 29, 2025



[Resolution Text Here]

Ocala Marion TPO Governing Board

Commissioner Carl Zalak III, *Chair* – Marion County, District 4

Councilmember James Hilty, *Vice-Chair* – City of Ocala, District 5

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

Commissioner Kathy Bryant – Marion County, District 2

Commissioner Craig Curry – Marion County, District 1

Councilmember Kristen Dreyer – City of Ocala, District 4

Commissioner Ray Dwyer – City of Belleview, Seat 2

Councilman Tim Inskeep – City of Dunnellon, Seat 3

Councilman 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

Non-Voting

John Tyle, P.E. – District Five Secretary

2050 LRTP Steering Committee

A Steering Committee was assembled to provide input and guide the development of the 2050 LRTP. The Steering Committee was comprised of a diverse group of professionals and stakeholders across Marion County. Committee members included:

City of Belleview Public Works, Bob Titterington

City of Dunnellon, Chad Ward

City of Ocala Growth Management, Jeff Shrum, Endira Madraveren, Aubrey Hale

City of Ocala Engineering, Noel Cooper

City of Ocala SunTran, Ji Li, Tom Duncan

East-Central Florida Regional Planning Council, Parker Hines

Florida Department of Environmental Protection, Kelly Conley

Marion County Growth Services, Ken Odom, Chuck Varadin

Marion County Administration, Tracy Straub

Marion County Office of County Engineer, Steven Cohoon, Doug Hinton, Chris Zeigler

Marion County Parks and Recreation, Jim Couillard

Marion County School District, Casey Griffith

Marion County Tourism Development, Loretta Shaffer

Ocala Marion TPO, Rob Balmes

Ocala Metro Chamber and Economic Partnership, Tamara Fleischhaker

U.S. Department of Agriculture Forest Service, Carrie Sekerak

Title VI / Non-Discrimination Statement

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 Ocala Marion 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 Ocala Marion 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 Ocala Marion 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.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Acknowledgements

The development of the *Navigating the Future* 2050 Long Range Transportation Plan would not have been possible without the collaboration and assistance by many partners and stakeholders, including the following groups:

Citizens of Marion County

Participation at community workshops and public open house, stakeholder events and feedback through two public surveys and an online comment map.

2050 LRTP Steering Committee

Review, recommendations and guidance throughout the entire plan development process, and ensuring the plan is aligned with local goals and community-wide needs.

TPO Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC)

Review and feedback on the plan development process, including scenario/growth planning, project needs and cost-feasible projects.

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 (DOT) through the Florida Department of Transportation. The contents of this Plan do not necessarily reflect the official views or policy of the U.S. DOT.

Prepared by:



Kimley-Horn and Associates
1700 SE 17th Street, Suite 200
Ocala, FL 34471

CONTENTS

1	Introduction	1-1
1.1	What is the Ocala-Marion TPO?	1-1
1.2	About the LRTP	1-2
2	Vision, Goals, Objectives, and Performance	2-1
2.1	Vision, Goals, and Objectives.....	2-2
2.2	Performance-Based Planning.....	2-14
3	Planning Assumptions.....	3-1
3.1	Population Control Totals.....	3-1
3.2	Employment Control Totals.....	3-2
3.3	Growth Scenarios	3-3
4	The Transportation Plan - Needs & Cost Feasible	4-1
4.1	Projected Revenues	4-1
4.2	Transportation Improvement Program	4-3
4.1	Roadway Plan	4-6
4.2	Public Transportation.....	4-17
4.3	Active Transportation.....	4-22
4.4	Operations and Management Strategies	4-32
4.5	Special Projects.....	4-33
4.6	Safety	4-35

5	Public and Partner Engagement	5-1
5.1	Introduction	5-1
5.2	Public Participation Plan	5-3
5.3	Summary of Public Comments	5-3
5.4	Plan Successes and Unmet Aspirations	5-4
5.5	Key Themes	5-4
6	Environmental Consideration	6-1
6.1	Resiliency	6-2
7	Plan Implementation	7-1
7.1	Amending the Plan	7-1
7.2	The Next Five Years	7-2

APPENDICES

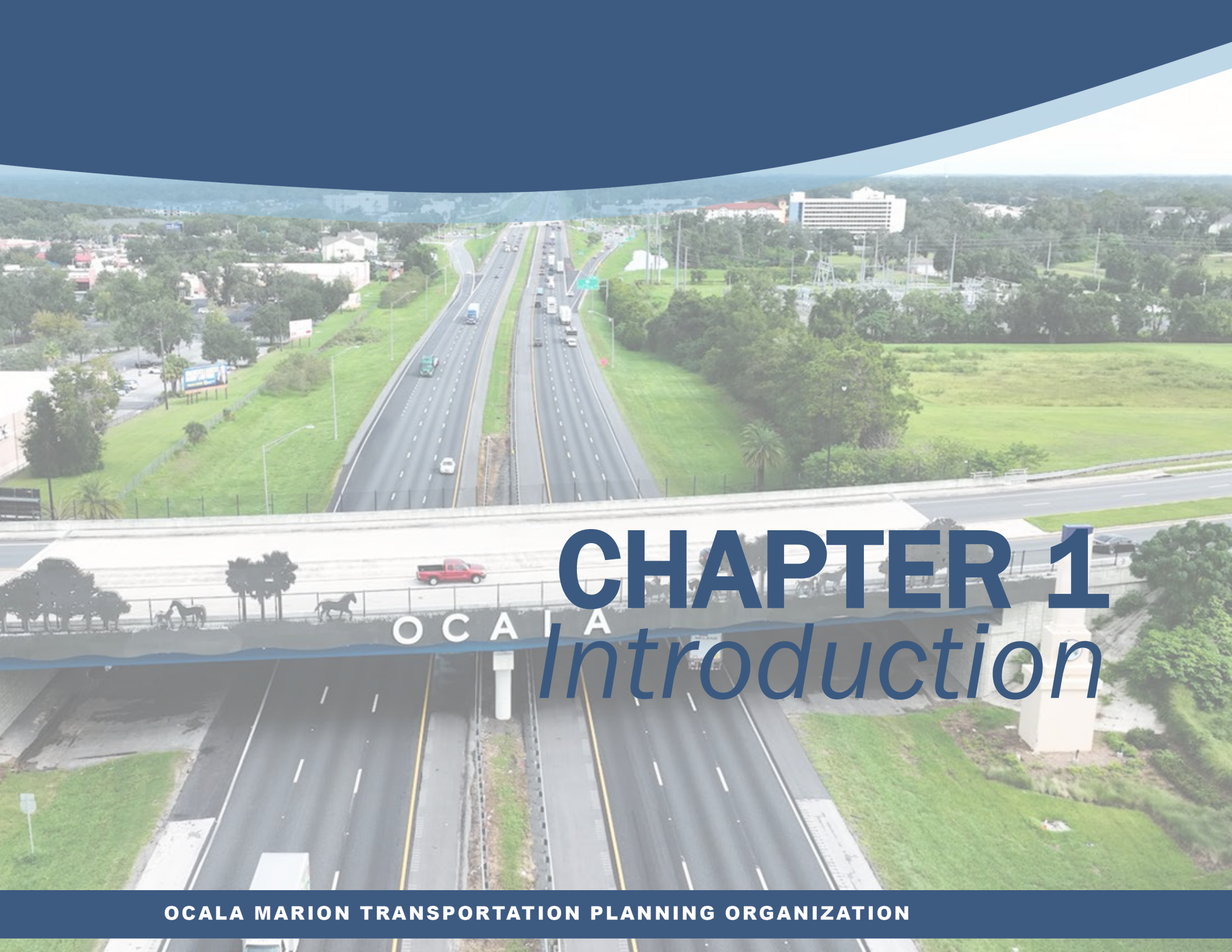
APPENDIX A	Performance Measures and Targets
APPENDIX B	Federal and State Consistency
APPENDIX C	Socioeconomic Forecast
APPENDIX D	Demonstration of Fiscal Constraint
APPENDIX E	Revenue Forecast Guidance
APPENDIX F	Selection from FY 2025/2026-2029/2030 Transportation Improvement Program
APPENDIX G	Roadway Cost Feasible Plan (Present Day Value)
APPENDIX H	Roadway Cost Feasible Plan (Year of Expenditure)
APPENDIX I	Transit Needs
APPENDIX J	Active Transportation Needs
APPENDIX K	Summary of Public and Partner Engagement

FIGURES

Figure 1-1. Ocala Marion TPO Planning Area.....	1-1
Figure 3-1. Marion County Trend Population Growth	3-5
Figure 3-2. Scenario 2 Population Growth	3-7
Figure 3-3. Scenario 3 Population Growth	3-9
Figure 4-1: Project Phases	4-6
Figure 4-2: Tier 1 - Existing and Committed Roadways (Constructed by 2030)	4-7
Figure 4-3: Tiers 2 & 3 - Cost Feasible Projects (2031 - 2050).....	4-9
Figure 4-4: Tier 4 - Partially Funded Projects	4-13
Figure 4-5: Tier 5 - Unfunded Needs	4-15
Figure 4-6: SunTran TDP Short-Term Service Concept (from FY2023-2032 TDP)	4-18
Figure 4-7: SunTran TDP Long-Term Service Concept (from FY2023-2032 TDP)	4-19
Figure 4-8: 2050 Bicycle Projects (from Draft 2025 ATP)	4-25
Figure 4-9: 2050 Sidewalk and Shared Use Path Projects (from Draft 2025 ATP)	4-27
Figure 4-10: 2050 Trail Needs (from Draft 2025 ATP).....	4-29
Figure 4-11: Moving I-75 Forward Info Sheets (Source: FDOT)	4-33
Figure 4-12: West Marion Study Area (2023).....	4-34

TABLES

Table 3-1. BEBR Population Data	3-1
Table 3-2: BEBR Employment Data	3-2
Table 3-3: Marion County Dwelling Unit Growth (Scenario 1).....	3-4
Table 3-4. Scenario 2 Dwelling Unit Growth	3-6
Table 3-5. Scenario 3 Dwelling Unit Growth	3-8
Table 4-1. Revenue Summary in Year of Expenditure (YOE) Costs	4-2
Table 4-2. TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs	4-3
Table 4-3. TIP FY 2025/2026-2029/2030 Roadway Projects (Tier 1).....	4-4
Table 4-4. TIP FY 2025/2026-2029/2030 Bicycle and Pedestrian Projects	4-4
Table 4-5: Tiers 2 & 3 - Cost Feasible Roadway Capacity Projects	4-10
Table 4-6: Tiers 2 & 3 - Cost Feasible Intersection Projects	4-12
Table 4-7: Tier 4 - Partially Funded Projects	4-14
Table 4-8: Tier 5 - Unfunded Roadway Capacity Projects	4-16
Table 4-9: SunTran TDP Short Term Alternatives (2023-2027).....	4-20
Table 4-10: SunTran TDP Long Term Alternatives (2028-2033)	4-21
Table 4-11: 2050 Bicycle Projects (from Draft ATP)	4-26
Table 4-12: Selected 2050 Sidewalk and Shared Use Path Projects (from Draft ATP).....	4-28
Table 4-13: 2050 Trail Projects (from Draft ATP).....	4-30



CHAPTER 1

Introduction

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

1 INTRODUCTION

1.1 What is the Ocala-Marion TPO?

Established in 1981, the Ocala Marion Transportation Planning Organization (TPO) is a federally mandated agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of both stakeholders and the public. Improvements to the transportation system are determined through a long-term visioning process. This process combined with short-term action steps necessary to implement the vision are developed in the TPO's core plans and programs.

The TPO is comprised of five staff and is governed by a 12-member Board of locally elected officials. The expertise of TPO staff and leadership of the TPO Board are supplemented by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB). Collectively, these boards and committees provide guidance and policy-making decisions for the organization. The work of the TPO is guided by state and federal legislation, including Florida Statute 339 and U.S. Code Title 23 and 49.

Throughout the United States, there are over 400 MPO/TPOs and are represented in all 50 states. Florida is home to 27, the most of any state. MPO/TPOs are required by federal and state laws in areas with a population greater than 50,000.

The core requirements of the TPO are the regular update and adoption of a Long Range Transportation Plan; short term Transportation Improvement Program; a Public Involvement Plan; and a two-year budget known as the Unified Planning Work Program.

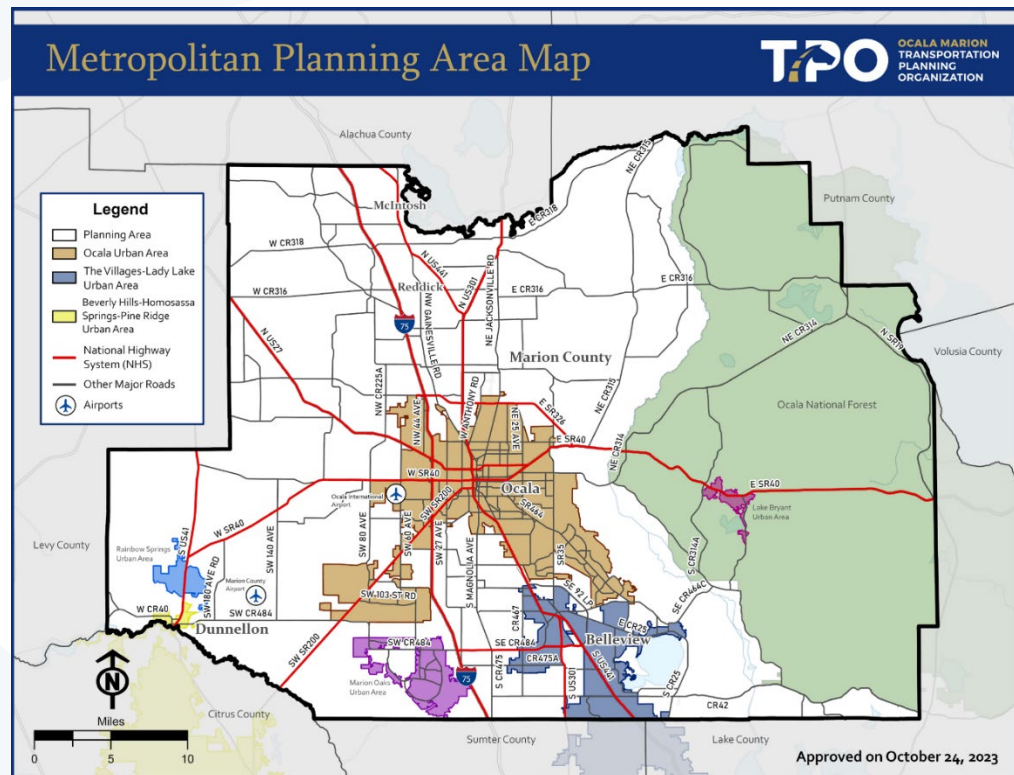


Figure 1-1. Ocala Marion TPO Planning Area

1.2 About the LRTP

The TPO is responsible for developing and maintaining the federally required Long Range Transportation Plan (LRTP) for Marion County and the municipalities of Ocala, Belleview, and Dunnellon. This LRTP, titled *Navigating the Future*, provides a 25-year blueprint for multimodal investments that balance mobility, economic vitality, and quality of life for the Marion County and its communities.

The plan is built around four high-level priorities that define the path forward for Marion County's transportation system:

- **Growth and Development** – Managing rapid population and employment growth by focusing investments where they best support local land use and community goals.
- **Congestion** – Monitoring and improving congestion on the major roadway network.
- **Sustainable Funding** – Ensuring that system preservation, operations, and expansion are guided by realistic financial forecasts and a cost-feasible investment strategy.
- **Safety** – Placing safety at the core of all projects and policies with the aim of reducing severe crashes and protecting all roadway users.

Together, these priorities provide the framework for *Navigating the Future* and guide how the Ocala Marion TPO will plan, prioritize, and invest in the county's transportation system through 2050.

The 2050 LRTP is developed through a collaborative process that brings together input from local governments, partner agencies, community stakeholders, and the public. *Navigating the Future* provides a comprehensive look at Marion County's current transportation system, identifies anticipated growth in population and employment, and evaluates the impacts of that growth on future mobility needs.

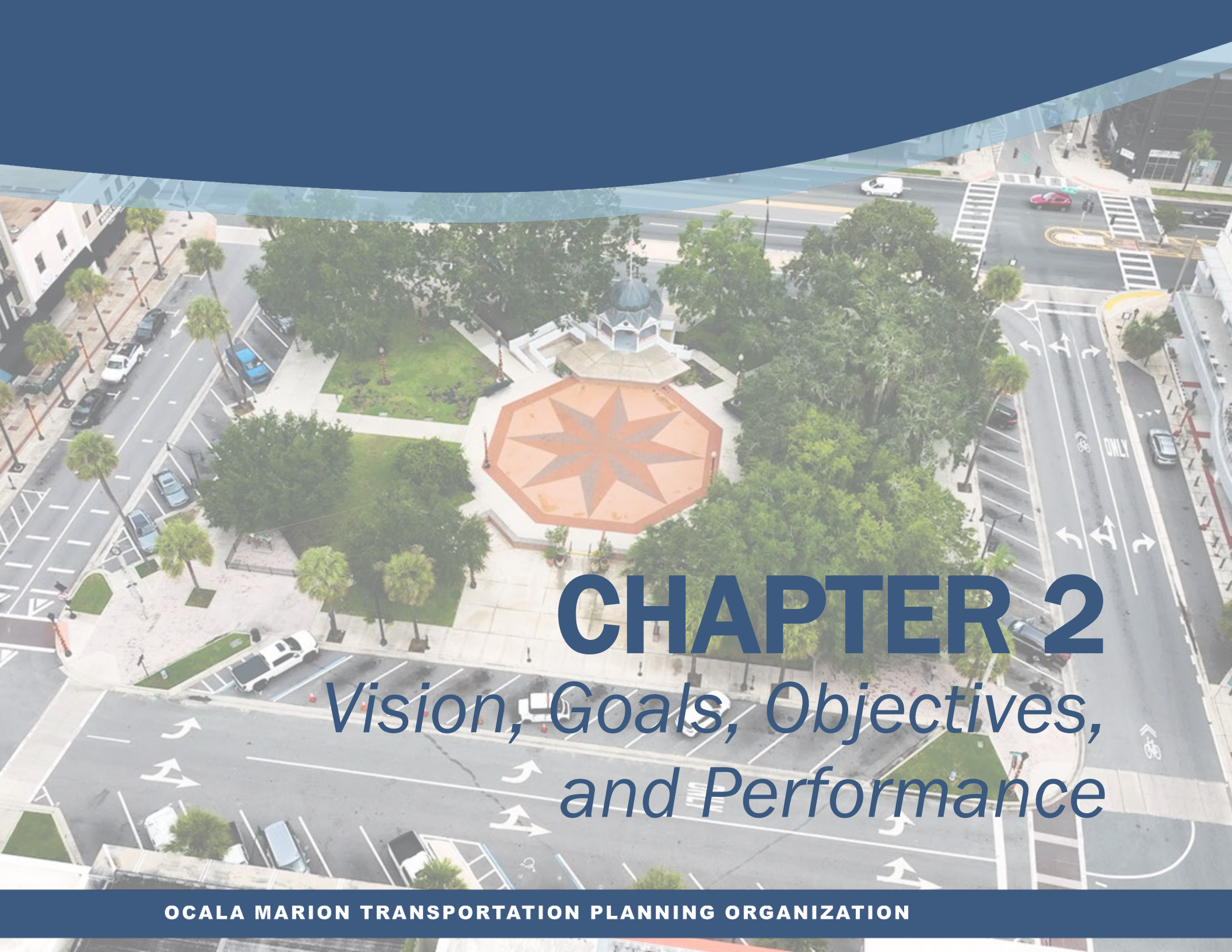
The plan establishes a long-term vision supported by goals, objectives, and financial assumptions. To ensure fiscal responsibility, every recommended project is linked to specific federal, state, or local funding sources. In compliance with federal requirements, the LRTP is updated every five years to reflect new data, updated forecasts, and evolving community priorities.



Two core elements guide the plan: the **Needs Plan** and the **Cost Feasible Plan**. The Needs Plan identifies projects that respond to community priorities, reflect local and regional planning efforts, and address future transportation demands. From there, projects are prioritized based on available funding and their ability to advance the TPO's vision and goals. Those that can be reasonably funded within the 25-year horizon are advanced into the Cost Feasible Plan, positioning them for implementation.

The overarching purpose of the LRTP is to define the highest-priority improvements within realistic financial constraints and to submit these priorities annually to the Florida Department of Transportation (FDOT) through the TPO's List of Priority Projects (LOPP). The chapters that follow detail the planning process undertaken to develop *Navigating the Future*, while appendices provide additional technical documentation and supporting analyses.

“Navigating the Future provides a comprehensive look at Marion County’s current transportation system, identifies anticipated growth in population and employment, and evaluates the impacts of that growth on future mobility needs.”



CHAPTER 2

*Vision, Goals, Objectives,
and Performance*

2 VISION, GOALS, OBJECTIVES, AND PERFORMANCE

This chapter outlines the strategy for Marion County to develop a plan that maintains and enhances the transportation system in compliance with federal and state regulations. The TPO has established a primary Vision that is supported by Goals and Objectives. There are identified Performance Measures and Performance Indicators that set up a basis for performance-based planning that will best serve the community and environment now and in the future. The Performance Targets and Performance Measures established by the TPO are provided in Appendix A.

The LRTP Vision, Goals, Objectives, and Performance Measures align with the current federal transportation planning requirements, including those set forth in the Infrastructure Investment and Jobs Act (IIJA) and the Florida Transportation Plan.

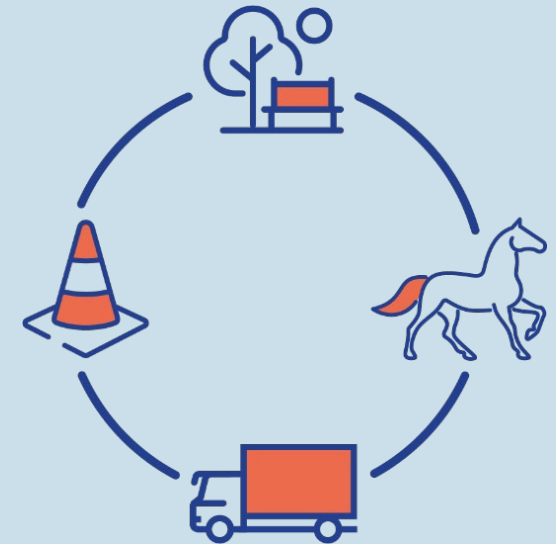


2.1 Vision, Goals, and Objectives

The 2050 LRTP Vision serves as the guiding principle for shaping the region's transportation future. This Vision provides the foundation for the plan's Goals and Objectives.

NAVIGATING THE FUTURE 2050 LRTP VISION

Develop a **SAFE, ACCESSIBLE, and EFFICIENT**
MULTIMODAL transportation system to best
serve the **COMMUNITY and ENVIRONMENT**



Navigating the Future 2050 LRTP Goals



Prioritizing **Safety and Security**
for all users



Promote accessible
Multimodal Travel choices



Promoting
System Preservation and Resiliency
to adapt to future challenges



Supporting local and regional
Economic Development by
connecting communities and
businesses



Addressing **Community Needs**



Safeguarding the environment with a
focus on **Environmental Protection**



Creating **Quality of Life and Places**
through accessible transportation



Emphasizing **Implementation** to turn
plans into outcomes

Each Goal of the 2050 LRTP is designed to reflect the community's priorities and guide the development of a safe, efficient, and sustainable transportation network. By setting Objectives the TPO can assess progress and track outcomes of the plan through the use of federally required Performance Measures (PM) and TPO-developed Performance Indicators (PI). The Goals and supporting Objectives, Performance Measures, and Performance Indicators are listed as follows:



Goal 1 Safety and Security

- Objective 1.1. Increase safety to and from school
- Objective 1.2. Enhance evacuation routes
- Objective 1.3. Reduce fatal and severe crashes
 - PM 1.1 Number of fatalities
 - PM 1.2 Fatality Rate per Million Vehicle Miles Traveled (MVMT)
 - PM 1.3 Number of Serious Injuries
 - PM 1.4 Serious Injury Rate per MVMT
 - PM 1.5 Bicycle and Pedestrian Fatalities and Serious Injuries
 - PM 1.6 Performance Indicator (PI): Presence of schools within a half mile of facilities
- PI 1.1. Levels of congestion on existing evacuation routes simulated against future population and employment
- PI 1.2. Historical crash rates stratified by seriousness of injuries and fatalities





Goal 2 Accessible Multimodal Travel Choices



- Objective 2.1. Increase frequent and convenient transit service
- Objective 2.2. Increase bicycle and pedestrian travel
- Objective 2.3. Increase facility access used by disadvantaged population
- Objective 2.4. Increase desired user-friendly transportation
 - PM 2.1** National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)
 - PM 2.2** Non-NHS Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)
 - PM 2.3** Truck Travel Time Reliability (TTTR)
 - PI 2.1.** The plan will increase travel choices in areas with greater transit-dependent populations
 - PI 2.2.** The plan will decrease the amount of sidewalk and/or bicycle facility gaps



Goal 3 System Preservation

- Objective 3.1. Emphasize the preservation of the existing transportation system
- Objective 3.2. Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades
- Objective 3.3. Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events
 - PM 3.1** Percentage of pavements on the Interstate System in *Good* condition
 - PM 3.2** Percentage of pavements on the Interstate System in *Poor* condition
 - PM 3.3** Percentage of pavements on the non-Interstate NHS in *Good* condition
 - PM 3.4** Percentage of pavements on the non-Interstate NHS in *Poor* condition
 - PM 3.5** Percent of NHS bridges (by deck area) in *Good* condition
 - PI 3.1.** Percent of NHS bridges (by deck area) in *Poor* condition
 - PI 3.2.** The plan will prioritize operational improvements

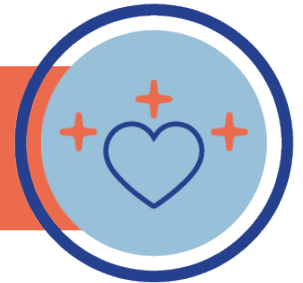


Goal 4 Economic Development



- Objective 4.1. Increase transportation access to developing areas
- Objective 4.2. Increase efficiency of freight movement
- Objective 4.3. Plan for emerging transportation technologies
- Objective 4.4. Increase reliability and management strategies
- Objective 4.5. Increase transportation system performance
- PM 4.1** The plan will consider the use of emerging transportation technology
- PM 4.2** The plan will consider freight movement as a critical component of the local and regional transportation network

Goal 5 Community Needs



- Objective 5.1. Increase citizen engagement and integration
- Objective 5.2. Increase community transportation education
- Objective 5.3. Increase public participation with future projects
- Objective 5.4. Increase organizational outreach and collaboration
- PI 5.1.** The plan will engage the community and incorporate input provided by stakeholders





Goal 6 Environmental Protection

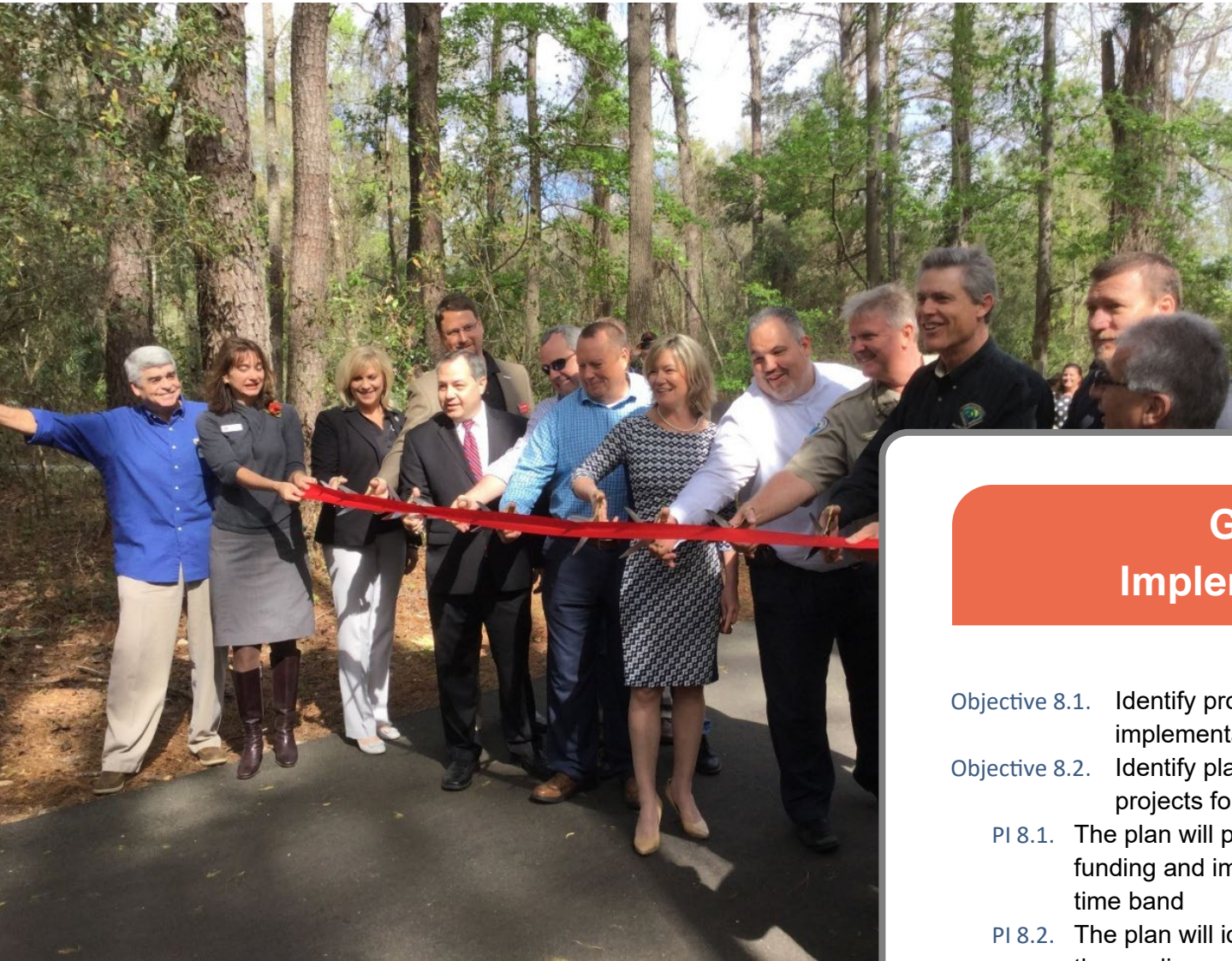
- Objective 6.1. Reduce impacts to existing natural resources
- Objective 6.2. Reduce impacts to residential areas
- Objective 6.3. Increase access to natural tourist destinations
 - PI 6.1. The plan will minimize potential impacts to environmentally sensitive areas
 - PI 6.2. The plan will consider improvements that enhance resiliency of the network and mitigate potential negative impacts of natural disasters on the system



Goal 7 Quality Places

- Objective 7.1. Minimize adverse impacts to residential areas
 - PI 7.1. The plan will expand availability of sidewalk infrastructure within urbanized areas
 - PI 7.2. The plan will focus on enhancing the network of bicycle facilities
 - PI 7.3. The plan will prioritize improving connectivity to public transportation





Goal 8 Implementation



- Objective 8.1. Identify projects that can be funded for implementation within a 5-10 year time band
- Objective 8.2. Identify planning studies to prepare future projects for funding and implementation
 - PI 8.1. The plan will prioritize projects that are eligible for funding and implementation within a 5-10 year time band
 - PI 8.2. The plan will identify planning studies to advance the readiness of future projects

The Infrastructure Investment and Jobs Act (IIJA) expands on long-standing national goals and reaffirms the federal planning factors that guide every LRTP. Together, they ensure Marion County's transportation system supports people, the economy, and the environment.

Safety & Security – Protect all users and reduce severe crashes.

Infrastructure Condition & Preservation – Maintain and extend the life of roads, bridges, and transit.

Mobility & Accessibility – Improve options for moving people and freight efficiently.

System Reliability & Management – Keep travel predictable through efficient operations.

Freight & Economic Vitality – Support jobs, commerce, and global competitiveness.

Environment & Resiliency – Conserve resources, prepare for disasters, and enhance quality of life.

Connectivity & Tourism – Strengthen links across modes, communities, and destinations.

Project Delivery – Streamline improvements to bring benefits faster.

2.1.1 Federal and State Goals and Planning Factors

2.1.1.1 Infrastructure Investment and Jobs (IIJA)

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA builds upon and expands programs included in prior surface transportation legislation such as the Fixing America's Surface Transportation (FAST) Act.

2.1.1.2 IIJA (Federal) Goals

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

2.1.1.3 *IIJA Planning Factors*

Related to goals of the IIJA, the act has reestablished the FAST Act planning factors that recognize and address the relationships between transportation, economic development, people of the community, land use, and the natural environment. The federal planning factors once again form the cornerstone for the 2050 LRTP and include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve resiliency and reliability to improve preparedness and response to natural disasters and other emergencies
- Enhance travel and tourism



2.1.1.4 State Goals – Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. FDOT has begun the process of updating the FTP with a new horizon year of 2055, and it is anticipated to adopt the plan in late 2025. This update will continue to provide direction to FDOT and all organizations involved in planning and managing Florida's transportation system, including statewide, regional, and local partners such as the Ocala Marion TPO.

While the specific goals for the 2055 FTP are still in development, Five Focus Groups have been determined around the major topic areas of Safety, Resilient Infrastructure, Economic Development/Supply Chain, Technology, and Workforce Development. The FTP is expected to be adopted in November 2025. For the purposes of the Ocala Marion 2050 LRTP, the 2045 FTP was used for guidance.

The existing 2045 FTP follows similar topic areas, requiring TPOs to address the following goals:

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality infrastructure
- Connected, efficient, and reliable mobility for people and freight
- Transportation choices that improve equity and accessibility
- Transportation solutions that strengthen Florida's economy
- Transportation solutions that enhance Florida's communities
- Transportation solutions that enhance Florida's environment

A matrix showing consistency between the LRTP Goals and the Florida Transportation Plan is shown in Appendix B.



2.1.2 Local Plans

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community.

Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be coordinated:

- FDOT Strategic Highway Safety Plan
- Florida Transportation Plan
- Comprehensive Plans for Ocala Marion County and Municipalities
- Ocala Marion TPO Public Participation Plan (PPP)
- Ocala Marion TPO Congestion Management Process (CMP)
- Ocala Marion TPO Transportation Improvement Program (TIP)



2.2 Performance-Based Planning

Federally established laws have set the requirements for performance-based planning and programming (PBPP) in the TPO planning process. Key components of PBPP include:

- Tracking specific performance measures
- Setting data-driven targets
- Selecting projects to meet these targets
- Developing plans
- Monitoring, evaluating, and reporting progress

Under this framework, FDOT is required to develop appropriate performance targets and monitor progress. The IIJA has further reinforced PBPP by increasing federal transportation funding and introducing new requirements emphasizing multimodal transportation, climate resilience, equity, and innovative funding approaches, thereby efficiently investing transportation funds by linking decisions to key outcomes related to national goals.

“This performance-based approach aims to improve transparency, accountability, and the efficient allocation of transportation resources.”



CHAPTER 3

Planning Assumptions

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

3 PLANNING ASSUMPTIONS

The LRTP's purpose is to identify transportation improvements needed in the county and to establish a cost feasible plan for funding the highest-priority projects. An early step in this process is developing forecasts of population and employment over the LRTP planning horizon. These forecasts are allocated geographically in a way that aligns with existing and future land uses identified in local and regional comprehensive plans.

Socioeconomic data are analyzed at the traffic analysis zone (TAZ) level, which provides the basis for forecasting future travel patterns. The forecast data reflect a collaborative effort among the TPO, FDOT District Five, and local governments in Marion County. Efforts were also made to ensure consistency between the 2050 forecasts and the 2045 forecasts prepared five years earlier.

3.1 Population Control Totals

The development of population control totals was one of the first steps in the 2050 socioeconomic data forecast for Marion County. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts, which are illustrated in Table 3-1. The LRTP assumed the average of the BEBR Medium and High scenarios.

Table 3-1. BEBR Population Data

	Base		BEBR Forecast					
	2015	2022	2025	2030	2035	2040	2045	2050
BEBR Low	341,205	403,966	392,100	401,800	406,300	406,800	405,600	402,800
BEBR Medium	341,205	403,966	417,100	446,400	471,100	491,700	510,200	526,500
BEBR High	341,205	403,966	442,100	491,000	535,900	576,500	614,800	650,300
BEBR Average of Medium and High	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400

3.2 Employment Control Totals

The development of employment control totals was one of the first steps in the 2050 socioeconomic data forecast for Marion County. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts, which are illustrated in Table 3-2. The LRTP assumed the average of the BEBR Medium and High scenarios.

Table 3-2: BEBR Employment Data

Scenario	Base		BEBR Forecast					
	2015	2022	2025	2030	2035	2040	2045	2050
Employees	111,482	164,421	140,363	153,138	164,509	174,507	183,786	192,248
Industrial	16,695	25,171	21,020	23,239	25,294	27,180	28,993	30,713
Commercial	23,390	28,208	29,450	31,364	32,870	33,996	34,884	35,529
Service	71,397	111,042	89,893	98,535	106,345	113,331	119,909	126,006



2050 Population (BEBR): 588,400
2050 Employment (BEBR): 192,248

3.3 Growth Scenarios

To evaluate how the community may grow in the future, the LRTP incorporates scenario planning. Each scenario offers a different perspective for assessing potential future conditions and outcomes.

- **Trend Forecast (Scenario 1)** – A baseline scenario based on adopted local land use plans and existing development patterns or current trend.
- **Scenario 2** – A variation that concentrates growth in Downtown Ocala and other targeted areas identified by the county’s high growth areas.
- **Scenario 3** – A variation that shifts a greater share of growth toward multi family housing, particularly along key corridors such as a higher density along SR 200.

3.3.1 Trend Forecast (Scenario 1)

The Trend Forecast was developed by the process shown in Appendix C. Future land use densities and intensities adopted by Marion County and its municipalities were combined with parcel-level land use data to estimate vacant, and developable land within each Transportation Analysis Zone (TAZ)¹. A gravity model distributed growth based on the “mass” (or attractiveness) of each TAZ and activity center, weighted by distance. Preliminary results were reviewed in coordination with staff from the TPO and local municipalities, and adjustments were made to individual TAZs where appropriate to reflect local knowledge and planning priorities.

**A Traffic Analysis Zone (TAZ) is a geographical area within a city or region that urban planners and transport officials use to study and manage traffic patterns, vehicle movements, and transportation needs.*

To prepare Navigating the Future, the TPO developed three alternative growth scenarios to explore how different development patterns could shape the transportation needs of the community through the year 2050.

¹ A Traffic Analysis Zone (TAZ) is a geographical area within a city or region that urban planners and transport officials use to study and manage traffic patterns, vehicle movements, and transportation needs.

The **Dwelling Unit** analysis used 2015 base year data and incorporated considerations from the FDOT District 5 Central Florida Regional Planning Model (CFRPM) that was under development at the time. Forecasted 2050 dwelling units are summarized in Table 3-3 while Figure 3-1 shows the difference between the base year and the forecast year for single and multifamily dwelling units.

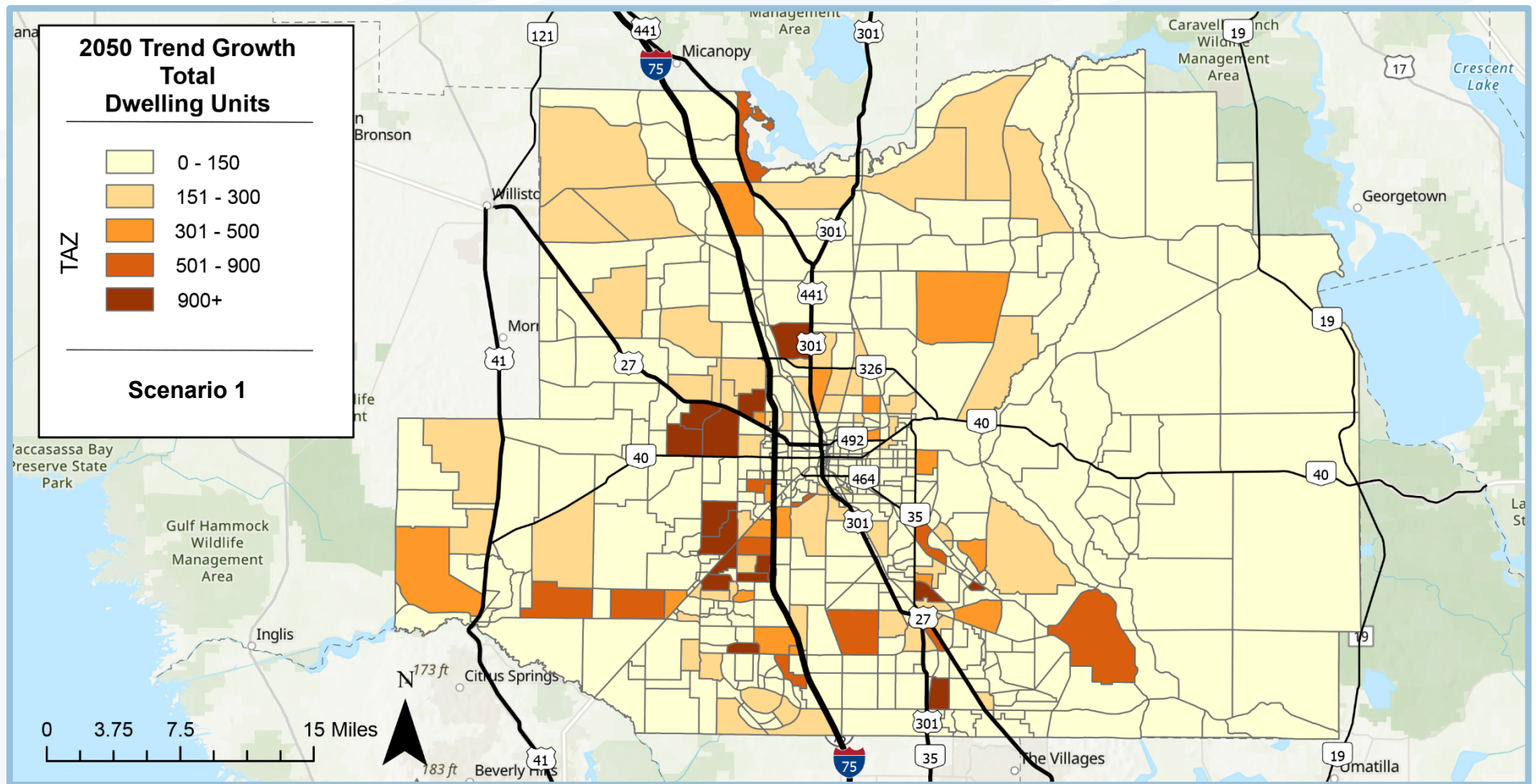
Table 3-3: Marion County Dwelling Unit Growth (Scenario 1)

	Base Year	Trend Forecast (Scenario 1)	
	2025	2050	Growth
Dwelling Units			
Single Family	177,804	224,032	46,228
Multi Family	29,256	55,212	25,956
Total	207,060	279,244	72,184

Scenario 1 Bottom Line:

By 2050, Scenario 1 projects more than 72,000 new homes in Marion County—35% over the next 25 years.

Figure 3-1. Marion County Trend Population Growth



In addition to the Trend Forecast, two alternative scenarios were developed to evaluate different prospective growth patterns.

3.3.2 Scenario 2

This scenario reduces overall growth in most areas while concentrating additional population within the Downtown Ocala area and along areas specified by Marion County staff. These areas include Liberty Triangle, Marion Oaks, Equestrian Center, the airport, and Belleview bypass. This scenario supports redevelopment, maximizes existing infrastructure, and helps preserve rural character elsewhere in the county. It enhances access to jobs, services, and amenities, while reducing pressures on the transportation system associated with more dispersed growth. The differences from the Trend Forecast are summarized in Table 3-4, and Figure 3-2 illustrates the distribution of growth for this scenario.

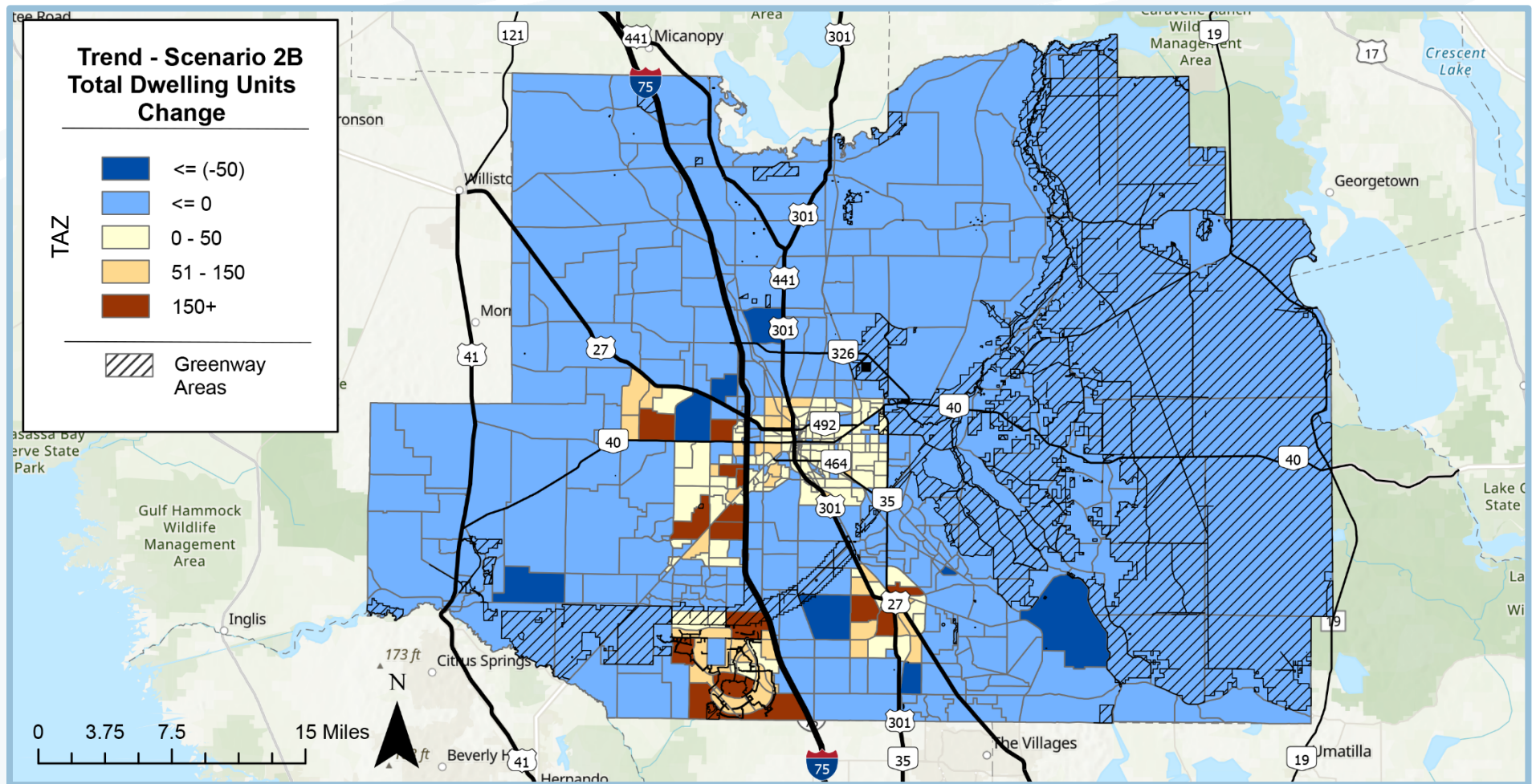
Table 3-4. Scenario 2 Dwelling Unit Growth

	Base Year	Reduced Growth Forecast (Scenario 2)		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 2	
Dwelling Units					
Single Family	177,804	223,899	38,478	-133	-0.06%
Multi Family	29,256	55,415	22,894	203	0.37%
Total	207,060	279,314	61,372	70	0.02%

Scenario 2 Bottom Line:

Population makes dramatic increases along key regional corridors such as SR 200 and SR 35, while also contributing to key newly developed residential areas like Marion Oaks.

Figure 3-2. Scenario 2 Population Growth



3.3.3 Scenario 3

In this scenario a portion of projected single family housing was changed to multifamily housing, with an emphasis on specific high-growth areas as identified by Marion County staff. These areas include the SR 200 corridor, the northwest US 27 corridor, and central Ocala. This shift signifies anticipated market trends and also responds to community priorities for improving housing affordability by emphasizing options other than single-family development. Differences from the Trend Forecast are summarized in Table 3-5, and Figure 3-3 illustrates the distribution of growth.

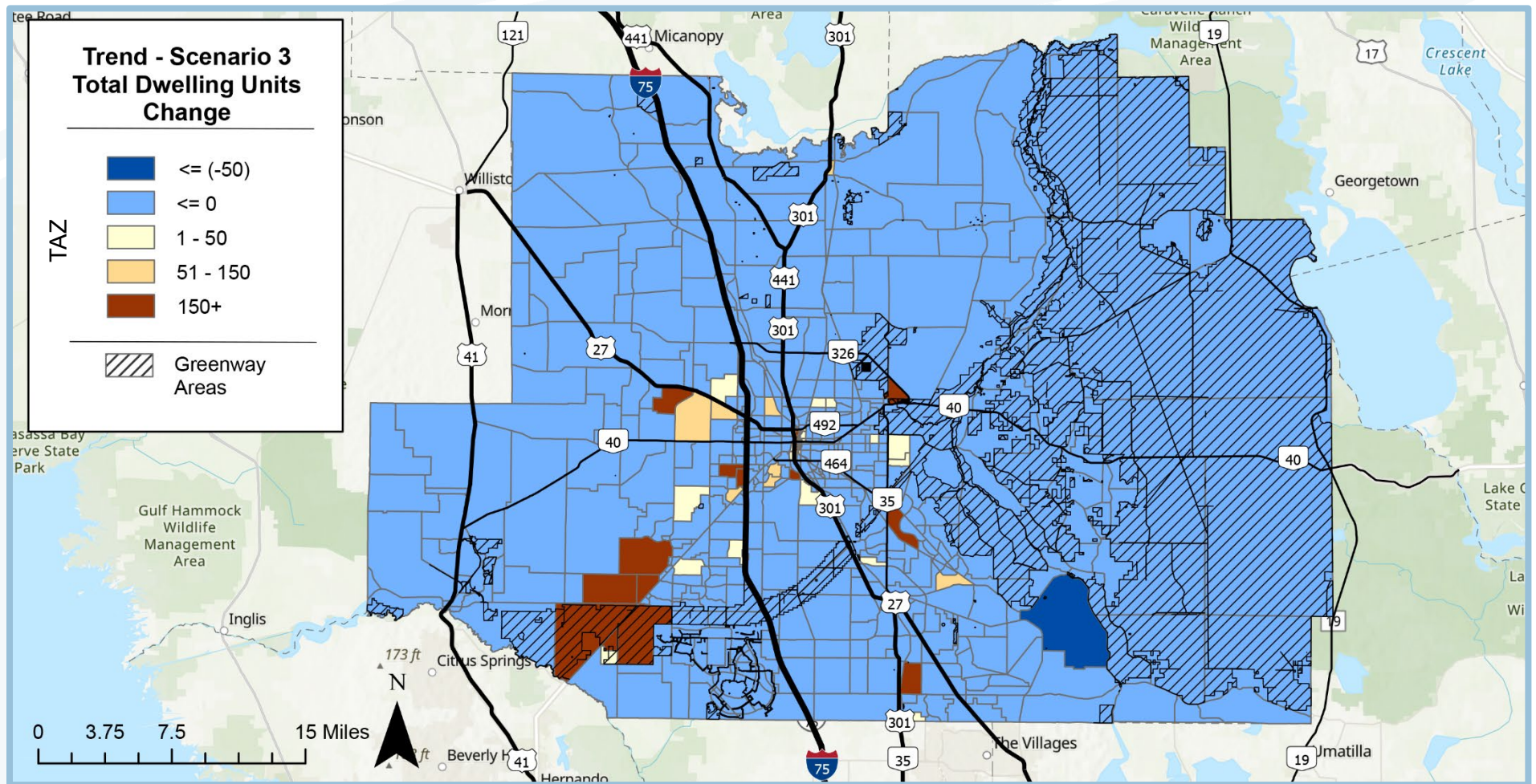
Table 3-5. Scenario 3 Dwelling Unit Growth

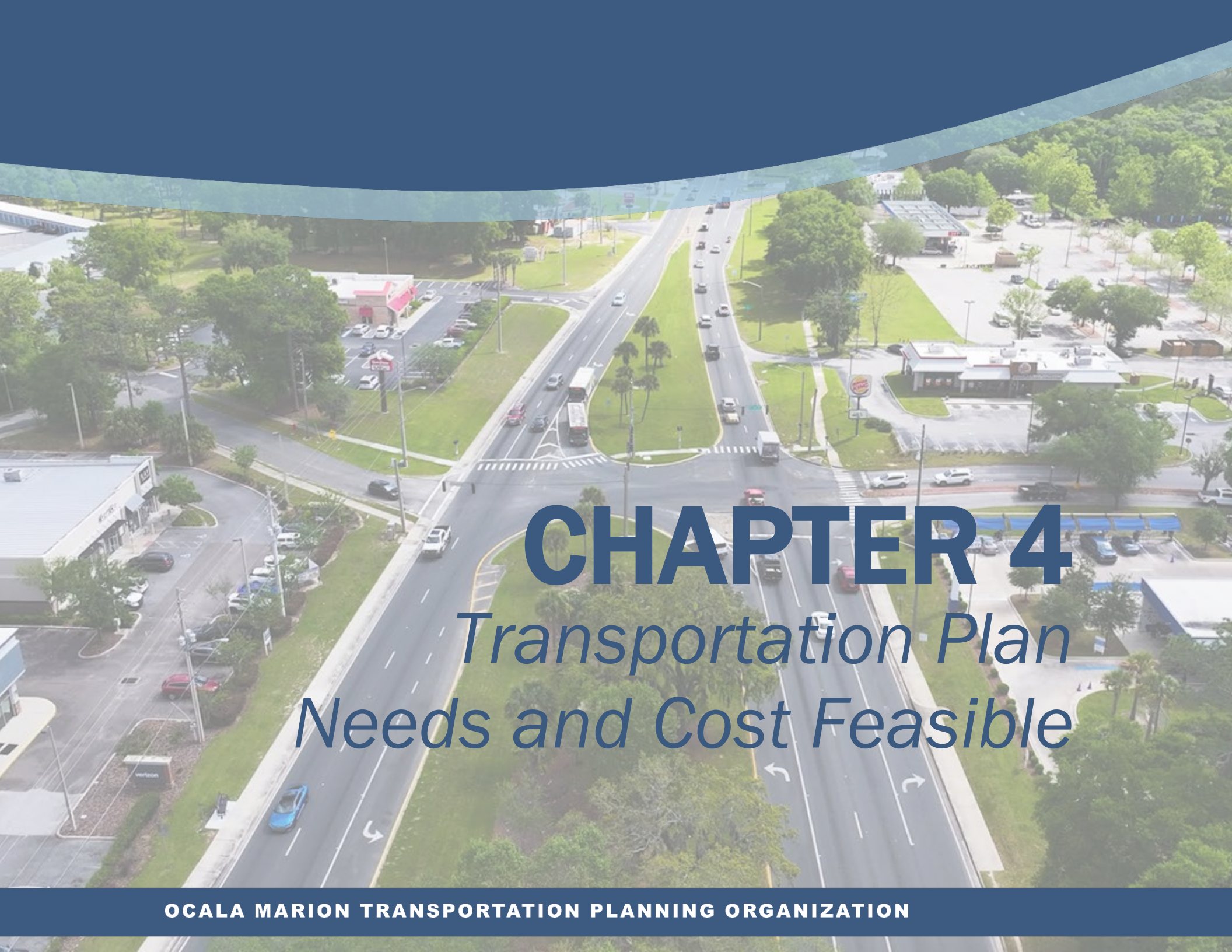
	Base Year	Reduced Growth Forecast (Scenario 3)		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 3	
Dwelling Units					
Single Family	177,804	217,217	39,413	-6,815	-3.04%
Multi Family	29,256	63,338	34,082	8,126	14.72%
Total	207,060	280,555	73,495	1,311	0.47%

Scenario 3 Bottom Line:

Population is distributed to show large increases along SR 200 (southwest Marion County) and US 27 (near the Equestrian Center)

Figure 3-3. Scenario 3 Population Growth





CHAPTER 4

*Transportation Plan
Needs and Cost Feasible*

4 THE TRANSPORTATION PLAN - NEEDS & COST FEASIBLE

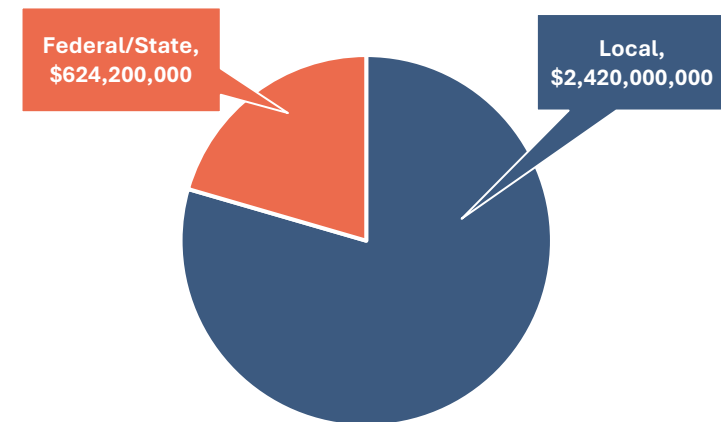
The Transportation Plan provides the foundation of the 2050 LRTP, presenting a fiscally constrained and forward-thinking approach to meet mobility needs through the planning horizon. The plan builds on the Existing and Committed Roadway Needs for future investment opportunities. The plan incorporates multimodal strategies, Transit Development Plan coordination, and the Active Transportation Plan. Regional Projects, Operations and Management Strategies, congestion management, and safety-focused measures further strengthen system performance. Safety, resilience, and efficiency remain guiding principles throughout the plan to ensure a comprehensive transportation system for all users.

4.1 Projected Revenues

Existing revenues are insufficient to fully address the county's future mobility needs that will result from future growth in population and employment expected by 2050. In 2024, voters in Marion County approved a twenty-year extension of a one-penny sales tax that was first enacted in 2016. The projected revenues through 2050 are shown in Table 4-1.

The table provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe through the year 2050. The revenues are provided in Present-Day Value (PDV), which is the value of the dollars at the time of the estimate (2024 Dollars), and Year of Expenditure (YOE), which is the estimated cost at the time of spending in the future, including inflation. Additional information regarding the LRTP's demonstration of fiscal constraint is provided in Appendix D. The revenue forecast was prepared consistent with guidance from FDOT and the Central Florida MPO Alliance, as documented in Appendix E.

Federal and State	Local Revenue:
\$624.2 million	\$2.42 billion



LRTP brings together Projected Revenues, Phasing, and Prioritization Considerations, to guide the Cost Feasible Plan, while also identifying Unfunded Roadway Needs for future investment opportunities.

Table 4-1. Revenue Summary in Year of Expenditure (YOE) Costs

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS)		\$49,403,000	\$20,134,000	\$106,991,000	\$176,528,000
State Highway System (Non-SIS) – Non-TMA		\$26,245,407	\$27,014,567	\$54,544,069	\$107,804,043
SHS (non-SIS) Product Support		\$5,773,990	\$5,943,205	\$11,999,695	\$23,716,889
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$7,290,000	\$7,580,000	\$15,440,000	\$30,310,000
Other Roads (Non-SIS, Non-NHS) Product Support		\$1,603,800	\$1,667,600	\$3,396,800	\$6,668,200
Surface Transportation Block Grant – Any Area (SA)		\$25,404,926	\$25,336,224	\$50,669,857	\$101,411,007
Surface Transportation Block Grant – Non-TMA (SN, SM, SL)		\$36,621,126	\$36,061,452	\$71,387,758	\$144,070,336
Transportation Alternatives – Any Area (TALT)		\$3,092,912	\$3,084,548	\$6,168,781	\$12,346,242
Transportation Alternatives – Non-TMA (TALN, TALM, TALL)		\$5,421,943	\$5,339,081	\$10,576,542	\$21,337,566
Subtotal Federal/State Revenues		\$160,857,104	\$132,160,677	\$331,174,502	\$624,192,283
Infrastructure Sales Tax		\$237,360,000	\$287,040,000	\$616,920,000	\$1,141,320,000
Impact Fees		\$106,710,000	\$119,940,000	\$273,270,000	\$499,920,000
Locally Levied Fuel Taxes	Ninth Cent Fuel Tax	\$15,718,650	\$19,008,600	\$47,277,800	\$82,005,050
	Local Option Fuel Tax	\$65,319,150	\$78,990,600	\$196,463,800	\$340,773,550
	Second Local Option Gas Tax	\$14,647,950	\$17,713,800	\$44,057,400	\$76,419,150
State Levied Fuel Taxes	Constitutional Fuel Tax	\$33,817,350	\$40,895,400	\$101,714,200	\$176,426,950
	County Fuel Tax	\$16,901,580	\$21,896,160	\$59,899,440	\$98,697,180
Subtotal Local Revenues		\$490,474,680	\$585,484,560	\$1,339,602,640	\$2,415,561,880
Grand Total		\$651,331,784	\$717,645,237	\$1,670,777,142	\$3,039,754,163

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

Note: Carbon Reduction Program revenues (CAR-N, CAR-M, CAR-L) were forecasted to total \$18,437,226

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

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

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

4.2 Transportation Improvement Program

The Transportation Improvement Program (TIP) covers the first five years of the Long Range Transportation Plan. Federal regulations require a TIP to include four years of improvements; however Florida requires that a TIP includes improvements covering a five-year period. Major changes to the TIP go through a formal review process, including a public hearing.

Revenue sources for the TIP projects are listed below in Table 4-2. The full table can be found in the Ocala Marion TIP FY 2025/2026-2029/2030 available in Appendix F.

Table 4-2. TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs

Funding Source	2026	2027	2028	2029	2030	All Years
Federal	\$34,325,023	\$33,093,978	\$62,111,813	\$1,524,583	\$61,553,727	\$192,609,124
State	\$78,942,745	\$37,264,929	\$33,236,377	\$12,453,930	\$186,082,632	\$347,980,613
Local	\$5,160,476	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$13,336,543
Total	\$118,428,244	\$74,209,747	\$97,552,883	\$15,005,771	\$248,729,635	\$553,926,280

Source: Ocala Marion TIP 2025/2026-2029/2030

The current TIP includes several projects which are scheduled to be at least partially funded, as listed below in Table 4-3 and Table 4-4. Additional project information including scheduled phases and costs can be found in the Ocala Marion TIP FY 2025/2026-2029/2030 available in Appendix F. Costs shown in the TIP five-year program are shown as year of expenditure (YOE), which are considered equivalent to present day value (PDV). Additionally, the map on Figure 4-2 illustrates projects that are fully funded through construction by 2030, the final year of the TIP. Figure 4-2 show fully funded projects based on the TPO TIP, Marion County TIP, and City of Ocala Capital Improvement Program (CIP).

Table 4-3. TIP FY 2025/2026-2029/2030 Roadway Projects (Tier 1)

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
I-75 at NW 49 St	End of 49 th St	End of NW 35 St	Interchange improvements	CST, ROW	Yes	\$21,318,210
I-75 at SR 326			Interchange modifications	PE	Yes	\$12,546,000
I-75 at SR 326			Interchange improvements	CST	Yes	\$1,055,000
I-75	SR 200	SR 326	Add auxiliary lanes	CST, PE, ROW	Yes	\$20,886,098
US 41	SW 110 St	N of SR 40	Capacity	CST	Yes	\$112,358,984
US 441 at SR 464			Operations	CST	Yes	\$4,537,846
SR 40	End of 4-Lanes	E of CR 314	Capacity	CST	No	\$129,751,356
SR 40	E of CR 314	E of CR 314A	Capacity	ROW	Yes	\$42,713,393
SR 40 at SW 27 Ave			Safety	CST	Yes	\$1,822,492
SR 40	US 441	25 Ave	Intersection improvements	CST	Yes	\$716,993
SW SR 200 at SW 60 Ave			Safety	CST	Yes	\$1,161,885
SR 200	Citrus County Line	CR 484	Capacity	PE	Yes	\$5,000,000
CR 42 at CR 25			Intersection improvements	CST	Yes	\$782,910
CR 42 at CR 25			Intersection improvements	CST	Yes	\$125,185
CR 475A			Paved shoulders	PE, CST	Yes	\$1,915,028
NE 8 Ave	SR 40	SR 492	Roundabout	CST	Yes	\$5,222,469
SE 100 Ave			Paved Shoulders	PE, CST	Yes	\$1,259,028

Table 4-4. TIP FY 2025/2026-2029/2030 Bicycle and Pedestrian Projects

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
Bellevue Greenway Trail			Bike Path and Trail	CST	Yes	\$868,700
Bellevue Greenway Trail			Bike Path and Trail	PE	Yes	\$265,000
Cross Florida Greenway Trail	Baseline Road	Santos Paved Trail	Bike Path and Trail	CST	Yes	\$5,600,000
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	\$2,909,626
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	\$203,007
US 441	SE 102 PL	SR 200	Sidewalk and Path	CST	Yes	\$5,240,567

4.1 Roadway Plan

4.1.1 Phasing of Projects

Roadway and highway projects included in *Navigating the Future* are organized into five tiers that reflect their priority and funding status, as illustrated in Figure 4-1. Tier 1 consists of committed improvements that are scheduled for construction within the next five years. Tier 1 projects are highlighted in Figure 4-2, and include fully funded projects as listed in Table 4-3 above. Tiers 2 and 3 include projects that are part of the Cost Feasible Plan and are expected to move forward within the 2050 planning horizon. Tier 4 identifies high-priority projects that are not currently cost feasible but may be advanced if additional funding becomes available. Tier 5 represents broader unfunded needs across the network.

	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5
	Existing and Committed Roadway Improvements	Cost Feasible Projects (2031-2040)	Cost Feasible Projects (2041-2050)	Partially Funded Projects	Other Unfunded Needs
Needs Assessment	Yes	Yes	Yes	Yes	Yes
High Priority	Yes	Yes	Yes	Yes	
Cost Feasible	Yes	Yes	Yes	Should additional funds become available	

Figure 4-1: Project Phases

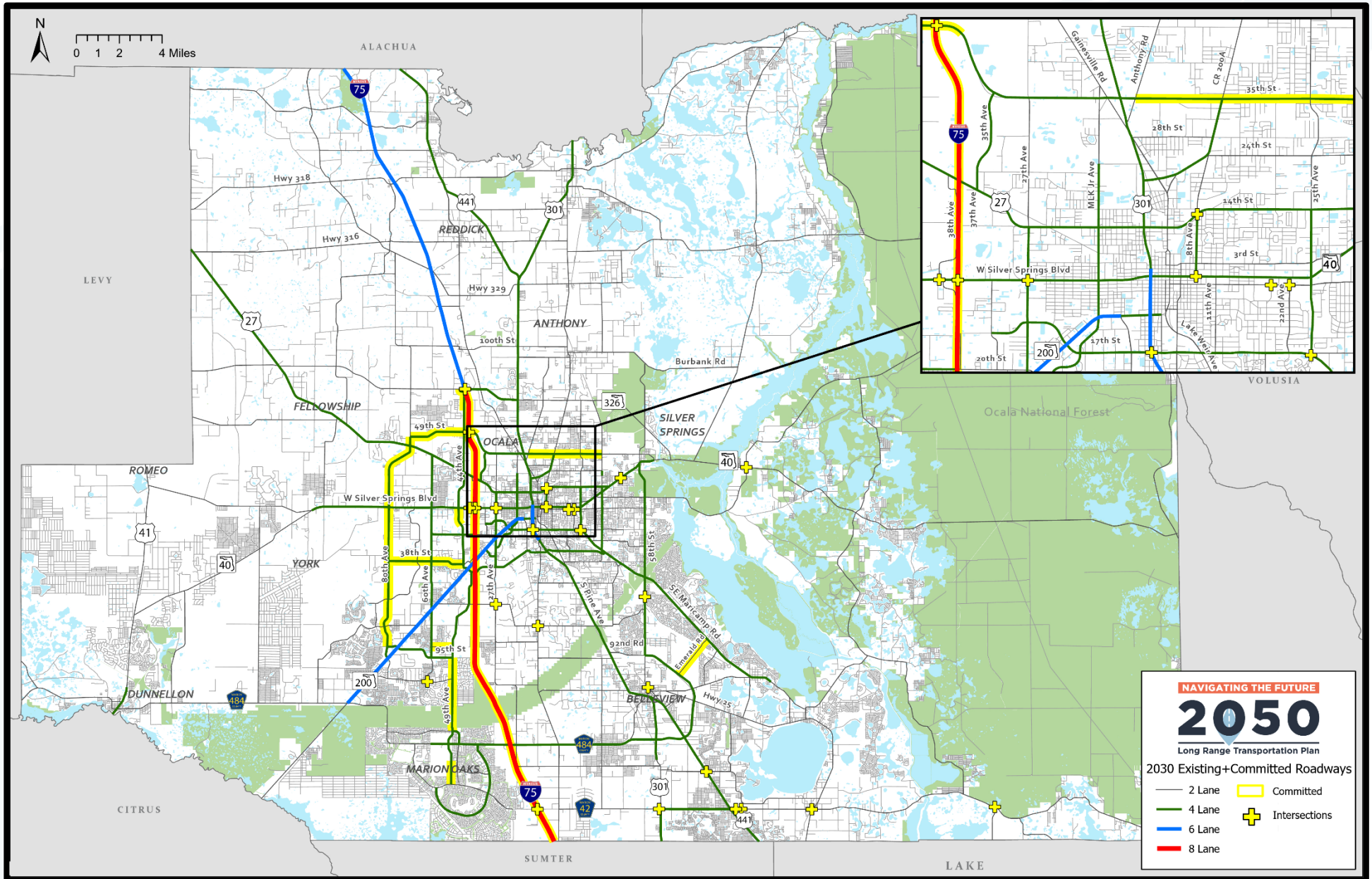


Figure 4-2: Tier 1 - Existing and Committed Roadways (Constructed by 2030)

4.1.2 Prioritization Considerations

Navigating the Future approached project prioritization with the understanding that there is no one-size-fits-all prioritization process. Rather than applying a rigid scoring system, a variety of factors we've considered to help guide investment decisions. Additional prioritization was often given to projects "in the pipeline" that already have had phases funded or programmed. Conversely, projects that presented a fatal flaw, such as significant environmental or community impacts, were not considered to be priorities.

Other important considerations included public support, projects anticipated to improve safety, addressing future congestion, particularly on corridors forecast to experience heavy demand, and supporting regional freight by improving designated freight corridors. Projects that provide connectivity, especially between major roadways and key activity centers, were also valued, along with those that demonstrate potential to stimulate economic development, particularly through freight and goods movement. In addition, projects that enhance travel and tourism by improving access to Marion County's parks, natural springs, and equestrian facilities were recognized as supporting both the local economy and quality of life.

Finally, local funding commitments played an important role in shaping priorities. Marion County maintains a list of projects to be funded through the infrastructure surtax, a revenue source reaffirmed by voters in November 2024. This surtax provides a flexible tool for advancing safety, roadway, and connectivity improvements that align with community needs and complement state and federal funding.

A detailed summary of the cost feasible projects is provided in Appendices G and H of this report. Appendix G presents project costs in terms of Year of Expenditure (YOE) and Appendix H presents project costs in terms of the present day cost (PDV), or 2025 dollars. The total plan includes over \$4.3 billion of PDV roadway costs, over half of which are comprised of unfunded phases at over \$4.4 billion in present day costs.

The following pages include the maps of roadway capacity improvements (Figure 4-3 - Figure 4-5) and associated tables (Table 4-5 - Table 4-8) listing the projects per the tiers listed on the previous page, covering Cost Feasible projects, Partially Funded projects, and Unfunded Needs.

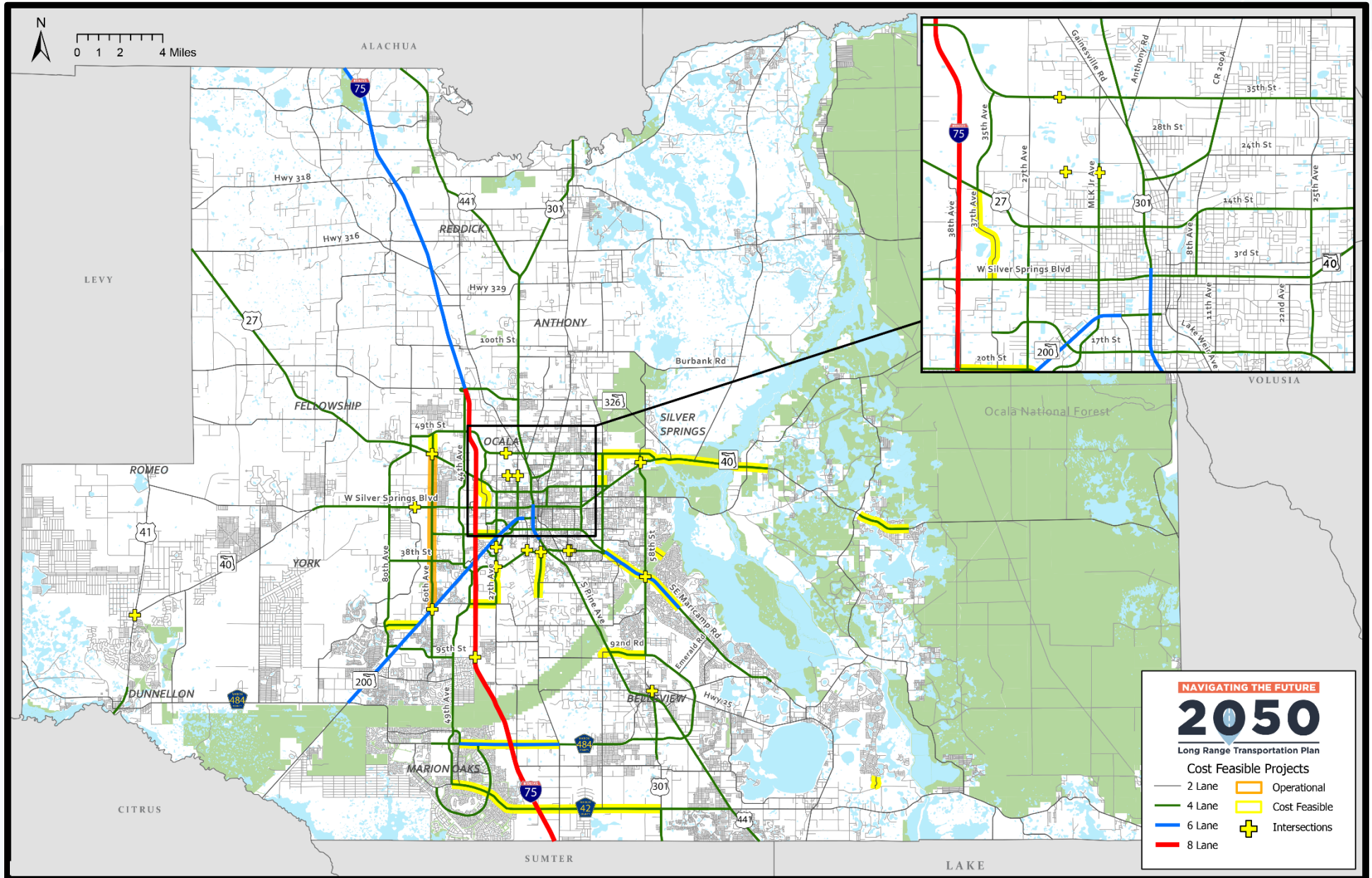


Figure 4-3: Tiers 2 & 3 - Cost Feasible Projects (2031 - 2050)

Table 4-5: Tiers 2 & 3 - Cost Feasible Roadway Capacity Projects

On Street	From Street	To Street	Length (Mi)	Improvement	Construction Time
NE 35 St	NE 36 Ave	SR 40	2.57	Widen 2 to 4 Lanes	2031 – 2035
NE 55 Ave	SR 40	NE 35 St	0.42	Widen 2 to 4 Lanes	2031 – 2035
Shores East Extension	SE 156 Place Rd	Maple Lane	0.60	New 2 Lanes	2031 – 2035
SE 92 Loop Extension	SE 95 St	US 441	0.61	New 2 Lanes	2031 – 2035
SW 20 St	I-75	SR 200	1.08	Widen 2 to 4 Lanes	2031 – 2035
SR 40	End of Four Lanes	E of CR 314	5.36	Widen 2 to 4 Lanes	2031 – 2035
CR 475A	SW 66 St	SW 42 St	1.76	Widen 2 to 4 Lanes	2031 – 2035
CR 484	Marion Oaks Blvd	CR 475A	1.80	Widen 4 to 6 Lanes	2031 – 2035
CR 42	SE 58 Ave	US 301	0.75	Widen 2 to 4 Lanes	2036 – 2040
NW 37 Ave	SR 40	US 27	1.39	New 2 Lanes	2036 – 2040
CR 42	SE 36 Ave	SE 58 Ave	2.01	Widen 2 to 4 Lanes	2036 – 2040
CR 475	SE 59 St	SE 32 St	2.15	Widen 2 to 4 Lanes	2036 – 2040
Banyan Rd Extension	Banyan Rd	Pecan Pass	0.53	New 2 Lanes	2041 – 2050

Table 9: Tiers 2 & 3 - Cost Feasible Roadway Capacity Projects (Continued)

On Street	From Street	To Street	Length (Mi)	Improvement	Construction Time
NE 36 Ave	NE 14 St	NE 21 St	0.50	Widen 2 to 4 Lanes	2041 – 2050
CR 484	Marion Oaks Course	Marion Oaks Blvd	0.87	Widen 4 to 6 Lanes	2041 – 2050
NE 36 Ave	NE 25 St	NE 35 St	0.77	Widen 2 to 4 Lanes	2041 – 2050
SW 66 St	SW 49 Ave	SW 27 Ave	1.25	Widen 2 to 4 Lanes	2041 – 2050
SW 80 St	SW 80 Ave	SR 200	1.54	Widen 2 to 4 Lanes	2041 – 2050
CR 484	CR 475A	CR 475	1.99	Widen 4 to 6 Lanes	2041 – 2050
SE 92 Place Rd	US 441	SR 35	1.68	Widen 2 to 4 Lanes	2041 – 2050
SR 464	SE 31 St	Midway Rd	4.41	Widen 4 to 6 Lanes	2041 – 2050
Marion Oaks Manor Extension	SW 18 Ave Rd	CR 475	2.15	New 4 Lanes	2041 – 2050
Marion Oaks Manor	SW 49 Ave	Marion Oaks Lane	3.22	Widen 2 to 4 Lanes	2041 – 2050
SR 40	E of CR 314A	Levy Hammock Rd	2.48	Widen 2 to 4 Lanes	2041 – 2050
NW 60 Ave	US 27	NW 49 St	0.98	New 4 Lanes	2041 – 2050

Table 4-6: Tiers 2 & 3 - Cost Feasible Intersection Projects

On Street	Cross Street	Improvement	Construction Time
SR/CR 464/Maricamp Rd	at SR 35	Modify Intersection	2031 – 2035
SW 42 St	at CR 475A	Modify Intersection	2031 – 2035
SW SR 200	at SW 60 Av	Modify Intersection	2031 – 2035
West Oak Spine Rd	at NW 35 St	Modify Intersection	2031 – 2035
West Oak Spine Rd	at NW 21 St	Modify Intersection	2031 – 2035
NW Martin Luther King Av	at NW 21 St	Modify Intersection	2036 – 2040
SW 27 Av	at SW 19 Av	Modify Intersection	2036 – 2040
SE 31 St	at SE 24 Rd	Modify Intersection	2036 – 2040
SE 31 St	at SE 19 Av	Modify Intersection	2036 – 2040
SR 35	at SR 25	Modify Intersection	2036 – 2040
SW 31 St	at SW 7 Av	Modify Intersection	2041 – 2050
SW 32 St	at CR 475	Modify Intersection	2041 – 2050
SW 60 Av	at US 27	Modify Intersection	2041 – 2050
SR 40	at Sw67 Av/NW 68 Av	Modify Intersection	2041 – 2050
SR 40	at SR 35	Modify Intersection	2041 – 2050
US 41	at SR 40	Modify Intersection	2041 – 2050
SW 95 St	at I-75	Flyover	2041 – 2050

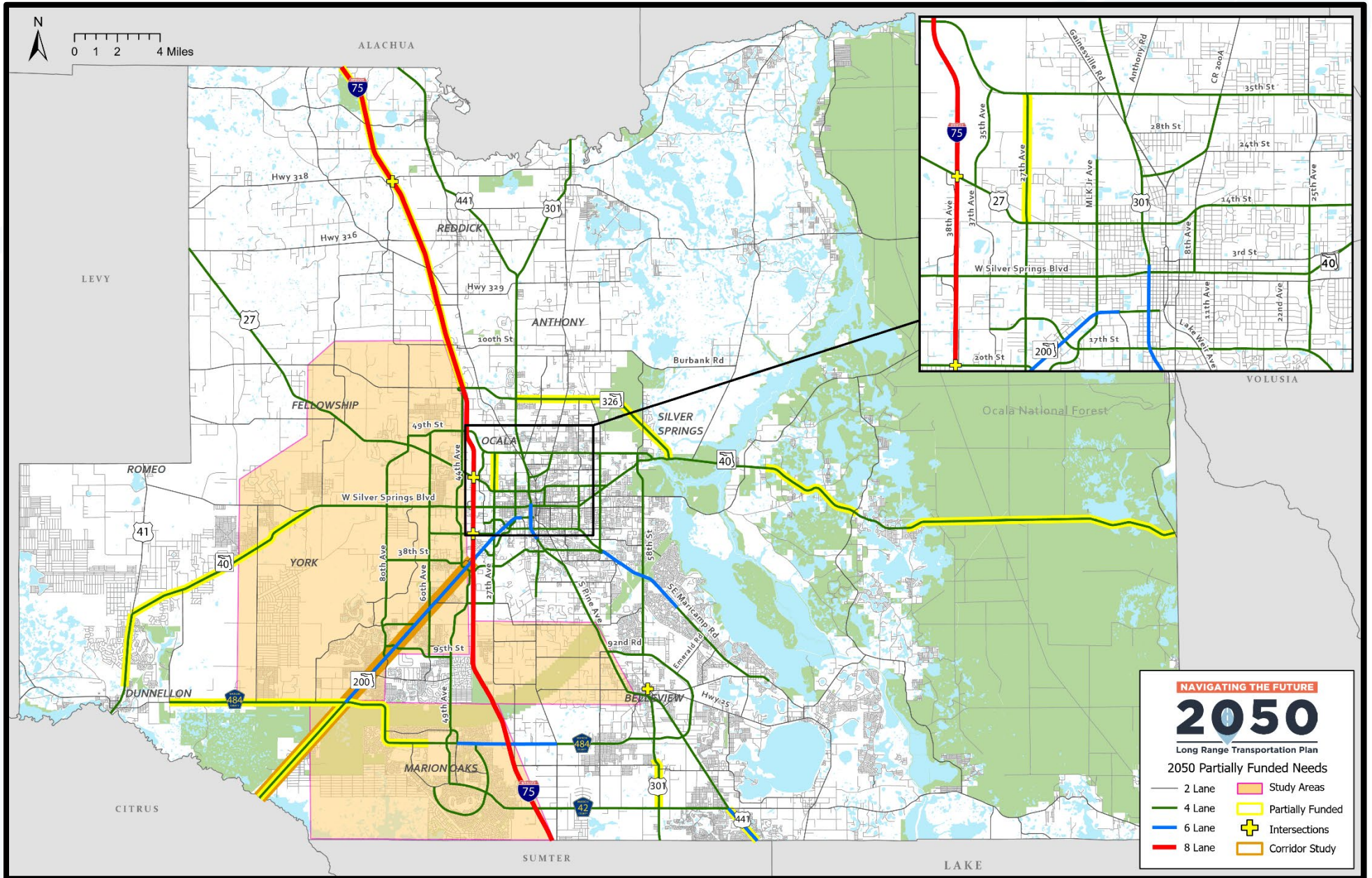


Figure 4-4: Tier 4 - Partially Funded Projects

Table 4-7: Tier 4 - Partially Funded Projects

On Street	From Street	To Street	Length (Mi)	Improvement	Funded Phases
SR 200	Sumter County Line	CR 484	6.00	Widen 2 to 4 Lanes	PE/DES/ROW
US 41	SW 110 St	SR 40	3.40	Widen 2 to 4 Lanes	PE/DES/ROW
SR 35	at Robinson Rd			Modify Intersection	PE/DES/ROW
I-75	at SR 200			Modify Interchange	PE/DES/ROW
I-75	at CR 318			Modify Interchange	PE/DES/ROW
US 301	CR 42	SE 147 St	2.23	Widen 2 to 4 Lanes	PE/DES/ROW
US 301	SE 147 St	143 Place	0.13	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	US 41	CR 328	9.73	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	E Of CR 314	E Of CR 314A	5.04	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	Levy Hammock Rd	SR 19	12.78	Widen 2 to 4 Lanes	PE/DES/ROW
US 441	Lake County Line	CR 42	2.02	Widen 4 to 6 Lanes	PE/DES/ROW
CR 42	CR 475	SE 36 Av	2.01	Widen 2 to 4 Lanes	PE/DES/ROW
SR 326	US 441	SR 40	8.46	Widen 2 to 4 Lanes	PE/DES/ROW
CR 484	SW 180 Ave Rd	SR 200	8.22	Widen 2 to 4 Lanes	PE/DES/ROW
SW To NE Corridor (West Beltway)				Corridor Study	PE/ROW
I-75	CR 318	Alachua County Line	5.94	Aux Lanes	PE/DES
CR 484	SR 200	Marion Oaks Pass (East)	5.50	Widen 2 to 4 Lanes	PE/DES
I-75	SR 326	CR 318	10.23	Aux Lanes	PE/DES
I-75	at SW 20 St			New Interchange	PE
East-West Corridor				Corridor Study	PE

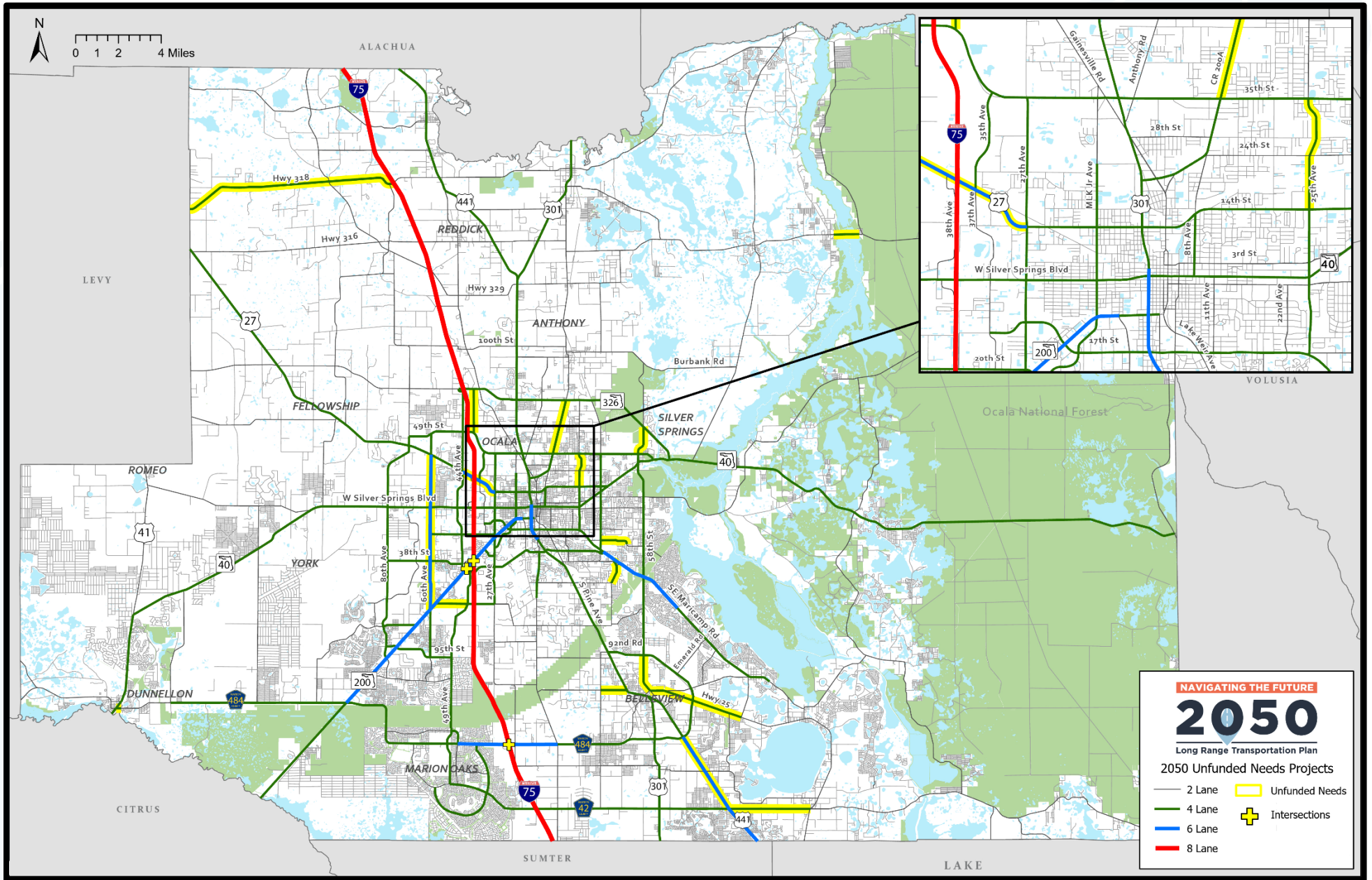


Figure 4-5: Tier 5 - Unfunded Needs

Table 4-8: Tier 5 - Unfunded Roadway Capacity Projects

On Street	From Street	To Street	Length (Mi)	Improvement
CR 200A	NE 35 St	SR 326	2.58	Widen 2 to 4 Lanes
CR 25	SR 35	SE 108 Terrace Rd	4.47	Widen 2 to 4 Lanes
CR 316	NE 152 Place	NE 152 St	8.71	Widen 2 to 4 Lanes
CR 318	Levy County Line	I-75	10.01	Widen 2 to 4 Lanes
CR 42	US 441	CR 25	3.82	Widen 2 to 4 Lanes
CR 484	Marion Oaks Course	Marion Oaks Blvd	0.87	Widen 4 to 6 Lanes
CR 484	US 41	Lake Shore Dr	0.24	Widen 2 to 4 Lanes
I-75	at CR 484			Modify Interchange
I-75	at SR 200			Modify Interchange
NE 25 Ave	SR 492	NE 35 St	1.60	Widen 2 to 4 Lanes
NW 35 Ave	NW 49/35 St	NW 63 St	1.11	New 4 Lanes
SE 110 St	SE 36 Ave/CR 467	US 441	1.23	Widen 2 to 4 Lanes
SE 24 St	SE 36 Ave	SE 28 St	1.34	Widen 2 to 4 Lanes
SE 44 Ave	SE 52 St	SE 38 St	1.13	Widen 2 to 4 Lanes
SR 200	at SW 43 St			Modify Intersection
SR 35	NE 35 St	SR 326	1.38	Widen 2 to 4 Lanes
SR 35	SR 25	SE 92 Place Loop	1.77	Widen 2 to 4 Lanes
SW 66 St	SR 200	SW 49 Ave	1.51	Widen 2 to 4 Lanes
US 27	NW 44 Ave	NW 27 Ave	1.85	Widen 4 to 6 Lanes
US 441	CR 42	SE 132 St Rd/SE 92 Place Loop	3.99	Widen 4 to 6 Lanes

4.2 Public Transportation

SunTran is the transit provider for Marion County. In 2023, the agency developed *Riding into the Future*, the 2023-2032 Transportation Development Plan (TDP) that evaluates the existing conditions of the operations and service and identifies needs and improvements. In developing the LRTP, the transit needs and improvements identified in the adopted TDP were carried forward as the foundation for the cost-feasible and needs assessment analyses. The TDP provides a 10-year horizon of fiscally constrained and unconstrained projects that reflect operational, service coverage, and capital priorities for the SunTran system. These improvements are incorporated into the LRTP to ensure consistency with FDOT and federal requirements for transit planning.

Beyond the TDP horizon, additional aspirational improvements are identified and included in the later years of the LRTP. These aspirational projects represent long-term service expansions and innovative mobility strategies that extend the system vision beyond the constrained TDP, ensuring that the LRTP captures both immediate priorities and the region's broader transit mobility aspirations.

Figure 4-6 and Figure 4-7 illustrate where these needs and improvements will be located. The short-term improvements in Table 4-9 includes those needs and improvements anticipated to be initiated within the first five years of the plan, which includes 2023-2027. Some of these improvements have been made; others will roll over into the next five years or later. Table 4-10 includes longer term needs and improvements that are anticipated to be initiated from 2028 onward.

Additional information can be found in Appendix I.



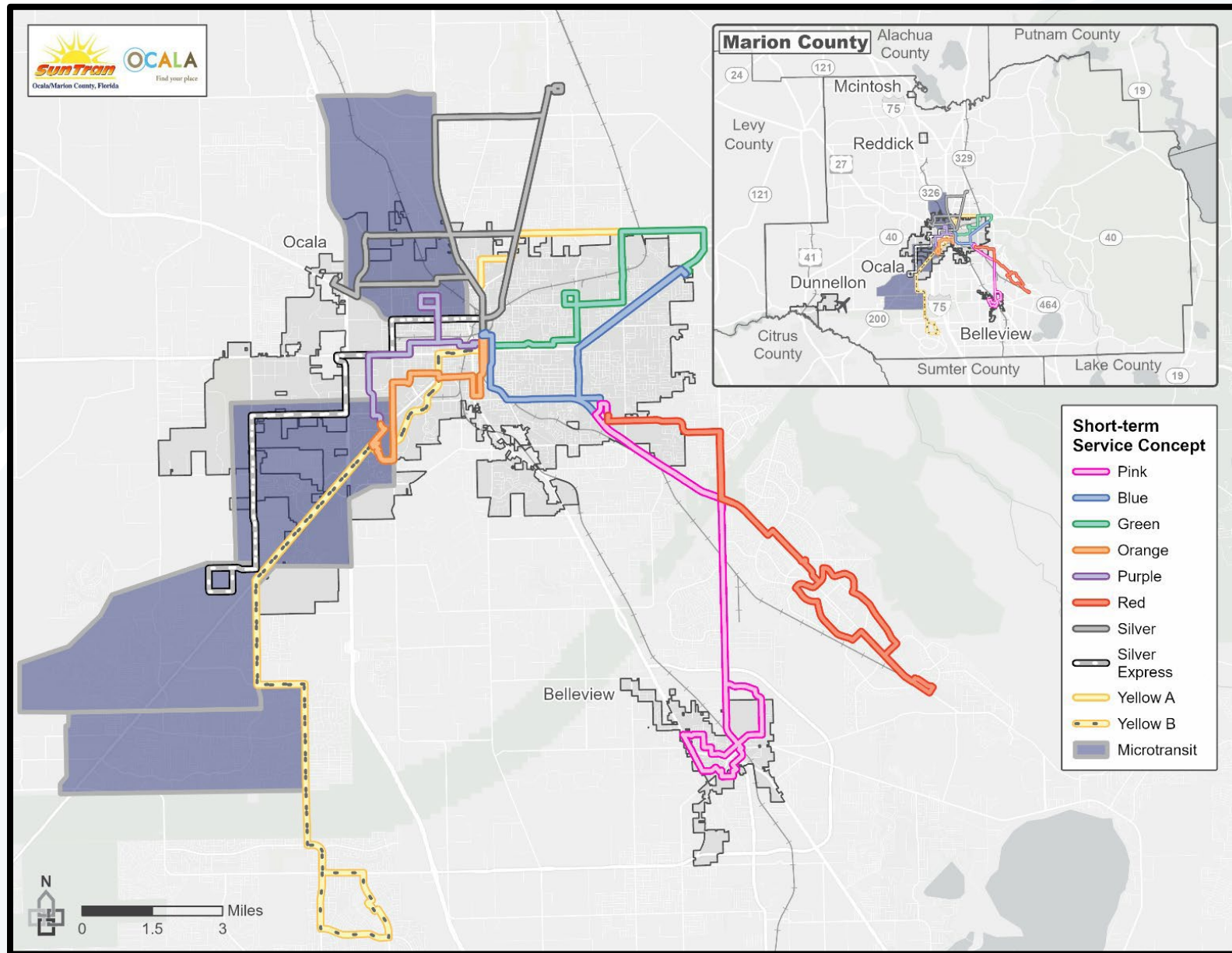


Figure 4-6: SunTran TDP Short-Term Service Concept (from FY2023-2032 TDP)

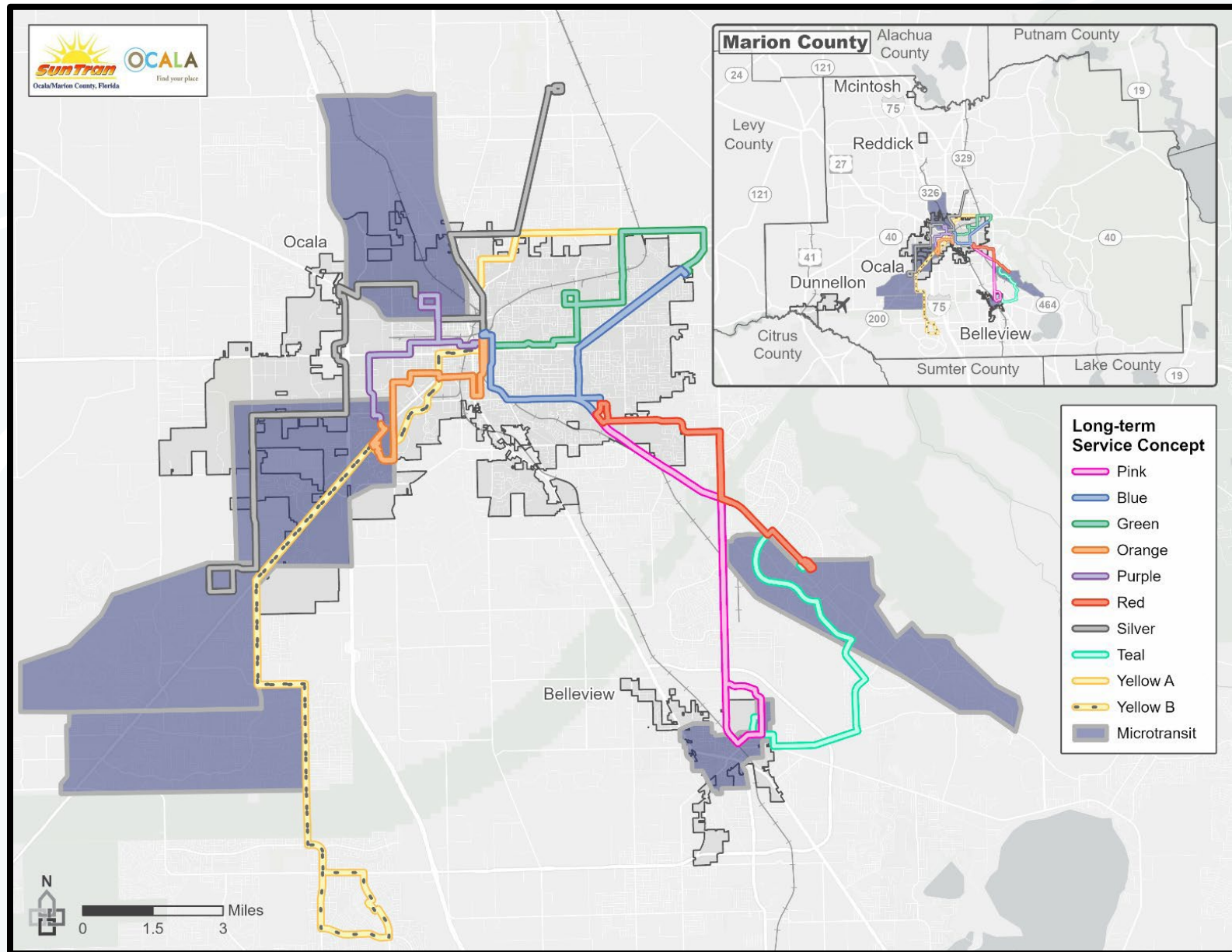


Figure 4-7: SunTran TDP Long-Term Service Concept (from FY2023-2032 TDP)

Table 4-9: SunTran TDP Short Term Alternatives (2023-2027)

Need / Alternative	Description
Blue-Green-Orange-Purple interline improvements	Increase frequency to every 52 minutes; serve the Florida Center for the Blind; incorporate electric vehicles
Yellow Route improvements	Increase peak frequency on the Yellow A route to 70 minutes; streamline route
Marion Oaks service	Run a new route to Marion Oaks
Silver Route revamping with microtransit	Reroutings on Silver and Silver Express routes; northwest microtransit zone
Red Route streamlining	Simplify route to focus on west part of route on SE 24th St
Bellevue service	Run a new route to Bellevue
Microtransit – Sunday A	Run microtransit in northeast part of Ocala on Sundays
Microtransit – Sunday B	Run microtransit in western part of Ocala on Sundays
Microtransit – Sunday C	Run microtransit in Downtown and southeast part of Ocala
Microtransit – SR 200 South	Run microtransit along SR 200, in the vicinity of the Walmart near CR 484 and neighborhoods to the east
Microtransit – SR 200 Central	Run microtransit along SR 200, in the vicinity of On Top of the World Communities and west of SW 60th Ave
Microtransit – SR 200 North	Run microtransit along SR 200, between SW 60th Ave and the College of Central Florida / Paddock Mall

Table 4-10: SunTran TDP Long Term Alternatives (2028-2033)

NEED/ALTERNATIVE	DESCRIPTION
Green-Blue-Orange-Purple interline frequency increase	Increase frequency to 35 minutes
Yellow A Route improvement	Increase frequency and span
Yellow B and Marion Oaks Routes – consolidate	Consolidate Yellow B and Marion Oaks service into a single Marion Oaks route
Silver Route – consolidate	Consolidate the Silver and Silver Express routes into a single streamlined route
Red Route shortening + microtransit	Shorten the Red Route. Add microtransit in Silver Springs Shores
Bellevue Route shortening + microtransit	Shorten the new Bellevue Route. Add microtransit in Bellevue.
Southeast Crosstown	Run a new crosstown route between the Silver Springs Shores and Bellevue microtransit areas



ACTIVE TRANSPORTATION PLAN



4.3 Active Transportation

The TPO has developed an Active Transportation Plan (ATP) to serve as a comprehensive framework for bicycle, pedestrian, equestrian, and other non-motorized transportation modes. The plan will be incorporated into the LRTP as the foundation for identifying active transportation needs and projects. By directly integrating the recommendations of the Active Transportation Plan, the LRTP ensures consistency between local multimodal planning efforts and the regional long-range vision, while providing a clear path for funding and implementation of facilities that enhance safety, connectivity, and accessibility for all users.

Why the ATP Matters

The Active Transportation Plan positions Marion County to take advantage of a wide range of funding opportunities by aligning with state, regional, and local priorities. By coordinating with neighboring MPOs and advancing regional trail connections, the ATP provides a direct link from vision to implementation. These strategies also highlight the role of active transportation in tourism, economic development, public health, and quality of life, ensuring that investments deliver benefits well beyond mobility.

4.3.1 ATP Process

The ATP was developed in coordination with the 2050 LRTP to ensure consistency across strategies and investments. The plan was built on a comprehensive process that included an assessment of existing conditions, a detailed analysis of safety patterns, and evaluations of pedestrian and bicycle Level of Traffic Stress (LTS) and accessibility. Local project lists, committed improvements from the Transportation Improvement Program (TIP), and technical gap analyses were all integrated into the project development process. To guide implementation, the ATP applied a structured, tiered prioritization framework that helps identify projects with the greatest potential to improve safety, connectivity, and access.

4.3.2 ATP Key Considerations

Several considerations shaped the development of the ATP. Safety was a central focus, as Marion County experiences a high concentration of fatal and serious injury crashes involving pedestrians and bicyclists, particularly along major corridors such as SR 200, SR 40, and U.S. 301/441/27. Connectivity challenges were another concern, since sidewalks and bike lanes are largely concentrated in the cities of Ocala, Belleview, and Dunnellon, leaving much of the unincorporated areas of the county with limited facilities. Growth and land use trends, including suburban expansion, tourism, and the county's equestrian heritage, also influence demand for multimodal connections. Finally, the plan highlights the broader benefits of active transportation, enhancing property values, boosting tourism, supporting economic vitality, and improving public health.



4.3.3 ATP Outreach and Stakeholder Efforts

The plan reflects extensive input from local partners and the community. An Active Transportation Plan Stakeholder Committee, the TPO Board and Committees, and local agencies provided guidance throughout the process to ensure alignment with community priorities. Public engagement included an online survey and interactive comment map, conducted from September 2024 through February 2025, which gathered feedback on participation in active transportation, facility needs, and spending habits. Stakeholder feedback also informed adjustments to the prioritization tiers to account for project feasibility and on-the-ground conditions. The Active Transportation Plan was also part of the 2050 LRTP community workshops in September 2024, February 2025 and September 2025.

4.3.4 ATP Priorities

The ATP identifies Tier 1 projects as the highest priorities for near-term investment. These include trail projects such as the SW 27th Avenue/SW 42nd Street corridor, connections between Ocala and Silver Springs, and the Pruitt Gap. Sidewalk and shared use path projects were also prioritized to close major gaps along corridors like SR 40, SR 464, and US 301/441. Bicycle improvements focused on buffered bike lanes and key north–south connectors within Ocala to enhance citywide mobility. Taken together, these priorities emphasize closing sidewalk gaps, addressing safety hotspots on major corridors, and expanding regional trail connections, especially in areas with higher population density, greater need, and a history of crashes involving people walking and biking.

Bicycle projects included in the current draft of the ATP are shown on Figure 4-8 and listed in Table 4-11.

A selection of Sidewalk and Shared-Use Path (SUP) projects (Tier 1 only) included in the current draft of the ATP are shown on Figure 4-9 and listed in Table 4-12.

Trail projects included in the current draft of the ATP are shown on Figure 4-10 and listed in Table 4-13.



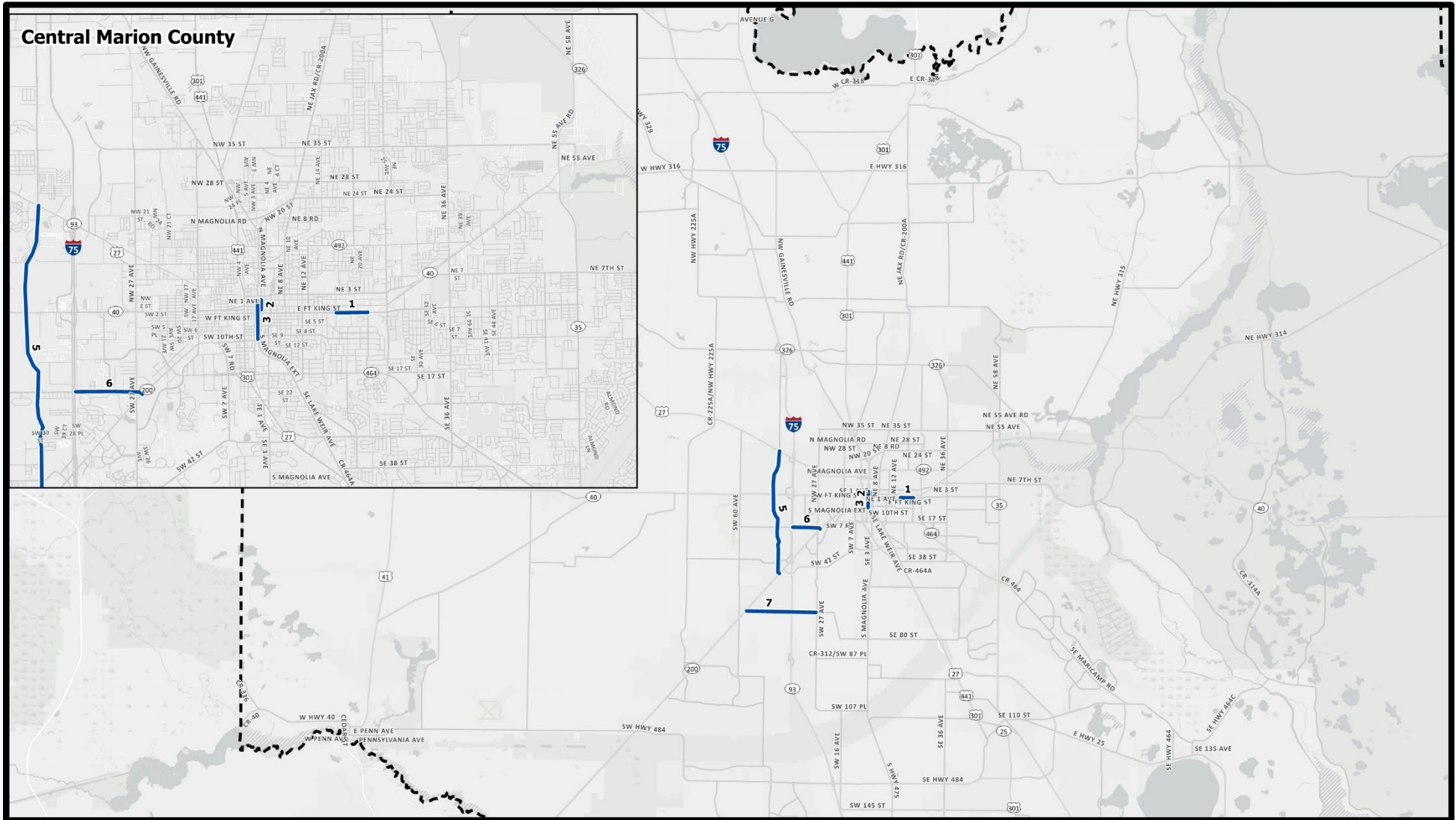


Figure 4-8: 2050 Bicycle Projects (from Draft 2025 ATP)

Table 4-11: 2050 Bicycle Projects (from Draft ATP)

Type	ID	Facility Name	From	To	Improvement Type	Tier
Bicycle	1	E Fort King St	SE 16th Ave	SE 22nd Ave	Potential buffered bike lane	2
Bicycle	2	NE 1st Ave	SE Broadway St	NE 2nd St	Potential Bike Lane	2
Bicycle	3	S Magnolia Ave	SW 10th St	NE 2nd St	Potential Bike Lane	2
Bicycle	4	SR 200	Bridge over Withlacoochee River		Bicycle-Pedestrian Accommodations with future bridge replacement	3
Bicycle	5	SW 43rd Ct	NW Blitchton Rd	SR 200	Potential Bike Lane	3
Bicycle	6	SW 20th St	I-75	SR 200	Potential Bike Lane	3
Bicycle	7	SW 66th St	SR 200	SW 27th Ave	Potential Bike Lane	3

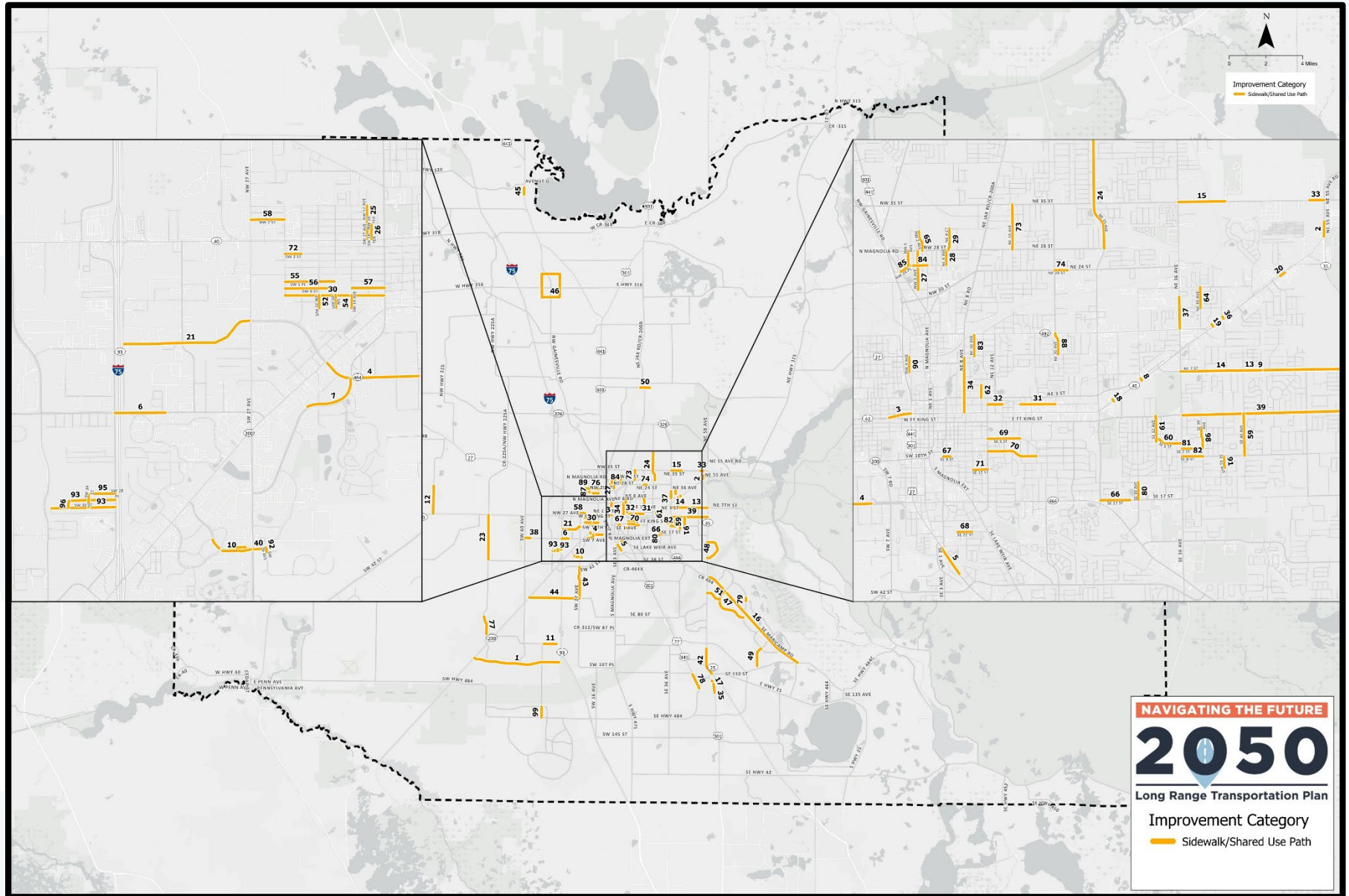


Figure 4-9: 2050 Sidewalk and Shared Use Path Projects (from Draft 2025 ATP)

Note that Table 4-12 lists only Tier 1 sidewalk/shared use path projects. A table of the full list is included in Appendix J.

Table 4-12: Selected 2050 Sidewalk and Shared Use Path Projects (from Draft ATP)

Type	ID	Facility Name	From	To	Improvement Type	Tier
SUP	1	SW 103rd St Road	SR 200	SW 38th	Multi-Use E-W Path connection	1
Sidewalk	2	NE 55th Avenue	NE 31st St	E Silver Springs Blvd	Sidewalk (on west side)	1
Sidewalk	3	SR 40/ Silver Springs Blvd	US 301/441 Pine	SW 7th Avenue	Sidewalks both sides of street to fill gap.	1
Sidewalk	4	SR 464	SR 200	SW 12th Avenue	Sidewalk to fill in gap - SR 200 to SW 12th south side; SW 18th Avenue to SW 12th Avenue on north side	1
Sidewalk	5	US 301/441/27	S/O Rail Line Bridge sidewalk ends	SE 3rd Avenue	Sidewalk both sides under Rail Bridge	1
Sidewalk	6	SW 20th St	SW 34th Avenue	SW 38th Avenue	Sidewalks both sides to fill in gap.	1
Sidewalk	7	SW 19th Avenue Road	SR 464	Existing sidewalk	Sidewalk to fill in gap on north side of road	1
Sidewalk	8	SR 40	north side of SR 40 to south side	NE 30th Avenue	Sidewalk connection across SR 40 to connect to NE 30th	1
Sidewalk	9	NE 7th St	SR 35-Baseline	SE 36th Avenue	Sidewalks both side of street to complete gap	1
Sidewalk	10	SW 34th St	SW 27th Avenue	SW 34th Circle	Sidewalk to fill in gaps both side	1
SUP	11	SW 95th St	SW 48th Avenue	SW 40th Ter	Shared Use Path	1
SUP	12	NW 110th Ave	SR 40	NW 21st St	Shared Use Path	1
SUP	13	NE 7th St	NE 36th Avenue	Baseline Rd	Shared Use Path	1
Sidewalk	14	NE 7th St	NE 36th Avenue	NE 46th Court	Sidewalk	1

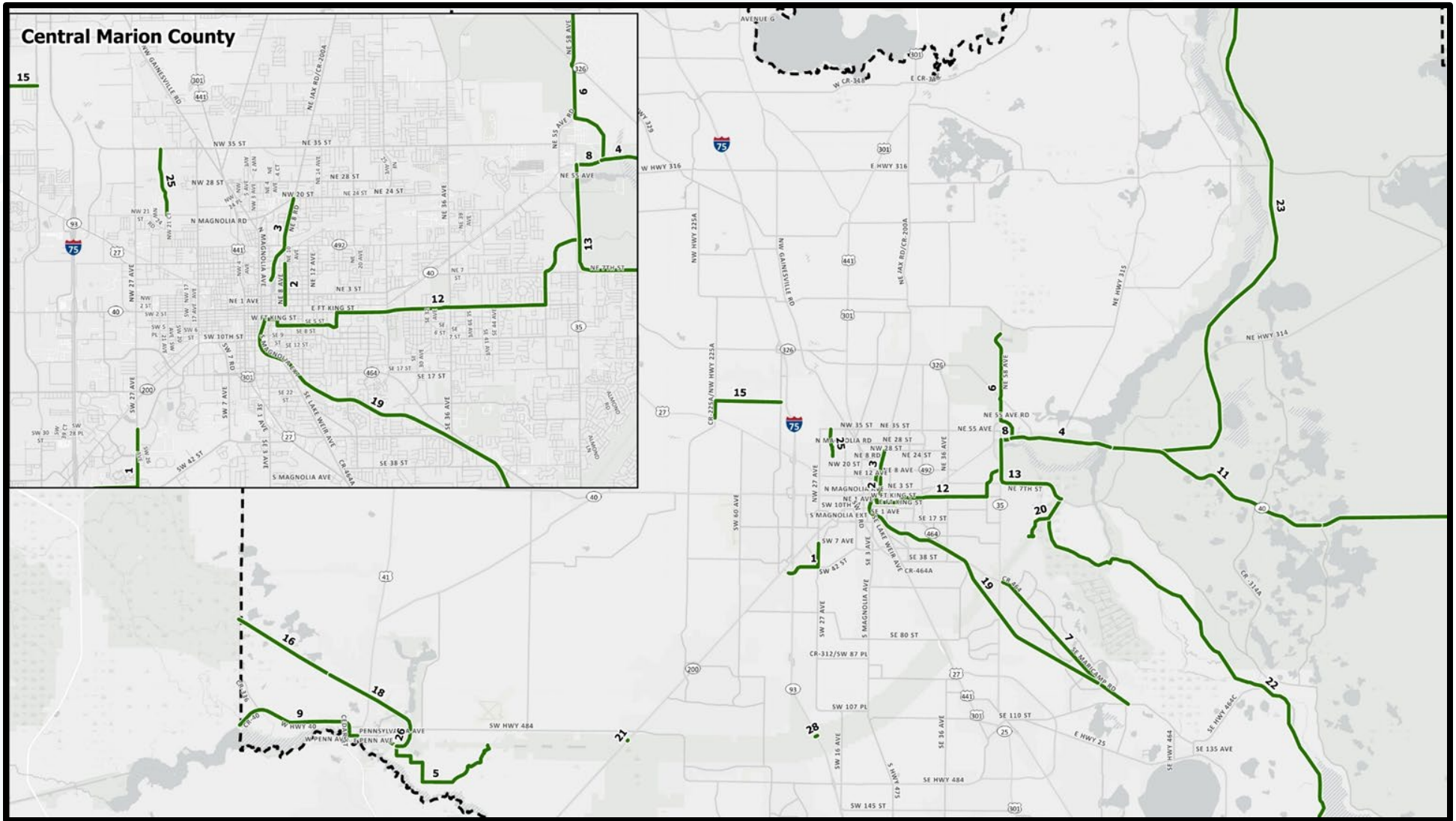


Figure 4-10: 2050 Trail Needs (from Draft 2025 ATP)

Table 4-13: 2050 Trail Projects (from Draft ATP)

ID	Facility Name	From	To	Improvement Type	Tier
1	SW 27th Ave / SW 42nd St / SW 43rd St Rd	SW 19th Ave	SW 40th Ave	Trail	1
2	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Trail	1
3	Wataula and NE 8th Avenue Trail	Tuscaawilla Park	CR 200A/SE Jacksonville Rd	New Trail	1
4	E Highway 40 / Black Bear Trail	Silver Springs State Park	West of NW 102nd Avenue Rd	Trail	1
5	Pruitt Gap	Pruitt Trailhead	Dunnellon Trail	Trail	1
6	Indian Lake Trail	SR 40/Silver Springs State Park	Indian Lake Trail Park	Trail	2
7	SE Maricamp Rd	East of SW 58th Ave	SE 110th Ave	Trail	2
8	SR 40	NE 60th Ct	East of NE 58th Ave	Trail	2
9	Withlacoochee Bay Trail	Dunnellon	Levy County	Trail	2
10	E Highway 40 / Black Bear Trail	SE 183rd Avenue Rd	SR 19	Trail	2
11	E Highway 40 / Black Bear Trail	West of NW 102nd Avenue Rd	SE 183rd Avenue Rd	Trail	2
12	Ocala to Silver Springs Trail	SE Osceola Ave	NE 58th Ave	Trail	2
13	Silver Springs Bikeway	East Silver Springs Blvd	Marjorie Harris Carr Cross Florida Greenway Park	Trail	2
14	Lake Wauburg to Price's Scrub State Park Trail	Lake Wauburg	Price's Scrub State Park	Trail	2
15	49th Ave	NW Blichton Rd	NW 44th Ave	Trail	2
16	Nature Coast Trail (Chiefland to Dunnellon) II	Dunnellon	Levy County Line	Trail	2

Table 17: 2050 Trail Projects (from Draft ATP) (Continued)

ID	Facility Name	From	To	Improvement Type	Tier
17	E Highway 40 / Black Bear Trail	SR 19	Volusia County Line	Trail	2
18	Chiefland to Dunnellon	SW 215th Court Rd	SW Highway 484	Trail	2
19	Ocala Rail Trail	SE 3rd St	Oak Rd	Trail	2
20	Cross Florida Greenway Connection	SE Highway 314	Marshall Greenway	Trail	2
21	SR 200	Cross Florida Greenway		Grade separated crossing	2
22	Silver Springs Trail	Lake County	Silver Springs State Park	Trail	3
23	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County	Trail	3
24	Dunnellon Trail Connection	St Patrick Dr	Cross Florida Greenway	Trail	3
25	NW 21st Ave	NW 35th St	NW 21st St	Trail	3
26	Nature Coast Trail (Chiefland to Dunnellon) I	SW Highway 484	S Bridges Rd	Trail	3
27	North Lake Trail	SR 40	Lake County Line	Trail	3
28	Cross Florida Greenway Land Bridge Expansion	Over I-75		Trail	3

Transportation Innovation in Marion County

As part of its TSM&O program, FDOT District 5 is advancing technology projects in Marion County. Two notable examples are:

I-75 FRAME

Florida's Regional Advanced Mobility Elements (FRAME) project will deploy new technologies to improve corridor operations. Tools include Automated Traffic Signal Performance Measures (ATSPM), Connected Vehicle roadside and on-board units, and both Transit and Freight Signal Priority. FRAME will create an integrated corridor management system, providing real-time information to motorists during incidents and enhancing freight and transit reliability.

SR 40 ITS Safety Deployment (Wildlife Detection and Warning)

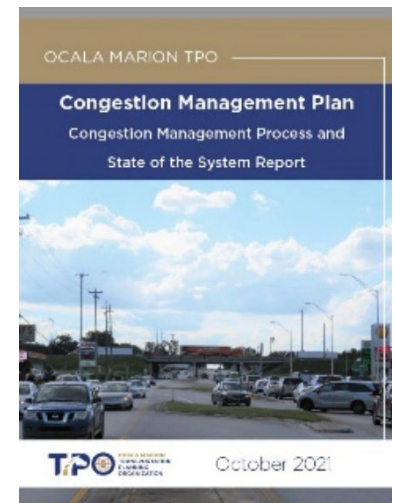
This project will use wildlife detection sensors and warning beacons to alert drivers when animals are present on or near the roadway. Data collected will be stored for performance evaluation and integrated with FDOT's statewide Connected and Automated Vehicle services. This system aims to reduce animal-vehicle collisions, improve safety, and protect environmental resources along a key east-west corridor.

4.4 Operations and Management Strategies

The Ocala Marion TPO maintains a Congestion Management Process (CMP) to improve the safety, efficiency, and reliability of the county's major roadway network. The CMP identifies strategies to reduce travel demand at specific locations and recommends operational and multimodal improvements to the overall transportation system. Florida Statute (Section 339.175) requires TPOs and MPOs to prepare a CMP as part of ongoing planning activities.

The CMP is both a plan and an ongoing process. The current CMP was adopted in October 2021 and establishes policies, procedures, and baseline system evaluation for Marion County. Since adoption the TPO has continued to implement the CMP through supporting products such as the 2023 State of the System Report and hosts an interactive congestion management map for public information.

At the regional level, the LRTP builds on innovations advanced by **FDOT District 5**, including Transportation Systems Management and Operations (TSM&O) strategies such as adaptive traffic signal control, real-time incident management, and connected vehicle pilots.



4.5 Special Projects

4.5.1 Moving I-75 Forward

Through FDOT's Moving Florida Forward initiative, the Moving I-75 Forward program accelerates long-planned improvements to one of Marion County's most critical transportation corridors. I-75 serves as the county's primary north-south spine for commuters, freight, and visitors, and also functions as a designated hurricane evacuation route. Planned improvements include widening key segments, upgrading interchanges, and enhancing operational reliability to reduce recurring congestion.

For Marion County, these investments mean safer, more reliable travel, stronger connections to the Tampa Bay and Orlando markets, and improved freight mobility that supports local economic development. Advancing construction ahead of traditional schedules ensures that the corridor keeps pace with rapid growth, positioning Marion County for long-term prosperity while addressing near-term traffic and safety challenges.

Construction for the I-75 South project (FPID 452074-2, from SR 44 in Sumter County to SR 200) is underway, while construction for I-75 North (FPID 452074-1, from SR 200 to CR 326) is anticipated to begin in late 2025.



Figure 4-11: Moving I-75 Forward Info Sheets
(Source: FDOT)

4.5.2 Western Beltway

Building upon the 2023 West Marion Transportation Planning Study (study area shown as Figure 4-12), a mobility study is proposed for the southwest portion of Marion County. The study will examine opportunities to strengthen connections between Citrus County, southwest Marion County communities such as On Top of the World, and central Marion County including the City of Ocala. Its focus will be on identifying strategies to relieve congestion and improve safety along the parallel US 41/SR 40 and SR 200 corridors, which currently serve as the area's primary travel routes. The study area also encompasses the World Equestrian Center, one of the county's premier destinations for tourism and economic activity, underscoring the importance of reliable, multimodal access. By evaluating multimodal options, operational improvements, and potential new alignments, the study will provide a framework for long-term, safe, and efficient mobility in one of the county's fastest growing regions.

4.5.3 East-West Corridor Connection

A study is also proposed to evaluate the need for an east-west mobility corridor between I-75 and US 301/US 441, generally located between CR 484 and SW 42nd Street. This study will examine opportunities to improve connectivity across southern Marion County, reduce pressure on existing arterial roadways, and enhance safety and reliability for both local and regional travel. Potential strategies may include new roadway connections, operational improvements, and multimodal options to support planned growth in the area.

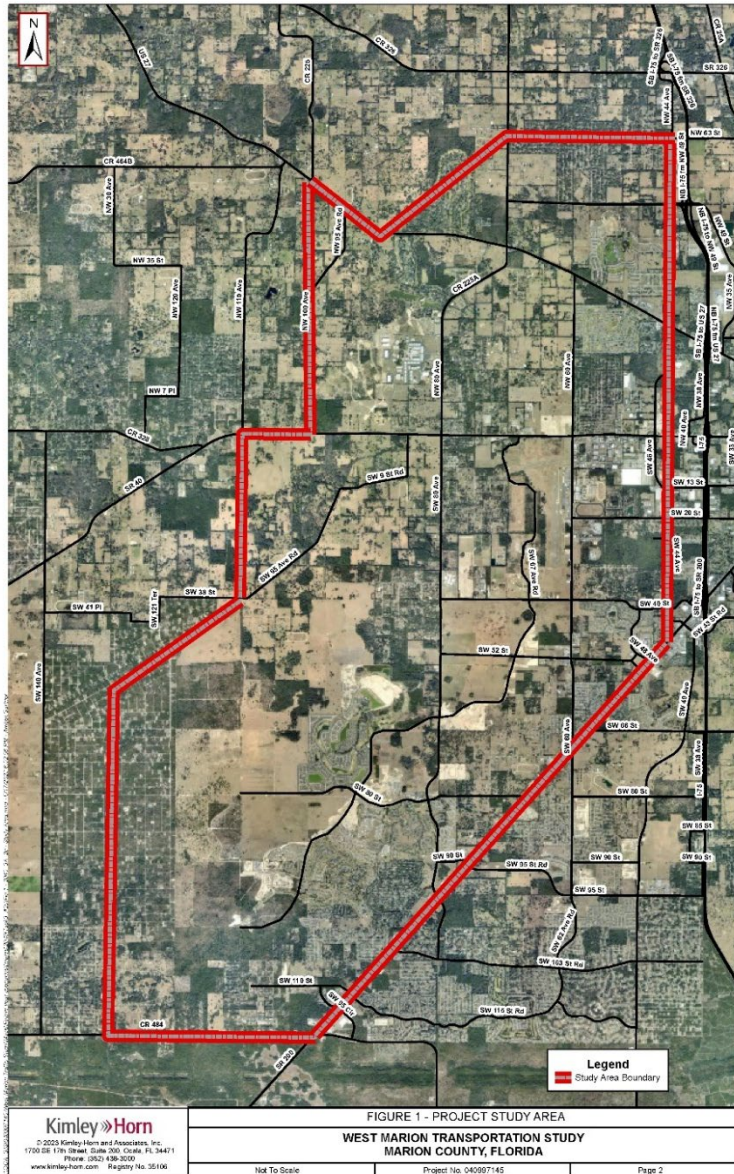


Figure 4-12: West Marion Study Area (2023)



4.6 Safety

Safety is a core element of the transportation planning process and remains the highest priority of the 2050 LRTP. Reducing crashes, fatalities, and serious injuries is essential to many of the plan's goals, including protecting the people of the community and ensuring they may confidently travel any distance by any mode. By integrating safety considerations into projects and strategies, the LRTP seeks to create a transportation system that not only moves people and goods efficiently but also safeguards lives.

4.6.1 *Commitment to Zero Safety Action Plan*

In 2022, the Ocala Marion TPO adopted the *Commitment to Zero*—an action plan for safer streets in Ocala Marion. This plan was developed to identify projects and strategies to help eliminate traffic-related fatalities and serious injuries in Marion County by 2045. The plan is a public-friendly document and is supported by the Safe System Approach, recognizing that human mistakes are inevitable but deaths and serious injuries are not acceptable. This requires designing roadways, setting speeds, and implementing policies that prioritize safety for all users, including vulnerable road users such as pedestrians, bicyclists, children, and older adults. The Plan calls for a coordinated, data-driven, and systemwide approach to save lives.

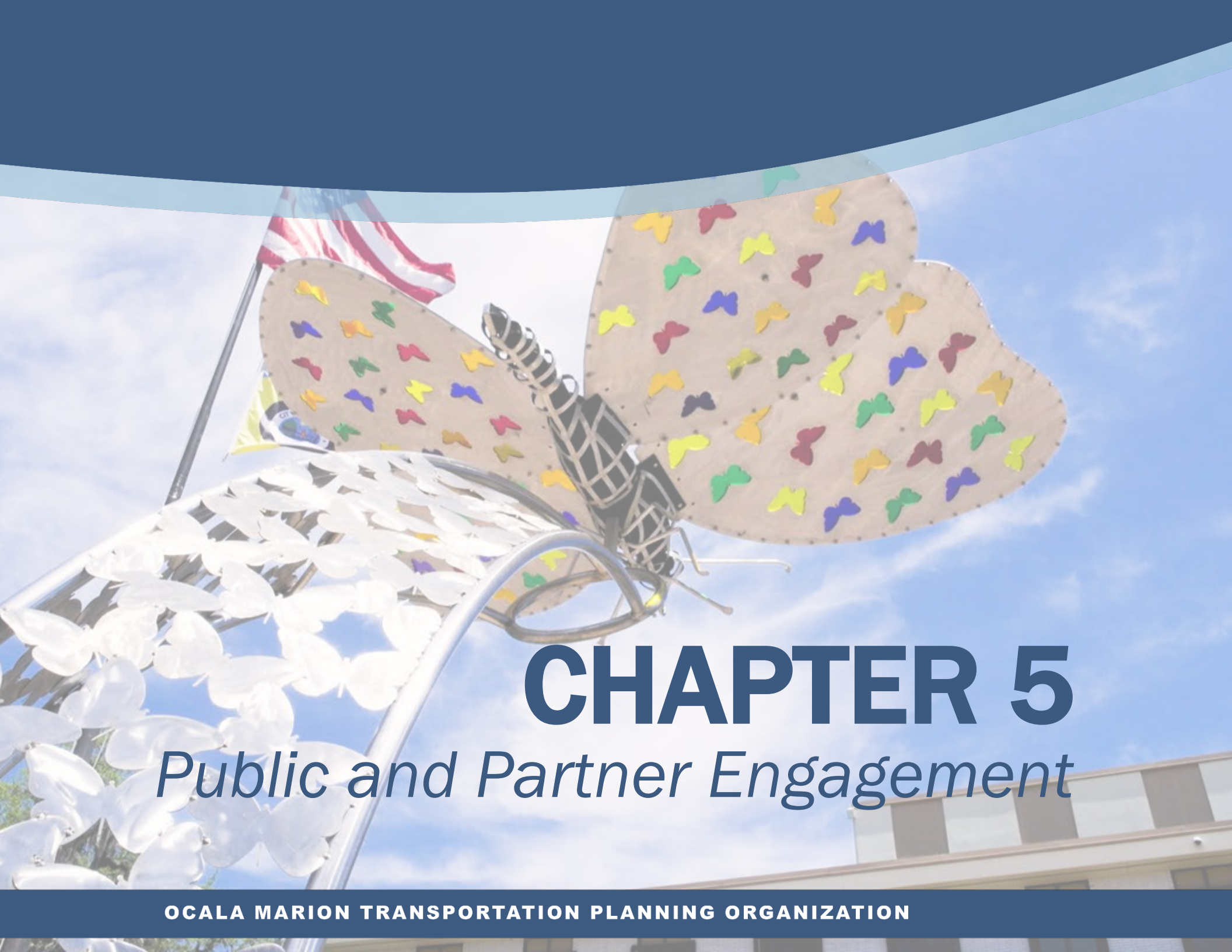


An Action Plan >>> for Safer Streets in Ocala Marion



Adopted November 29, 2022
Amended June 27, 2023

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CHAPTER 5

Public and Partner Engagement

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5 PUBLIC AND PARTNER ENGAGEMENT

5.1 Introduction

The TPO made an intentional effort to solicit and obtain a diverse set of input for the Ocala-Marion TPO 2050 LRTP. The TPO engaged the public with several different methods, which included traditional in-person meetings, community workshops, and web-based information updates. Traditionally underserved populations were specifically targeted as part the outreach efforts and participation in the Plan. Valuable input was provided by a diverse range of stakeholders and interested parties to assist in the development of the 2050 LRTP.

The goals for public outreach during the development of the 2050 LRTP included the following:

- Increase awareness of the TPO and the 2050 LRTP
- Educate stakeholders about transportation issues and solutions
- Gather diverse public input to inform TPO Board decisions

The TPO built upon its successful 2045 LRTP outreach efforts for the 2050 plan, embracing lessons learned from the COVID-19 pandemic. While the primary challenge emerging from the pandemic was a temporary reduction to in-person events, this presented an opportunity to innovate and expand engagement strategies.

For the 2050 LRTP, staff implemented a dynamic, hybrid approach that combined the strengths of both approaches:

- Enhanced digital engagement by leveraging virtual platforms to reach a broader audience while maintaining accessibility
- Revitalized in-person events by introducing face-to-face interactions with renewed enthusiasm, fostering community connections
- Inclusive outreach with targeted efforts to engage traditionally underserved populations through diverse channels

By blending traditional methods with innovative digital approaches, staff were able to create a more resilient and inclusive public engagement process. This adaptive strategy ensured that all voices were heard and considered in shaping our region's transportation future, regardless of unforeseen circumstances.

Ultimately, the input received through these public outreach efforts helped guide the development of the 2050 LRTP and validate the projects that were recommended in the Plan. Appendix K shows the completed and scheduled public involvement activities.

679

Surveys Comments

**Community
Responses**



12,625

Attendees

**Community
Events**



106

Attendees

**L RTP Public
Meetings**



267

Attendees

**Regularly Scheduled/
Partner/Agency
Meetings**



5.2 Public Participation Plan

The TPO's Public Participation Plan (PPP) was adopted by the TPO Board on March 26, 2024, and is available under separate cover. The Public Participation Plan addresses federal requirements to provide direction for public involvement activities to be conducted by the TPO. It includes the policies, goals, objectives and techniques used for public involvement. Although the PPP was not specifically developed for the 2050 LRTP, it was used to guide public participation efforts for the 2050 LRTP given that it was developed concurrently.

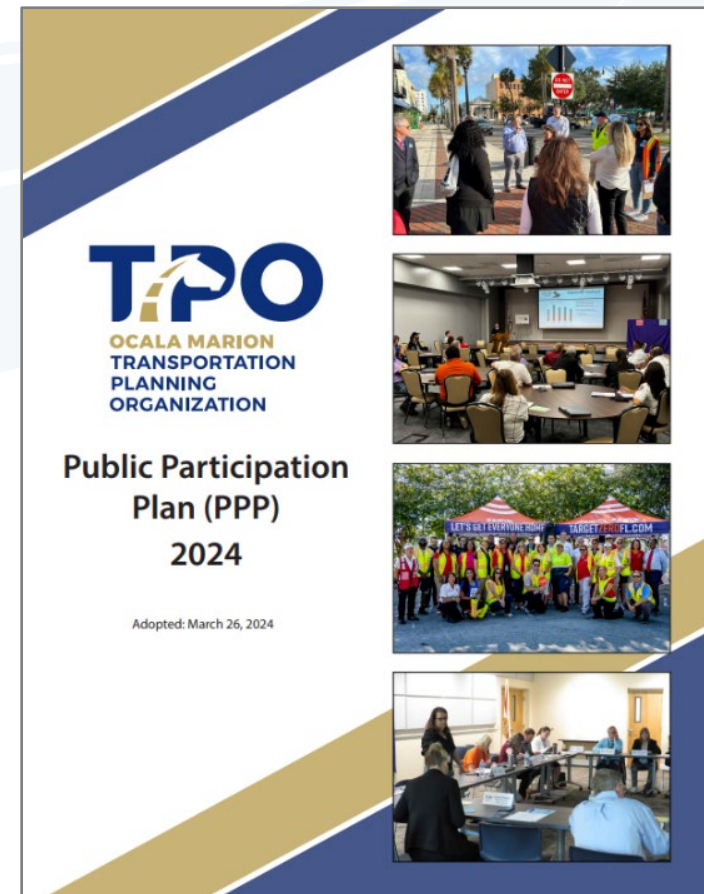
5.3 Summary of Public Comments

The transportation projects identified in the 2050 LRTP are partially based on input received during the public involvement efforts of the TPO and LRTP team. Some key efforts to solicit public input included the following:

- Public Survey #1: April 23, 2024 – June 30, 2024
- Public Comment Map: April 23, 2024 – September 2, 2024
- Community Workshop #1: September 18, 2024
- Public Survey #2: February 18, 2025 – March 31, 2025
- Community Workshop #2: February 25, 2025
- LRTP, ATP Open House/Office Hours Public Event – September 30, 2025

The TPO led different activities to achieve the stated goals of the public involvement process for the 2050 LRTP. The TPO strived to keep the process simple and convenient for participants, while providing robust information to encourage as much participation as possible.

Throughout the development of the 2050 LRTP, public comments generally shared some common themes. Improving safety, preserving the environmental character of the region, and providing regional transportation alternatives to highway travel were recorded as desires of the public.



5.4 Plan Successes and Unmet Aspirations

The Ocala Marion TPO 2050 LRTP adequately meets the transportation needs that were expressed by the public. Based on public comments, the TPO ensured existing priorities and projects currently in production were included in the Plan. However, due to the limited availability of funding for future highway projects, some projects that were listed as cost-feasible projects in the 2045 LRTP, are now listed as unfunded or partially funded projects in the 2050 LRTP.



5.5 Key Themes

Public input was collected throughout the development of the plan. Key themes included addressing safety issues, existing and projected roadway congestion, evacuation routes, preserving existing infrastructure, and providing the community with a variety of transportation options, including more robust local and regional transit and multi-use trails.



CHAPTER 6

Environmental Consideration

6 ENVIRONMENTAL CONSIDERATION

The 2050 LRTP addresses potential environmental mitigation activities as required by federal regulations. Per 23 CFR 450.322, the plan shall include at a minimum:

A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including these activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The TPO may establish reasonable timeframes for performing this consultation.

Transportation projects can affect various environmental resources, including wildlife habitats, wetlands, and groundwater systems. When impacts cannot be fully avoided, mitigation or conservation measures must be implemented. Environmental mitigation refers to the strategies used to address ecological impacts resulting from transportation initiatives. These strategies may include enhancement, restoration, creation, or preservation efforts that compensate for unavoidable damage.

In Florida, mitigation for transportation projects is coordinated through a partnership involving the TPO, FDOT, and state and federal environmental agencies such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). This process is governed by Section 373 of the Florida Statutes, which outlines requirements for mitigation planning, permitting, and habitat impact mitigation, including the use of mitigation banking.

Under this statute, FDOT identifies projects requiring mitigation, estimates associated costs, and deposits funds into an escrow account within the Florida Transportation Trust Fund. These funds are programmed in FDOT's work program and allocated to WMDs to carry out mitigation activities. Section 373.4137, F.S., specifically establishes the FDOT Mitigation Program, which is administered by the WMDs in collaboration with regulatory agencies and mitigation banks. Each year, WMDs develop regional mitigation plans focused on land acquisition and ecological restoration, updated to reflect the current FDOT work program.

This program benefits TPOs by offering a structured approach to environmental mitigation and fostering coordination among federal, state, and local agencies. Mitigation planning follows a general hierarchy:

- Avoid impacts altogether
- Minimize a proposed activity/project size or its involvement
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operation during the life of the action

6.1 Resiliency

The 2050 LRTP considers the resiliency of the transportation system, recognizing the critical need to prepare for and respond to regular and irregular closures as caused by severe weather events or other disruptions. Marion County's roadway network plays a critical role in regional hurricane evacuation, particularly I-75, US 301, US 441, SR 40, and SR 200. The reliability of these corridors during emergencies is of the highest priority while also serving the daily needs of commuters, freight, and visitors.

Resiliency planning addresses risks such as flooding, storm damage, and long-term climate impacts that can compromise safety and mobility. Strategies include incorporating redundant connections to reduce reliance on a single corridor, applying design standards that account for flooding and stormwater management, and integrating operational tools that improve response and recovery times. Through coordination with state and local partners, the LRTP ensures that transportation investments not only support daily mobility but also provide a robust and adaptable system that protects residents, visitors, and the regional economy in times of crisis.





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CHAPTER 7

Plan Implementation

7 PLAN IMPLEMENTATION

Implementation of the LRTP Cost Feasible Plan relies on a closely coordinated inter-agency process whereby implementing agencies program available funding, including the resources necessary to design, acquire right of way, and construct the infrastructure improvements. Continued collaboration between the TPO and its planning and implementation agency partners is critical to maintain consistency between the LRTP and local priorities. There are several components of the 2050 LRTP, and the plan update process in particular, that can facilitate ongoing collaboration and implementation of the LRTP. Chief among them is a continued focus on system and facility performance as a primary basis for investment decisions. The TPO can leverage performance monitoring and target setting results to support this process.

7.1 Amending the Plan

The next regularly scheduled plan update will occur in 2030, in adherence with the federal requirement to update the LRTP at least every five years. That schedule does not, however, preclude regular updates to the plan that do not necessarily involve the full plan update process described earlier in this document. The TPO has established a biannual LRTP amendment schedule. The two cycles of amendments are tentatively scheduled for May and November of every year. There are two types of updates that can be made that do not require a full plan update process:

Administrative modifications can be made to the plan to reflect marginal changes in project funding sources, project cost, or year of implementation. These types of modifications do not require a public involvement process or a review of the entire cost feasible plan to demonstrate cost feasibility.

Plan amendments can also be made if the TPO wants to add a new project or projects to the cost feasible plan, or if the scope and cost of a project in the Cost Feasible Plan changes by a margin of fifty percent or greater. Such an amendment does require adherence to the TPO's Public Involvement Plan and analysis determining that the Cost Feasible Plan is in fact still demonstrably cost feasible, relative to updated project costs and revenues by time band.

The LRTP can be amended at any time, provided the required process is followed, depending on the nature of the amendment. The TPO does not have to extend the planning horizon of the LRTP for administrative modifications or amendments. Florida Statute requires that the Ocala Marion TPO Board adopt amendments to the LRTP by a recorded call vote or hand-counted vote of the majority of the membership present. The amended long-range plan is to be distributed in accordance with the FDOT MPO Handbook Requirements.

7.2 The Next Five Years

The TPO has a clear vision for the transportation system, providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including an emphasis on projects to support important transportation corridors within the county. The Ocala Marion TPO 2050 LRTP will remain in effect for five years until its update, anticipated to be completed by October 2030.





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Appendix A

Performance Measures and Targets

Ocala Marion TPO Performance Targets and Measuring

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. To determine the amount of progress made for each performance measure, the above-mentioned 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.

1.1.1 *Safety Performance Measures (PM 1)*

As outlined in the Safe System approach promoted by FHWA, the death or serious injury of 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 January 28, 2025, the TPO Board again adopted its own quantifiable safety targets. Error! Reference source not found. displays the safety performance targets in 2023 and 2025 from FDOT and the TPO.

Table 2: Safety Performance Measure Targets and Results

Safety Performance Measures	FDOT Targets (2025)	TPO 2025 Targets (not to exceed)	TPO 2024 Targets (not to exceed)	TPO 2024 Target Results	TPO 2024 Targets Met?
Number of Fatalities	0	87	92	113	No
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.79	1.88	2.18	No
Number of Serious Injuries	0	373	393	317	Yes
Rate of Serious Injuries per 100 Million VMT	0	7.63	8.03	6.13	Yes
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	50	53	64	Yes

1.1.2 Pavement and Bridge Condition Performance Measures (PM 2)

Pavement condition and bridge condition are both measured as the share of Interstate and non-Interstate NHS lane-miles in “good” or “poor” condition. FDOT established two-year and four-year statewide targets for pavement and bridge condition on December 16, 2022. The Ocala Marion TPO Board adopted these targets on March 28, 2023, committing to plan and program projects in the TIP that support progress toward achieving statewide goals.

Error! Reference source not found. 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.

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

Pavement and Bridge Condition Performance Measures (PM 2)	FDOT / TPO 2023 Targets (2-Year)	2023 Target Results	2023 Targets Met?	FDOT / TPO 2025 Targets (4-Year)
Pavement Condition				
Percent of Interstate pavements in Good condition	60%	54.3%	No*	60%
Percent of Interstate pavements in Poor condition	5.0%	0.3%	Yes	5.0%
Percent of non-Interstate NHS pavements in Good condition	40%	53.7%	Yes	40%
Percent of non-Interstate NHS pavements in Poor condition	5.0%	0.5%	Yes	5.0%
Bridge Condition				
Percent of NHS bridges by deck area in Good condition	50%	59.1%	Yes	50%
Percent of NHS bridges by deck area in Poor condition	10%	0.0%	Yes	5%

*Note: Resurfacing on portions of I-75 which are scheduled for widening

1.1.3 Highway System Performance Measures (PM 3)

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 and Truck Travel Time Reliability (TTTR) Index, comparing truck travel times.

FDOT established two-year and four-year statewide targets for system performance 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, 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. Error! Reference source not found. displays the most current System Performance measure targets and results.

Table 4: Performance Measure Targets and Results – System Performance

System Performance Measure (PM 3)	FDOT / TPO 2023 Targets (2-Year)	2023 Target Results	2023 Targets Met?	FDOT / TPO 2025 Targets (4-Year)
Percent of person-miles on the Interstate system that are reliable (LOTTR)	75%	100%	Yes	75%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	50%	97.0%	Yes	60%
Truck Travel Time Reliability (TTTR)	1.75	1.72	Yes	2.00

1.1.4 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. In May 2025, SunTran updated their targets (Error! Reference source not found.).

Table 5: Performance Measure Targets and Results – Transit Asset Management

Transit Asset Class	2025 Performance	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
Rolling Stock						
Buses	0%	0%	0%	0%	0%	0%
Cutaways	100%	0%	0%	0%	0%	0%
Equipment						
Non-Revenue Vehicles	0%	0%	0%	0%	0%	0%
Facilities						
Administrative and Maintenance Facility	0%	0%	0%	0%	0%	0%

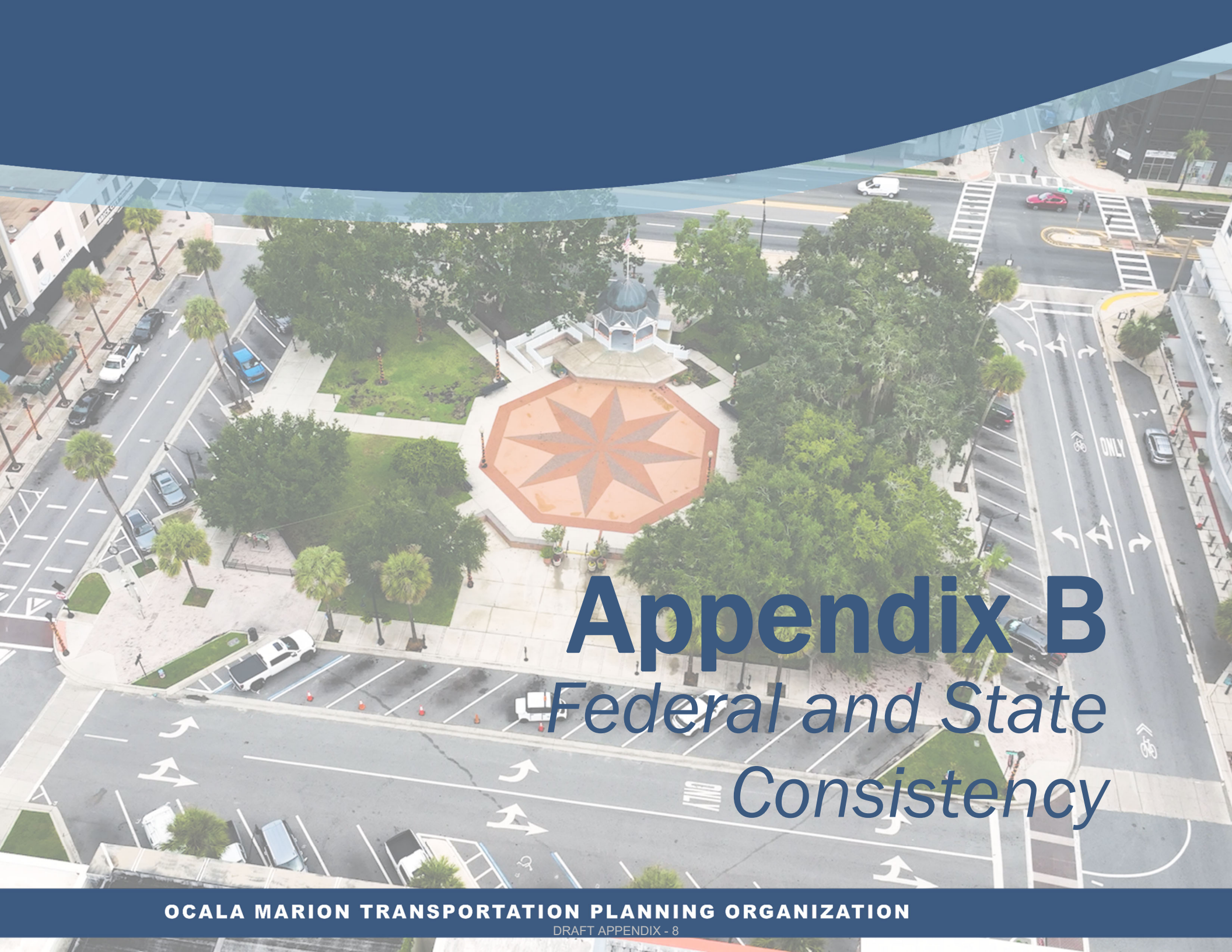
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On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 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. A TPO then has 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 compliance with Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d), SunTran approved an update to its PTASP in January and May of 2025. The update included reaffirmed safety targets as displayed in Error! Reference source not found. below.

Table 6: SunTran Transit Safety 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	0.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0



Appendix B

Federal and State Consistency

APPENDIX B

A matrix showing consistency between the LRTP Goals and the goals from the IIJA is shown in Appendix B.

Table 1. Ocala Marion 2050 LRTP Goals and IIJA Federal Goals

IIJA Federal Goals	Ocala Marion 2050 LRTP Goals							
	Safety and Security	Accessible Multimodal Travel Choices	System Preservation	Economic Development	Community Needs	Environmental Protection	Quality Places	Implementation
Safety	●	●	●		●	●	●	●
Infrastructure Condition	●		●	●	●			●
Congestion Reduction				●	●			●
System Reliability		●	●	●	●		●	●
Freight Movement & Economic Vitality			●	●	●			●
Environmental Sustainability	●	●	●		●	●	●	●
Reduced Project Delivery Delays			●	●	●			●
Resilience and Climate Change	●	●			●	●	●	●
Equity	●	●			●	●	●	●

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The IIJA prescribes policy requirements and programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. These directly impact the Ocala Marion TPO and the planning activities of the agency. As such, the TPO is required to establish targets and record the associated measurements to continue to develop and assess a focused, performance-based multimodal transportation system. The Ocala Marion TPO must:

- Describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets within the LRTP
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements
- Incorporate strategies to combat climate change and improve resilience into planning processes
- Ensure that planning processes address equity and barriers to opportunity

Additionally, a matrix showing consistency between the LRTP Goals and the seven IIJA planning factors is shown in Appendix #.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 2. Ocala Marion 2050 LRTP Goals and IIJA Planning Factors

IIJA Planning Factors	Ocala Marion 2050 LRTP Goals							
	Safety and Security	Accessible Multimodal Travel Choices	System Preservation	Economic Development	Community Needs	Environmental Protection	Quality Places	Implementation
Economic Vitality	●	●	●	●	●		●	●
Safety	●		●		●	●	●	●
Security	●	●	●		●	●	●	●
Movement of People & Freight		●	●	●	●			●
Environment & Quality of Life					●	●	●	●
Integration / Connectivity	●	●	●		●		●	●
System Management & Operation	●	●	●	●	●			●
Resiliency	●			●	●	●		●
Tourism		●	●	●	●	●		●

Table 3. Ocala Marion 2050 LRTP Goals and 2045 FTP Goals

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

2045 FDOT FTP Goals	Ocala Marion 2050 LRTP Goals							
	Safety and Security	Accessible Multimodal Travel Choices	System Preservation	Economic Development	Community Needs	Environmental Protection	Quality Places	Implementation
Safety and security for residents, businesses, and visitors	●	●		●	●		●	●
Agile, resilient, and quality infrastructure	●		●	●			●	●
Connected, efficient, and reliable mobility for people and freight		●	●	●	●			●
Transportation choices that improve equity and accessibility		●			●		●	●
Transportation solutions that strengthen Florida's economy			●	●		●		●
Transportation solutions that enhance Florida's communities	●	●			●	●	●	●
Transportation solutions that enhance Florida's environment	●				●	●	●	●



Appendix C

Socioeconomic Forecast

Marion County Socioeconomic Data Forecast

POPULATION CONTROL TOTALS

The development of population control totals was one of the first steps in the 2050 socioeconomic data forecast for Marion County. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts illustrated in **Table 1. Tables 2 and 3** present the population forecast for Marion County.

Control Totals

Table 1: BEBR Data

	Base		BEBR Forecast					
	2015	2022	2025	2030	2035	2040	2045	2050
BEBR Low	341,205	403,966	392,100	401,800	406,300	406,800	405,600	402,800
BEBR Medium	341,205	403,966	417,100	446,400	471,100	491,700	510,200	526,500
BEBR High	341,205	403,966	442,100	491,000	535,900	576,500	614,800	650,300
BEBR Average of Medium and High	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400

Table 2: Population Control Totals

	2015	2022	2025	2030	2035	2040	2045	2050
Preliminary Control Totals	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400
Working Control Totals	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400
Population to Allocate (per time frame)			88,395	39,100	34,800	30,600	28,400	25,900

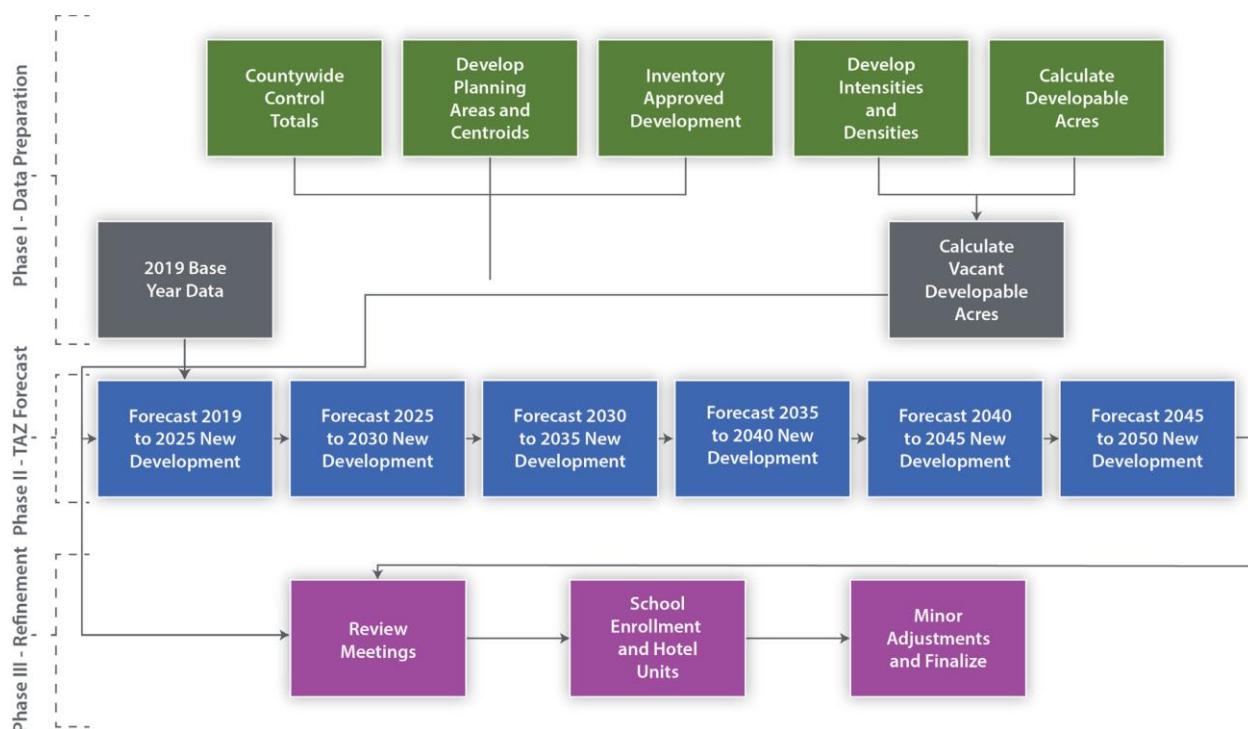
Table 3: Control Totals

	2015	2022	2025	2030	2035	2040	2045	2050	22->50
Household Population	333,186	372,285	419,504	457,686	491,668	521,549	549,281	574,573	233,368
SF Population Ratio	0.870	0.891	0.865	0.840	0.825	0.815	0.810	0.805	N/A
MF Population Ratio	0.130	0.109	0.135	0.160	0.175	0.185	0.190	0.195	N/A
Group Quarters Percent	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.024	N/A
SF Population	296,738	331,738	362,871	384,456	405,626	425,062	444,918	462,531	165,793
MF Population	36,448	40,547	56,633	73,230	86,042	96,487	104,363	112,042	75,594
Group Quarters Population	8,019		10,096	11,014	11,832	12,551	13,219	13,827	5,808
Total Permanent Population	341,205		429,600	468,700	503,500	534,100	562,500	588,400	247,195

TREND FORECAST

The Trend is developed by the process shown in Figure XX. By taking the densities and intensities of the future land use for municipalities and the county with the land use for parcel we develop the vacant developable land by TAZs. The gravity model distributes growth based on the “mass” (or attractiveness) of a TAZ multiplied by the “mass” of an activity centroid divided by the square of the distance between the two. The results of the TAZ distribution were reviewed in several meetings with staff from the Marion TPO and staff from the local municipalities. Where appropriate, adjustments were made to individual TAZs based on the feedback received from staff. This process is illustrated in **Figure 1**.

Figure 1: Land Use Allocation Process

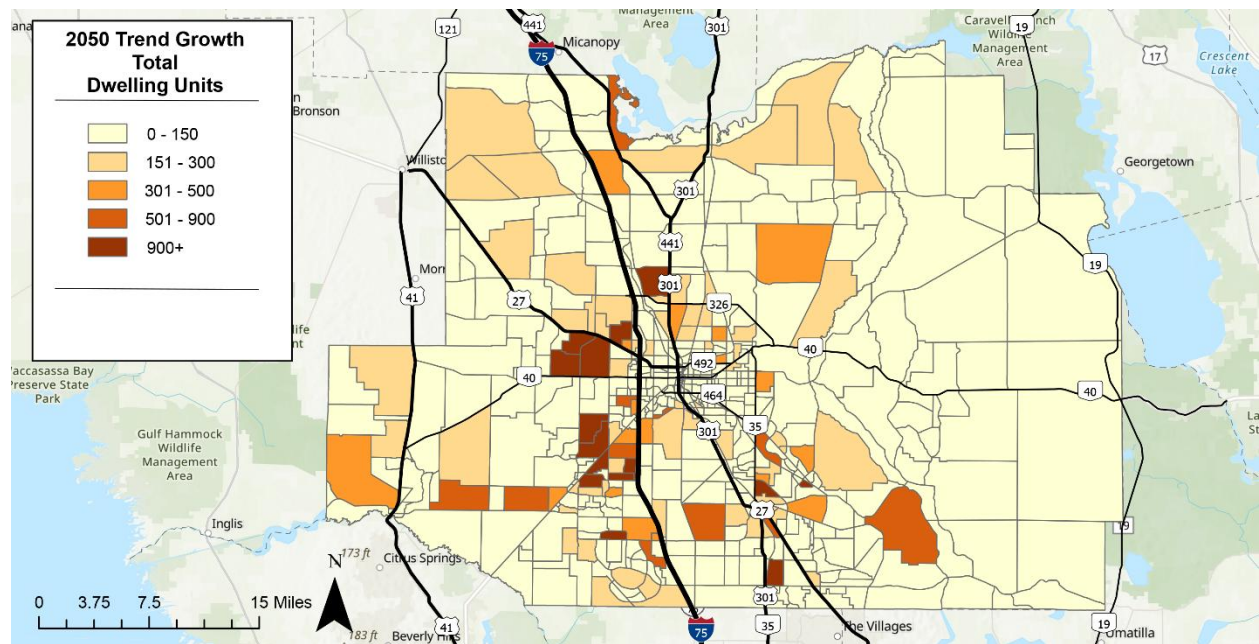


For the forecasted data we have considered the 2015 base year data with considerations from the Department of Transportation (DOT) 2022 Model that was in development. The forecasted 2050 population and dwelling units are summarized in **Table 4**, while **Figure 2** shows the difference between the base year and the forecast year for single- and multi-family dwelling units.

Table 4: Marion County Trend Population Growth

	Base Year	Reduced Growth Trend Forecast	
	2025	2050	Growth
Dwelling Units			
Single Family	177,804	224,032	46,228
Multi Family	29,256	55,212	25,956
Total	207,060	279,244	72,184

Figure 2: Marion County Trend Population Growth



Trend the Trend data we then created two different population scenarios to capture other forms of growth.

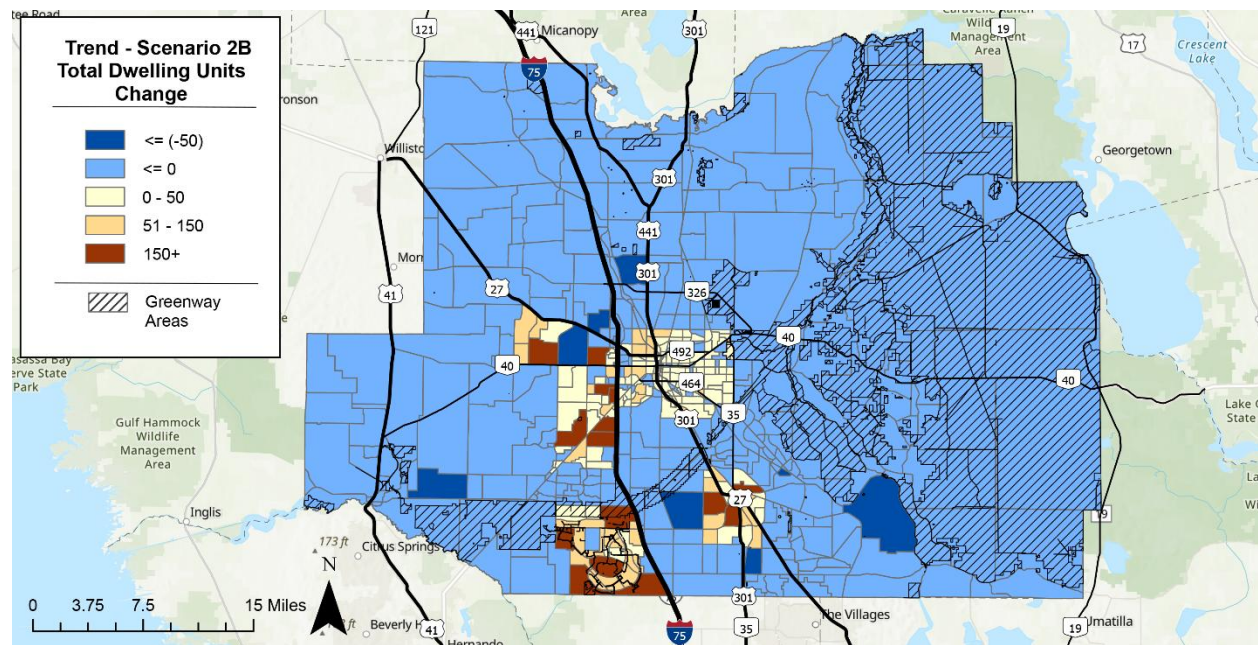
SCENARIO 2

This scenario was conducted by decreasing the amount of population except for in specific areas. This allowed us to evaluate the volume within the Downtown Ocala area and along areas specified by the county. In **Table 5** you can see the growth and the differences in population from the Trend Forecast. **Figure 3** assists in visualizing the growth for this scenario.

Table 5: Scenario 2 Population Growth

	Base Year	Reduced Growth Scenario 2 Forecast		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 2	
Dwelling Units					
Single Family	177,804	223,899	38,478	-133	-0.06%
Multi Family	29,256	55,415	22,894	203	0.37%
Total	207,060	279,314	61,372	70	0.02%

Figure 3: Scenario 2 Population Growth



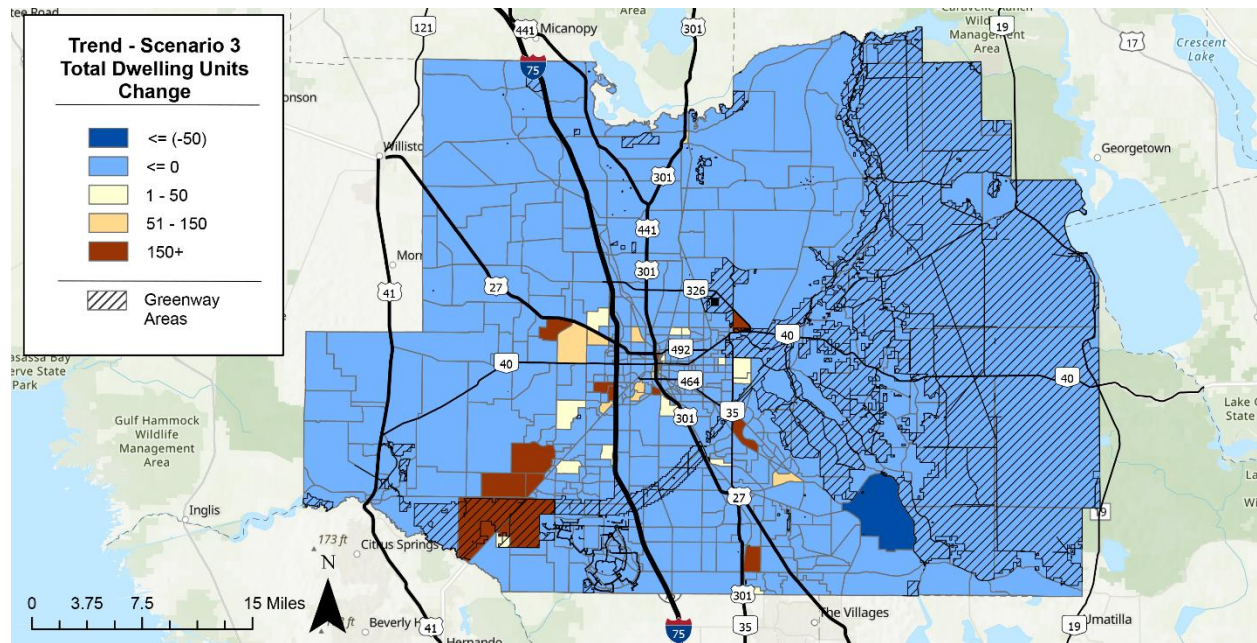
SCENARIO 3

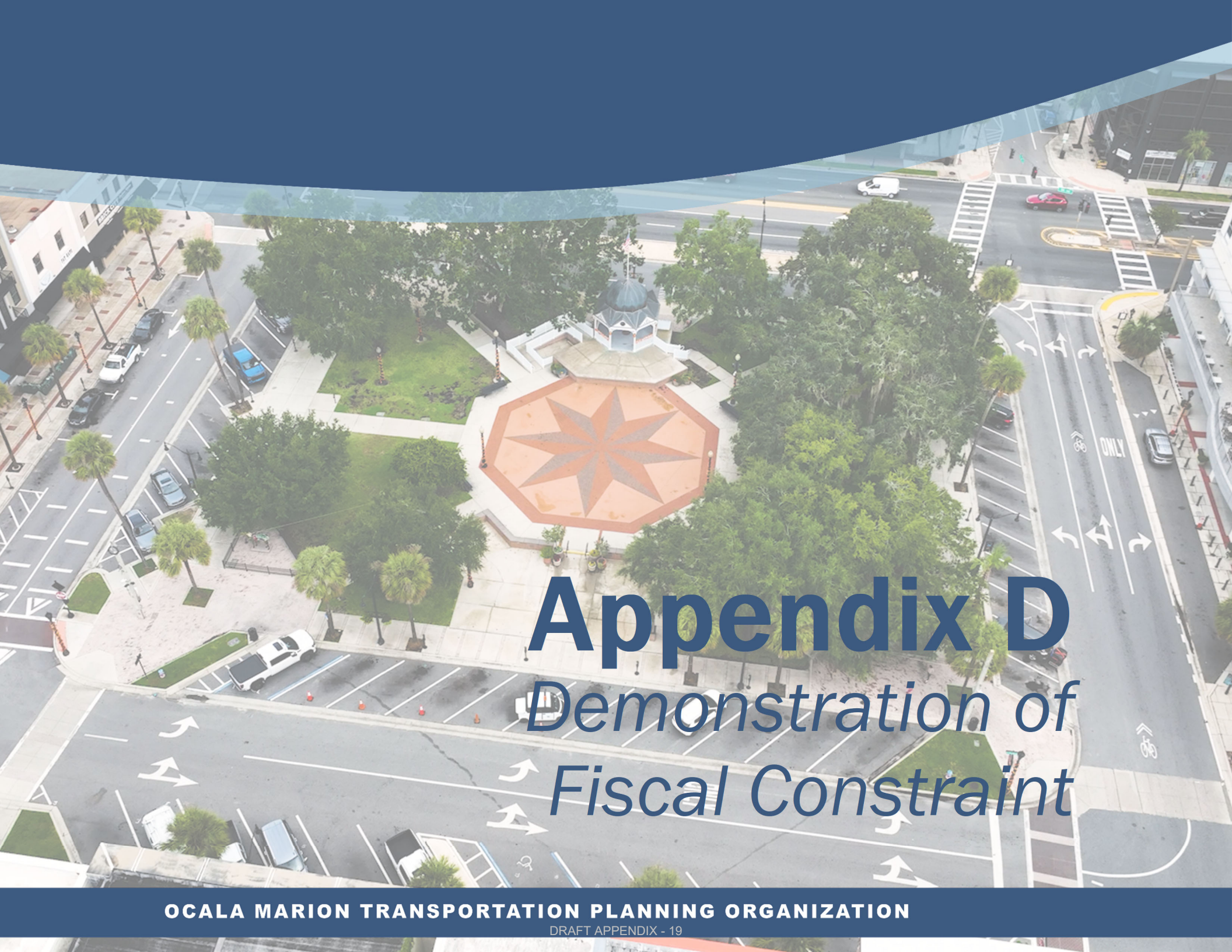
This scenario was conducted by decreasing the amount of Single Family and increasing the amount of Multi Family. This was done by taking the single family and adding it to the multi family. We did add more multi family from the single family. Especially from the identified by the county on the US-200 corridor. In **Table 6** you can see the growth and the differences in population from the Trend Forecast. **Figure 4** assists in visualizing the growth for this scenario.

Table 6: Scenario 3 Population Growth

	Base Year	Reduced Growth Scenario 3 Forecast		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 3	
Dwelling Units					
Single Family	177,804	217,217	39,413	-6815	-3.04%
Multi Family	29,256	63,338	34,082	8126	14.72%
Total	207,060	280,555	73,495	1311	0.47%

Figure 4: Scenario 3 Population Growth





Appendix D

Demonstration of *Fiscal Constraint*

Demonstration of Fiscal Constraint

Federal law requires that the LRTP demonstrate fiscal constraint by balancing identified revenues with the cost of planned projects. The following table summarizes anticipated revenues from federal, state, and local sources for both capital investments and operations and maintenance (O&M) over the planning horizon. Revenues are allocated across time bands to reflect the availability of funds and ensure that projects included in the plan are financially feasible within projected funding levels. **Table 1** shows the forecasted revenues and project costs in PDV, and **Table 2** shows the same data in YOE.

The contingency and balance lines shown in the tables reflect the plan's ability to remain fiscally constrained while also retaining flexibility. Positive balances serve as a reserve that can be applied to address inflation, cost adjustments, or new priorities that emerge over time. In the event of a shortfall, project schedules, scopes, or funding sources may be adjusted to maintain fiscal balance while preserving the long-term vision of the plan.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 1: Demonstration of Fiscal Constraint (PDV)

Demonstration of Fiscal Constraint (Present Day Value)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$38,495,349	\$12,906,410	\$55,150,000	\$106,551,759
Federal/State Revenue for Capital	\$31,715,656	\$27,054,725	\$44,010,600	\$102,780,981
Local Revenue for Capital	\$270,127,430	\$264,291,115	\$465,673,825	\$1,000,092,370
Contingency for Capital*	N/A	\$869,961	\$800,585	N/A
Subtotal for Capital Projects	\$340,338,435	\$305,122,211	\$565,635,010	\$1,211,095,657
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded Capital Projects	\$69,341,044	\$40,030,511	\$99,961,185	\$209,332,741
Locally-Funded Capital Projects	\$270,127,430	\$264,291,115	\$465,673,825	\$1,000,092,370
Capital Revenue Balance*	\$869,961	\$800,585	\$0	\$0
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federal/State Revenue for O&M	\$48,082,211	\$39,357,485	\$62,916,296	\$150,355,992
Local Revenue for O&M	\$110,085,500	\$111,019,500	\$224,843,000	\$445,948,000
Subtotal for O&M Projects	\$158,167,711	\$150,376,985	\$287,759,296	\$596,303,992
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded O&M Projects	\$48,082,211	\$39,357,485	\$62,916,296	\$150,355,992
Locally-Funded O&M Projects	\$110,085,500	\$111,019,500	\$224,843,000	\$445,948,000
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$869,961	\$800,585	\$0	\$0

* Contingency for Capital is treated as a rollover reserve between time periods. The amount is carried forward and adjusted by inflation using the formula $Contingency_T = Contingency_{T-1} \times (Inflation_T / Inflation_{T-1})$.

Contingency balances are used to absorb available surplus and are not applied to cover deficits.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 2: Demonstration of Fiscal Constraint (YOE)

Demonstration of Fiscal Constraint (Year of Expenditure)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$49,659,000	\$20,134,000	\$106,991,000	\$176,784,000
Federal/State Revenue for Capital	\$40,913,196	\$42,205,371	\$85,380,564	\$168,499,132
Local Revenue for Capital	\$348,464,385	\$412,294,140	\$903,407,220	\$1,664,165,745
Contingency for Capital*	N/A	\$94,094,589	\$116,880,478	N/A
Subtotal for Capital Project Revenues	\$439,036,581	\$568,728,101	\$1,212,659,262	\$2,220,423,944
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded Capital Projects	\$12,763,209	\$62,447,597	\$193,924,699	\$269,135,506
Locally-Funded Capital Projects	\$348,464,385	\$412,294,140	\$903,407,220	\$1,664,165,745
Capital Revenue Balance*	\$77,808,987	\$93,986,364	\$115,327,342	\$0
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federal/State Revenue for O&M	\$62,026,052	\$61,397,676	\$122,057,615	\$245,481,343
Local Revenue for O&M	\$142,010,295	\$173,190,420	\$436,195,420	\$751,396,135
Subtotal for O&M Project Revenues	\$204,036,347	\$234,588,096	\$558,253,035	\$996,877,478
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded O&M Projects	\$62,026,052	\$61,397,676	\$122,057,615	\$245,481,343
Locally-Funded O&M Projects	\$142,010,295	\$173,190,420	\$436,195,420	\$751,396,135
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$77,808,987	\$93,986,364	\$115,327,342	\$0

* Contingency for Capital is treated as a rollover reserve between time periods. The amount is carried forward and adjusted by inflation using the formula:
 $Contingency_T = Contingency_{T-1} \times (Inflation_T / Inflation_{T-1})$.

Contingency balances are used to absorb available surplus and are not applied to cover deficits.



Appendix E

Revenue Forecast Guidance

TECHNICAL MEMORANDUM



To: 2050 LRTP/MTP File Documents

From: CFMPOA Executive Directors

CC: FDOT District 5

Date: October 1, 2024

Subject: Agreement and Approach for Distributing Federal Districtwide Funding for 2050 Plans

This memorandum summarizes the coordination, methodology, and consensus reached by MetroPlan Orlando, Lake-Sumter MPO, River to Sea TPO (Volusia-Flagler TPO), Space Coast TPO, Ocala/Marion TPO, and FDOT District Five for purposes of distributing federal districtwide funding projections for 2050 Long Range Transportation Plans.

Background

Federal and state revenue forecasts for Long Range Transportation Plans are prepared by FDOT Central Office for use by Florida's 27 MPO/TPOs in developing Cost Feasible Plans. Traditionally, the revenue forecast distributed all federal funds by MPO area for planning purposes, using a standardized approach. The [2050 Revenue Forecast Handbook](#) did not distribute estimates for all federal funds by MPO, rather, the funds were distributed to each FDOT District into four sub-categories: "any area", for areas with population less than 5,000; for areas with population from 5,000 to 49,999; and for areas with population from 50,000 to 200,000; and noting "MPOs should work with their FDOT District Liaison to identify planned projects for this funding sources". The FDOT-MPO Program Management Handbook, LRTP Chapter, states: "MPOs should coordinate with their Districts for the funds estimated on the District Level. Through cooperative coordination, the District and MPOs can determine how funds are distributed between the MPOs and District". Following a collaborative approach, the MPO/TPOs in FDOT District 5 reviewed alternatives and made a consensus-based recommendation to FDOT District 5. FDOT District Five concurred with the methodological recommendation of the MPO/TPOs. The method and data sources are summarized in the following sections of the memorandum.

Methodology

The methodology for distributing revenues uses the districtwide revenue estimates (STBG, TAL, CRP) provided by FDOT Central Office as part of the 2050 Revenue Forecast Handbook and population projections provided by the University of Florida's Bureau of Economic and Business Research (BEBR). Tables 1, 2, and 3 show the districtwide revenue estimates for Surface Transportation Block Grant (STBG), Transportation Alternative (TA), and Carbon Reduction Program (CRP). These districtwide revenue projections serve as control totals and are shown in Millions of Dollars.

Table 1 | Districtwide Revenue Estimate for STBG (Surface Transportation Block Grant), District 5

STBG	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
SA	\$ 90.87	\$ 252.81	\$ 302.19	\$ 302.19	\$ 604.38	\$ 1,208.76
SN	\$ 8.20	\$ 29.59	\$ 30.00	\$ 30.00	\$ 60.01	\$ 120.01
SM	\$ 2.94	\$ 5.51	\$ 5.56	\$ 5.56	\$ 11.12	\$ 22.24
SL	\$ 15.82	\$ 54.46	\$ 55.96	\$ 55.96	\$ 111.92	\$ 223.84
District 5 Total	\$ 117.83	\$ 342.37	\$ 393.71	\$ 393.71	\$ 787.43	\$ 1,574.85

Note: SA (Any Area), SN (Population less than 5,000), SM (Population 5,000 to 49,999), SL (Population 50,000 to 200,000). Only the Lake-Sumter MPO and Ocala-Marion TPO are eligible for SN, SM, and SL funds.

Table 2 | Districtwide Revenue Estimate for TA (Transportation Alternatives), District 5

TA (District 5)	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
TALT	\$ 14.04	\$ 34.89	\$ 36.79	\$ 36.79	\$ 73.58	\$ 147.16
TALN	\$ 1.74	\$ 4.41	\$ 4.44	\$ 4.44	\$ 8.89	\$ 17.77
TALM	\$ 0.32	\$ 0.82	\$ 0.82	\$ 0.82	\$ 1.65	\$ 3.29
TALL	\$ 3.24	\$ 7.28	\$ 8.29	\$ 8.29	\$ 16.58	\$ 33.16
District 5 Total	\$ 19.34	\$ 47.40	\$ 50.34	\$ 50.34	\$ 100.70	\$ 201.38

Note: TALT (Any Area), TALN (Population less than 5,000), TALM (Population 5,000 to 49,999), TALL (Population 50,000 to 200,000). Only the Lake-Sumter MPO and Ocala-Marion TPO are eligible for TALN, TALM, and TALL funds.

Table 3 | Districtwide Revenue Estimate for CRP (Carbon Reduction Program), District 5

CRP (District 5)	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
CARB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CARN	\$ 1.93	\$ 3.66	\$ 3.68	\$ 3.68	\$ 7.37	\$ 14.73
CARM	\$ 0.49	\$ 0.68	\$ 0.68	\$ 0.68	\$ 1.37	\$ 2.73
CARL	\$ 3.75	\$ 7.35	\$ 7.35	\$ 7.35	\$ 14.69	\$ 29.39
District 5 Total	\$ 6.17	\$ 11.69	\$ 11.71	\$ 11.71	\$ 23.43	\$ 46.85

Note: CARB (Any Area), CARN (Population less than 5,000), CARM (Population 5,000 to 49,999), CARL (Population 50,000 to 200,000). Only the Lake-Sumter MPO and Ocala-Marion TPO are eligible for CARN, CARM, and CARL funds.

Population related inputs were extracted from BEBR Projections of Florida Population by County 2025-2050 ([Volume 57, Bulletin 198, January 2024](#)). Funding for these projections was provided by the Florida Legislature. BEBR provides a range including high, medium, and low population projections for each county. BEBR describes the medium series as “the most accurate forecasts of future population change” and notes that the sum of the medium series of county projections equals the state projection for each year (except for slight difference due to rounding) while the sum of the low and high series does not equal the state projections. Considering these factors, for purposes of this methodology, the medium series of population was selected. Table 4 shows the medium series of population projections and Table 5 shows population percentage for each county in FDOT District 5.

Table 4 | County Population Estimates, 2025-2050

County	2025	2030	2035	2040	2050	% Growth: 2025-2050
Orange	1,547,200	1,664,100	1,755,300	1,825,600	1,933,600	24.97%
Osceola	469,000	531,600	582,300	623,800	695,000	48.19%
Seminole	497,400	520,200	537,200	549,700	569,000	14.39%
Lake	434,900	478,500	513,600	541,700	589,200	35.48%
Sumter	166,500	190,700	210,900	227,400	256,100	53.81%
Volusia	598,900	630,900	657,200	678,600	709,900	18.53%
Brevard	658,300	694,600	724,600	748,300	784,500	19.17%
Marion	417,100	446,400	471,100	491,700	526,500	26.23%
Flagler	137,400	152,900	166,700	178,100	196,600	43.09%
District 5 Total	4,926,700	5,309,900	5,618,900	5,864,900	6,260,400	27.07%

Table 5 | Percentage of County Population Estimates, FDOT District 5, 2025-2050

County	%2025	%2030	%2035	%2040	%2050	Growth Avg.: 2025-2050
Orange	31.40%	31.34%	31.24%	31.13%	30.89%	31.20%
Osceola	9.52%	10.01%	10.36%	10.64%	11.10%	10.33%
Seminole	10.10%	9.80%	9.56%	9.37%	9.09%	9.58%
Lake	8.83%	9.01%	9.14%	9.24%	9.41%	9.13%
Sumter	3.38%	3.59%	3.75%	3.88%	4.09%	3.74%
Volusia	12.16%	11.88%	11.70%	11.57%	11.34%	11.73%
Brevard	13.36%	13.08%	12.90%	12.76%	12.53%	12.93%
Marion	8.47%	8.41%	8.38%	8.38%	8.41%	8.41%
Flagler	2.79%	2.88%	2.97%	3.04%	3.14%	2.96%
District 5 Total	100.00%	100.00%	100.00%	100.00%	100.00%	-

BEBR county population projections were then combined consistent with the Metropolitan Planning Area (MPA) boundaries identified in each MPO/TPO's adopted Apportionment Plans. For example, MetroPlan Orlando's MPA includes Orange, Osceola, and Seminole Counties. Table 6 shows the medium series of population projections and Table 7 shows population percentage for each Metropolitan Planning Area in FDOT District 5.

Table 6 | Population Estimates by Metropolitan Planning Area, 2025-2050

MPO / TPO	2025	2030	2035	2040	2050	% Growth: 2025-2050
MetroPlan Orlando	2,513,600	2,715,900	2,874,800	2,999,100	3,197,600	27.21%
Lake-Sumter MPO	601,400	669,200	724,500	769,100	845,300	40.56%
Volusia-Flagler TPO	736,300	783,800	823,900	856,700	906,500	23.12%
Space Coast TPO	658,300	694,600	724,600	748,300	784,500	19.17%
Ocala-Marion TPO	417,100	446,400	471,100	491,700	526,500	26.23%
District 5 Total	4,926,700	5,309,900	5,618,900	5,864,900	6,260,400	27.07%

Table 7 | Percentage of Metropolitan Planning Area Population Estimates, FDOT District 5, 2025-2050

MPO / TPO	%2025	%2030	%2035	%2040	%2050	Growth Avg.: 2025-2050
MetroPlan Orlando	51.02%	51.15%	51.16%	51.14%	51.08%	51.11%
Lake-Sumter MPO	12.21%	12.60%	12.89%	13.11%	13.50%	12.86%
Volusia-Flagler TPO	14.95%	14.76%	14.66%	14.61%	14.48%	14.69%
Space Coast TPO	13.36%	13.08%	12.90%	12.76%	12.53%	12.93%
Ocala-Marion TPO	8.47%	8.41%	8.38%	8.38%	8.41%	8.41%
District 5 Total	100.00%	100.00%	100.00%	100.00%	100.00%	-

Due to federal funding stipulations pertaining to urban area population, not all MPO/TPOs are eligible for certain funding types. MPO/TPOs with an urban area population greater than 200,000 are designated as Transportation Management Areas (TMA). Based on the findings of the 2020 Census and Urban Area Boundary update process, the Lake-Sumter MPO and the Ocala-Marion TPO are not designated as TMAs. Due to their non-TMA status, these MPOs are eligible for federal funding for areas with a population less than 200,000. This includes SN, SM, SL, TALN, TALM, TALL, CARN, CARM, and CARL fund types. In coordination with FDOT and the affected MPO/TPOs, it was agreed to use a consistent approach for distributing projected revenues for all federal fund types.

Table 8 and Table 9 provide population and percentage of population breakouts for non-TMA MPO/TPOs.

Table 8 | Population Estimates for Non-TMA MPO/TPOs, District 5, 2025-2050

MPO / TPO	2025	2030	2035	2040	2050	% Growth: 2025-2050
Lake-Sumter MPO	601,400	669,200	724,500	769,100	845,300	40.56%
Ocala-Marion TPO	417,100	446,400	471,100	491,700	526,500	26.23%
District 5 Subset Total	1,018,500	1,115,600	1,195,600	1,195,600	1,260,800	23.79%

Table 9 | Percentage of Non-TMA MPO/TPO Population Estimates, FDOT District 5, 2025-2050

MPO / TPO	2025	2030	2035	2040	2050	Growth Avg.: 2025-2050
Lake-Sumter MPO	59.05%	59.99%	60.60%	61.00%	67.04%	61.54%
Ocala-Marion TPO	40.95%	40.01%	39.40%	39.00%	41.76%	40.22%
District 5 Subset Total	100.00%	100.00%	100.00%	100.00%	100.00%	-

All MPO/TPOs are eligible for the districtwide “Any Area” funds. In distributing “Any Area” fund types for planning purposes, the FDOT District 5 total for each federal districtwide fund type (SA, TALT, CARB) was multiplied by the each MPO/TPOs population percentage, relative to the district total (sum of nine county population projection). Population estimates utilized in distributing “Any Area” funds are shown on Table 6 and 7.

$$\begin{array}{|c|} \hline \text{Districtwide (D5) Funds} \\ \text{for Any Area} \\ \hline \end{array} \times \begin{array}{|c|} \hline \text{MPO/TPO Percentage} \\ \text{of District 5 Population} \\ \hline \end{array} = \begin{array}{|c|} \hline \text{Proportionate Share} \\ \text{for 2050 Planning Purposes} \\ \hline \end{array}$$

The Lake-Sumter MPO and Ocala-Marion TPO are also eligible for federal funding for areas with population less than 5,000; population 5,000 to 49,999; and population 50,000 to 200,000 (SN, SM, SL, TALN, TALM, TALL, CARN, CARM, CARL fund types). In distributing these funds, population estimates utilized are shown on Tables 8 and 9

$$\begin{array}{|c|} \hline \text{Districtwide (D5) Funds for} \\ \text{areas with pop. < 200,000} \\ \hline \end{array} \times \begin{array}{|c|} \hline \text{Percentage of Eligible} \\ \text{MPO/TPO Population} \\ \hline \end{array} = \begin{array}{|c|} \hline \text{Proportionate Share} \\ \text{for 2050 Planning Purposes} \\ \hline \end{array}$$

See Appendix (pages 7-9) for detailed projection breakout tables for each districtwide federal fund type by MPO/TPO.

Summary of Projected Districtwide Revenues by MPO/TPO

Utilizing the methodology, control totals and parameters described above, the following tables display the revenue summary for federal districtwide funds by MPO/TPO within FDOT District Five. The summary tables below (Table 10 – Table 15) only include SA, SN, SM, SL, TALT, TALN, TALM, TALL, CARB, CARN, CARM, and CARL federal funds. Transportation Management Area (TMA) funds (SU, TALU, CARU) and federal/state “Other Roads” (Non-SIS, NON-SHS) funds are excluded from the tables below as these set-asides are included for each designated MPO/TPO in the published 2050 Revenue Forecast Handbook. Projections below shown in Millions of Dollars.

Table 10 | MetroPlan Orlando (Orange, Osceola, and Seminole Counties)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 46.70	\$ 128.98	\$ 154.56	\$ 154.61	\$ 309.06	\$ 747.22
TAL-T	\$ 7.22	\$ 17.80	\$ 18.82	\$ 18.82	\$ 37.63	\$ 93.07
CAR-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO Subtotal	\$ 53.92	\$ 146.78	\$ 173.38	\$ 173.43	\$ 346.68	\$ 840.28

Table 11 | Lake-Sumter MPO (Lake and Sumter Counties)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 10.48	\$ 30.86	\$ 38.08	\$ 38.96	\$ 79.26	\$ 187.17
STBG - SN	\$ 4.74	\$ 17.47	\$ 18.00	\$ 18.18	\$ 36.61	\$ 90.25
STBG - SM	\$ 1.70	\$ 3.25	\$ 3.34	\$ 3.37	\$ 6.78	\$ 16.74
STBG - SL	\$ 9.14	\$ 32.16	\$ 33.57	\$ 33.91	\$ 68.27	\$ 167.91
TAL-T	\$ 1.62	\$ 4.26	\$ 4.64	\$ 4.74	\$ 9.65	\$ 23.29
TAL-N	\$ 1.00	\$ 2.60	\$ 2.66	\$ 2.69	\$ 5.42	\$ 13.38
TAL-M	\$ 0.18	\$ 0.48	\$ 0.49	\$ 0.50	\$ 1.01	\$ 2.48
TAL-L	\$ 1.87	\$ 4.30	\$ 4.97	\$ 5.02	\$ 10.11	\$ 24.41
CAR-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAR-N	\$ 1.11	\$ 2.16	\$ 2.21	\$ 2.23	\$ 4.50	\$ 11.09
CAR-M	\$ 0.28	\$ 0.40	\$ 0.41	\$ 0.41	\$ 0.84	\$ 2.06
CAR-L	\$ 2.17	\$ 4.34	\$ 4.41	\$ 4.45	\$ 8.96	\$ 22.16
MPO Subtotal	\$ 34.29	\$ 102.29	\$ 112.77	\$ 114.47	\$ 231.40	\$ 560.94

Table 12 | Volusia-Flagler TPO / River to Sea TPO (Volusia and Flagler Counties)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 13.65	\$ 37.78	\$ 44.61	\$ 44.31	\$ 88.28	\$ 214.98
TAL-T	\$ 2.11	\$ 5.21	\$ 5.43	\$ 5.39	\$ 10.75	\$ 26.79
CAR-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TPO Subtotal	\$ 15.75	\$ 43.00	\$ 50.04	\$ 49.70	\$ 99.03	\$ 241.77

Table 13 | Space Coast TPO (Brevard County)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 12.37	\$ 33.78	\$ 39.53	\$ 38.97	\$ 77.11	\$ 189.39
TAL-T	\$ 1.91	\$ 4.66	\$ 4.81	\$ 4.74	\$ 9.39	\$ 23.61
CAR-B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TPO Subtotal	\$ 14.29	\$ 38.44	\$ 44.34	\$ 43.71	\$ 86.50	\$ 213.00

Table 14 | Ocala-Marion TPO (Marion County)

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
STBG - SA	\$ 7.67	\$ 21.40	\$ 25.40	\$ 25.34	\$ 50.67	\$ 122.81
STBG - SN	\$ 3.46	\$ 12.12	\$ 12.00	\$ 11.82	\$ 23.40	\$ 59.35
STBG - SM	\$ 1.24	\$ 2.26	\$ 2.22	\$ 2.19	\$ 4.34	\$ 11.01
STBG - SL	\$ 6.68	\$ 22.30	\$ 22.39	\$ 22.05	\$ 43.65	\$ 110.39
TAL-T	\$ 1.18	\$ 2.95	\$ 3.09	\$ 3.08	\$ 6.17	\$ 15.30
TAL-N	\$ 0.74	\$ 1.81	\$ 1.78	\$ 1.75	\$ 3.47	\$ 8.80
TAL-M	\$ 0.14	\$ 0.34	\$ 0.33	\$ 0.32	\$ 0.64	\$ 1.63
TAL-L	\$ 1.37	\$ 2.98	\$ 3.32	\$ 3.27	\$ 6.47	\$ 16.03
CAR-B	\$ -	\$ -	\$ -	\$ -		\$ -
CAR-N	\$ 0.82	\$ 1.50	\$ 1.47	\$ 1.45	\$ 2.87	\$ 7.30
CAR-M	\$ 0.21	\$ 0.28	\$ 0.27	\$ 0.27	\$ 0.53	\$ 1.35
CAR-L	\$ 1.58	\$ 3.01	\$ 2.94	\$ 2.90	\$ 5.73	\$ 14.58
TPO Subtotal	\$ 25.09	\$ 70.94	\$ 75.23	\$ 74.44	\$ 147.94	\$ 368.55

Table 15 | Revenue Projection Summary by MPO/TPO

State Attributable Federal Funds	2023/24 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2039/40	2040/41 - 2049/50	Total: 2025/26 - 2049/50
MetroPlan Orlando	\$ 53.92	\$ 146.78	\$ 173.38	\$ 173.43	\$ 346.68	\$ 840.28
Lake-Sumter MPO	\$ 34.29	\$ 102.29	\$ 112.77	\$ 114.47	\$ 231.40	\$ 560.94
River to Sea TPO	\$ 15.75	\$ 43.00	\$ 50.04	\$ 49.70	\$ 99.03	\$ 241.77
Space Coast TPO	\$ 14.29	\$ 38.44	\$ 44.34	\$ 43.71	\$ 86.50	\$ 213.00
Ocala-Marion TPO	\$ 25.09	\$ 70.94	\$ 75.23	\$ 74.44	\$ 147.94	\$ 368.55
Subtotal	\$ 143.34	\$ 401.46	\$ 455.76	\$ 455.76	\$ 911.56	\$ 2,224.54

Note: Excludes federal/state "Other Roads" (Non-SIS/NON-SHS) funds and TMA funds (SU, TALU, CARU); these set-asides are included for each designated MPO/TPO in the FDOT 2050 Revenue Forecast Handbook.

Appendix: Detailed Funding Projection Tables

STBG Projections

Breakout - Districtwide Revenue Estimate for STBG - SA

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
MetroPlan Orlando	2,289,420	51.39%	\$ 46.70	2,513,600	51.02%	\$ 128.98	2,715,900	51.15%	\$ 154.56	2,874,800	51.16%	\$ 154.61	2,999,100	51.14%	\$ 309.06	\$ 747.22
Lake-Sumter MPO	513,708	11.53%	\$ 10.48	601,400	12.21%	\$ 30.86	669,200	12.60%	\$ 38.08	724,500	12.89%	\$ 38.96	769,100	13.11%	\$ 79.26	\$ 187.17
Volusia-Flagler TPO	668,921	15.02%	\$ 13.65	736,300	14.95%	\$ 37.78	783,800	14.76%	\$ 44.61	823,900	14.66%	\$ 44.31	856,700	14.61%	\$ 88.28	\$ 214.98
Space Coast TPO	606,612	13.62%	\$ 12.37	658,300	13.36%	\$ 33.78	694,600	13.08%	\$ 39.53	724,600	12.90%	\$ 38.97	748,300	12.76%	\$ 77.11	\$ 189.39
Ocala-Marion TPO	375,908	8.44%	\$ 7.67	417,100	8.47%	\$ 21.40	446,400	8.41%	\$ 25.40	471,100	8.38%	\$ 25.34	491,700	8.38%	\$ 50.67	\$ 122.81
District 5 Total	4,454,569	100%	\$ 90.87	4,926,700	100%	\$ 252.81	5,309,900	100%	\$ 302.19	5,618,900	100%	\$ 302.19	5,864,900	100%	\$ 604.38	\$ 1,461.57

Breakout - Districtwide Revenue Estimate for STBG - SN (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 4.74	601,400	59.05%	\$ 17.47	669,200	59.99%	\$ 18.00	724,500	60.60%	\$ 18.18	769,100	61.00%	\$ 36.61	\$ 90.25
Ocala-Marion TPO	375,908	42.26%	\$ 3.46	417,100	40.95%	\$ 12.12	446,400	40.01%	\$ 12.00	471,100	39.40%	\$ 11.82	491,700	39.00%	\$ 23.40	\$ 59.35
Pop Total	889,616	100%	\$ 8.20	1,018,500	100%	\$ 29.59	1,115,600	100%	\$ 30.00	1,195,600	100%	\$ 30.00	1,260,800	100%	\$ 60.01	\$ 149.60

Breakout - Districtwide Revenue Estimate for STBG - SM (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 1.70	601,400	59.05%	\$ 3.25	669,200	59.99%	\$ 3.34	724,500	60.60%	\$ 3.37	769,100	61.00%	\$ 6.78	\$ 16.74
Ocala-Marion TPO	375,908	42.26%	\$ 1.24	417,100	40.95%	\$ 2.26	446,400	40.01%	\$ 2.22	471,100	39.40%	\$ 2.19	491,700	39.00%	\$ 4.34	\$ 11.01
Pop Total	889,616	100%	\$ 2.94	1,018,500	100%	\$ 5.51	1,115,600	100%	\$ 5.56	1,195,600	100%	\$ 5.56	1,260,800	100%	\$ 11.12	\$ 27.75

Breakout - Districtwide Revenue Estimate for STBG - SL (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 9.14	601,400	59.05%	\$ 32.16	669,200	59.99%	\$ 33.57	724,500	60.60%	\$ 33.91	769,100	61.00%	\$ 68.27	\$ 167.91
Ocala-Marion TPO	375,908	42.26%	\$ 6.68	417,100	40.95%	\$ 22.30	446,400	40.01%	\$ 22.39	471,100	39.40%	\$ 22.05	491,700	39.00%	\$ 43.65	\$ 110.39
Pop Total	889,616	100%	\$ 15.82	1,018,500	100%	\$ 54.46	1,115,600	100%	\$ 55.96	1,195,600	100%	\$ 55.96	1,260,800	100%	\$ 111.92	\$ 278.30

TA Projections

Breakout - Districtwide Revenue Estimate for TA - TAL-T

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
MetroPlan Orlando	2,289,420	51.39%	\$ 7.22	2,513,600	51.02%	\$ 17.80	2,715,900	51.15%	\$ 18.82	2,874,800	51.16%	\$ 18.82	2,999,100	51.14%	\$ 37.63	\$ 93.07
Lake-Sumter MPO	513,708	11.53%	\$ 1.62	601,400	12.21%	\$ 4.26	669,200	12.60%	\$ 4.64	724,500	12.89%	\$ 4.74	769,100	13.11%	\$ 9.65	\$ 23.29
Volusia-Flagler TPO	668,921	15.02%	\$ 2.11	736,300	14.95%	\$ 5.21	783,800	14.76%	\$ 5.43	823,900	14.66%	\$ 5.39	856,700	14.61%	\$ 10.75	\$ 26.79
Space Coast TPO	606,612	13.62%	\$ 1.91	658,300	13.36%	\$ 4.66	694,600	13.08%	\$ 4.81	724,600	12.90%	\$ 4.74	748,300	12.76%	\$ 9.39	\$ 23.61
Ocala-Marion TPO	375,908	8.44%	\$ 1.18	417,100	8.47%	\$ 2.95	446,400	8.41%	\$ 3.09	471,100	8.38%	\$ 3.08	491,700	8.38%	\$ 6.17	\$ 15.30
District 5 Total	4,454,569	100%	\$ 14.04	4,926,700	100%	\$ 34.89	5,309,900	100%	\$ 36.79	5,618,900	100%	\$ 36.79	5,864,900	100%	\$ 73.58	\$ 182.05

Breakout - Districtwide Revenue Estimate for TAL-N (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 1.00	601,400	59.05%	\$ 2.60	669,200	59.99%	\$ 2.66	724,500	60.60%	\$ 2.69	769,100	61.00%	\$ 5.42	\$ 13.38
Ocala-Marion TPO	375,908	42.26%	\$ 0.74	417,100	40.95%	\$ 1.81	446,400	40.01%	\$ 1.78	471,100	39.40%	\$ 1.75	491,700	39.00%	\$ 3.47	\$ 8.80
Pop Total	889,616	100%	\$ 1.74	1,018,500	100%	\$ 4.41	1,115,600	100%	\$ 4.44	1,195,600	100%	\$ 4.44	1,260,800	100%	\$ 8.89	\$ 22.18

Breakout - Districtwide Revenue Estimate for TAL-M (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 0.18	601,400	59.05%	\$ 0.48	669,200	59.99%	\$ 0.49	724,500	60.60%	\$ 0.50	769,100	61.00%	\$ 1.01	\$ 2.48
Ocala-Marion TPO	375,908	42.26%	\$ 0.14	417,100	40.95%	\$ 0.34	446,400	40.01%	\$ 0.33	471,100	39.40%	\$ 0.32	491,700	39.00%	\$ 0.64	\$ 1.63
Pop Total	889,616	100%	\$ 0.32	1,018,500	100%	\$ 0.82	1,115,600	100%	\$ 0.82	1,195,600	100%	\$ 0.82	1,260,800	100%	\$ 1.65	\$ 4.11

Breakout - Districtwide Revenue Estimate for TAL-L (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 1.87	601,400	59.05%	\$ 4.30	669,200	59.99%	\$ 4.97	724,500	60.60%	\$ 5.02	769,100	61.00%	\$ 10.11	\$ 24.41
Ocala-Marion TPO	375,908	42.26%	\$ 1.37	417,100	40.95%	\$ 2.98	446,400	40.01%	\$ 3.32	471,100	39.40%	\$ 3.27	491,700	39.00%	\$ 6.47	\$ 16.03
Pop Total	889,616	100%	\$ 3.24	1,018,500	100%	\$ 7.28	1,115,600	100%	\$ 8.29	1,195,600	100%	\$ 8.29	1,260,800	100%	\$ 16.58	\$ 40.44

CRP Projections

Breakout - Districtwide Revenue Estimate for CAR-B

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
MetroPlan Orlando	2,289,420	51.39%	\$ -	2,513,600	51.02%	\$ -	2,715,900	51.15%	\$ -	2,874,800	51.16%	\$ -	2,999,100	51.14%	\$ -	\$ -
Lake-Sumter MPO	513,708	11.53%	\$ -	601,400	12.21%	\$ -	669,200	12.60%	\$ -	724,500	12.89%	\$ -	769,100	13.11%	\$ -	\$ -
Volusia-Flagler TPO	668,921	15.02%	\$ -	736,300	14.95%	\$ -	783,800	14.76%	\$ -	823,900	14.66%	\$ -	856,700	14.61%	\$ -	\$ -
Space Coast TPO	606,612	13.62%	\$ -	658,300	13.36%	\$ -	694,600	13.08%	\$ -	724,600	12.90%	\$ -	748,300	12.76%	\$ -	\$ -
Ocala-Marion TPO	375,908	8.44%	\$ -	417,100	8.47%	\$ -	446,400	8.41%	\$ -	471,100	8.38%	\$ -	491,700	8.38%	\$ -	\$ -
District 5 Total	4,454,569	100%	\$ -	4,926,700	100%	\$ -	5,309,900	100%	\$ -	5,618,900	100%	\$ -	5,864,900	100%	\$ -	\$ -

Breakout - Districtwide Revenue Estimate for CAR-N (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 1.11	601,400	59.05%	\$ 2.16	669,200	59.99%	\$ 2.21	724,500	60.60%	\$ 2.23	769,100	61.00%	\$ 4.50	\$ 11.09
Ocala-Marion TPO	375,908	42.26%	\$ 0.82	417,100	40.95%	\$ 1.50	446,400	40.01%	\$ 1.47	471,100	39.40%	\$ 1.45	491,700	39.00%	\$ 2.87	\$ 7.30
Pop Total	889,616	100%	\$ 1.93	1,018,500	100%	\$ 3.66	1,115,600	100%	\$ 3.68	1,195,600	100%	\$ 3.68	1,260,800	100%	\$ 7.37	\$ 18.39

Breakout - Districtwide Revenue Estimate for CAR-M (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 0.28	601,400	59.05%	\$ 0.40	669,200	59.99%	\$ 0.41	724,500	60.60%	\$ 0.41	769,100	61.00%	\$ 0.84	\$ 2.06
Ocala-Marion TPO	375,908	42.26%	\$ 0.21	417,100	40.95%	\$ 0.28	446,400	40.01%	\$ 0.27	471,100	39.40%	\$ 0.27	491,700	39.00%	\$ 0.53	\$ 1.35
Pop Total	889,616	100%	\$ 0.49	1,018,500	100%	\$ 0.68	1,115,600	100%	\$ 0.68	1,195,600	100%	\$ 0.68	1,260,800	100%	\$ 1.37	\$ 3.41

Breakout - Districtwide Revenue Estimate for CAR-L (Lake-Sumter MPO & Ocala-Marion TPO only)

	2023/24 - 2024/25			2025/26 - 2029/30			2030/31 - 2034/35			2035/36 - 2039/40			2040/41 - 2049/50			Total 25/26 - 49/50
	MPO Population (2020)	% District 5 Population	Proportionate Share	MPO Population (est 2025)	% District 5 Population	Proportionate Share	MPO Population (est 2030)	% District 5 Population	Proportionate Share	MPO Population (est 2035)	% District 5 Population	Proportionate Share	MPO Population (est 2040)	% District 5 Population	Proportionate Share	
Lake-Sumter MPO	513,708	57.74%	\$ 2.17	601,400	59.05%	\$ 4.34	669,200	59.99%	\$ 4.41	724,500	60.60%	\$ 4.45	769,100	61.00%	\$ 8.96	\$ 22.16
Ocala-Marion TPO	375,908	42.26%	\$ 1.58	417,100	40.95%	\$ 3.01	446,400	40.01%	\$ 2.94	471,100	39.40%	\$ 2.90	491,700	39.00%	\$ 5.73	\$ 14.58
Pop Total	889,616	100%	\$ 3.75	1,018,500	100%	\$ 7.35	1,115,600	100%	\$ 7.35	1,195,600	100%	\$ 7.35	1,260,800	100%	\$ 14.69	\$ 36.74



Strategic
development

2050 REVENUE FORECAST HANDBOOK



June 2023

Table of Contents

Introduction.....	1
Purpose, Basis, and Use of the Handbook.....	2
Purpose.....	2
Basis	2
Handbook Use	3
Overview of Roles, Responsibilities, and Coordination	4
Roles and Responsibilities.....	4
Coordination.....	6
Federal and State Revenue Forecast Process Methodology	8
Preparing the Revenue Forecast	8
Conducting and Producing the Revenue Forecast	15
Preparing, Delivering, and Using the MPO Revenue Forecast Report	42
Appendix A: Revenue Forecast Timeline	43
Appendix B: Project Funding Eligibility	44
Funding Eligibility for Capacity Programs	44
Funding Eligibility for Non-Capacity Programs	50
Appendix C: Other Transportation Revenue Sources.....	53
Current Revenue Sources	53
New Revenue Sources	56
Development of Revenue Estimates for Other Transportation Revenue Sources	56
Appendix D: Transportation Finance Tools	58
Federal/State Transportation Finance Tools.....	58
State Transportation Finance Tools	59
Future Toll Facility Projects in MPO Long Range Transportation Plans.....	60
Appendix E: Forecast Calculations for Growth and Inflation	61
Growth Rates	61
Inflation Factors.....	62

Relationship of Construction and ROW Costs.....	65
Appendix F: Glossary.....	66
Appendix G: MPO Revenue Forecast Report.....	70
2050 Revenue Forecast <i>Florida-Alabama TPO</i>	71
2050 Revenue Forecast <i>Okaloosa-Walton TPO</i>	76
2050 Revenue Forecast <i>Bay County TPO</i>	81
2050 Revenue Forecast <i>Capital Region TPA</i>	84
2050 Revenue Forecast <i>Gainesville MTPO</i>	89
2050 Revenue Forecast <i>North Florida TPO</i>	94
2050 Revenue Forecast <i>Ocala/Marion County TPO</i>	99
2050 Revenue Forecast <i>Hernando/Citrus MPO</i>	102
2050 Revenue Forecast <i>Lake-Sumter MPO</i>	105
2050 Revenue Forecast <i>River to Sea TPO</i>	108
2050 Revenue Forecast <i>MetroPlan Orlando</i>	113
2050 Revenue Forecast <i>Space Coast TPO</i>	118
2050 Revenue Forecast <i>Pasco County MPO</i>	123
2050 Revenue Forecast <i>Forward Pinellas</i>	128
2050 Revenue Forecast <i>Hillsborough MPO</i>	133
2050 Revenue Forecast <i>Polk TPO</i>	138
2050 Revenue Forecast <i>Indian River County MPO</i>	143
2050 Revenue Forecast <i>Sarasota/Manatee MPO</i>	146
2050 Revenue Forecast <i>Heartland Regional TPO</i>	151
2050 Revenue Forecast <i>St. Lucie TPO</i>	154
2050 Revenue Forecast <i>Martin MPO</i>	159
2050 Revenue Forecast <i>Charlotte County-Punta Gorda MPO</i>	164
2050 Revenue Forecast <i>Lee County MPO</i>	167
2050 Revenue Forecast <i>Collier MPO</i>	173

2050 Revenue Forecast <i>Palm Beach TPA</i>	178
2050 Revenue Forecast <i>Broward MPO</i>	183
2050 Revenue Forecast <i>Miami-Dade TPO</i>	188

List of Tables

Table 1. FDOT Working Group Meetings.....	6
Table 2. MPO Working Group Meetings.....	7
Table 3. MPOAC Quarterly Meetings.....	7
Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of \$)	15
Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of \$).....	17
Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of \$)	18
Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of \$).....	19
Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of \$)	21
Table 9. Districtwide Revenue Estimate for STBG (Millions of \$).....	23
Table 10. Districtwide Revenue Estimate for TA (Millions of \$).....	25
Table 11. Districtwide Revenue Estimate CRP (Millions of \$)	27
Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of \$).....	28
Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of \$).....	29
Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of \$)	30
Table 15. Districtwide Revenue Estimate for TRIP (Millions of \$)	32
Table 16. Districtwide Revenue Estimate for HSIP (Millions of \$).....	33
Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of \$)	34
Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of \$) – Example Table	36
Table 19. TMA MPO Level Revenue Estimate for TA (Millions of \$) – Example Table	37
Table 20. TMA MPO Level Estimate for CRP (Millions of \$) – Example Table	38
Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$) – Example Table.....	39
Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$) – Example Table.....	40
Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of \$) – Example Table	41
Table 24. Growth Rates for 2027/28 – 2049/50.....	62
Table 25. Inflation Factors By Time Bands	63
Table 26. Multiplier By Inflation Factors For Individual Year	64
Table 27. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)	73
Table 28. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)	73
Table 29. Florida-Alabama TPO – TMA MPO Level Estimate for CRP (Millions of \$)	74

Table 30. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)....	74
Table 31. Florida-Alabama TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	75
Table 32. Florida-Alabama TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	75
Table 33. Okaloosa-Walton TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)	78
Table 34. Okaloosa-Walton TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	78
Table 35. Okaloosa-Walton TPO – TMA MPO Level Estimate for CRP (Millions of \$)	79
Table 36. Okaloosa-Walton TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)..	79
Table 37. Okaloosa-Walton TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	80
Table 38. Okaloosa-Walton TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	80
Table 39. Bay County TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	83
Table 40. Bay County TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	83
Table 41. Capital Region TPA – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	86
Table 42. Capital Region TPA – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	86
Table 43. Capital Region TPA – TMA MPO Level Estimate for CRP (Millions of \$).....	87
Table 44. Capital Region TPA – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	87
Table 45. Capital Region TPA – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	88
Table 46. Capital Region TPA – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	88
Table 47. Gainesville MTPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	91
Table 48. Gainesville MTPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)	91
Table 49. Gainesville MTPO – TMA MPO Level Estimate for CRP (Millions of \$).....	92
Table 50. Gainesville MTPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$).....	92
Table 51. Gainesville MTPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	93
Table 52. Gainesville MTPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	93
Table 53. North Florida TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	96
Table 54. North Florida TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	96
Table 55. North Florida TPO – TMA MPO Level Estimate for CRP (Millions of \$).....	97
Table 56. North Florida TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	97
Table 57. North Florida TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	98

Table 58. North Florida TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	98
Table 59. Ocala/Marion County TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	101
Table 60. Ocala/Marion County TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	101
Table 61. Hernando/Citrus MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	104
Table 62. Hernando/Citrus MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	104
Table 63. Lake-Sumter MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	107
Table 64. Lake-Sumter MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	107
Table 65. River to Sea TPO - TMA MPO Level Revenue Estimate for STBG (Millions of \$)	110
Table 66. River to Sea TPO - TMA MPO Level Revenue Estimate for TA (Millions of \$)	110
Table 67. River to Sea TPO - TMA MPO Level Estimate for CRP (Millions of \$)	111
Table 68. River to Sea TPO - TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$).....	111
Table 69. River to Sea TPO - MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	112
Table 70. River to Sea TPO - MPO Level Revenue Estimate for Non-SIS Transit Formula	112
Table 71. MetroPlan Orlando – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	115
Table 72. MetroPlan Orlando – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	115
Table 73. MetroPlan Orlando – TMA MPO Level Estimate for CRP (Millions of \$).....	116
Table 74. MetroPlan Orlando – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	116
Table 75. MetroPlan Orlando – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	117
Table 76. MetroPlan Orlando – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	117
Table 77. Space Coast TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	120
Table 78. Space Coast TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)	120
Table 79. Space Coast TPO – TMA MPO Level Estimate for CRP (Millions of \$)	121
Table 80. Space Coast TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$).....	121
Table 81. Space Coast TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	122
Table 82. Space Coast TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	122
Table 83. Pasco County MPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)	125
Table 84. Pasco County MPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	125
Table 85. Pasco County MPO – TMA MPO Level Estimate for CRP (Millions of \$)	126

Table 86. Pasco County MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	126
Table 87. Pasco County MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	127
Table 88. Pasco County MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	127
Table 89. Forward Pinellas – TMA MPO Level Revenue Estimate for STBG (Millions of \$)	130
Table 90. Forward Pinellas – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	130
Table 91. Forward Pinellas – TMA MPO Level Estimate for CRP (Millions of \$)	131
Table 92. Forward Pinellas – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	131
Table 93. Forward Pinellas – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	132
Table 94. Forward Pinellas – MPO Level Revenue Estimate for Non-SIS Transit Formula	132
Table 95. Hillsborough MPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	135
Table 96. Hillsborough MPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	135
Table 97. Hillsborough MPO – TMA MPO Level Estimate for CRP (Millions of \$).....	136
Table 98. Hillsborough MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	136
Table 99. Hillsborough MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	137
Table 100. Hillsborough MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	137
Table 101. Polk TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)	140
Table 102. Polk TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	140
Table 103. Polk TPO – TMA MPO Level Estimate for CRP (Millions of \$)	141
Table 104. Polk TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	141
Table 105. Polk TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	142
Table 106. Polk TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	142
Table 107. Indian River County MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	145
Table 108. Indian River County MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	145
Table 109. Sarasota/Manatee MPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	148
Table 110. Sarasota/Manatee MPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	148
Table 111. Sarasota/Manatee MPO – TMA MPO Level Estimate for CRP (Millions of \$).....	149
Table 112. Sarasota/Manatee MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	149
Table 113. Sarasota/Manatee MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	150

Table 114. Sarasota/Manatee MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	150
Table 115. Heartland Regional TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	153
Table 116. Heartland Regional TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	153
Table 117. St. Lucie TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)	156
Table 118. St. Lucie TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	156
Table 119. St. Lucie TPO – TMA MPO Level Estimate for CRP (Millions of \$).....	157
Table 120. St. Lucie TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	157
Table 121. St. Lucie TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	158
Table 122. St. Lucie TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	158
Table 123. Martin MPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)	161
Table 124. Martin MPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)	161
Table 125. Martin MPO – TMA MPO Level Estimate for CRP (Millions of \$)	162
Table 126. Martin MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$).....	162
Table 127. Martin MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	163
Table 128. Martin MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula	163
Table 129. Charlotte County-Punta Gorda MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	166
Table 130. Charlotte County-Punta Gorda MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	166
Table 131. Lee County MPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	169
Table 132. Lee County MPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	169
Table 133. Lee County MPO – TMA MPO Level Estimate for CRP (Millions of \$).....	170
Table 134. Lee County MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	170
Table 135. Lee County MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	172
Table 136. Lee County MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	172
Table 137. Collier MPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	175
Table 138. Collier MPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	175
Table 139. Collier MPO – TMA MPO Level Estimate for CRP (Millions of \$).....	176
Table 140. Collier MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	176

Table 141. Collier MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	177
Table 142. Collier MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	177
Table 143. Palm Beach TPA – TMA MPO Level Revenue Estimate for STBG (Millions of \$)	180
Table 144. Palm Beach TPA – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	180
Table 145. Palm Beach TPA – TMA MPO Level Estimate for CRP (Millions of \$)	181
Table 146. Palm Beach TPA – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$).....	181
Table 147. Palm Beach TPA – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	182
Table 148. Palm Beach TPA – MPO Level Revenue Estimate for Non-SIS Transit Formula	182
Table 149. Broward MPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	185
Table 150. Broward MPO – TMA MPO Level Revenue Estimate for TA (Millions of \$).....	185
Table 151. Broward MPO – TMA MPO Level Estimate for CRP (Millions of \$).....	186
Table 152. Broward MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)	186
Table 153. Broward MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$).....	187
Table 154. Broward MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	187
Table 155. Miami-Dade TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$).....	190
Table 156. Miami-Dade TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)	190
Table 157. Miami-Dade TPO – TMA MPO Level Estimate for CRP (Millions of \$).....	191
Table 158. Miami-Dade TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$).....	191
Table 159. Miami-Dade TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)	192
Table 160. Miami-Dade TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula.....	192

List of Figures

Figure 1. Revenue Forecasting Framework	9
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INTRODUCTION

The need for the long-range revenue forecast began with federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All federal transportation acts since have required Metropolitan Planning Organizations (MPOs¹) to contain a financial plan in their Long Range Transportation Plan (LRTP²). This requirement is codified in Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Part 450.324(f)(11). Florida law also requires MPOs to have a financial plan in their LRTP (Section 339.175(7)(b), Florida Statutes.)

*Federal and Florida law
require MPOs to have a
financial plan in their LRTP.*

The federal law and regulations specify that an MPO's financial plan demonstrate how the adopted transportation plan can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The financial plan must demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues.

Additionally, the federal law indicates that the MPO, applicable transit operator, and State are to cooperatively develop estimates of funds that will be available to support plan implementation. In response, the Florida Department of Transportation (FDOT) prepares a long-range revenue forecast of federal and state funds in consultation with the Florida MPO Advisory Council (MPOAC) that can be used by all Florida's MPOs. This forecast is prepared approximately every five years to align with the LRTP update schedule for Florida's MPOs.

A statewide revenue forecast developed cooperatively provides **consistency** in the assumptions and approaches used when estimating future federal and state funding for both FDOT and MPO plan development. This includes providing estimates through the agreed upon horizon year and serves as the basis for financial planning for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) and for all 27 MPO LRTPs. Throughout the process, it is FDOT's goal to provide **transparency** with communication via working groups, regular updates to the MPOAC, and development of a handbook (this document) to detail the process for producing the revenue forecast.

This *2050 Revenue Forecast Handbook* documents the purpose, basis, and use of the handbook; an overview of roles, responsibilities, and coordination for the revenue forecast process; and the methodology details of how the forecast is prepared, produced, and delivered to each MPO.

¹ For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

² For this document, LRTP is used generally to refer to a MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

PURPOSE, BASIS, AND USE OF THE HANDBOOK

PURPOSE

The purpose of this handbook is to provide FDOT and MPO staff and consultants with the detailed process for preparing, producing, reviewing, and delivering the long-range transportation revenue forecast to the MPOs for use in their 2050 LRTP update process.

BASIS

THE OVERALL BASIS OF THE FORECAST IS SUMMARIZED IN THESE SIX POINTS:

- Follows current federal and state laws, applicable regulations, and FDOT policies. For state funds, it is based on assumptions concerning factors affecting state revenue sources such as population growth rates and motor fuel consumption and tax rates.
- Uses FDOT's Program and Resource Plan (PRP) as the financial basis for the forecast. This is the financial planning document used by FDOT for the 10-year period that includes the Five-Year Work Program.
- Considers only federal and state funds that "pass through" the FDOT Five-Year Work Program. Federal funds include all federal aid that passes through the FDOT budget. State funds include state revenues such as motor fuel taxes, motor vehicle fees, tourism-based taxes, and other sources. Turnpike Enterprise revenue estimates are not included in this revenue estimate. For Turnpike project information, refer to the [Turnpike Ten-Year Finance Plan](#).
- Consolidates the program information in the PRP into three categories for how the estimates will be provided: statewide estimates, districtwide estimates, and MPO estimates.
- Does not include estimates for local governments, local/regional authorities, private sector, federal funds that go directly to MPOs or transit operators, or other funding sources except as noted. While these other fund sources are not part of the FDOT statewide revenue forecast, they should be considered as part of the overall MPO forecast based on their information source.
- Estimates the value of money at the time it will be collected and reflects future revenue. Future revenue is often referred to as year of expenditure (YOE) dollars. Growth factors³ are applied to revenue amounts following the Five-Year Work Program. MPOs should adjust project costs to YOE dollars to ensure costs and revenues are expressed using the same time frame. Appendix E provides detail for adjusting project costs using agreed upon inflation factors⁴ to convert present day project costs to project costs in YOE dollars. Therefore, all amounts in the forecast are expressed in YOE dollars.

³ For this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050.

⁴ For this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure.

HANDBOOK USE

Florida's MPOs are advised to use the revenue estimates provided by FDOT along with this handbook to assist in the update of their LRTPs. However, if an MPO does not use the FDOT revenue forecast, they are required to develop their own independent forecast and document the methodology used to produce their own revenue forecast.

Federal Highway Administration (FHWA) recommends (based on 23 CFR 450.324(f)(11)(ii)) that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development and provide stakeholders with information and the analysis performed to produce the anticipated revenues. This is also documented in the *2018 Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs* provided by the FHWA Florida Division Office. In the case that an MPO develops their own independent forecast, it is advised that documentation of the assumptions be included in the LRTP.

*FHWA recommends that the
FDOT 2050 Revenue Forecast
be included in an appendix to
the LRTP to demonstrate
cooperative development.*

The projected dollar values provided in this forecast should be used for planning purposes only during the LRTP update process. There should be no expectation these specific estimates will be programmed beyond what is in the 2023/24 – 2027/28 Five-Year Work Program and they do not represent a state commitment for funding, either in total or in any 5-year time period.



OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

The creation of the revenue forecast is a collaborative effort between multiple FDOT Central and District offices as well as the MPOAC and MPOs. Since 1994, FDOT has worked with the MPOAC to develop the long-range revenue forecast to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. This section provides a brief description of the roles and responsibilities of FDOT, the MPOAC, and the MPOs in developing the revenue forecast as well as the approach for coordination.

ROLES AND RESPONSIBILITIES

FDOT CENTRAL OFFICE – FORECASTING AND TRENDS OFFICE AND OFFICE OF POLICY PLANNING

The Forecasting and Trends Office (FTO) provides forecasting and analysis linking transportation planning and implementation. The Office of Policy Planning (OPP) oversees a wide range of efforts and programs that lay the groundwork for transportation programming and project development including coordination with Florida's metropolitan transportation planning processes. Together, they led the effort for initiating, coordinating, producing, and delivering the revenue forecast. Responsibilities of FTO and OPP related to the revenue forecast included:

- Leading the Central Office (CO) Revenue Team consisting of the FTO Manager, OPP Director, and applicable staff;
- Coordinating with the Finance, Program and Resource Allocation staff in the Office of Work Program and Budget (OWPB) to review and understand applicable financial data for the revenue forecast;
- Leading the update of the Financial Guidelines for Florida MPO 2050 LRTPs⁵;
- Coordinating with the MPOAC and MPOs regarding production and distribution of the revenue forecast;
- Working with the FDOT Systems Implementation Office (SIO) to provide revenue forecasts for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP);
- Briefing management on results as production of the revenue forecast progresses;
- Conducting working group meetings with Districts and MPOs including preparation, facilitation, and summary;
- Providing updates to the MPOAC throughout the update process; and
- Collaborating with other FDOT offices as needed to review and refine the final revenue forecast to ensure consistency and transparency.

⁵ The purpose of the *Financial Guidelines for Florida MPO 2050 LRTPs* is to provide uniformity in financial reporting within the MPO LRTP and to document the approach for FDOT, in cooperation with the MPOAC and Florida's MPOs, to prepare a long-range revenue forecast of state and federal transportation funds through 2050. It is prepared and agreed upon by both FDOT and MPOAC early in the update process.

FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET

The Office of Work Program and Budget (OWPB) has the responsibility of developing and managing FDOT's Five-Year Adopted Work Program and providing financial planning services to FDOT management. The responsibilities of the OWPB related to the revenue forecast include:

- Determining the PRP and FDOT's Five-Year Work Program snapshot date and providing the PRP snapshot built from FDOT's Five-Year Work Program that will be used in developing the forecasts including the extended forecast (through the horizon year) using agreed upon growth rates;
- Calculating growth rates based on information from the latest state Revenue Estimating Conference (REC);
- Discussing and finalizing growth rates with the CO Revenue Team; and
- Assisting with the review and feedback on draft forecast tables to ensure consistency and transparency.

FDOT WORKING GROUP (INCLUDING DISTRICTS)

To assist in the process of producing the revenue forecast, FDOT created an internal working group to receive, review, and provide feedback on draft documents related to the revenue forecast. This internal working group included Central Office staff from FTO, OPP, OWPB, and SIO as well as District MPO Liaisons and their designees. The responsibilities of the FDOT Working Group related to the revenue forecast include:

- Reviewing and proposing revisions to draft documents;
- Providing area/office specific input into the development of the revenue forecast methodology;
- Assisting with review of the draft and final revenue forecast; and
- Assisting with communication to MPOs regarding the revenue forecast.

MPO WORKING GROUP

To assist with communication and coordination with the MPOAC and the MPOs, FDOT created an MPO Working Group to provide input into the preparation of the revenue forecast used to develop the MPO 2050 LRTPs. This external working group included directors and/or staff from nine MPOs who volunteered to review and comment on draft documents related to the revenue forecast. The responsibilities of the MPO Working Group related to the revenue forecast include:

- Providing input on the *Financial Guidelines for Florida MPO 2050 LRTPs* and
- Providing input into the approach for conducting the revenue forecast.

COORDINATION

Throughout the development process, FTO and OPP coordinated with applicable FDOT offices, MPOAC, and the MPOs to ensure a timely, consistent, and transparent revenue forecast. Regular coordination fosters a cooperative and collaborative environment to assist in reconciling long-range plans; demonstrating coordinated planning for transportation facilities and services in Florida; and better documenting long-range needs in the state. The CO Revenue Team coordinated both internally and externally to ensure timeliness, consistency and transparency in the revenue forecast process.

INTERNAL

FTO and OPP engaged with OWPB early to review the FY 22/23 – 30/31 PRP (and later the FY 23/24 – 31/32 PRP). In addition, conversations with OWPB helped the team to understand the current trends resulting from the state's REC and its impact on growth rates for the forecast. Early conversations with the SIO also allowed for coordination of the estimates used in the development of the 2050 SIS CFP. Regular updates to District MPO Liaisons, via the FDOT Working Group, allowed them to be informed on the progress so they could communicate information to their respective MPOs. **Table 1** summarizes the FDOT Working Group meetings throughout the process.

Table 1. FDOT Working Group Meetings

DATE	TOPIC
November 16, 2021	Kick-off Meeting; discuss purpose and charge
December 14, 2021	Review previous forecast/discuss current approach
January 11, 2022	Discuss draft financial guidelines
February 8, 2022	Review draft financial guidelines
March 8, 2022	Finalize financial guidelines; discuss forecast table templates
April 5, 2022	Discuss changes to release schedule; finalize forecast table templates
June 7, 2022	Provide process update on forecast preparation; discuss boundary assumptions
October 6, 2022	Provide process update on forecast preparation
April 10, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

EXTERNAL

FTO and OPP regularly met with and updated the MPO Working Group as well as the MPOAC on various milestones throughout the process. These updates encouraged meaningful conversation about comments or concerns involving the revenue forecast and allowed FDOT to understand and address the concerns of the MPOAC. **Table 2** summarizes the MPO Working Group meetings throughout the process. **Table 3** summarizes the touch points with the MPOAC throughout the process.

Table 2. MPO Working Group Meetings

DATE	TOPIC
November 17, 2021	Kick-off Meeting; discuss purpose and charge
December 16, 2021	Review previous forecast/receive input on current approach
January 18, 2022	Discuss draft financial guidelines
April 7, 2022	Provide input on financial guidelines; provide update on release schedule
June 22, 2022	Provide update on boundary assumptions; discuss forecast table templates
October 14, 2022	Provide process update on forecast preparation
April 17, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

Table 3. MPOAC Quarterly Meetings

DATE	TOPIC
January 27, 2022	Review revenue forecast update process; creation of working groups
April 28, 2022	Review financial guidelines
July 28, 2022	Provide process update on release schedule and forecast assumptions
October 27, 2022	Provide process update on forecast preparation
January 31, 2023	Provide process update on continued forecast preparation
April 27, 2023	Provide 2050 Statewide Revenue Forecast

FEDERAL AND STATE REVENUE FORECAST PROCESS METHODOLOGY

FDOT prepared the long-range revenue forecast for federal and state funds that “flow through” the FDOT Five-Year Work Program. The steps involved in this extensive effort included close coordination with the OWPB; regular updates with District and MPO staff; technical entry, analysis, and verification; quality review of the estimates; and final release of a revenue forecast for each of Florida’s MPOs. In concert, the FDOT SIO was provided the same revenue forecast to develop the 2050 SIS CFP.

PREPARING THE REVENUE FORECAST

This section details the preliminary steps to prepare for the analysis of the forecast numbers and tables. The process for preparing the long-range revenue forecast is a collaborative effort among multiple FDOT offices. It starts approximately 32-36 months prior to the due date of the first MPO in the LRTP update cycle. This is to ensure that MPOs first in the update cycle have the forecast at least 15-18 months before their due date. The cycle described in this handbook kicked off in November 2021, approximately 35 months prior to the first MPO LRTP due for the 2050 cycle.

EARLY STEPS

To initiate the process, the CO Revenue Team reviewed prior forecasts, considered current issues impacting revenues, received and reviewed the February 2022 PRP snapshot⁶ from the OWPB, and briefed FDOT management so they could inform the MPOAC of FDOT’s intent to begin the update process. They also convened working groups, finalized the framework of the forecast, and documented the time frame used in the revenue forecast.

WORKING GROUPS

To provide valuable input into the process, FDOT convened the two working groups.

- ✓ The **FDOT Working Group** was an internal group consisting of District and Central Office staff who work with MPOs via their LRTP update process and have an interest/need to understand and use the revenue forecast, and
- ✓ The **MPO Working Group** was a volunteer based group of MPO directors and staff that had a desire to understand, provide input into, and will use the revenue forecast in the LRTP update process.

These Working Groups helped draft and refine the *Financial Guidelines for Florida MPO 2050 LRTPs* document. The guidelines document represented a collaborative effort to provide uniformity in financial

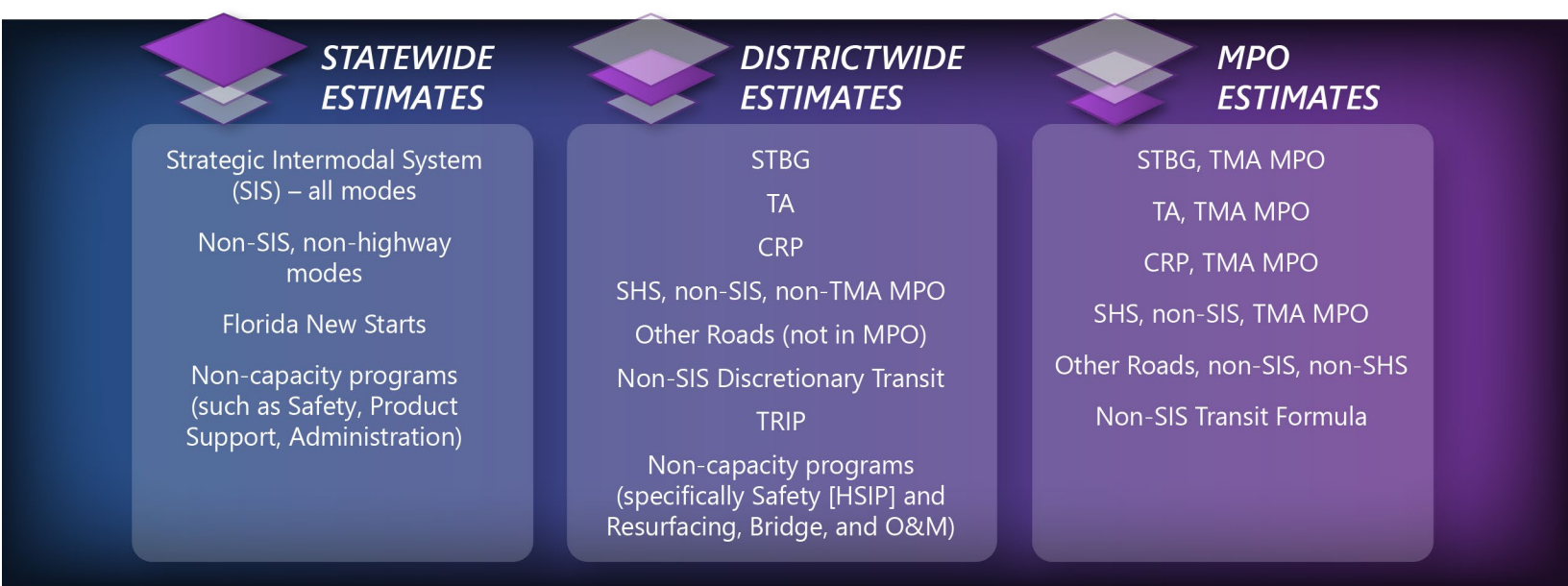
⁶ The February 2022 PRP snapshot was used in early steps of the process; however, the final forecast was based on the March 2023 PRP snapshot as described later in this handbook.

reporting within the MPO LRTP update process and provided information for preparing the long-range revenue forecast to be used by all MPOs for financial planning in their plan updates.

FRAMEWORK

With feedback from the Working Groups, FDOT finalized the Revenue Forecast framework. This framework, shown in **Figure 1**, represents the organization of the revenue forecast beginning with revenue tables at the *statewide level* largely for informational purposes, followed by revenue tables at the *districtwide level* identifying revenues available to the Districts but programmed in consultation with the MPOs, and finally, revenue tables at the *MPO level* providing MPO-specific revenue estimates for Transportation Management Area (TMA⁷) funds, transit formula funds, and other revenues that are reasonably expected to be available in the MPO area through 2050. The Revenue Forecast framework is also documented in the *Financial Guidelines for Florida MPO 2050 LRTPs* document.

Figure 1. Revenue Forecasting Framework



TIMEFRAME

The next step to the revenue forecast process was identifying the time frame that the forecast would capture. The base year is the first year in the revenue forecast and the horizon year is the last year. Syncing up the horizon year with the LRTP update cycle provides a seamless use of the revenue forecast to the MPOs work on the Needs Plan and Cost Feasible Plan. The base and horizon years are for financial reporting purposes only and do not impact individual MPO selection of alternative base and horizon years for socio-economic data, modeling, and other purposes.

⁷ Transportation Management Areas (TMA) are urban areas with a population over 200,000. All urban areas with less than 200,000 people are not considered a TMA. For the purposes of this handbook, MPOs in a TMA are called TMA MPOs and those not in a TMA are called non-TMA MPOs.

Aggregate time bands are identified to simplify reporting. Five-year time bands are used 15 years into the forecast. The final 10 years are shown as one time band. The individual time bands for this revenue forecast are 2023/24-2024/25 (gap between Work Program and first time band); 2025/26-2029/30; 2030/31-2034/35; 2034/35-2039/40; and 2039/40-2049/50. The use of time bands increases flexibility, reduces the need to “fine tune” project priorities, and decreases the number of LRTP amendments.

Revenue estimates provided to each MPO consist of the statewide, districtwide, and MPO level tables. The tables identify whether the source is federal or state and provides a dollar total for each aggregate time band.

INITIATING THE REVENUE FORECAST PROCESS

The starting point for preparing the revenue forecast is FDOT’s annual Program and Resource Plan (PRP), a document providing planned commitment levels by year for all FDOT’s programs. The PRP is essential to understanding the major programs, their resource requirements, and the projects they deliver. The program levels form the basis for FDOT’s Finance Plan, Five-Year Work Program, and Legislative Budget Request (LBR). Annual estimates of funding levels through 2050 are based on federal and state laws and regulations and FDOT policies at the time the forecast is prepared. For files related to the current PRP, visit the [Office of Work Program and Budget, Program and Resource Plan](#) website.

Development of the PRP is guided in the broadest sense by FDOT’s mission statement:

The department will provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

In addition, the Florida Transportation Plan (FTP), the state’s long-range transportation plan documenting Florida’s transportation goals and objectives, provides the policy framework for the PRP, the Five-Year Work Program, and the LBR.

Sound multimodal planning concepts and the best available forecasts of costs and funding are used in preparing the PRP. However, the PRP is vulnerable to future circumstances and events which may have a positive or negative impact on transportation resources such as variations in revenue projections, changes in regulations and laws, fluctuations in construction costs, and extraordinary and unpredictable changes in right-of-way land costs.

UNDERSTANDING THE FUNDING SOURCES

Chapter 334, Florida Statutes identifies FDOT as responsible for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and assuring the compatibility of all components, including multimodal facilities.

In carrying out its duties, FDOT adopts a Five-Year Work Program, which is a list of transportation projects planned for each fiscal year. State taxes and fees, along with federal aid, make up the primary funding sources for the work program. Other funding sources include tolls collected for certain facilities, proceeds from bond issuances, and local taxes and fees. These other funding sources are not considered in this revenue forecast.

The State Transportation Trust Fund (STTF) is legislatively authorized and used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. Florida receives both federal and state funds. The Federal aid in this forecast incorporates current federal legislation – *the Infrastructure Investment and Jobs Act (IIJA)* – for the federal fiscal years 2021/22 – 2025/26. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in this revenue forecast. Urban and non-urban programs are distributed by population according to federal law.

The STTF's primary revenue sources are from state taxes and fees. The following state revenue sources are considered in the revenue forecast.

HIGHWAY MOTOR FUEL TAXES

The collection of state fuel taxes is administered by the Florida Department of Revenue (DOR). While most revenue from the Fuel Sales Tax is distributed to the STTF, set-asides are included for other funds. Primary state fuel sales taxes include:

Highway Fuel Sales Tax (indexed annually by the Consumer Price Index);

Off-Highway Fuel Sales Tax; and

State Comprehensive Enhanced Transportation System Tax (indexed annually by the Consumer Price Index).

Historically, revenues from these taxes are affected by short-term population growth and automatic tax rate increases (adjustments based on Consumer Price Index). They tend to grow at a faster pace than those from other sources. Isolated increases or decreases in growth rates are usually the result of external variables such as resulted from the COVID-19 pandemic.

TOURISM-BASED TAXES

Tourist-based taxes include those closely associated with tourism in the state. Florida DOR administers the collection of both aviation fuel tax and the rental car surcharge. Eighty percent of the revenue from the rental car surcharge is distributed to the STTF. The two tax sources are:

Aviation Fuel Tax and

Rental Car Surcharge.

Revenues from these taxes are heavily influenced by tourist activity. For example, higher growth rates in recent years were primarily the result of a rebound in tourism from the negative impacts of COVID limitations that impacted air travel and other travel restrictions.

MOTOR VEHICLE LICENSE RELATED FEES

These funds are primarily collected and administered by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and distributed to the STTF among other funds. Primary state motor vehicle license related fees include:

Motor vehicle license fees;

Motor vehicle license surcharges;

Initial registration fees (also known as New Wheels on the Road); and

Motor vehicle title fees.

Revenues from these sources are mainly impacted by population growth and new car sales. For example, the negative growth rates in the future would result in a projected decline in the initial registration fees of new vehicles. Positive impacts to both of these variables are expected in the long term given predicted population growth.

DOCUMENTARY STAMP TAXES

The documentary stamp tax is levied on documents that include, but are not limited to, deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness. They can fluctuate widely depending on the Florida real estate market and complex provisions in the law governing this source of Florida revenue. Currently, state law allows distributions to the STTF, not to exceed \$466.75 million. FDOT programs that receive documentary stamp funding include Florida New Starts Transit Program, Small County Outreach Program (SCOP), Strategic Intermodal System (SIS), Transportation Regional Incentive Program (TRIP), and the Florida Rail Enterprise.

Revenues from this source are impacted largely by fluctuations in the real estate market among other things. Revenue is first distributed from this tax source to fund debt service for environmental programs and contributions to the land acquisition trust fund. Revenues are then distributed to the STTF in an amount not to exceed \$466.75 million. Due to the statutory limit, flat growth is assumed once forecasted funds reach the cap and stays constant through the end of the forecast period. For this revenue forecast, forecasted funds reached the cap in fiscal year 2029/30.

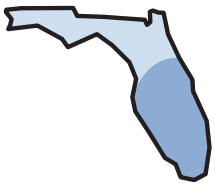
DETERMINING THE GROWTH RATES

As the update process continued, the CO Revenue Team met with the OWPB to discuss the growth rates that were used to extrapolate the anticipated revenue from the last year of FDOT's Five-Year Work Program to the horizon year. The process for determining growth rates for both federal and state funds is described below.



GROWTH RATES FOR FEDERAL FUNDS

Federal funds are not based on factors such as population and/or economic growth, a common indicator of actual economic activity within a state. They are set through a political process determined by Congress. Federal funds are obligated to states for a set period of time. The current IIJA was passed for the federal fiscal years 2021/22 – 2025/26. The time period is certain unless the current act is extended or new federal legislation is enacted. Given the uncertain nature of when or how federal funds will be available beyond the current federal transportation act, FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. The level of federal funding to states has often increased with subsequent transportation acts, however, given the unpredictable nature of the congressional political process that produces the state allocations, FDOT remains conservative in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies.



GROWTH RATES FOR STATE FUNDS

FDOT calculates annual growth rates for state funds using information from the REC which considers the current and anticipated state of the economy and population. The REC is one of several conferences that are part of the statutorily required consensus estimating conference process. The REC is required to develop official forecasts for anticipated state and local government revenues as the conference determines the needs for the state planning and budgeting process. The three areas within the REC that provide forecasts for transportation-related funding flowing into the STTF include highway safety fees, transportation revenue, and general revenue (specifically documentary stamp revenue). The growth rates used in this revenue forecast are based on what is provided by the REC and are applied in fiscal years 2028/29 – 2049/50. Information on the growth rates used in this revenue forecast and how they were calculated are included in Appendix E.

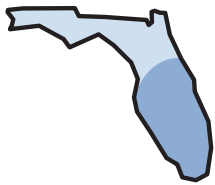
OTHER FACTORS IMPACTING THE REVENUE FORECAST

Historically, the funding split for transportation funds in Florida has been approximately 25 percent federal and 75 percent state. Given the higher proportional share of funds from state sources, changes in the state's economy have a greater impact on the revenue forecast. However, the revenue forecast can be influenced by external factors at both the federal and state level.



FEDERAL

The federal forecast is completely dependent on transportation legislation passed by Congress and signed into law by the President. Federal transportation law dictates what each state receives. In 2021, the IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive \$13.5 billion in formula funds over the five-year transportation act which is an increase of 35 percent over the previous Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program (CRP) that is also reflected in the revenue forecast.



STATE

The state forecast is impacted by external factors within the state's economy such as income, employment, visitors, GDP, and population among others. Depending on when the revenue forecast is calculated, the estimate of future funds can look drastically different. For example, in 2018, the date of the previous revenue forecast, the U.S. and the state were in the middle of the longest period of economic growth that is over 10 years. This had an impact on the growth rates and the estimates that were calculated. The economy began to shift in 2020 and in late 2022, the U.S. economic outlook looked much different with many economists expecting a recession sometime in 2023. If economic growth declines as currently expected, this downturn will have an impact on the amount of state tax receipts that will be available, which in turn will impact the amount of expected state revenue.

RECONCILING THE DATA

Once the growth rates were obtained from OWPB, the CO Revenue Team worked with the OWPB to download the March 2023 PRP snapshot file of the data submitted in the LBR for the fiscal year 2023/2024 state transportation budget. The PRP snapshot covered fiscal years 2023/24 – 2031/2032.

The first five years of the 10-year PRP, which is the Five-Year Work Program, is the starting point for the 2050 revenue forecast. This 5-year data set is used because while all revenue anticipated is included in the 10-year PRP, not all projects are programmed in the outer years (beyond the adopted Work Program). Using the Five-Year Work Program as the basis ensures a comprehensive foundation for growing the funds into the future. For this forecast, growth rates were used starting in 2028/29.

Once the database was received, the CO Revenue Team reconciled the data to the PRP to ensure the extracted database was correct and complete. The CO Revenue Team met with the OWPB to address any questions, concerns, or matters concerning the reconciliation. Once the data set was confirmed, the CO Revenue Team conducted the forecast for statewide, districtwide, and MPO tables.

CONDUCTING AND PRODUCING THE REVENUE FORECAST

This section outlines the steps for producing the revenue forecast tables including details for conducting and analyzing the revenue forecast. Individual MPO estimates are provided in a separate report prepared for each MPO.

Review of the forecast numbers began with calculating a summary table of all federal and state funds that pass through the Five-Year Work Program. Starting with the year following the Five-Year Work Program, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds were grown based on the established growth rates to 2050 (see Appendix E). The individual year amounts are summed within the established time bands and provided in **Table 4** below. In this summary table, the percent of the total is also calculated for both federal and state funds.

Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of \$)

MAJOR REVENUE SOURCES (MILLIONS OF \$)	TIME PERIOD (FISCAL YEARS)					
						27-YEAR TOTAL
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	2024/25- 2049/50
FEDERAL						
Amount	\$6,819	\$14,503	\$14,584	\$14,584	\$29,168	\$79,658
Percent of Total	37%	33%	32%	31%	30%	32%
STATE						
Amount	\$11,806	\$29,288	\$31,300	\$32,720	\$66,747	\$171,862
Percent of Total	63%	67%	68%	69%	70%	68%
Statewide Total	\$18,624	\$43,791	\$45,884	\$47,304	\$95,915	\$251,519

The remainder of this section details the approach for calculating the statewide, districtwide, and MPO level forecasts through 2050.

REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- ✓ All modes on the Strategic Intermodal System (SIS);
- ✓ Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- ✓ Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- ✓ Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#).

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the [SIS Policy Plan](#) and its implementation as well as follow [SIS Funding Eligibility Guidance](#).

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of \$)

PROGRAMS	TIME PERIODS (FISCAL YEARS)								18-YEAR TOTAL FOR SIS 2032/33- 2049/50	OVERALL 27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2031/32	2032/33- 2034/35	2035/36- 2039/40	2040/41- 2044/45	2045/46- 2049/50			
Highway Share Federal/State	\$3,409.88	\$6,598.12	\$2,548.58	\$3,710.00	\$6,301.16	\$6,376.18	\$6,371.18	\$22,758.53	\$35,315.10	
Modal Reserves Federal/State	\$852.47	\$1,649.53	\$637.15	\$927.50	\$1,575.29	\$1,594.05	\$1,592.80	\$5,689.63	\$8,828.78	
Statewide Total	\$4,262.35	\$8,247.65	\$3,185.73	\$4,637.51	\$7,876.45	\$7,970.23	\$7,963.98	\$28,448.16	\$44,143.88	

NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- ✓ **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- ✓ **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- ✓ **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- ✓ **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- ✓ **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined \$25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. MPOs also may wish to highlight planned connections with SUN Trail stemming from other bicycle and pedestrian projects, or from projects of any mode.

Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of \$)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Aviation Federal/State	\$259.72	\$702.40	\$782.88	\$818.26	\$1,669.10	\$4,232.36
Rail Federal/State	\$282.69	\$398.15	\$415.91	\$432.51	\$880.30	\$2,409.56
Intermodal Access Federal/State	\$41.85	\$144.66	\$167.43	\$172.27	\$348.99	\$875.18
Seaport Development Federal/State	\$54.87	\$213.67	\$235.04	\$245.71	\$501.22	\$1,250.51
SUN Trail State	\$50.00	\$125.00	\$125.00	\$125.00	\$250.00	\$675.00
Statewide Total	\$689.13	\$1,583.87	\$1,726.26	\$1,793.75	\$3,649.61	\$9,442.61

For the statewide estimate, FDOT identified federal and state funding that included aviation, rail, intermodal access, and seaport development programmed funds that were not on the SIS. SUN Trail is calculated independently because it is a legislatively set annual amount of \$25 million a year⁸. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

⁸ On April 11, 202, Senate Bill 106 was signed into law expanding SUN Trail and increasing funding to \$50 million annually. As of the publication of this revenue forecast, it has not been determine what programs will be reduced to accommodate the increase for SUN Trail.

FLORIDA NEW STARTS

Estimates of available federal and state funds are provided at the statewide level in **Table 7** for the Florida New Starts program. These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions. MPOs may desire to include projects partially funded with Florida New Starts funds in their LRTPs. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as “illustrative.” Florida New Starts estimates are provided at the statewide level.

Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of \$)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
Florida New Starts Program State	\$173.50	\$267.68	\$287.56	\$300.60	\$613.21	\$1,642.55

For the statewide estimate, FDOT identified federal and state programmed transit funds that were not on the SIS. All programmed transit funds were reviewed to determine whether they were discretionary or formula from the state’s perspective. All discretionary funds were considered at the statewide level and formula funds were considered at the MPO level (see pages 35-36). Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS

These estimates are federal and state funds for programs to support, operate, and maintain the SHS including safety, bridge, resurfacing, product support, operations and maintenance, and administration. These are provided at the statewide level in **Table 8**.

Safety includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes,

fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.

- ✓ **Resurfacing** includes resurfacing of all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- ✓ **Bridge** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- ✓ **Product Support** includes preliminary engineering⁹, construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- ✓ **Operations and Maintenance** includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- ✓ **Administration** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

Certain expenditures, such as debt service, reimbursements to local governments, and a few other minor categories, are not described above but are included in the statewide totals under "Administration and Other."

⁹ Preliminary Engineering (PE) Program represents the activities and resources related to the environmental concerns, corridor location, and other project development issues, project surveying and mapping, roadway and structural design phases, traffic engineering, safety considerations, pavement management, project estimating, project specifications development, project management including both in-house and consultant development and support, and quality assurance in all of these areas as related to highway and bridge construction projects.

Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of \$)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
Safety Federal/State	\$412.34	\$997.74	\$1,017.10	\$1,017.78	\$2,036.18	\$5,481.13
Resurfacing* Federal/State	\$3,034.12	\$7,998.73	\$8,034.39	\$8,184.54	\$16,507.27	\$43,759.05
Bridge* Federal/State	\$522.15	\$2,357.27	\$1,954.68	\$1,999.65	\$4,040.69	\$10,874.45
Product Support Federal/State	\$3,352.75	\$6,280.84	\$6,346.05	\$6,536.36	\$13,247.86	\$35,763.87
Operations and Maintenance* Federal/State	\$2,465.76	\$6,893.87	\$7,525.73	\$7,851.74	\$16,003.51	\$40,740.62
Administration and Other Federal/State	\$396.17	\$919.48	\$994.11	\$1,039.02	\$2,119.36	\$5,468.14
Statewide Total	\$10,183.28	\$25,447.94	\$25,872.07	\$26,629.10	\$53,954.88	\$142,087.26

*A district breakdown of the total resurfacing, bridge, and operations & maintenance estimates is provided in the Districtwide section below.

For the statewide estimate, FDOT identified federal and state programmed non-capacity funds for resurfacing, bridge, preliminary engineering, construction engineering and Inspections (CEI), ROW support, environmental mitigation, material and research, planning and environment, operations & maintenance, traffic engineering & operations, toll operations, and administration. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- ✓ Surface Transportation Block Grant (STBG),
- ✓ Transportation Alternatives (TA);
- ✓ Carbon Reduction Program (CRP);
- ✓ SHS (non-SIS) – non-TMA MPO;
- ✓ Other Roads (non-SHS/non-SIS); and
- ✓ Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- ✓ Highway Safety Improvement Program (HSIP), and
- ✓ Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- ✓ For “any area”, may be used on any project in the state
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 9. Districtwide Revenue Estimate for STBG (Millions of \$)

	Time Periods (Fiscal Years)					27-YEAR TOTAL 2024/25- 2049/50
	Programs Funding Source: Federal	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	
District 1						
SA (Any Area)	\$53.33	\$248.58	\$260.34	\$260.34	\$520.68	\$1,343.27
SN (Population less than 5,000)	\$4.07	\$22.42	\$22.08	\$22.08	\$44.15	\$114.80
SM (Population 5,000 to 49,999)	\$0.33	\$15.02	\$15.98	\$15.98	\$31.96	\$79.28
SL (Population 50,000 to 200,000)	\$4.07	\$17.21	\$20.28	\$20.28	\$40.55	\$102.39
Total District 1	\$61.80	\$303.23	\$318.67	\$318.67	\$637.35	\$1,639.73
District 2						
SA (Any Area)	\$47.39	\$84.29	\$91.62	\$91.62	\$183.25	\$498.18
SN (Population less than 5,000)	\$16.15	\$36.43	\$34.52	\$34.52	\$69.05	\$190.68
SM (Population 5,000 to 49,999)	\$2.51	\$2.58	\$-	\$-	\$-	\$5.09
SL (Population 50,000 to 200,000)	\$7.33	\$22.38	\$22.54	\$22.54	\$45.09	\$119.89
Total District 2	\$73.38	\$145.68	\$148.69	\$148.69	\$297.39	\$813.83
District 3						
SA (Any Area)	\$46.23	\$78.63	\$90.34	\$90.34	\$180.67	\$486.20
SN (Population less than 5,000)	\$13.12	\$31.73	\$31.97	\$31.97	\$63.94	\$172.72
SM (Population 5,000 to 49,999)	\$1.34	\$6.85	\$6.91	\$6.91	\$13.81	\$35.82
SL (Population 50,000 to 200,000)	\$0.50	\$28.49	\$29.41	\$29.41	\$58.82	\$146.62
Total District 3	\$61.19	\$145.70	\$158.62	\$158.62	\$317.24	\$841.37
District 4						
SA (Any Area)	\$61.20	\$126.12	\$97.58	\$97.58	\$195.17	\$577.66
SN (Population less than 5,000)	\$2.64	\$3.51	\$3.61	\$3.61	\$7.21	\$20.56
SM (Population 5,000 to 49,999)	\$1.88	\$4.77	\$4.81	\$4.81	\$9.62	\$25.89
SL (Population 50,000 to 200,000)	\$5.29	\$13.01	\$13.11	\$13.11	\$26.22	\$70.74
Total District 4	\$71.01	\$147.41	\$119.11	\$119.11	\$238.22	\$694.85
District 5						
SA (Any Area)	\$90.87	\$252.81	\$302.19	\$302.19	\$604.38	\$1,552.42
SN (Population less than 5,000)	\$8.20	\$29.59	\$30.00	\$30.00	\$60.01	\$157.81
SM (Population 5,000 to 49,999)	\$2.94	\$5.51	\$5.56	\$5.56	\$11.12	\$30.68
SL (Population 50,000 to 200,000)	\$15.82	\$54.46	\$55.96	\$55.96	\$111.92	\$294.11
Total District 5	\$117.83	\$342.36	\$393.71	\$393.71	\$787.41	\$2,035.02
District 6						
SA (Any Area)	\$29.18	\$119.79	\$146.00	\$146.00	\$292.01	\$732.98
SN (Population less than 5,000)	\$-	\$1.38	\$1.39	\$1.39	\$2.78	\$6.95
SM (Population 5,000 to 49,999)	\$0.10	\$5.81	\$5.85	\$5.85	\$11.71	\$29.33
SL (Population 50,000 to 200,000)	\$0.71	\$-	\$-	\$-	\$-	\$0.71
Total District 6	\$29.99	\$126.98	\$153.25	\$153.25	\$306.50	\$769.97
District 7						
SA (Any Area)	\$72.83	\$183.05	\$163.17	\$163.17	\$326.34	\$908.57
SN (Population less than 5,000)	\$6.93	\$20.00	\$20.14	\$20.14	\$40.27	\$107.48
SM (Population 5,000 to 49,999)	\$0.55	\$0.77	\$0.77	\$0.77	\$1.55	\$4.41
SL (Population 50,000 to 200,000)	\$8.99	\$25.76	\$25.95	\$25.95	\$51.90	\$138.56
Total District 7	\$89.30	\$229.58	\$210.03	\$210.03	\$420.07	\$1,159.01
Statewide Total	\$504.49	\$1,440.95	\$1,502.09	\$1,502.09	\$3,004.17	\$7,953.78

To calculate the districtwide estimate for STBG, FDOT identified the federal programmed funds for STBG for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES SET-ASIDE

The Transportation Alternatives (TA) set-aside are federal funds used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The sub-categories are shown in the list below.

- ✓ For “any area” and may be used on any project within the state;
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 10**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 10. Districtwide Revenue Estimate for TA (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1						
TALT (Any Area)	\$8.49	\$24.65	\$25.07	\$25.07	\$50.13	\$133.41
TALN (Population less than 5,000)	\$1.41	\$3.66	\$3.72	\$3.72	\$7.43	\$19.93
TALM (Population 5,000 to 49,999)	\$0.92	\$2.35	\$2.37	\$2.37	\$4.74	\$12.75
TALL (Population 50,000 to 200,000)	\$1.17	\$2.97	\$3.00	\$3.00	\$6.00	\$16.14
Total District 1	\$11.99	\$33.63	\$34.15	\$34.15	\$68.30	\$182.22
District 2						
TALT (Any Area)	\$6.06	\$19.18	\$19.37	\$19.37	\$38.75	\$102.74
TALN (Population less than 5,000)	\$2.38	\$6.07	\$6.14	\$6.14	\$12.28	\$33.00
TALM (Population 5,000 to 49,999)	\$-	\$1.90	\$1.92	\$1.92	\$3.84	\$9.58
TALL (Population 50,000 to 200,000)	\$1.29	\$3.30	\$3.34	\$3.34	\$6.68	\$17.95
Total District 2	\$9.73	\$30.45	\$30.77	\$30.77	\$61.54	\$163.26
District 3						
TALT (Any Area)	\$6.13	\$12.50	\$12.59	\$12.59	\$25.19	\$69.00
TALN (Population less than 5,000)	\$2.53	\$4.70	\$4.74	\$4.74	\$9.47	\$26.17
TALM (Population 5,000 to 49,999)	\$0.79	\$1.02	\$1.02	\$1.02	\$2.05	\$5.90
TALL (Population 50,000 to 200,000)	\$2.37	\$4.32	\$4.36	\$4.36	\$8.71	\$24.11
Total District 3	\$11.81	\$22.53	\$22.71	\$22.71	\$45.41	\$125.18
District 4						
TALT (Any Area)	\$11.70	\$30.49	\$30.75	\$30.75	\$61.50	\$165.19
TALN (Population less than 5,000)	\$0.21	\$0.53	\$0.53	\$0.53	\$1.07	\$2.87
TALM (Population 5,000 to 49,999)	\$0.28	\$0.71	\$0.71	\$0.71	\$1.42	\$3.83
TALL (Population 50,000 to 200,000)	\$0.76	\$1.93	\$1.94	\$1.94	\$3.88	\$10.45
Total District 4	\$12.94	\$33.65	\$33.94	\$33.94	\$67.88	\$182.35
District 5						
TALT (Any Area)	\$14.04	\$34.89	\$36.79	\$36.79	\$73.58	\$196.10
TALN (Population less than 5,000)	\$1.74	\$4.41	\$4.44	\$4.44	\$8.89	\$23.93
TALM (Population 5,000 to 49,999)	\$0.32	\$0.82	\$0.82	\$0.82	\$1.65	\$4.43
TALL (Population 50,000 to 200,000)	\$3.24	\$7.28	\$8.29	\$8.29	\$16.58	\$43.68
Total District 5	\$19.34	\$47.40	\$50.35	\$50.35	\$100.69	\$268.13
District 6						
TALT (Any Area)	\$12.50	\$19.97	\$20.15	\$20.15	\$40.29	\$113.06
TALN (Population less than 5,000)	\$0.13	\$0.20	\$0.21	\$0.21	\$0.41	\$1.16
TALM (Population 5,000 to 49,999)	\$0.60	\$0.86	\$0.87	\$0.87	\$1.73	\$4.92
TALL (Population 50,000 to 200,000)	\$-	\$-	\$-	\$-	\$-	\$-
Total District 6	\$13.23	\$21.03	\$21.22	\$21.22	\$42.44	\$119.14
District 7						
TALT (Any Area)	\$11.14	\$24.80	\$25.00	\$25.00	\$49.99	\$135.94
TALN (Population less than 5,000)	\$2.27	\$3.06	\$3.08	\$3.08	\$6.16	\$17.64
TALM (Population 5,000 to 49,999)	\$0.09	\$0.11	\$0.11	\$0.11	\$0.23	\$0.66
TALL (Population 50,000 to 200,000)	\$2.16	\$3.82	\$3.84	\$3.84	\$7.69	\$21.35
Total District 7	\$15.65	\$31.79	\$32.04	\$32.04	\$64.07	\$175.59
Statewide Total	\$94.70	\$220.49	\$225.17	\$225.17	\$450.34	\$1,215.87

For the districtwide estimate, FDOT identified the federal programmed funds for TA for non-TMA MPOs. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM

Carbon Reduction Program (CRP) are federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. The sub-categories are shown in the list below.

- ✓ For “any area” and may be used on any project within the state;
- ✓ For areas with a population less than 5,000;
- ✓ For areas with a population from 5,000 to 49,999; and
- ✓ For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the Districtwide level in **Table 11**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 11. Districtwide Revenue Estimate CRP (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.25	\$3.06	\$3.09	\$3.09	\$6.17	\$16.65
CARM (Population 5,000 to 49,999)	\$0.77	\$1.95	\$1.96	\$1.96	\$3.93	\$10.57
CARL (Population 50,000 to 200,000)	\$2.49	\$4.02	\$4.92	\$4.92	\$9.84	\$26.20
Total District 1	\$4.51	\$9.03	\$9.97	\$9.97	\$19.94	\$53.42
District 2						
CARB (Any Area)	\$3.67	\$-	\$-	\$-	\$-	\$3.67
CARN (Population less than 5,000)	\$1.99	\$5.05	\$5.09	\$5.09	\$10.18	\$27.41
CARM (Population 5,000 to 49,999)	\$0.32	\$1.58	\$1.59	\$1.59	\$3.18	\$8.26
CARL (Population 50,000 to 200,000)	\$1.45	\$2.96	\$2.96	\$2.96	\$5.92	\$16.25
Total District 2	\$7.43	\$9.59	\$9.64	\$9.64	\$19.28	\$55.58
District 3						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.77	\$3.90	\$3.93	\$3.93	\$7.85	\$21.37
CARM (Population 5,000 to 49,999)	\$0.66	\$0.84	\$0.85	\$0.85	\$1.70	\$4.90
CARL (Population 50,000 to 200,000)	\$1.32	\$3.86	\$3.86	\$3.86	\$7.72	\$20.62
Total District 3	\$3.75	\$8.60	\$8.64	\$8.64	\$17.27	\$46.89
District 4						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$0.17	\$0.44	\$0.44	\$0.44	\$0.89	\$2.38
CARM (Population 5,000 to 49,999)	\$0.23	\$0.59	\$0.59	\$0.59	\$1.18	\$3.18
CARL (Population 50,000 to 200,000)	\$1.31	\$1.72	\$1.72	\$1.72	\$3.44	\$9.92
Total District 4	\$1.72	\$2.75	\$2.75	\$2.75	\$5.51	\$15.48
District 5						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.93	\$3.66	\$3.68	\$3.68	\$7.37	\$20.33
CARM (Population 5,000 to 49,999)	\$0.49	\$0.68	\$0.68	\$0.68	\$1.37	\$3.90
CARL (Population 50,000 to 200,000)	\$3.75	\$7.35	\$7.35	\$7.35	\$14.69	\$40.48
Total District 5	\$6.17	\$11.68	\$11.71	\$11.71	\$23.43	\$64.71
District 6						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$0.03	\$0.17	\$0.17	\$0.17	\$0.34	\$0.89
CARM (Population 5,000 to 49,999)	\$0.51	\$0.71	\$0.72	\$0.72	\$1.44	\$4.10
CARL (Population 50,000 to 200,000)	\$-	\$-	\$-	\$-	\$-	\$-
Total District 6	\$0.54	\$0.88	\$0.89	\$0.89	\$1.78	\$4.99
District 7						
CARB (Any Area)	\$-	\$-	\$-	\$-	\$-	\$-
CARN (Population less than 5,000)	\$1.29	\$2.53	\$2.55	\$2.55	\$5.11	\$14.04
CARM (Population 5,000 to 49,999)	\$0.07	\$0.09	\$0.09	\$0.09	\$0.19	\$0.55
CARL (Population 50,000 to 200,000)	\$2.59	\$3.24	\$3.41	\$3.41	\$6.81	\$19.46
Total District 7	\$3.95	\$5.87	\$6.06	\$6.06	\$12.11	\$34.04
Statewide Total	\$28.07	\$48.40	\$49.66	\$49.66	\$99.33	\$275.12

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$2.46	\$4.73	\$5.36	\$5.52	\$11.19	\$29.26
District 2	\$-	\$-	\$-	\$-	\$-	\$-
District 3	\$2.17	\$0.89	\$2.33	\$2.43	\$4.96	\$12.78
District 4	\$3.18	\$1.30	\$3.41	\$3.56	\$7.27	\$18.72
District 5	\$9.91	\$76.25	\$65.59	\$68.56	\$139.86	\$360.16
District 6	\$-	\$-	\$-	\$-	\$-	\$-
District 7	\$-	\$31.43	\$23.49	\$24.26	\$49.22	\$128.40
Statewide Total	\$17.72	\$114.60	\$100.17	\$104.33	\$212.50	\$549.32

For the districtwide estimates, FDOT identified state programmed funds for SHS, non-SIS, not in a TMA. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SHS/NON-SIS) – NOT IN AN MPO

These are federal funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Estimates for Other Roads (non-SHS/non-SIS) are provided at the FDOT Districtwide level in **Table 13** for informational purposes only to the MPOs.

Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$-	\$-	\$-	\$-	\$-	\$-
District 2	\$61.65	\$71.88	\$101.65	\$106.26	\$216.76	\$558.19
District 3	\$36.63	\$43.40	\$60.92	\$63.69	\$129.91	\$334.55
District 4	\$-	\$-	\$-	\$-	\$-	\$-
District 5	\$-	\$-	\$-	\$-	\$-	\$-
District 6	\$4.24	\$8.34	\$8.94	\$9.35	\$19.07	\$49.94
District 7	\$-	\$-	\$-	\$-	\$-	\$-
Statewide Total	\$102.51	\$123.62	\$171.51	\$179.29	\$365.74	\$942.68

For the districtwide estimates, FDOT identified programmed funds for Other Road, not in an MPO. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14**.

Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$18.53	\$30.59	\$35.95	\$36.59	\$73.76	\$195.41
District 2	\$18.80	\$36.23	\$39.99	\$40.49	\$81.45	\$216.95
District 3	\$22.54	\$26.38	\$35.28	\$35.52	\$71.27	\$191.00
District 4	\$30.98	\$110.40	\$102.64	\$103.85	\$208.83	\$556.70
District 5	\$32.79	\$32.30	\$47.26	\$47.83	\$96.18	\$256.37
District 6	\$38.57	\$30.10	\$51.78	\$53.79	\$109.44	\$283.68
District 7	\$10.47	\$37.79	\$35.01	\$35.41	\$71.19	\$189.87
Central Office	\$210.59	\$499.93	\$524.11	\$536.31	\$1,083.86	\$2,854.81
Statewide Total	\$383.26	\$803.73	\$872.02	\$889.80	\$1,795.97	\$4,744.78

For the districtwide estimates, FDOT identified programmed funds for Non-SIS Transit Discretionary. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. TRIP's funding source is a percentage of documentary stamp funds and a portion of the Motor Vehicle License fees. It will fund up to 50 percent of the project cost. TRIP estimates are provided at the Districtwide level in **Table 15**.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as “illustrative projects” in its plan along with, at a minimum, the following information:

- ✓ Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- ✓ Description of the project and estimated costs;
- ✓ Assumptions related to the share and amount of district TRIP funding for the project; and
- ✓ Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local).

MPOs should work with their FDOT District Liaison in developing and documenting this information.

Table 15. Districtwide Revenue Estimate for TRIP (Millions of \$)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$16.66	\$34.52	\$37.60	\$39.30	\$80.17	\$208.26
District 2	\$9.59	\$26.66	\$29.04	\$30.35	\$61.92	\$157.56
District 3	\$7.80	\$17.33	\$18.87	\$19.73	\$40.25	\$103.98
District 4	\$23.49	\$42.35	\$46.12	\$48.22	\$98.36	\$258.55
District 5	\$10.78	\$41.12	\$55.14	\$57.64	\$117.58	\$282.27
District 6	\$20.89	\$27.76	\$30.23	\$31.60	\$64.47	\$174.95
District 7	\$4.26	\$31.52	\$32.39	\$33.86	\$69.07	\$171.10
Statewide Total	\$93.48	\$221.27	\$249.39	\$260.70	\$531.82	\$1,356.66

For the districtwide estimates, FDOT identified state programmed funds for TRIP. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FDOT Safety Office manages the Federal Highway Administration (FHWA) engineering safety program which is funded via the Highway Safety Improvement Program (HSIP). The HSIP addresses low cost (typically \$1,000,000 or less) short-term safety projects that correct specific traffic crash problems involving fatal and serious injury crashes. This program is applicable to all public roads except Turnpike Enterprise. In prior years, the total HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/24, these safety allocations will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding approved eligibility requirements and should be submitted to the State Safety Engineer. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source and document this information. The HSIP estimate are provided at the Districtwide level in **Table 16**.

Table 16. Districtwide Revenue Estimate for HSIP (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	
District 1	\$45.77	\$78.09	\$74.69	\$74.69	\$149.39	\$422.63
District 2	\$43.87	\$60.83	\$58.99	\$58.99	\$117.98	\$340.66
District 3	\$32.20	\$39.97	\$38.46	\$38.46	\$76.91	\$226.00
District 4	\$53.85	\$94.90	\$91.03	\$91.03	\$182.05	\$512.86
District 5	\$57.55	\$113.26	\$107.84	\$107.84	\$215.68	\$602.18
District 6	\$34.02	\$63.86	\$61.58	\$61.58	\$123.16	\$344.19
District 7	\$38.73	\$78.79	\$75.49	\$75.49	\$150.99	\$419.50
Statewide Total	\$305.98	\$529.70	\$508.08	\$508.08	\$1,016.16	\$2,868.01

For the districtwide estimate, FDOT identified the federal and state programmed funds for HSIP. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – RESURFACING, BRIDGE, AND OPERATIONS & MAINTENANCE

A forecast for resurfacing, bridge, operations and maintenance is provided at the Districtwide level in **Table 17**. Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
District 1	\$767.92	\$2,395.68	\$2,215.85	\$2,268.67	\$4,585.95	\$12,234.06
District 2	\$938.41	\$2,721.01	\$2,581.38	\$2,671.67	\$5,426.42	\$14,338.89
District 3	\$923.87	\$1,774.58	\$1,789.57	\$1,837.48	\$3,719.07	\$10,044.57
District 4	\$640.42	\$1,645.68	\$1,483.40	\$1,537.82	\$3,125.74	\$8,433.06
District 5	\$871.49	\$2,278.07	\$2,322.50	\$2,390.11	\$4,842.43	\$12,704.59
District 6	\$445.20	\$1,447.62	\$1,559.62	\$1,611.17	\$3,269.79	\$8,333.41
District 7	\$540.24	\$1,304.58	\$1,265.67	\$1,309.33	\$2,658.83	\$7,078.65
Central Office Districts	\$245.60	\$1,846.81	\$2,304.19	\$2,329.83	\$4,683.27	\$11,409.70
O&M Operating	\$648.87	\$1,835.85	\$1,992.64	\$2,079.85	\$4,239.96	\$10,797.17
Statewide Total	\$6,022.03	\$17,249.87	\$17,514.80	\$18,035.94	\$36,551.47	\$95,374.12

Note: Includes only resurfacing, bridge, and operations & maintenance programs.

For the districtwide estimate, FDOT identified the federal and state programmed funds for resurfacing, bridge, operations and maintenance. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE MPO LEVEL

The approach for MPO level estimates are provided in this section. Revenue estimates by certain federal and state programs are reported for each MPO, as applicable, including:

- ✓ STBG – TMA MPOs,
- ✓ TA – TMA MPOs,
- ✓ CRP – TMA MPOs,
- ✓ State Highway System (non-SIS) – TMA MPOs,
- ✓ Other Roads (non-SIS, non-SHS), and
- ✓ Non-SIS Transit (excluding Florida New Starts and Transit discretionary)

The MPOs lead in the identification of planned projects funded by these programs. MPOs should use the total funds estimated for these programs to plan for the mix of highway and public transportation improvements that best meets the needs of their metropolitan areas. The boundary for five MPOs (Florida-Alabama TPO, Okaloosa-Walton TPO, Gainesville MTPO, River to Sea TPO, and Indian River County MPO) do not match to County boundaries, which is the lowest level of geography at the PRP level. These MPOs should work with their FDOT District MPO Liaison to adjust the projected county level estimates to MPO specific estimates.

Overall, MPO estimates are summarized into five year time bands and a final 10-year time band. For planning purposes, there is some flexibility for the estimates in these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required that the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

TRANSPORTATION MANAGEMENT AREAS

MPO level estimates for STBG, TA, and CRP are shown for MPO's where all or part of their boundary includes a federally designated TMA. TMAs are defined by USDOT as an urban area with a population of over 200,000. MPOs that have a TMA within their boundary are provided with estimates of TMA funds. As a result of the 2020 US Census, three additional areas in Florida have populations over 200,000 including Navarre-Miramar Beach-Destin Urban Area, Gainesville Urban Area, and the Deltona Urban Area. As of the date of this handbook, FHWA has not officially designated these areas as TMAs however, in anticipation of their likely designation, this revenue forecast provided estimates for these areas as TMAs given their population amounts. Currently, 15 TMAs involving 18 of Florida's MPOs qualify for these funds. For the purposes of this revenue forecast, STBG, TA, and CRP have been distributed among 18 TMAs involving 20 MPOs.

Three TMAs (Miami-Ft. Lauderdale Urban Area, Tampa-St. Petersburg Urban Area, and Port St. Lucie Urban Area) have more than one MPO in their boundary. These MPOs should consult with their FDOT

District to suballocate the funds accordingly. Two MPOs (MetroPlan Orlando and Polk TPO) have more than one TMA in their boundary and will receive an allocation for each TMA area. A third MPO (River to Sea TPO) has more than one TMA in their boundary when considering the inclusion of the new urban areas based on the 2020 US Census and will also receive an allocation for each TMA.

MPOs should perform a thorough analysis of how TMA funds will be reflected in their long range plan. They should consult with FDOT district staff to allocate the funds accordingly. Consideration should be given to:

- Programmed use of TMA funds among the various categories in the FDOT revenue forecast. These include SIS-all modes, SHS (non-SIS), transit, and product support (e.g., planning, PD&E studies, engineering, design, construction inspection).
- Planned use of TMA funds based on current policies through the long range plan horizon year with sufficient documentation.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds and estimates of TMA funds planned for each major program and time period.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 18**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for STBG funding that can be used in any area of the state which is shown in the STBG Districtwide Tables on pages 22-23.

Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of \$) – Example Table

TIME PERIODS (FISCAL YEARS)						
PROGRAMS						27-YEAR TOTAL
FUNDING SOURCE:	2023/24-	2025/26–	2030/31–	2035/36–	2040/41–	2024/25-
FEDERAL	2024/25	2029/30	2034/35	2039/40	2049/50	2049/50
STBG (SU, in TMA with population > 200K)						
MPO estimates are provided in Appendix G.						

For the MPO estimate, FDOT identified the federal programmed funds for STBG-TMA MPOs (also called SU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for SU funds was distributed by percent of 2020 US Census

population amounts for Florida’s TMAs (including the three new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 19**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for TA funding that can be used in any area of the state which is shown in the TA Districtwide Tables on pages 24-25.

Table 19. TMA MPO Level Revenue Estimate for TA (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL 2024/25- 2049/50
	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	
FEDERAL						
TA (TALU, in TMA with population > 200K)			MPO estimates provided in Appendix G.			

For the MPO estimate, FDOT identified the federal programmed funds for TA set aside-TMA MPOs (also called TALU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for TALU funds was distributed by percent of 2020 US Census population amounts for Florida’s TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 20**). Areas under 200,000 are excluded

because they are shown in the Districtwide section earlier in the handbook. TMA MPOs should consult with their District Liaison for CRP funding that can be used in any area of the state which is shown in the CRP Districtwide Tables on pages 26-27.

Table 20. TMA MPO Level Estimate for CRP (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	2024/25- 2049/50
FEDERAL						
CAR (CARU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for CRP-TMA MPOs (also called CARU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for CARU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. These estimates are provided at the MPO level only for MPOs in a federally designated TMA (example shown in **Table 21**). Non-TMA MPOs should work with their district to determine their share of these types of funds as described in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook.

Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24-	2025/26–	2030/31–	2035/36–	2040/41–	2024/25-
	2024/25	2029/30	2034/35	2039/40	2049/50	2049/50
SHS (non-SIS, in TMA)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the state programmed SHS/non-SIS funds for TMA MPO counties (including the new TMAs). Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. These state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). These estimates are reported for each MPO as applicable (example shown in **Table 22**).

**Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)
– Example Table**

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24-	2025/26–	2030/31–	2035/36–	2040/41–	2024/25-
	2024/25	2029/30	2034/35	2039/40	2049/50	2049/50
Other Roads (non-SIS/non-SHS)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for Other Roads. Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for MPO counties. The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. The federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are state funds for technical and operating/capital assistance to transit, paratransit, and commuter assistance programs. These estimates are reported for each MPO, as applicable (example shown in **Table 23**). These transit program estimates are determined based on formula according to county population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also should work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the “flexible” funds from FDOT including SHS (non-SIS), Other Roads (non-SIS, non-SHS), and Transit programs; federal and local transit operating assistance; and other funds from local or private sector sources that have been identified as reasonably available.

Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of \$) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					27-YEAR TOTAL
	2023/24-	2025/26–	2030/31–	2035/36–	2040/41–	2024/25-
	2024/25	2029/30	2034/35	2039/40	2049/50	2049/50
Transit Formula	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for non-SIS Transit-formula. Once programmed funds were determined by county, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

PRELIMINARY ENGINEERING (PE) ESTIMATES

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and roadway and structures design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2050 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2050 SIS CFP. For projects funded with the revenue estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for construction in a 5-year period is \$10 million, the MPO can assume that an additional \$2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. However, surplus funds, which may not be needed for PD&E and Design, cannot be transferred to other projects. If planned PD&E and Design phases use TMA funds, the amounts should be part of (not in addition to) estimates of TMA funds provided to MPOs.

FDOT encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027/28-2049/50).

PREPARING, DELIVERING, AND USING THE MPO REVENUE FORECAST REPORT

An MPO specific forecast will be provided to each MPO for use in their 2050 LRTP.

PREPARING THE MPO REVENUE FORECAST REPORT

When the revenue forecast was complete, the CO Revenue Team prepared a report for each MPO summarizing the statewide and districtwide tables and detailing the MPO specific tables. An individual report was completed for all 27 MPOs. The brief report should be used in developing the MPOs financial plan and documented in their LRTP.

DELIVERING THE MPO REVENUE FORECAST REPORT

The overall revenue forecast was presented to the MPOAC at the April 2023 Quarterly Meeting. At that time, each MPO was provided a printed copy of their revenue forecast. An electronic version of the revenue forecast was provided to each MPO following the MPOAC meeting.

USING THE MPO REVENUE FORECAST REPORT

The following points should be considered when using the revenue forecast:

- ✓ It has not historically been, nor is it current, FDOT policy to forecast estimates for specific fund codes in the Revenue Forecast given the long-range nature of the estimates.
- ✓ When developing long range plans, MPOs are not legally required to use the same terminology used by FDOT such as *SHS/non-SIS* or *Other Roads*. However, MPOs should identify the MPO estimates used from the forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.
- ✓ The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.
- ✓ The estimates can be used to fund planned capacity improvements to major elements of the transportation system (most notably highways and transit). The reports include statewide funding estimates and objectives for non-capacity programs.

The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.

APPENDIX A: REVENUE FORECAST TIMELINE

		EXTERNAL COORDINATION	INTERNAL COORDINATION	PROCESS
2021	October			· Kick off meeting
	November	· MPO Working Group Meeting	· FDOT Working Group Meeting	· Develop draft approach and conceptual framework for revenue forecast
	December	· MPO Working Group Meeting	· FDOT Working Group Meeting	
2022	January	· MPO Working Group Meeting · Draft conceptual framework for reporting estimates to MPOAC	· FDOT Working Group Meeting	· Develop financial guidelines and table templates
	February		· FDOT Working Group Meeting	
	March		· FDOT Working Group Meeting	
	April	· MPO Working Group Meeting · Draft financial guidelines and table templates for estimates to MPOAC	· FDOT Working Group Meeting	· Develop and test the processes and procedures for district and MPO level forecasts
	May			
	June	· MPO Working Group Meeting	· FDOT Working Group Meeting	
	July	· Provide update on revenue forecast to MPOAC		
	August			
	September			
	October	· MPO Working Group Meeting · Provide update on revenue forecast to MPOAC	· FDOT Working Group Meeting	
	November			
	December			
2023	January	· Provide update on revenue forecast to MPOAC		· Prepare final revenue forecast using tested processes and procedures
	February			
	March		· Receive March 2023 financial snapshot	
	April	· MPO Working Group Meeting · Present revenue forecast to MPOAC	· FDOT Working Group Meeting	· Follow up, as needed, with Districts for clarifications, information, questions, and/or other assistance
	May – July	· Distribute final revenue forecast to MPOs · Ongoing coordination with FDOT Districts and MPOs		

APPENDIX B: PROJECT FUNDING ELIGIBILITY

This appendix provides guidelines for the types of planned projects and programs that are eligible for funding with revenues estimated in the forecast. MPO plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements.

The 2050 Revenue Forecast includes all state transportation activities funded by federal and state revenues that “flow through” the Five-year Work Program. The starting point of this forecast is the PRP. The PRP addresses over 60 programs or subprograms.

The following are explanations of the types of projects, programs, and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2050 Revenue Forecast.

FUNDING ELIGIBILITY FOR CAPACITY PROGRAMS

STATE HIGHWAY SYSTEM

The State Highway System (SHS) is a network of 12,121 centerline miles of highways owned and maintained by the state or state-created authorities. Major elements of the SHS include the Interstate, Arterial Highways, Florida's Turnpike, and other toll facilities operated by transportation authorities.

Projects on the SHS include construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities which are on or planned to be on the SHS. The SHS includes both Strategic Intermodal System (SIS) and non-SIS highways.

STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS was created by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The SIS, including Strategic Growth facilities, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The SIS is the state's highest priority for transportation capacity investments.

FDOT, in coordination with the Districts and MPOs, leads in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. The SIS 2nd Five Year Plan, 2050 SIS CFP, Multimodal Unfunded Needs Plan, and MPO L RTPs consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period.

MPO plans and programs for SIS highways should be consistent with the 2050 SIS CFP, as provided to each MPO. Funding associated with aviation, rail, seaport development, and intermodal access is listed in the CFP under the designation of “modal reserves”. Modal reserves are identified funding amounts available for each mode for specific projects that will be identified and selected in the future. Capacity improvement projects eligible for funding include:

- ✓ Construction of additional lanes
- ✓ The capacity improvement component of interchange modifications
- ✓ New interchanges
- ✓ Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles
- ✓ Bridge replacement with increased capacity
- ✓ Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems
- ✓ The preferred alternative defined by an approved multi-modal interstate master plan
- ✓ Weigh-in-motion stations
- ✓ Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- ✓ New weigh stations and rest areas on the interstate

OTHER ROADS

The primary purpose of this program is to fund improvements on facilities that are not part of the State Highway System (SHS) and are not designated as SIS. Projects and programs eligible for funding include:

- ✓ Construction and improvement projects that:
 - o Add capacity;
 - o Improve highway geometry;
 - o Provide grade separations; and
 - o Improve turning movements through signalization improvements and storage capacity within turn lanes.
- ✓ Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;

- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Separate estimates of funds from this program are prepared and may be used on local government roads that meet federal eligibility criteria (i.e., off-state system). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements. Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the area, the District and the state.

The following activities are not eligible for funding from the Other Roads program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation below), and land acquisition for railroad corridors (see Rail below).

AVIATION

The aviation program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing, and maintaining publicly owned public use aviation facilities. All projects must be consistent with the role and function for each airport as defined by the Florida Aviation System Plan and the current airport layout plan (ALP) approved by FDOT. These types of projects include public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and preliminary engineering. Projects related to SIS airports must align with [SIS Funding Eligibility Guidance](#).

SPACEPORTS

The spaceport program provides support in the development of spaceports and related transportation facilities coordinating with airports and spaceports and fostering interagency efforts to improve space transportation capacity and efficiency. Funding is used to assist Space Florida with projects that improve aerospace transportation facilities in Florida. Florida Statutes specify funding to "investment projects" or "spaceport discretionary capacity improvement projects" if important access and on-spaceport and commercial launch facility capacity improvements are provided; capital improvements that strategically position the state to maximize opportunities in international trade are achieved; goals of an integrated

intermodal transportation system for the state are achieved; and feasibility and availability of matching funds through federal, local, or private partners are demonstrated. Projects related to SIS spaceports must align with [SIS Funding Eligibility Guidance](#).

RAIL

The rail program includes financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding the acquisition and rehabilitation of rail facilities, and assistance for developing intercity rail passenger service or commuter rail service. Types of projects include technical assistance, public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and intermodal hub capacity. Projects and programs eligible for funding include:

- ✓ Financial and technical assistance for intermodal projects;
- ✓ Rail safety inspections;
- ✓ Regulation of railroad operations and rail/highway crossings;
- ✓ Identification of abandoned rail corridors;
- ✓ Recommendations regarding the acquisition and rehabilitation of rail facilities; and
- ✓ Assistance for developing intercity rail passenger service or commuter rail service.

Projects related to SIS rail corridors must align with [SIS Funding Eligibility Guidance](#).

INTERMODAL ACCESS

The Intermodal Access Program includes access to intermodal facilities, the acquisition of right-of-way, and other capital improvements that enhance the movement of people and goods. It improves surface transportation access to seaports and airports. Projects and programs eligible for funding include:

- ✓ Intermodal studies (feasibility, preliminary design and engineering);
- ✓ Fixed guide-way systems;
- ✓ Capacity road and capacity rail projects that are designed to terminate at major modal facilities (airports, seaports, railroad and transit terminals, etc.);
- ✓ Intermodal and multi-modal transportation terminals;
- ✓ Development of dedicated bus lanes;
- ✓ Private or public projects facilitating the intermodal movement of people and goods; and
- ✓ Joint projects involving private carriers or facility operators are eligible provided a demonstrable public benefit will result from the intermodal project.

SEAPORT DEVELOPMENT (INCLUDING WATERWAYS)

The Seaport Development Program provides funding for the development of public deep-water seaport infrastructure to support the handling and processing of cargoes and passengers and the accommodation of seagoing vessels. A variety of grant funding programs support a wide variety of projects including waterway dredging, construction of storage facilities, wharves and terminals, and acquisition of cranes and other equipment used in moving cargo and passengers. Some programs also provide funding for such projects as security infrastructure and land acquisition. Projects related to SIS seaports must align with [SIS Funding Eligibility Guidance](#).

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

SUN TRAIL

The Florida Shared-Use Nonmotorized (SUN) Trail program authorizes FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) plan.

FDOT will advance the development of the SUN Trail network by programming funds through a two tier funding structure. The first tier funds the top two regional trail systems identified by the Florida Greenways and Trails Council. These are the Coast to Coast Trail and the St. Johns River-to-Sea Loop. The second tier funds individual trail segments that close gaps in the SUN Trail network. FDOT will work with partners to advance the SUN Trail network by improving interregional connectivity of the paved multi-use trail system, for bicyclists and pedestrians physically separated from vehicular traffic to ensure the network functions as a transportation system rather than standalone trails.

To receive consideration for SUN Trail funding FDOT must receive a completed “request for funding” with applicable project information including required signatures by the announced deadline through the Grant Application Program (GAP-online system). Projects must satisfy the following minimum eligibility criteria requirements:

- ✓ The project must be planned to be developed as a paved multi-use trail within the SUN Trail network, which is aligned to the Florida Greenways and Trails System Plan (FGTS) priority land trail network;
- ✓ Documentation must be provided that the project is identified as a priority by the applicable jurisdiction;
- ✓ If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be an MPO priority.

- For areas outside of MPO boundaries, the project must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal, or the state managing agency.
- Documentation must be provided that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager).
- Documentation must be provided that the project is consistent with the applicable comprehensive plan(s), transportation plan(s) or the long-term management plan(s).

SUN Trail projects from the FDOT Work Program should be included in MPO TIPs to advance. As such, these TIP projects would also need to be in the LRTP. MPOs may wish to include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. Finally, MPOs may wish to highlight planned connections with SUN Trail stemming from other Bike/Ped projects, or from projects of any mode.

TRANSIT

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program.

Note: For this program, state participation is limited to 50 percent of the non-federal share of capital costs and up to 50 percent of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient's allocation may be supplemented by the State if (1) requested by the MPO, (2) concurrence by FDOT, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15 percent of Block Grant Program funds for distribution to Community Transportation Coordinators.

- Service Development projects, which are demonstration projects that can receive initial funding from the state.

Note: For these projects, Up to 50 percent of the net project cost can be provided by the state. Up to 100 percent can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years)

- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor.
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy.

- ✓ Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.
- ✓ Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the Florida New Starts Transit Program.

FUNDING ELIGIBILITY FOR NON-CAPACITY PROGRAMS

Statewide estimates for all state non-capacity programs are an integral part of the 2050 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2050. These objectives will be met in each area, so it was not necessary to develop MPO estimates for these programs. Neither FDOT nor the MPOs need to identify projects for these programs. However, pursuant to an agreement between FDOT and the FHWA Division Office, FDOT has provided district-level estimates of existing facilities costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans.

SAFETY

Safety issues touch every area of the state transportation program. Specific safety improvement projects and sub-programs in this major program address mitigation of safety hazards that are not included in other major programs. Projects and programs eligible for funding include:

- ✓ Highway safety improvements at locations that have exhibited a history of high crash frequencies or have been identified as having significant roadside hazards;
- ✓ Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- ✓ Promotion of bicycle and pedestrian safety and vulnerable road users, including programs for public awareness, education and training.

RESURFACING

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces. Projects and programs eligible for funding include:

- ✓ Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- ✓ Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- ✓ Periodic resurfacing of other public roads, consistent with federal funding criteria and FDOT and MPO programming priorities.

BRIDGE

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by federal and state criteria. Projects and programs eligible for funding include:

- ✓ Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- ✓ Replacement of structurally deficient bridges on the SHS (Note: The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from SIS, SHS (non-SIS), Other Roads (non-SIS, non-SHS), and/or right-of-way major programs);
- ✓ Replacement of bridges which require structural repair but are more cost effective to replace;
- ✓ Construction of new bridges on the SHS;
- ✓ Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to federal and state policies and eligibility criteria; and
- ✓ Replacement of structurally deficient bridges off the federal-aid highway system, subject to federal and state policies and eligibility criteria.

PRODUCT SUPPORT

Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by FDOT staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- ✓ Preliminary engineering (related to location engineering and design);
- ✓ Construction engineering inspection for highway and bridge construction;
- ✓ Right-of-way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- ✓ Environmental mitigation of impacts of transportation projects on wetlands;
- ✓ Materials testing and research; and
- ✓ Planning and Public Transportation Operations support activities.

OPERATIONS & MAINTENANCE

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs such as resurfacing and bridge replacement are not part of

operations and maintenance. They are included in the Resurfacing and Bridge programs, respectively. Functions eligible for funding include:

- ✓ Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- ✓ Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- ✓ Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- ✓ Enforcement of laws and FDOT rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

ADMINISTRATION

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- ✓ Resources necessary to manage FDOT in the attainment of goals and objectives;
- ✓ Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- ✓ Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- ✓ Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- ✓ Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

APPENDIX C: OTHER TRANSPORTATION REVENUE SOURCES

Local government revenues such as taxes and fees; federal funds distributed directly to local governments; and local or regional tolls play a critical role in providing transportation services and facilities. FDOT does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook*. The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources, and the development of long range estimates.

CURRENT REVENUE SOURCES

MPOs should consider sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources potentially available to MPOs in the development of their LRTP.

LOCAL GOVERNMENT TAXES AND FEES

Local government sources include those that are dedicated for transportation purposes. In many areas these are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff will have information on recent revenue levels, uses of funds, and trends.

STATE IMPOSED MOTOR FUEL TAXES

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: Constitutional Fuel Tax (2 cents); County Fuel Tax (1 cent); and Municipal Fuel Tax (1 cent). Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by tax proceeds. The remainder is credited to the counties' transportation trust funds. County Fuel Tax receipts are distributed directly to counties. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria.

The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the *Local Government Financial Information Handbook*.

LOCAL OPTION MOTOR FUEL TAXES

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the Local Government Financial Information Handbook.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote (majority plus one) of its board of commissioners. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

OTHER TRANSPORTATION-RELATED SOURCES

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among MPO areas.

PROPERTY TAXES AND OTHER GENERAL REVENUE SOURCES

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. Sources, funding process, and eligible services vary widely among local governments. Local government financial staff have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

DISCRETIONARY SALES SURTAXES

A Charter County and Regional Transportation System Surtax of up to 1 percent may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems,

including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

A Local Government Infrastructure Surtax of either 0.5 percent or 1 percent may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1 percent. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

ADDITIONAL FEDERAL REVENUES

These are revenues from federal sources that are not included in the 2050 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

BOND PROCEEDS

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities.

OTHER CURRENT SOURCES

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

NEW REVENUE SOURCES

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's MPO areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- ✓ Authority (how sources are authorized in current state and/or local laws and ordinances);
- ✓ Estimates of proceeds through 2050;
- ✓ Reliability of the estimates (e.g., amount, consistency); and
- ✓ Likelihood that the source will become available (e.g., the probability that the proceeds will be available to fund improvements, considering issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

OPTIONAL SOURCES AUTHORIZED BY CURRENT STATE LAW

Communities in most MPO areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the Ninth-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

INNOVATIVE FINANCING SOURCES

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific MPO area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

DEVELOPMENT OF REVENUE ESTIMATES FOR OTHER TRANSPORTATION REVENUE SOURCES

MPOs should develop annual estimates through 2050 for each current or new revenue source. These annual estimates should be summarized into time bands similar to the state's revenue forecasts (e.g., 5 years) for consistency in the plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following.

HISTORICAL DATA

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales) to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

ADJUSTMENTS FOR GROWTH RATES AND INFLATION FACTORS

To be consistent with the FDOT revenue forecast, estimates of future revenue from other transportation sources should calculate the value of money in the “year of expenditure”. Appendix E provides information for adjusting revenue forecasts to “year of expenditure” dollars.

CONSTRAINTS ON THE USE OF REVENUES

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

APPENDIX D: TRANSPORTATION FINANCE TOOLS

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

Several of the sources or techniques below are available because of state and federal laws. Concurrence of FDOT, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with FDOT before including these sources and techniques in its long range plan.

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects is also included, although Turnpike Enterprise revenue is not included in this revenue forecast.

FEDERAL/STATE TRANSPORTATION FINANCE TOOLS

Federal law allows several methods of transportation finance that provide opportunities to leverage federal transportation funds. Most of the tools can be applied in more than one state program. These tools are not identified separately in the Program and Resource Plan, but FDOT has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

STATE INFRASTRUCTURE BANK (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB account (capitalized by federal money and matched with appropriate state funds as required by law); and the state-funded SIB account (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program Instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See <http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm>).

FLEXIBLE MATCH

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

STATE TRANSPORTATION FINANCE TOOLS

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

LOCAL FUND REIMBURSEMENT

Local Fund Reimbursement (LFR) are local funds used to advance a project in the adopted Five-Year Work Program. Section 339.12, F.S., authorizes the local government reimbursement program. It allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide \$250 million cap on commitments. There are statutory exceptions to the \$250 million cap as described in the referenced statute.

Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Five-Year Work Program. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program.

FUTURE TOLL FACILITY PROJECTS IN MPO LONG RANGE TRANSPORTATION PLANS

FDOT and local expressway authorities engage in studies of the feasibility of new toll facilities or extensions of existing facilities. If an MPO desires to include future toll facility projects in its long range plan beyond those currently included in the 2050 SIS CFP, the MPO should coordinate with the District and, as appropriate, local authority staff to determine if these facilities should be included in the plan (possibly as illustrative projects). Items to be considered include:

- ✓ Local/regional support of elected officials and the public for the project;
- ✓ Environmental, socio-economic and related impacts of the project;
- ✓ Consistency with affected local comprehensive plans; and
- ✓ Economic feasibility of the project (costs, revenues, debt service coverage, value for money analysis which compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that public funds have been protected.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility i.e., urban versus suburban versus rural. However, each project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional considerations to MPOs that are interested in including future toll facility projects in their cost feasible long range plans:

- ✓ For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- ✓ For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs usually are higher in urban areas;
- ✓ For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than necessary to eventually cover total project cost.

For the purposes of the MPO long range transportation plan, MPOs should document the amount and availability of revenues from other sources expected to be available to finance the project cost. Other sources may potentially include local revenue sources, Other Roads (non-SIS/non-SHS) funds from the 2050 Revenue Forecast, and private sector contributions. FDOT encourages MPOs to consult with their District and, as appropriate, local authority for technical assistance in preparing early analyses for possible toll facilities in the cost feasible long range transportation plan.

APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

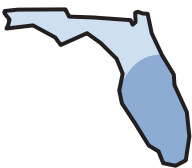
- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with

current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

Table 24. Growth Rates for 2027/28 – 2049/50

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT’s forecast to YOE dollars. The inflation multipliers shown below are based on FDOT’s inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflation Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC \$	PROJECT COST IN 2023/24 PDC \$	PROJECT COST IN 2024/25 PDC \$
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

$$\text{YOE dollars} = \text{2022/23 dollars} \times \text{2023 PDC multiplier for 2025/26-2029/30 time band}$$

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at \$30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply \$30,000,000 by 1.16 for a YOE amount of \$34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$$\text{\$34,800,000} = \text{\$30,000,000} \times \text{1.16}$$

INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

$$\text{YOE dollars} = \text{2022/23 PDC dollars} \times \text{Multiplier for 2026/27 Fiscal Year}$$

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at \$20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply \$20,100,000 times 1.123 for a YOE amount of \$22,572,300.

$$\text{\$22,572,300} = \text{\$20,100,000} \times \text{1.123}$$

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is \$40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is \$50 million (\$40 million + \$10 million).

APPENDIX F: GLOSSARY

Capacity Programs: Major FDOT programs that expand the throughput of people and freight on a facility.

Carbon Reduction Program: Federal-aid funding program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Charter County and Regional Transportation Surtax: A local discretionary sales tax that allows each charter county with an adopted charter, each county with consolidated government of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority created under Ch. 343 or 349, F.S., to levy at a rate of up to 1 percent. Generally, the tax proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

Constitutional Fuel Tax: A state tax of two cents per gallon of motor fuel. The first call on the proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds.

Cost Feasible Plan (CFP): A phased plan of transportation improvements that is based on (and constrained by) estimates of future revenues. For this purpose, the CFPs are the projects that make up the 2050 LRTP and the SIS plans.

County Fuel Tax: A county tax of 1 cent per gallon. The proceeds are to be used by counties for transportation-related expenses, including the reduction of bonded indebtedness incurred for transportation purposes.

Discretionary Sales Surtaxes: These taxes include eight separate surtaxes, also known as local option sales taxes, are currently authorized in law and represent potential revenue sources for county governments generally. These surtaxes apply to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions, and other authorized transactions authorized pursuant to Ch. 212, Florida Statutes, and communications services as defined for purposes of Ch. 202, Florida Statutes. The total potential surtax rate varies from county to county depending on the particular surtaxes that can be levied in that jurisdiction.

Documentary Stamp Tax: This tax is levied on documents, as provided under Chapter 201, Florida Statutes. Documents subject to this tax include, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness.

Florida's Turnpike Enterprise (FTE): Florida's Turnpike Enterprise, which is part of FDOT, oversees a 483-mile system of limited-access toll highways.

General Obligation Bonds: A municipal bond backed by the credit and taxing power of the issuing jurisdiction rather than the revenue from a given project.

Infrastructure Investment and Jobs Action (IIJA): A reauthorization of federal legislation that provides \$973 billion in funding over five years from FFY 2022 through FFY 2026, including \$550 billion for new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband, and resiliency.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): Legislative initiative by U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and placed an increased emphasis on public participation and transportation alternatives.

Local Option Fuel Taxes: County governments are authorized to levy up to 12 cents of local option fuel taxes in the form of three separate levies. The first is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county known as the Ninth-Cent Fuel Tax. The second is a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within a county. The third tax is a 1 to 5 cents levy upon every net gallon of motor fuel sold within a county, although diesel fuel is not subject to this tax. A local government may pledge any of its revenues from the tax to repay state bonds issued on its behalf and, in addition, may use these revenues to match state funds in a 50/50 ratio for projects on the State Highway System, or for other road projects which would alleviate congestion on the State Highway System.

Long Range Transportation Plan (LRTP): A long range, 20-year, strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies. For this document, LRTP is used generally to refer to an MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

Metropolitan Planning Organization (MPO): An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in urban areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions. For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

Metropolitan Planning Organization Advisory Council (MPOAC): A statewide organization created by the Florida Legislature to augment the role of the individual MPOs in the cooperative transportation planning process. The MPOAC assists the MPOs in carrying out the urban area transportation planning process by serving as the principal forum for collective policy decisions.

Municipal Fuel Tax: This one-cent fuel tax is one of the revenue sources that fund the Municipal Revenue Sharing Program. Municipalities must use the funds derived from this tax for transportation-related expenditures.

New Starts Transit Program (Federal): Federal-aid available for design and construction of new fixed-guideway or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).

New Starts Transit Program (Florida): Established by the 2005 Florida Legislature to assist local governments in developing and constructing fixed-guideway and bus rapid transit projects to accommodate and manage urban growth and development.

Ninth-cent Fuel Tax: A tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. The proceeds are used to fund specified transportation expenditures.

Non-capacity programs: FDOT programs designed to support, operate, and maintain the state transportation system including safety; resurfacing; bridge; product support; operations and maintenance; and administration.

Off-System Facilities: Facilities that are not on the State Highway System (SHS).

Program and Resource Plan (PRP): A 10-year plan that establishes financial and production targets for FDOT programs, thereby guiding program funding decisions to carry out the goals and objectives of the Florida Transportation Plan.

Revenue: Income received.

Revenue Estimating Conference (REC): The conference within Florida's statutorily required consensus estimating conference process that forecasts the classification of recurring and non-recurring revenues on a "cash" basis where revenues are assigned to the fiscal year in which they are likely to be received.

Revenue Forecast: An estimate of the value of money at the time it will be collected, reflecting future revenue. For this purpose, the revenue is forecast through 2050.

Small County Outreach Program (SCOP): A program to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads (Section 339.2818, Florida Statutes).

State Highway System (SHS): A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike System, other toll facilities operated by transportation authorities, and arterial highways.

State Imposed Motor Fuel Taxes: Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: the Constitutional Fuel Tax (2 cents); the County Fuel Tax (1 cent); and the Municipal Fuel Tax (1 cent).

Statutory Formula: Calculated as equal parts of population and motor fuel tax collections, per Section 339.135(4)(a)1, Florida Statutes.

Strategic Intermodal System (SIS): Florida's high priority transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Surface Transportation Block Grant (STBG) Program: Federal-aid highway funding program with flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Transportation Alternatives (TA) Set-Aside: Set-aside funds from STBG that provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Transportation Improvement Program (TIP): Short-term (four years per federal requirement and five years per state requirement) plan of approved projects developed by an MPO for a jurisdiction that is fiscally constrained.

Transportation Management Area (TMA): Urban areas with a population over 200,000 are designated as Transportation Management Areas (TMAs). These areas are subject to special planning and programming requirements.

Transportation Regional Incentive Program (TRIP): Created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Work Program (Adopted): The five-year listing of all transportation projects planned for each fiscal year by FDOT. The draft file is labeled *Tentative* (which is developed by the central FDOT office based on the District work programs) and the final file is labeled *Adopted* (adjusted for the legislatively approved budget for the first year of the program).

Year of Expenditure Dollars: Dollars that are adjusted for inflation from the present time to the expected year of construction.

APPENDIX G: MPO REVENUE FORECAST REPORT

A 2050 Revenue Forecast report is provided for each MPO.

- Florida-Alabama TPO
- Okaloosa-Walton TPO
- Bay County TPO
- Capital Region TPA
- Gainesville MTPO
- North Florida TPO
- Ocala/Marion County TPO
- Hernando/Citrus MPO
- Lake-Sumter MP
- River to Sea TPO
- MetroPlan Orlando
- Space Coast TPO
- Pasco County MPO
- Forward Pinellas
- Hillsborough MPO
- Polk TPO
- Indian River County MPO
- Sarasota/Manatee MPO
- Heartland Regional TPO
- St. Lucie TPO
- Martin MPO
- Charlotte County-Punta Gorda MPO
- Lee County MPO
- Collier MPO
- Palm Beach TPA
- Broward MPO
- Miami-Dade TPO

2050 REVENUE FORECAST OCALA/MARION COUNTY TPO

The purpose of this revenue forecast is to provide the **Ocala/Marion County TPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

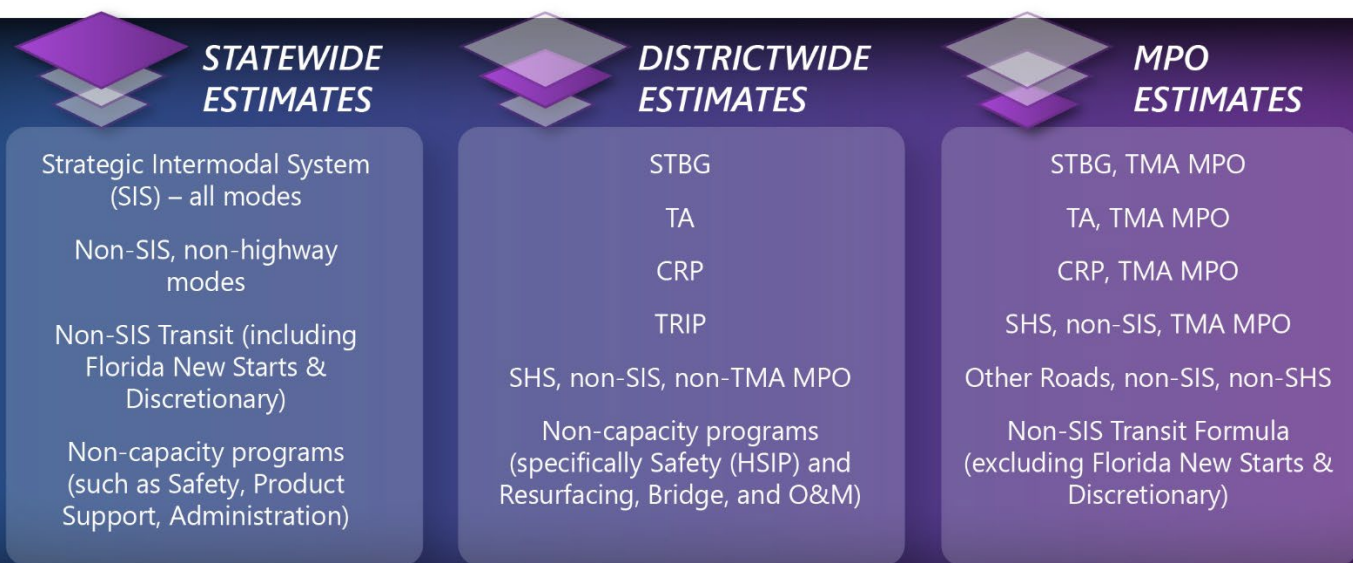
This document only provides forecasts for state and federal funds that “flow through” the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#). In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and non-SIS transit. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), Transportation Regional Incentive Program (TRIP), SHS (non-SIS), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including Other Roads (non-SIS, non-SHS) and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 59** provides the estimate for the **Ocala/Marion County TPO**.

Table 59. Ocala/Marion County TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	\$-	\$2.80	\$7.29	\$7.58	\$15.44	\$33.10

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

Table 60 provides the estimate for the **Ocala/Marion County TPO**.

Table 60. Ocala/Marion County TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	\$1.56	\$4.29	\$4.64	\$4.85	\$9.89	\$25.23

STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 155** provides the estimate for the **Miami-Dade TPO**.

Table 155. Miami-Dade TPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	\$65.81	\$174.18	\$170.34	\$170.34	\$340.69	\$921.36

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 156** provides the estimate for the **Miami-Dade TPO**.

Table 156. Miami-Dade TPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	\$16.20	\$31.07	\$31.12	\$31.12	\$62.24	\$171.75

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. **Table 157** provides the estimate for the **Miami-Dade TPO**.

Table 157. Miami-Dade TPO – TMA MPO Level Estimate for CRP (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	\$21.16	\$25.84	\$25.84	\$25.84	\$51.68	\$150.37

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 158** provides the estimate for the **Miami-Dade TPO**.

Table 158. Miami-Dade TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	\$22.02	\$52.47	\$107.50	\$111.75	\$227.48	\$521.21

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 159** provides the estimate for the **Miami-Dade TPO**.

Table 159. Miami-Dade TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	\$13.38	\$27.74	\$52.38	\$54.50	\$110.96	\$258.96

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

Table 160 provides the estimate for the **Miami-Dade TPO**.

Table 160. Miami-Dade TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	\$50.23	\$138.02	\$149.25	\$156.02	\$318.28	\$811.80



Strategic
development

FOR MORE INFORMATION:

Florida Department Of Transportation

Forecasting And Trends Office

www.fdot.gov/planning/fto

Office Of Policy Planning

www.fdot.gov/planning/policy



Appendix F

*Selection from
FY 2025/2026-2029/2030
Transportation Improvement Program*

Transportation Improvement Program

The Transportation Improvement Program (TIP) covers the first five years of the Long Range Transportation Plan. Federal regulations require a TIP to include four years of improvements; however Florida requires that a TIP includes improvements covering a five-year period. Major changes to the TIP go through a formal review process, including a public hearing.

Revenue sources for the TIP projects are listed below in **Table 1**. The full table can be found in the Ocala Marion TIP FY 2025/2026-2029/2030 available in Appendix E.

Table 1: TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs

Funding Source	2026	2027	2028	2029	2030	All Years
Federal	\$34,325,023	\$33,093,978	\$62,111,813	\$1,524,583	\$61,553,727	\$192,609,124
State	\$78,942,745	\$37,264,929	\$33,236,377	\$12,453,930	\$186,082,632	\$347,980,613
Local	\$5,160,476	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$13,336,543
Total	\$118,428,244	\$74,209,747	\$97,552,883	\$15,005,771	\$248,729,635	\$553,926,280

Source: Ocala Marion TIP 2025/2026-2029/2030

The current TIP includes several projects which are scheduled to be at least partially funded, as listed below in **Table 2** and

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3. Additional project information including scheduled phases and costs can be found in the Ocala Marion TIP FY 2025/2026-2029/2030. Costs shown in the TIP five-year program are shown as year of expenditure (YOE), which are considered equivalent to present day value (PDV). Additionally, the map on **Figure1**, Error! Reference source not found. illustrates projects that are fully funded through construction by 2030, the final year of the TIP.

Table 2: TIP FY 2025/2026-2029/2030 Roadway Projects

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
I-75 at NW 49 th St	End of 49 th St	End of NW 35 th St	Interchange improvements	CST, ROW	Yes	\$21,318,210
I-75 at SR 326			Interchange modifications	PE	Yes	\$12,546,000
I-75 at SR 326			Interchange improvements	CST	Yes	\$1,055,000
I-75	SR 200	SR 326	Add auxiliary lanes	CST, PE, ROW	Yes	\$20,886,098
US 41	SW 110 th St	N of SR 40	Capacity	CST	Yes	\$112,358,984
US 441 at SR 464			Operations	CST	Yes	\$4,537,846
SR 40	End of 4-Lanes	E of CR 314	Capacity	CST	No	\$129,751,356
SR 40	E of CR 314	E of CR 314A	Capacity	ROW	Yes	\$42,713,393

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
SR 40 at SW 27 th Ave			Safety	CST	Yes	\$1,822,492
SR 40	US 441	25 th Ave	Intersection improvements	CST	Yes	\$716,993
SW SR 200 at SW 60 th Ave			Safety	CST	Yes	\$1,161,885
SR 200	Citrus County Line	CR 484	Capacity	PE	Yes	\$5,000,000
CR 42 at CR 25			Intersection improvements	CST	Yes	\$782,910
CR 42 at CR 25			Intersection improvements	CST	Yes	\$125,185
CR 475A			Paved shoulders	PE, CST	Yes	\$1,915,028
NE 8 th Ave	SR 40	SR 492	Roundabout	CST	Yes	\$5,222,469
SE 100 th Ave			Paved Shoulders	PE, CST	Yes	\$1,259,028

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: TIP FY 2025/2026-2029/2030 Bicycle and Pedestrian Projects

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
Bellevue Greenway Trail			Bike Path and Trail	CST	Yes	\$868,700
Bellevue Greenway Trail			Bike Path and Trail	PE	Yes	\$265,000
Cross Florida Greenway Trail	Baseline Road	Santos Paved Trail	Bike Path and Trail	CST	Yes	\$5,600,000
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	\$2,909,626
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	\$203,007
US 441	SE 102 PL	SR 200	Sidewalk and Path	CST	Yes	\$5,240,567

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

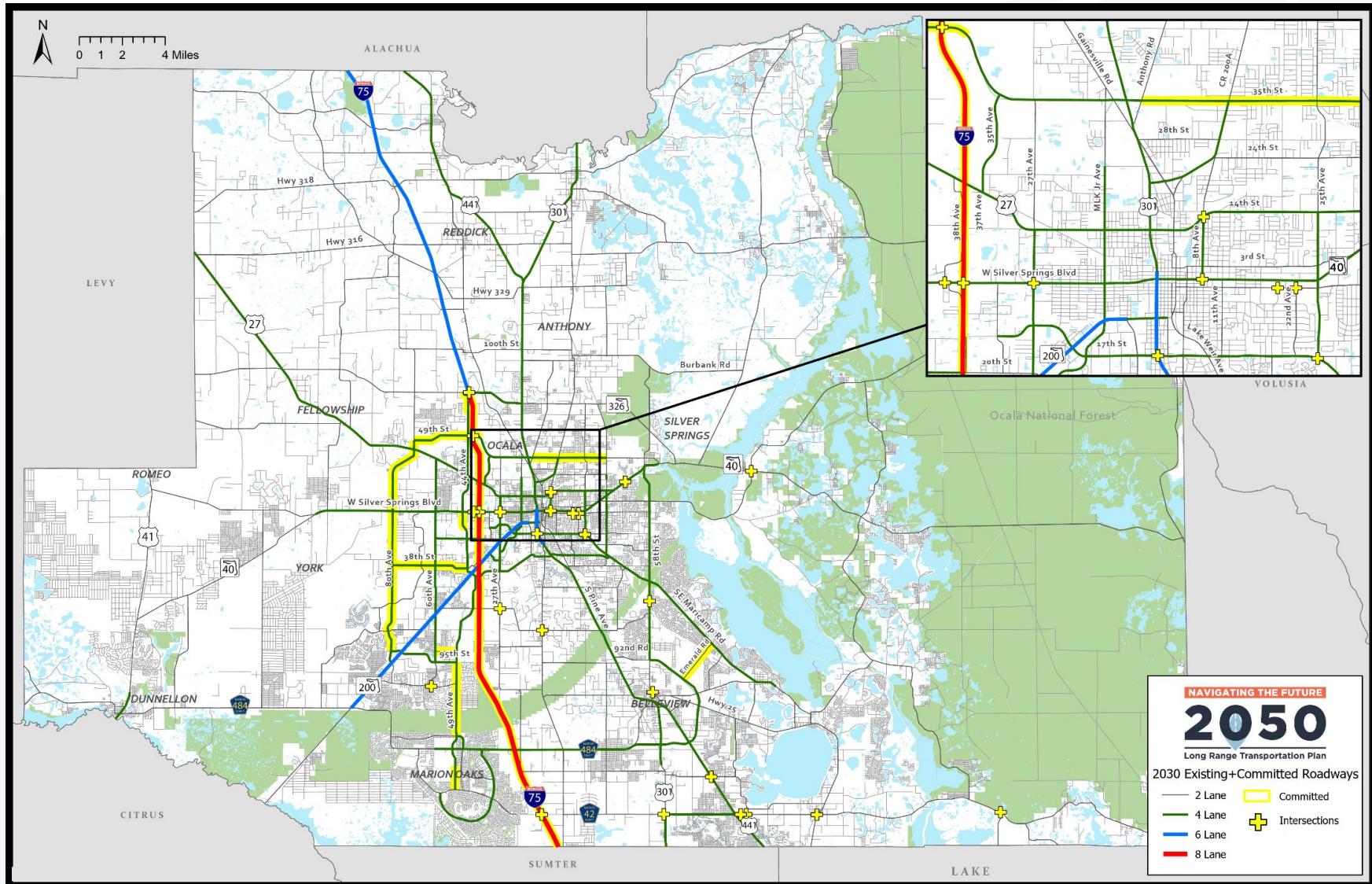


Figure 1: Existing and Committed Roadways (Constructed by 2030)



Appendix G

Roadway Cost Feasible Plan (Present Day Value)

2050 Revenue Forecast (PDV)

Demonstration of Fiscal Constraint (Present Day Value)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$38,495,349	\$12,906,410	\$55,150,000	\$106,551,759
Federal/State Revenue for Capital	\$31,715,656	\$27,054,725	\$44,010,600	\$102,780,981
Local Revenue for Capital	\$270,127,430	\$264,291,115	\$465,673,825	\$1,000,092,370
Contingency for Capital*	N/A	\$869,961	\$800,585	N/A
Subtotal for Capital Projects	\$340,338,435	\$305,122,211	\$565,635,010	\$1,211,095,657
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded Capital Projects	\$69,341,044	\$40,030,511	\$99,961,185	\$209,332,741
Locally-Funded Capital Projects	\$270,127,430	\$264,291,115	\$465,673,825	\$1,000,092,370
Capital Revenue Balance*	\$869,961	\$800,585	\$0	\$0
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federal/State Revenue for O&M	\$48,082,211	\$39,357,485	\$62,916,296	\$150,355,992
Local Revenue for O&M	\$110,085,500	\$111,019,500	\$224,843,000	\$445,948,000
Subtotal for O&M Projects	\$158,167,711	\$150,376,985	\$287,759,296	\$596,303,992
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded O&M Projects	\$48,082,211	\$39,357,485	\$62,916,296	\$150,355,992
Locally-Funded O&M Projects	\$110,085,500	\$111,019,500	\$224,843,000	\$445,948,000
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$869,961	\$800,585	\$0	\$0

* Contingency for Capital is treated as a rollover reserve between time periods. The amount is carried forward and adjusted by inflation using the formula:

$$\text{Contingency}_T = \text{Contingency}_{T-1} \times (\text{Inflation}_T / \text{Inflation}_{T-1})$$

Contingency balances are used to absorb available surplus and are not applied to cover deficits.

Tier 2 & 3 - 2050 Cost Feasible Projects (2031 - 2050)
Present Day Value (PDV), 2025 Dollars

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
CR 35	SR 40	NE 35 ST	0.42	WIDEN 2 TO 4 LANES	C/C	\$ 445,986	LOCAL	2031 – 2035	\$ 1,114,964	LOCAL	2031 – 2035	\$ 4,181,116	LOCAL	2031 – 2035	\$ 5,574,821	LOCAL
SHORES EAST EXT	SE 156 PL RD	MAPLE LN	0.60	NEW 2 LANES	2031 – 2035	\$ 502,745	LOCAL	2031 – 2035	\$ 1,256,864	LOCAL	2031 – 2035	\$ 4,713,238	LOCAL	2031 – 2035	\$ 6,284,318	LOCAL
SE 92 LP EXT	SE 95 ST	US 441	0.61	NEW 2 LANES	C/C	\$ 511,373	LOCAL	2031 – 2035	\$ 1,278,432	LOCAL	2031 – 2035	\$ 4,794,121	LOCAL	2031 – 2035	\$ 6,392,161	LOCAL
SW 20 ST	I-75	SR 200	1.08	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 1,139,330	LOCAL	2031 – 2035	\$ 2,848,325	LOCAL	2031 – 2035	\$ 10,681,220	LOCAL	2031 – 2035	\$ 14,241,626	LOCAL
NE 35 ST	NE 36 AV	SR 40	2.57	WIDEN 2 TO 4 LANES		C/C			C/C		2031 – 2035	\$ 25,486,485	LOCAL	2031 – 2035	\$ 33,981,981	LOCAL
SR 40	END OF FOUR LANES	E OF CR 314	5.36	WIDEN 2 TO 4 LANES		C/C			C/C			C/C		2031 – 2035	\$ 2,246,615	SIS
CR 475A	SW 66 ST	SW 42 ST	1.76	WIDEN 2 TO 4 LANES		C/C		Committed	\$ 1,146,769	LOCAL	Committed	\$ 939,600	LOCAL	2031 – 2035	\$ 23,272,537	LOCAL
CR 484	MARION OAKS BLVD	CR 475A	1.80	WIDEN 4 TO 6 LANES		C/C		Committed	\$ 2,500,000	LOCAL	Committed	\$ 14,040,000	LOCAL	2031 – 2035	\$ 19,247,021	LOCAL
CR 42	SE 58 AV	US 301	0.75	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 787,654	LOCAL	2036 – 2040	\$ 1,969,134	LOCAL	2041 – 2050	\$ 7,384,252	LOCAL	2036 – 2040	\$ 9,845,669	LOCAL
NW 37 AV	SR 40	US 27	1.39	NEW 2 LANES	2031 – 2035	\$ 1,168,074	LOCAL	2031 – 2035	\$ 2,920,186	LOCAL	2036 – 2040	\$ 10,950,696	LOCAL	2036 – 2040	\$ 14,600,928	LOCAL
CR 42	SE 36 AV	SE 58 AV	2.01	WIDEN 2 TO 4 LANES	Completed	\$ 2,119,444	LOCAL	2031 – 2035	\$ 5,298,610	LOCAL	2031 – 2035	\$ 19,869,787	LOCAL	2036 – 2040	\$ 26,493,049	LOCAL
CR 475	SE 59 ST	SE 32 ST	2.15	WIDEN 2 TO 4 LANES	Completed	\$ 2,270,590	LOCAL	2031 – 2035	\$ 5,676,476	LOCAL	2036 – 2040	\$ 21,286,786	LOCAL	2036 – 2040	\$ 28,382,381	LOCAL
BANYAN RD EXT	BANYAN RD	PECAN PASS	0.53	NEW 2 LANES	Completed	\$ 443,460	LOCAL	2036 – 2040	\$ 1,108,649	LOCAL	2041 – 2050	\$ 4,157,435	LOCAL	2041 – 2050	\$ 5,543,247	LOCAL
NE 36 AV	NE 14 ST	NE 21 ST	0.50	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 528,131	LOCAL	2041 – 2050	\$ 1,320,326	LOCAL	2041 – 2050	\$ 4,951,224	LOCAL	2041 – 2050	\$ 6,601,632	LOCAL
CR 484	MARION OAKS CRSE	MARION OAKS BLVD	0.87	WIDEN 4 TO 6 LANES	2036 – 2040	\$ 740,460	LOCAL	2036 – 2040	\$ 1,851,150	LOCAL	2036 – 2040	\$ 6,941,813	LOCAL	2041 – 2050	\$ 9,255,750	LOCAL
NE 36 AV	NE 25 ST	NE 35 ST	0.77	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 809,839	LOCAL	2041 – 2050	\$ 2,024,598	LOCAL	2041 – 2050	\$ 7,592,242	LOCAL	2041 – 2050	\$ 10,122,989	LOCAL
SW 66 ST	SW 49 AV	SW 27 AV	1.25	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 1,320,127	LOCAL	2036 – 2040	\$ 3,300,317	LOCAL	2036 – 2040	\$ 12,376,189	LOCAL	2041 – 2050	\$ 16,501,585	LOCAL
SW 80 ST	SW 80 AV	SR 200	1.54	WIDEN 2 TO 4 LANES	Completed	\$ 1,627,342	LOCAL	2041 – 2050	\$ 4,068,356	LOCAL	2041 – 2050	\$ 15,256,335	LOCAL	2041 – 2050	\$ 20,341,780	LOCAL
CR 484	CR 475A	CR 475	1.99	WIDEN 4 TO 6 LANES	Completed	\$ 1,706,101	LOCAL	2031 – 2035	\$ 4,265,253	LOCAL	2036 – 2040	\$ 15,994,698	LOCAL	2041 – 2050	\$ 21,326,264	LOCAL
SE 92 PL RD	US 441	SR 35	1.68	WIDEN 2 TO 4 LANES	Completed	\$ 1,779,296	LOCAL	2036 – 2040	\$ 4,448,239	LOCAL	2036 – 2040	\$ 16,680,898	LOCAL	2041 – 2050	\$ 22,241,197	LOCAL
SR 464	SE 31 ST	MIDWAY RD	4.41	WIDEN 4 TO 6 LANES	Completed	\$ 3,284,212	LOCAL	2041 – 2050	\$ 8,210,531	LOCAL	2041 – 2050	\$ 32,842,125	LOCAL	2041 – 2050	\$ 41,052,656	LOCAL
MARION OAKS MANOR EXT	SW 18 AV RD	CR 475	2.15	NEW 4 LANES	Completed	\$ 3,371,833	LOCAL	2031 – 2035	\$ 8,429,582	LOCAL	2036 – 2040	\$ 17,408,991	LOCAL	2041 – 2050	\$ 42,147,911	LOCAL
MARION OAKS MNR	SW 49 AV	MARION OAKS LN	3.22	WIDEN 2 TO 4 LANES	Completed	\$ 3,399,298	LOCAL	2031 – 2035	\$ 8,498,246	LOCAL	2036 – 2040	\$ 18,330,686	LOCAL	2041 – 2050	\$ 42,491,228	LOCAL
SR 40	E OF CR 314A	LEVY HAMMOCK RD	2.48	WIDEN 2 TO 4 LANES		C/C			C/C		2041 – 2050	\$ 28,494,477	SIS	2041 – 2050	\$ 28,494,477	SIS
NW 60 AV	US 27	NW 49 ST	0.98	NEW 4 LANES		C/C		C/C	\$ 720,000	LOCAL	2036 – 2040	\$ 14,370,028	LOCAL	2041 – 2050	\$ 19,160,038	LOCAL

Note:

1. C/C = Completed/Committed

Tier 2 & 3 - Tentative 2050 Cost Feasible Projects (Intersections) (2031 - 2050)
Present Day Value (PDV), 2025 Dollars

ON STREET	CROSS STREET	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
SR/CR 464/MARICAMP RD	AT SR 35	MODIFY INTERSECTION	C/C	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
SW 42 ST	AT CR 475A	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
SW SR 200	AT SW 60 AV	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
WEST OAK SPINE RD	AT NW 35 ST	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
WEST OAK SPINE RD	AT NW 21 ST	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	LOCAL	2031 – 2035	\$ 311,508	LOCAL	2031 – 2035	\$ 1,168,157	LOCAL	2031 – 2035	\$ 1,557,542	LOCAL
NW MLK AV	AT NW 21 ST	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	2036 – 2040	\$ 1,168,157	LOCAL	2036 – 2040	\$ 1,557,542	LOCAL
SW 27 AV	AT SW 19 AV	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	2036 – 2040	\$ 1,168,157	LOCAL	2036 – 2040	\$ 1,557,542	LOCAL
SE 31 ST	AT SE 24 RD	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	C/C	\$ 1,168,157	LOCAL	2041 – 2050	\$ 1,557,542	LOCAL
SE 31 ST	AT SE 19 AV	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	C/C	\$ 1,168,157	LOCAL	2041 – 2050	\$ 1,557,542	LOCAL
SR 35	AT SR 25	MODIFY INTERSECTION	2031 – 2035	\$ 124,603	FED/STATE	2031 – 2035	\$ 311,508	FED/STATE	2036 – 2040	\$ 1,168,157	FED/STATE	2041 – 2050	\$ 1,557,542	FED/STATE
SW 31 ST	AT SW 7 AV	MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	2036 – 2040	\$ 1,168,157	LOCAL	2041 – 2050	\$ 1,557,542	LOCAL
SW 32 ST	AT CR 475	MODIFY INTERSECTION	2041 – 2050	\$ 124,603	LOCAL	2041 – 2050	\$ 311,508	LOCAL	2041 – 2050	\$ 1,168,157	LOCAL	2041 – 2050	\$ 1,557,542	LOCAL
SW 60 AV	AT US 27	MODIFY INTERSECTION	2041 – 2050	\$ 124,603	FED/STATE	2041 – 2050	\$ 311,508	FED/STATE	2041 – 2050	\$ 1,168,157	FED/STATE	2041 – 2050	\$ 1,557,542	FED/STATE
SR 40	AT SW67 AV/NW 68 AV	MODIFY INTERSECTION	2041 – 2050	\$ 186,905	FED/STATE	2041 – 2050	\$ 467,263	FED/STATE	2041 – 2050	\$ 1,869,050	FED/STATE	2041 – 2050	\$ 2,336,313	FED/STATE
SR 40	AT SR 35	MODIFY INTERSECTION	C/C	\$ 186,905	LOCAL	2041 – 2050	\$ 467,263	FED/STATE	2041 – 2050	\$ 1,869,050	LOCAL	2041 – 2050	\$ 2,336,313	LOCAL
US 41	AT SR 40	MODIFY INTERSECTION	2031 – 2035	\$ 186,905	FED/STATE	2031 – 2035	\$ 467,263	FED/STATE	2031 – 2035	\$ 1,869,050	FED/STATE	2041 – 2050	\$ 2,336,313	FED/STATE
SW 95 ST	AT I-75	FLYOVER	2041 – 2050	\$ 400,000	LOCAL	2041 – 2050	\$ 1,000,000	LOCAL	2041 – 2050	\$ 3,750,000	LOCAL	2041 – 2050	\$ 5,000,000	LOCAL

Note:

1. C/C = Completed/Committed

Tier 4 - Tentative Partially Funded Projects (2031 - 2050)
Present Day Value (PDV), 2025 Dollars

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DES TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
SR 200	COUNTY LINE	CR 484	6.00	WIDEN 2 TO 4 LANES		C/C			C/C		2036 – 2040	\$ 5,000,000	FED/STATE	2041 – 2050	\$5,000,000 (PARTIAL)	FED/STATE
US 41	SW 110 ST	SR 40	3.40	WIDEN 2 TO 4 LANES	C/C	\$ 3,118,464	FED/STATE	C/C	\$ 7,796,161	FED/STATE	Completed	\$ 31,184,644	FED/STATE		\$ 38,980,805	
SR 35	AT ROBINSON RD			MODIFY INTERSECTION	2036 – 2040	\$ 124,603	LOCAL	2036 – 2040	\$ 311,508	LOCAL	2036 – 2040	\$ 1,168,157	LOCAL		\$ 1,557,542	
I-75	AT SR 200			MODIFY INTERCHANGE		C/C			C/C		2041 – 2050	\$ 15,000,000	SIS		\$ 2,336,313	
I-75	AT CR 318			MODIFY INTERCHANGE	C/C	\$ 233,631	SIS	2031 – 2035	\$ 700,894	SIS	2041 – 2050	\$ 2,336,313	SIS		\$ 2,336,313	
US 301	CR 42	SE 147 ST	2.23	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 2,044,442	FED/STATE	2031 – 2035	\$ 5,111,104	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 25,555,521	
US 301	SE 147 ST	143 PL	0.13	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 118,643	FED/STATE	2031 – 2035	\$ 296,607	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 1,483,035	
SR 40	US 41	CR 328	9.73	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 8,932,672	FED/STATE	2036 – 2040	\$ 17,195,394	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 111,658,402	
SR 40	E OF CR 314	E OF CR 314A	5.04	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 5,789,871	SIS	2036 – 2040	\$ 17,369,612	SIS	2041 – 2050	\$ 57,898,707	SIS		\$ 57,898,707	
SR 40	LEVY HAMMOCK RD	SR 19	12.78	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 14,675,289	SIS	2036 – 2040	\$ 44,025,867	SIS	2041 – 2050	\$ 146,752,891	SIS		\$ 146,752,891	
US 441	COUNTY LINE (S)	CR 42	2.02	WIDEN 4 TO 6 LANES	2031 – 2035	\$ 1,504,220	FED/STATE	2036 – 2040	\$ 3,760,550	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 18,802,752	
CR 42	CR 475	SE 36 AV	2.01	WIDEN 2 TO 4 LANES	C/C	\$ 2,119,115	LOCAL	2041 – 2050	\$ 5,297,789	LOCAL	2041 – 2050	\$ 19,866,708	LOCAL		\$ 26,488,943	
SR 326	US 441	SR 40	8.46	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 9,878,678	FED/STATE	2041 – 2050	\$ 22,428,726	FED/STATE	2041 – 2050	\$ 1,000,000	FED/STATE		\$ 97,094,051	
CR 484	SW 180 AV RD	SR 200	8.22	WIDEN 2 TO 4 LANES	2041 – 2050	\$ 8,684,041	LOCAL	2041 – 2050	\$ 3,670,000	LOCAL	2041 – 2050	\$ 13,500,000	LOCAL		\$ 108,550,517	
SW TO NE CORRIDOR (WEST BELTWAY)				CORRIDOR STUDY	2041 – 2050	\$ 7,000,000	LOCAL		TBD		2041 – 2050	\$ 30,000,000	LOCAL		TBD	
I-75	CR 318	COUNTY LINE (N)	5.94	AUX LANES	C/C	\$ 10,170,758	SIS	2036 – 2040	\$ 7,619,000	SIS		\$ 101,707,577			\$ 101,707,577	
CR 484	SR 200	MARION OAKS PASS (E)	5.50	WIDEN 2 TO 4 LANES		C/C		2036 – 2040	\$ 14,515,432	LOCAL		\$ 54,432,869			\$ 72,577,159	
I-75	SR 326	CR 318	10.23	AUX LANES	C/C	\$ 3,000,000	SIS	2036 – 2040	\$ 12,515,000	SIS		\$ 175,168,108			\$ 175,168,108	
I-75	AT SW 20 ST			NEW INTERCHANGE	2036 – 2040	\$ 233,631	SIS		\$ 700,894			\$ 2,336,313			\$ 2,336,313	
EAST-WEST CORRIDOR				CORRIDOR STUDY	2031 – 2035	\$ 5,000,000	LOCAL		TBD			TBD			TBD	

Note:

1. C/C = Completed/Committed

Tier 5 - Unfunded Needs
Present Day Value (PDV), 2025 Dollars

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDV PE	PDV DES	PDV ROW	PDV CST
CR 200A	NE 35 ST	SR 326	2.58	WIDEN 2 TO 4 LANES	\$ 2,723,768	\$ 6,809,421	\$ 25,535,327	\$ 34,047,103
CR 25	SR 35	SE 108 TER RD	4.47	WIDEN 2 TO 4 LANES	\$ 4,720,969	\$ 11,802,423	\$ 44,259,085	\$ 59,012,113
CR 316	NE 152 PL	NE 152 ST	8.71	WIDEN 2 TO 4 LANES	\$ 9,198,071	\$ 22,995,177	\$ 86,231,914	\$ 114,975,885
CR 318	COUNTY LINE	I-75	10.01	WIDEN 2 TO 4 LANES	\$ 10,571,099	\$ 26,427,747	\$ 99,104,053	\$ 132,138,737
CR 42	US 441	CR 25	3.82	WIDEN 2 TO 4 LANES	\$ 4,034,799	\$ 10,086,997	\$ 37,826,238	\$ 50,434,984
CR 484	US 41	LAKE SHORE DR	0.24	WIDEN 2 TO 4 LANES	\$ 252,642	\$ 631,606	\$ 2,368,523	\$ 3,158,031
I-75	AT CR 484			MODIFY INTERCHANGE	\$ 233,631	\$ 700,894	\$ 2,336,313	\$ 2,336,313
NE 25 AV	SR 492	NE 35 ST	1.60	WIDEN 2 TO 4 LANES	\$ 1,691,403	\$ 4,228,506	\$ 15,856,899	\$ 21,142,532
NW 27 AV	US 27	NW 35 ST	1.81	WIDEN 2 TO 4 LANES	\$ 1,908,132	\$ 4,770,330	\$ 17,888,739	\$ 23,851,652
NW 35 AV	NW 49/35 ST	NW 63 ST	1.11	NEW 4 LANES	\$ 1,734,286	\$ 4,335,716	\$ 16,258,936	\$ 21,678,581
SE 110 ST	SE 36 AV/CR 467	US 441	1.23	WIDEN 2 TO 4 LANES	\$ 1,301,856	\$ 3,254,640	\$ 12,204,902	\$ 16,273,202
SE 24 ST	SE 36 AV	SE 28 ST	1.34	WIDEN 2 TO 4 LANES	\$ 1,410,454	\$ 3,526,136	\$ 13,223,010	\$ 17,630,680
SE 44 AV	SE 52 ST	SE 38 ST	1.13	WIDEN 2 TO 4 LANES	\$ 1,188,764	\$ 2,971,911	\$ 11,144,665	\$ 14,859,553
SR 200	AT SW 43 ST			MODIFY INTERSECTION	\$ 124,603	\$ 311,508	\$ 1,168,157	\$ 1,557,542
SR 35	NE 35 ST	SR 326	1.38	WIDEN 2 TO 4 LANES	\$ 1,452,669	\$ 3,631,672	\$ 13,618,772	\$ 18,158,362
SR 35	SR 25	SE 92 PLACE LP	1.77	WIDEN 2 TO 4 LANES	\$ 1,626,360	\$ 4,065,900	\$ 16,263,601	\$ 20,329,501
SW 66 ST	SR 200	SW 49 AV	1.51	WIDEN 2 TO 4 LANES	\$ 1,591,283	\$ 3,978,207	\$ 14,918,276	\$ 19,891,034
US 27	NW 44 AV	NW 27 AV	1.85	WIDEN 4 TO 6 LANES	\$ 1,721,236	\$ 5,163,707	\$ 17,212,356	\$ 17,212,356
US 441	CR 42	SE 132 ST RD/SE 92 PLACE LP	3.99	WIDEN 4 TO 6 LANES	\$ 2,971,407	\$ 7,428,516	\$ 29,714,065	\$ 37,142,582



Appendix H

Roadway Cost Feasible Plan (Year of Expenditure)

2050 Revenue Forecast (YOE)

Demonstration of Fiscal Constraint (Year of Expenditure)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	\$49,659,000	\$20,134,000	\$106,991,000	\$176,784,000
Federal/State Revenue for Capital	\$40,913,196	\$42,205,371	\$85,380,564	\$168,499,132
Local Revenue for Capital	\$348,464,385	\$412,294,140	\$903,407,220	\$1,664,165,745
<i>Contingency for Capital*</i>	N/A	\$94,094,589	\$116,880,478	N/A
Subtotal for Capital Project Revenues	\$439,036,581	\$568,728,101	\$1,212,659,262	\$2,220,423,944
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded Capital Projects	\$12,763,209	\$62,447,597	\$193,924,699	\$269,135,506
Locally-Funded Capital Projects	\$348,464,385	\$412,294,140	\$903,407,220	\$1,664,165,745
Capital Revenue Balance*	\$77,808,987	\$93,986,364	\$115,327,342	\$0
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federal/State Revenue for O&M	\$62,026,052	\$61,397,676	\$122,057,615	\$245,481,343
Local Revenue for O&M	\$142,010,295	\$173,190,420	\$436,195,420	\$751,396,135
Subtotal for O&M Project Revenues	\$204,036,347	\$234,588,096	\$558,253,035	\$996,877,478
Expenditure Type	2031-2035	2036-2040	2041-2050	2031-2050 Total
Federally/State-Funded O&M Projects	\$62,026,052	\$61,397,676	\$122,057,615	\$245,481,343
Locally-Funded O&M Projects	\$142,010,295	\$173,190,420	\$436,195,420	\$751,396,135
O&M Revenue Balance	\$0	\$0	\$0	\$0
Plan Balance	\$77,808,987	\$93,986,364	\$115,327,342	\$0

* Contingency for Capital is treated as a rollover reserve between time periods. The amount is carried forward and adjusted by inflation using the formula:
 $Contingency_T = Contingency_{T-1} \times (Inflation_T / Inflation_{T-1})$.

Contingency balances are used to absorb available surplus and are not applied to cover deficits.

Tier 2 & 3 - 2050 Cost Feasible Projects (2031 - 2050)
Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
CR 35	SR 40	NE 35 ST	0.42	WIDEN 2 TO 4 LANES	Completed	\$ 445,986	LOCAL	2031 – 2035	\$ 1,438,304	LOCAL	2031 – 2035	\$ 5,393,639	LOCAL	2031 – 2035	\$ 7,191,519	LOCAL
SHORES EAST EXT	SE 156 PL RD	MAPLE LN	0.60	NEW 2 LANES	2031 – 2035	\$ 648,542	LOCAL	2031 – 2035	\$ 1,621,354	LOCAL	2031 – 2035	\$ 6,080,078	LOCAL	2031 – 2035	\$ 8,106,770	LOCAL
SE 92 LP EXT	SE 95 ST	US 441	0.61	NEW 2 LANES	Completed	\$ 511,373	LOCAL	2031 – 2035	\$ 1,649,177	LOCAL	2031 – 2035	\$ 6,184,416	LOCAL	2031 – 2035	\$ 8,245,887	LOCAL
SW 20 ST	I-75	SR 200	1.08	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 1,469,736	LOCAL	2031 – 2035	\$ 3,674,340	LOCAL	2031 – 2035	\$ 13,778,773	LOCAL	2031 – 2035	\$ 18,371,698	LOCAL
NE 35 ST	NE 36 AV	SR 40	2.57	WIDEN 2 TO 4 LANES		C/C					2031 – 2035	\$ 32,877,566	LOCAL	2031 – 2035	\$ 43,836,755	LOCAL
														2031 – 2035	\$ 2,898,133	SIS
SR 40	END OF FOUR LANES	E OF CR 314	5.36	WIDEN 2 TO 4 LANES		C/C			C/C			C/C			\$ 126,849,867	SIS
CR 475A	SW 66 ST	SW 42 ST	1.76	WIDEN 2 TO 4 LANES		C/C		Committed	\$ 1,146,769	LOCAL	Committed	\$ 939,600	LOCAL	2031 – 2035	\$ 30,021,572	LOCAL
CR 484	MARION OAKS BLVD	CR 475A	1.80	WIDEN 4 TO 6 LANES		C/C		Committed	\$ 2,500,000	LOCAL	Committed	\$ 14,040,000	LOCAL	2031 – 2035	\$ 24,828,658	LOCAL
CR 42	SE 58 AV	US 301	0.75	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 1,228,739	LOCAL	2036 – 2040	\$ 3,071,849	LOCAL	2041 – 2050	\$ 14,325,448	LOCAL	2036 – 2040	\$ 15,359,244	LOCAL
NW 37 AV	SR 40	US 27	1.39	NEW 2 LANES	2031 – 2035	\$ 1,506,816	LOCAL	2031 – 2035	\$ 3,767,039	LOCAL	2036 – 2040	\$ 17,083,086	LOCAL	2036 – 2040	\$ 22,777,448	LOCAL
CR 42	SE 36 AV	SE 58 AV	2.01	WIDEN 2 TO 4 LANES	Completed	\$ 2,119,444	LOCAL	2031 – 2035	\$ 6,835,207	LOCAL	2031 – 2035	\$ 25,632,025	LOCAL	2036 – 2040	\$ 41,329,156	LOCAL
CR 475	SE 59 ST	SE 32 ST	2.15	WIDEN 2 TO 4 LANES	Completed	\$ 2,270,590	LOCAL	2031 – 2035	\$ 7,322,654	LOCAL	2036 – 2040	\$ 33,207,386	LOCAL	2036 – 2040	\$ 44,276,514	LOCAL
BANYAN RD EXT	BANYAN RD	PECAN PASS	0.53	NEW 2 LANES	Completed	\$ 443,460	LOCAL	2036 – 2040	\$ 1,729,493	LOCAL	2041 – 2050	\$ 8,065,424	LOCAL	2041 – 2050	\$ 10,753,898	LOCAL
NE 36 AV	NE 14 ST	NE 21 ST	0.50	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 823,884	LOCAL	2041 – 2050	\$ 2,561,433	LOCAL	2041 – 2050	\$ 9,605,374	LOCAL	2041 – 2050	\$ 12,807,166	LOCAL
CR 484	MARION OAKS CRSE	MARION OAKS BLVD	0.87	WIDEN 4 TO 6 LANES	2036 – 2040	\$ 1,155,118	LOCAL	2036 – 2040	\$ 2,887,794	LOCAL	2036 – 2040	\$ 10,829,228	LOCAL	2041 – 2050	\$ 17,956,155	LOCAL
NE 36 AV	NE 25 ST	NE 35 ST	0.77	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 1,263,349	LOCAL	2041 – 2050	\$ 3,927,720	LOCAL	2041 – 2050	\$ 14,728,949	LOCAL	2041 – 2050	\$ 19,638,599	LOCAL
SW 66 ST	SW 49 AV	SW 27 AV	1.25	WIDEN 2 TO 4 LANES	2036 – 2040	\$ 2,059,398	LOCAL	2036 – 2040	\$ 5,148,494	LOCAL	2036 – 2040	\$ 19,306,854	LOCAL	2041 – 2050	\$ 32,013,074	LOCAL
SW 80 ST	SW 80 AV	SR 200	1.54	WIDEN 2 TO 4 LANES	Completed	\$ 1,627,342	LOCAL	2041 – 2050	\$ 7,892,611	LOCAL	2041 – 2050	\$ 29,597,290	LOCAL	2041 – 2050	\$ 39,463,053	LOCAL
CR 484	CR 475A	CR 475	1.99	WIDEN 4 TO 6 LANES	Completed	\$ 1,706,101	LOCAL	2031 – 2035	\$ 5,502,176	LOCAL	2036 – 2040	\$ 24,951,729	LOCAL	2041 – 2050	\$ 41,372,953	LOCAL
SE 92 PL RD	US 441	SR 35	1.68	WIDEN 2 TO 4 LANES	Completed	\$ 1,779,296	LOCAL	2036 – 2040	\$ 6,939,254	LOCAL	2036 – 2040	\$ 26,022,201	LOCAL	2041 – 2050	\$ 43,147,923	LOCAL
SR 464	SE 31 ST	MIDWAY RD	4.41	WIDEN 4 TO 6 LANES	Completed	\$ 3,284,212	LOCAL	2041 – 2050	\$ 15,928,430	LOCAL	2041 – 2050	\$ 63,713,722	LOCAL	2041 – 2050	\$ 79,642,152	LOCAL
MARION OAKS MANOR EXT	SW 18 AV RD	CR 475	2.15	NEW 4 LANES	Completed	\$ 3,371,833	LOCAL	2031 – 2035	\$ 10,874,161	LOCAL	2036 – 2040	\$ 27,158,027	LOCAL	2041 – 2050	\$ 81,766,947	LOCAL
MARION OAKS MNR	SW 49 AV	MARION OAKS LN	3.22	WIDEN 2 TO 4 LANES	Completed	\$ 3,399,298	LOCAL	2031 – 2035	\$ 10,962,737	LOCAL	2036 – 2040	\$ 28,595,870	LOCAL	2041 – 2050	\$ 82,432,983	LOCAL
SR 40	E OF CR 314A	LEVY HAMMOCK RD	2.48	WIDEN 2 TO 4 LANES		C/C			C/C		2041 – 2050	\$ 55,279,285	SIS	2041 – 2050	\$ 55,279,285	SIS
NW 60 AV	US 27	NW 49 ST	0.98	NEW 4 LANES		C/C		C/C	\$ 720,000	LOCAL	2036 – 2040	\$ 22,417,244	LOCAL	2041 – 2050	\$ 37,170,473	LOCAL

Notes:

1. C/C = Completed/Committed

2. Unfunded phase costs assume inflation equivalent to the 2041 - 2050 timeband.

Tier 2 & 3 - Tentative 2050 Cost Feasible Projects (Intersections) (2031 - 2050)
Year of Expenditure (YOE)

ON STREET	CROSS STREET	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
SR/CR 464/MARICAMP RD	AT SR 35	MODIFY INTERSECTION	C/C	\$ 124,603	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
SW 42 ST	AT CR 475A	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
SW SR 200	AT SW 60 AV	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
WEST OAK SPINE RD	AT NW 35 ST	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
WEST OAK SPINE RD	AT NW 21 ST	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	LOCAL	2031 – 2035	\$ 401,846	LOCAL	2031 – 2035	\$ 1,506,922	LOCAL	2031 – 2035	\$ 2,009,229	LOCAL
NW MLK AV	AT NW 21 ST	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	2036 – 2040	\$ 1,822,324	LOCAL	2036 – 2040	\$ 2,429,766	LOCAL
SW 27 AV	AT SW 19 AV	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	2036 – 2040	\$ 1,822,324	LOCAL	2036 – 2040	\$ 2,429,766	LOCAL
SE 31 ST	AT SE 24 RD	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	C/C	\$ 1,168,157	LOCAL	2041 – 2050	\$ 3,021,632	LOCAL
SE 31 ST	AT SE 19 AV	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	C/C	\$ 1,168,157	LOCAL	2041 – 2050	\$ 3,021,632	LOCAL
SR 35	AT SR 25	MODIFY INTERSECTION	2031 – 2035	\$ 160,738	FED/STATE	2031 – 2035	\$ 401,846	FED/STATE	2036 – 2040	\$ 1,822,324	FED/STATE	2041 – 2050	\$ 3,021,632	FED/STATE
SW 31 ST	AT SW 7 AV	MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	2036 – 2040	\$ 1,822,324	LOCAL	2041 – 2050	\$ 3,021,632	LOCAL
SW 32 ST	AT CR 475	MODIFY INTERSECTION	2041 – 2050	\$ 241,731	LOCAL	2041 – 2050	\$ 604,326	LOCAL	2041 – 2050	\$ 2,266,224	LOCAL	2041 – 2050	\$ 3,021,632	LOCAL
SW 60 AV	AT US 27	MODIFY INTERSECTION	2041 – 2050	\$ 241,731	FED/STATE	2041 – 2050	\$ 604,326	FED/STATE	2041 – 2050	\$ 2,266,224	FED/STATE	2041 – 2050	\$ 3,021,632	FED/STATE
SR 40	AT SW67 AV/NW 68 AV	MODIFY INTERSECTION	2041 – 2050	\$ 362,596	FED/STATE	2041 – 2050	\$ 906,489	FED/STATE	2041 – 2050	\$ 3,625,958	FED/STATE	2041 – 2050	\$ 4,532,447	FED/STATE
SR 40	AT SR 35	MODIFY INTERSECTION	C/C	\$ 186,905	LOCAL	2041 – 2050	\$ 906,489	FED/STATE	2041 – 2050	\$ 3,625,958	LOCAL	2041 – 2050	\$ 4,532,447	LOCAL
US 41	AT SR 40	MODIFY INTERSECTION	2031 – 2035	\$ 241,108	FED/STATE	2031 – 2035	\$ 602,769	FED/STATE	2031 – 2035	\$ 2,411,075	FED/STATE	2041 – 2050	\$ 4,532,447	FED/STATE
SW 95 ST	AT I-75	FLYOVER	2041 – 2050	\$ 776,000	LOCAL	2041 – 2050	\$ 1,940,000	LOCAL	2041 – 2050	\$ 7,275,000	LOCAL	2041 – 2050	\$ 9,700,000	LOCAL

Notes:

1. C/C = Completed/Committed

2. Unfunded phase costs assume inflation equivalent to the 2041 - 2050 timeband.

Tier 4 - Partially Funded Projects (2031 - 2050)
Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PE TIME	PE COST	PE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
SR 200	COUNTY LINE	CR 484	6.00	WIDEN 2 TO 4 LANES		C/C			C/C		2036 – 2040	\$ 7,800,000	FED/STATE	2041 – 2050	\$9,700,000 (PARTIAL)	FED/STATE
US 41	SW 110 ST	SR 40	3.40	WIDEN 2 TO 4 LANES	C/C	\$ 3,118,464	FED/STATE	Completed	\$ 7,796,161	FED/STATE	Completed	\$ 31,184,644	FED/STATE		\$ 75,622,762	
SR 35	AT ROBINSON RD			MODIFY INTERSECTION	2036 – 2040	\$ 194,381	LOCAL	2036 – 2040	\$ 485,953	LOCAL	2036 – 2040	\$ 1,822,324	LOCAL		\$ 3,021,632	
I-75	AT SR 200			MODIFY INTERCHANGE		C/C			C/C		2041 – 2050	\$ 29,100,000	SIS		\$ 4,532,447	
I-75	AT CR 318			MODIFY INTERCHANGE	C/C	\$ 233,631	SIS	2031 – 2035	\$ 904,153	SIS	2041 – 2050	\$ 4,532,447	SIS		\$ 4,532,447	
US 301	CR 42	SE 147 ST	2.23	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 2,637,330	FED/STATE	2031 – 2035	\$ 6,593,324	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 49,577,710	
US 301	SE 147 ST	143 PL	0.13	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 153,049	FED/STATE	2031 – 2035	\$ 382,623	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 2,877,088	
SR 40	US 41	CR 328	9.73	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 11,523,147	FED/STATE	2036 – 2040	\$ 26,824,814	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 216,617,300	
SR 40	E OF CR 314	E OF CR 314A	5.04	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 7,468,933	SIS	2036 – 2040	\$ 27,096,595	SIS	2041 – 2050	\$ 112,323,492	SIS		\$ 112,323,492	
SR 40	LEVY HAMMOCK RD	SR 19	12.78	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 18,931,123	SIS	2036 – 2040	\$ 68,680,353	SIS	2041 – 2050	\$ 284,700,608	SIS		\$ 284,700,608	
US 441	COUNTY LINE (S)	CR 42	2.02	WIDEN 4 TO 6 LANES	2031 – 2035	\$ 1,940,444	FED/STATE	2036 – 2040	\$ 5,866,459	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 36,477,338	
CR 42	CR 475	SE 36 AV	2.01	WIDEN 2 TO 4 LANES	C/C	\$ 2,119,115	LOCAL	2041 – 2050	\$ 10,277,710	LOCAL	2041 – 2050	\$ 38,541,413	LOCAL		\$ 51,388,550	
SR 326	US 441	SR 40	8.46	WIDEN 2 TO 4 LANES	2031 – 2035	\$ 12,743,494	FED/STATE	2041 – 2050	\$ 43,511,728	FED/STATE	2041 – 2050	\$ 1,940,000	FED/STATE		\$ 188,362,459	
CR 484	SW 180 AV RD	SR 200	8.22	WIDEN 2 TO 4 LANES	2041 – 2050	\$ 16,847,040	LOCAL	2041 – 2050	\$ 7,119,800	LOCAL	2041 – 2050	\$ 26,190,000	LOCAL		\$ 210,588,004	
SW TO NE CORRIDOR (WEST BELTWAY)				CORRIDOR STUDY	2041 – 2050	\$ 13,580,000	LOCAL		TBD		2041 – 2050	\$ 58,200,000	LOCAL		TBD	
I-75	CR 318	COUNTY LINE (N)	5.94	AUX LANES	C/C	\$ 10,170,758	SIS	2036 – 2040	\$ 11,885,640	SIS		\$ 197,312,698			\$ 197,312,698	
CR 484	SR 200	MARION OAKS PASS (E)	5.50	WIDEN 2 TO 4 LANES		C/C		2036 – 2040	\$ 22,644,074	LOCAL		\$ 105,599,766			\$ 140,799,688	
I-75	SR 326	CR 318	10.23	AUX LANES	C/C	\$ 3,000,000	SIS	2036 – 2040	\$ 19,523,400	SIS		\$ 339,826,129			\$ 339,826,129	
I-75	AT SW 20 ST			NEW INTERCHANGE	2036 – 2040	\$ 364,465	SIS		\$ 1,359,734			\$ 4,532,447			\$ 4,532,447	
EAST-WEST CORRIDOR				CORRIDOR STUDY	2031 – 2035	\$ 6,450,000	LOCAL		TBD			TBD			TBD	

Notes:

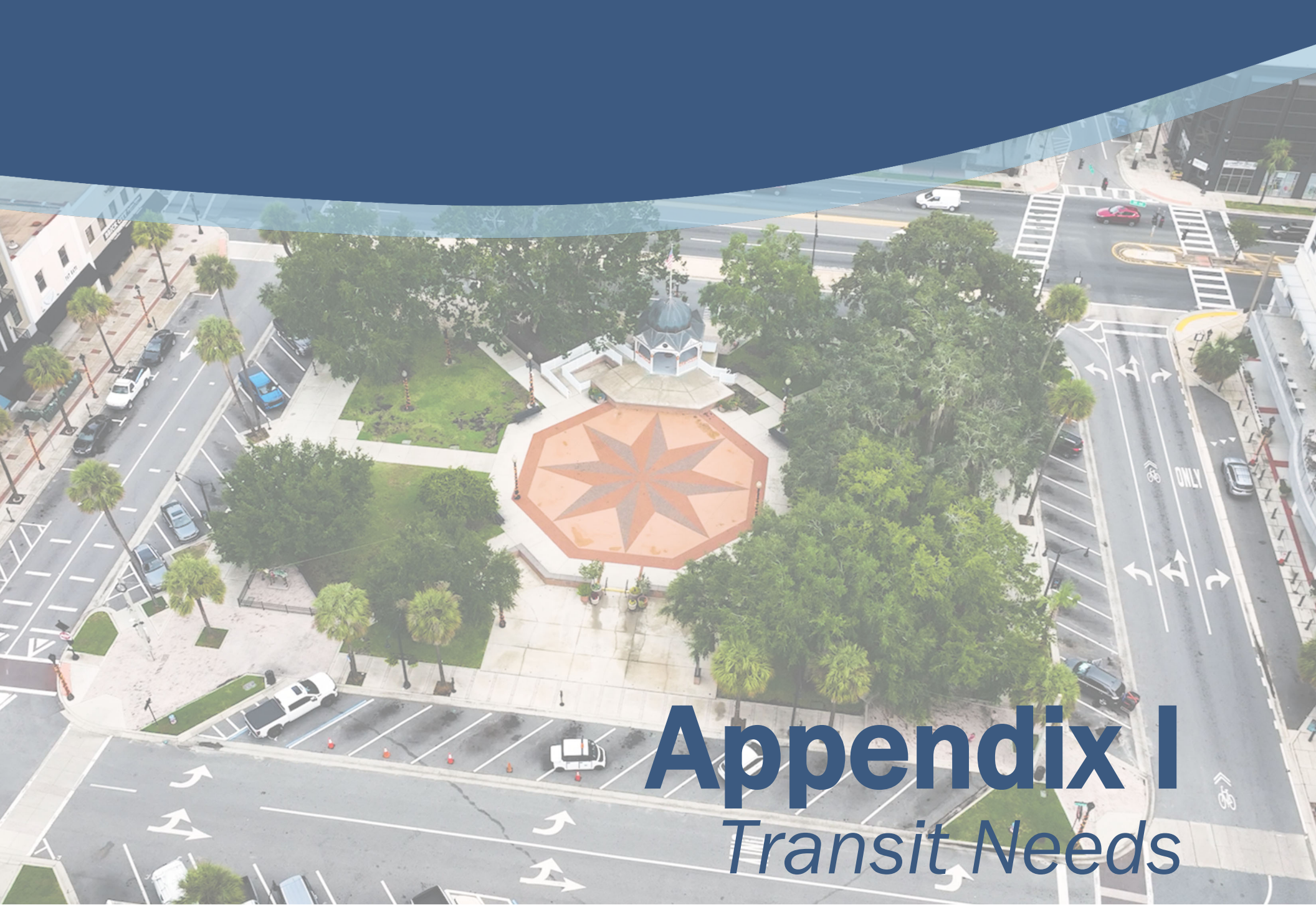
1. C/C = Completed/Committed

2. Unfunded phase costs assume inflation equivalent to the 2041 - 2050 timeband.

Tier 5 - Unfunded Needs Year of Expenditure (YOE)								
ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDV PE	PDV DES	PDV ROW	PDV CST
CR 200A	NE 35 ST	SR 326	2.58	WIDEN 2 TO 4 LANES	\$ 5,284,110	\$ 13,210,276	\$ 49,538,534	\$ 66,051,379
CR 25	SR 35	SE 108 TER RD	4.47	WIDEN 2 TO 4 LANES	\$ 9,158,680	\$ 22,896,700	\$ 85,862,625	\$ 114,483,499
CR 316	NE 152 PL	NE 152 ST	8.71	WIDEN 2 TO 4 LANES	\$ 17,844,257	\$ 44,610,644	\$ 167,289,913	\$ 223,053,218
CR 318	COUNTY LINE	I-75	10.01	WIDEN 2 TO 4 LANES	\$ 20,507,932	\$ 51,269,830	\$ 192,261,862	\$ 256,349,150
CR 42	US 441	CR 25	3.82	WIDEN 2 TO 4 LANES	\$ 7,827,510	\$ 19,568,774	\$ 73,382,902	\$ 97,843,870
CR 484	US 41	LAKE SHORE DR	0.24	WIDEN 2 TO 4 LANES	\$ 490,126	\$ 1,225,316	\$ 4,594,934	\$ 6,126,579
I-75	AT CR 484			MODIFY INTERCHANGE	\$ 453,245	\$ 1,359,734	\$ 4,532,447	\$ 4,532,447
NE 25 AV	SR 492	NE 35 ST	1.60	WIDEN 2 TO 4 LANES	\$ 3,281,321	\$ 8,203,302	\$ 30,762,384	\$ 41,016,511
NW 27 AV	US 27	NW 35 ST	1.81	WIDEN 2 TO 4 LANES	\$ 3,701,776	\$ 9,254,441	\$ 34,704,153	\$ 46,272,204
NW 35 AV	NW 49/35 ST	NW 63 ST	1.11	NEW 4 LANES	\$ 3,364,516	\$ 8,411,289	\$ 31,542,335	\$ 42,056,447
SE 110 ST	SE 36 AV/CR 467	US 441	1.23	WIDEN 2 TO 4 LANES	\$ 2,525,601	\$ 6,314,002	\$ 23,677,509	\$ 31,570,012
SE 24 ST	SE 36 AV	SE 28 ST	1.34	WIDEN 2 TO 4 LANES	\$ 2,736,281	\$ 6,840,704	\$ 25,652,639	\$ 34,203,518
SE 44 AV	SE 52 ST	SE 38 ST	1.13	WIDEN 2 TO 4 LANES	\$ 2,306,203	\$ 5,765,507	\$ 21,620,650	\$ 28,827,533
SR 200	AT SW 43 ST			MODIFY INTERSECTION	\$ 241,731	\$ 604,326	\$ 2,266,224	\$ 3,021,632
SR 35	NE 35 ST	SR 326	1.38	WIDEN 2 TO 4 LANES	\$ 2,818,178	\$ 7,045,445	\$ 26,420,417	\$ 35,227,223
SR 35	SR 25	SE 92 PLACE LP	1.77	WIDEN 2 TO 4 LANES	\$ 3,155,139	\$ 7,887,846	\$ 31,551,385	\$ 39,439,232
SW 66 ST	SR 200	SW 49 AV	1.51	WIDEN 2 TO 4 LANES	\$ 3,087,089	\$ 7,717,721	\$ 28,941,455	\$ 38,588,606
US 27	NW 44 AV	NW 27 AV	1.85	WIDEN 4 TO 6 LANES	\$ 3,339,197	\$ 10,017,591	\$ 33,391,970	\$ 33,391,970
US 441	CR 42	SE 132 ST RD/SE 92 PLACE LP	3.99	WIDEN 4 TO 6 LANES	\$ 5,764,529	\$ 14,411,322	\$ 57,645,287	\$ 72,056,609

Note:

1. Unfunded phase costs assume inflation equivalent to the 2041 - 2050 timeband.



Appendix I

Transit Needs

Transit Needs

SunTran is the transit provider for Marion County. In 2023, the agency developed *Riding into the Future*, the 2023-2032 Transportation Development Plan (TDP) that evaluates the existing conditions of the operations and service and identifies needs and improvements. In developing the LRTP, the transit needs and improvements identified in the adopted TDP were carried forward as the foundation for the cost-feasible and needs assessment analyses. The TDP provides a 10-year horizon of fiscally constrained and unconstrained projects that reflect operational, service coverage, and capital priorities for the SunTran system. These improvements are incorporated into the LRTP to ensure consistency with FDOT and federal requirements for transit planning.

Beyond the TDP horizon, additional aspirational improvements are identified and included in the later years of the LRTP. These aspirational projects represent long-term service expansions and innovative mobility strategies that extend the system vision beyond the constrained TDP, ensuring that the LRTP captures both immediate priorities and the region's broader transit mobility aspirations.

Short-term transit needs identified in the TDP are reflected in **Table 1** and illustrated in **Figure 1**. It is anticipated that some of these improvements are to be made, while others will roll over into the next five years or beyond. **Figure 2** illustrates the identified long-term transit needs.

A 10-year revenue and cost forecast was completed as part of the TDP. The forecasted 10-year transit revenue is provided in **Table 2** and the forecasted 10-year transit cost is provided in **Table 3**.

A system-level estimate of revenues and costs were projected to year 2050. The summary of these projections are provided in **Table 4**.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

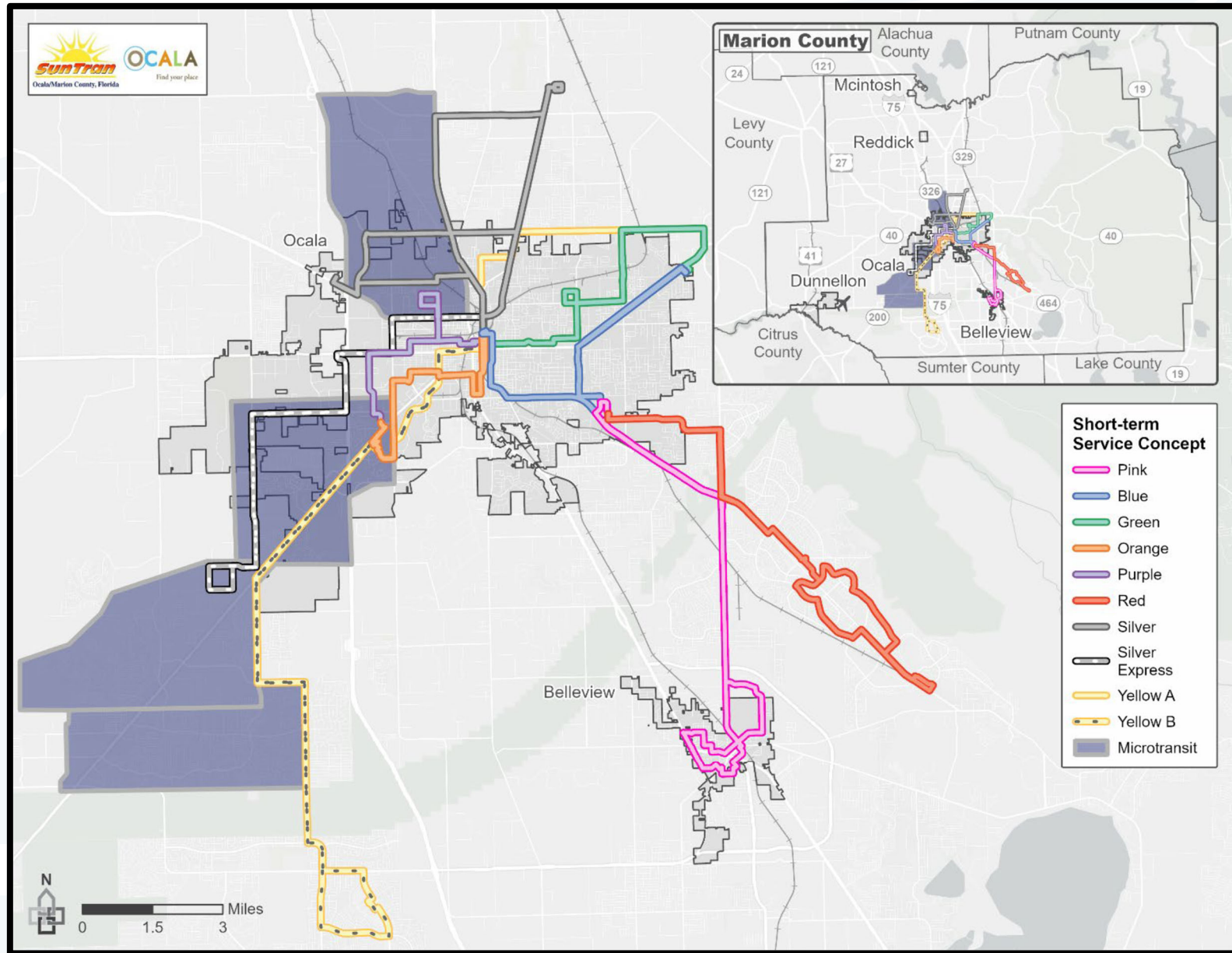


Figure 1: SunTran TDP Short-Term Service Concept (from FY2023-2032 TDP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 1: SunTran TDP Short Term Alternatives (2023 – 2027)

NEED/ALTERNATIVE	DESCRIPTION
Blue-Green-Orange-Purple interline improvements	Increase frequency to every 52 minutes; serve the Florida Center for the Blind; incorporate electric vehicles
Yellow Route improvements	Increase peak frequency on the Yellow A route to 70 minutes; streamline route
Marion Oaks service	Run a new route to Marion Oaks
Silver Route revamping with microtransit	Reroutings on Silver and Silver Express routes; northwest microtransit zone
Red Route streamlining	Simplify route to focus on west part of route on SE 24th St
Bellevue service	Run a new route to Bellevue
Microtransit – Sunday A	Run microtransit in northeast part of Ocala on Sundays
Microtransit – Sunday B	Run microtransit in western part of Ocala on Sundays
Microtransit – Sunday C	Run microtransit in Downtown and southeast part of Ocala
Microtransit – SR 200 South	Run microtransit along SR 200, in the vicinity of the Walmart near CR 484 and neighborhoods to the east
Microtransit – SR 200 Central	Run microtransit along SR 200, in the vicinity of On Top of the World Communities and west of SW 60th Ave
Microtransit – SR 200 North	Run microtransit along SR 200, between SW 60th Ave and the College of Central Florida / Paddock Mall

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

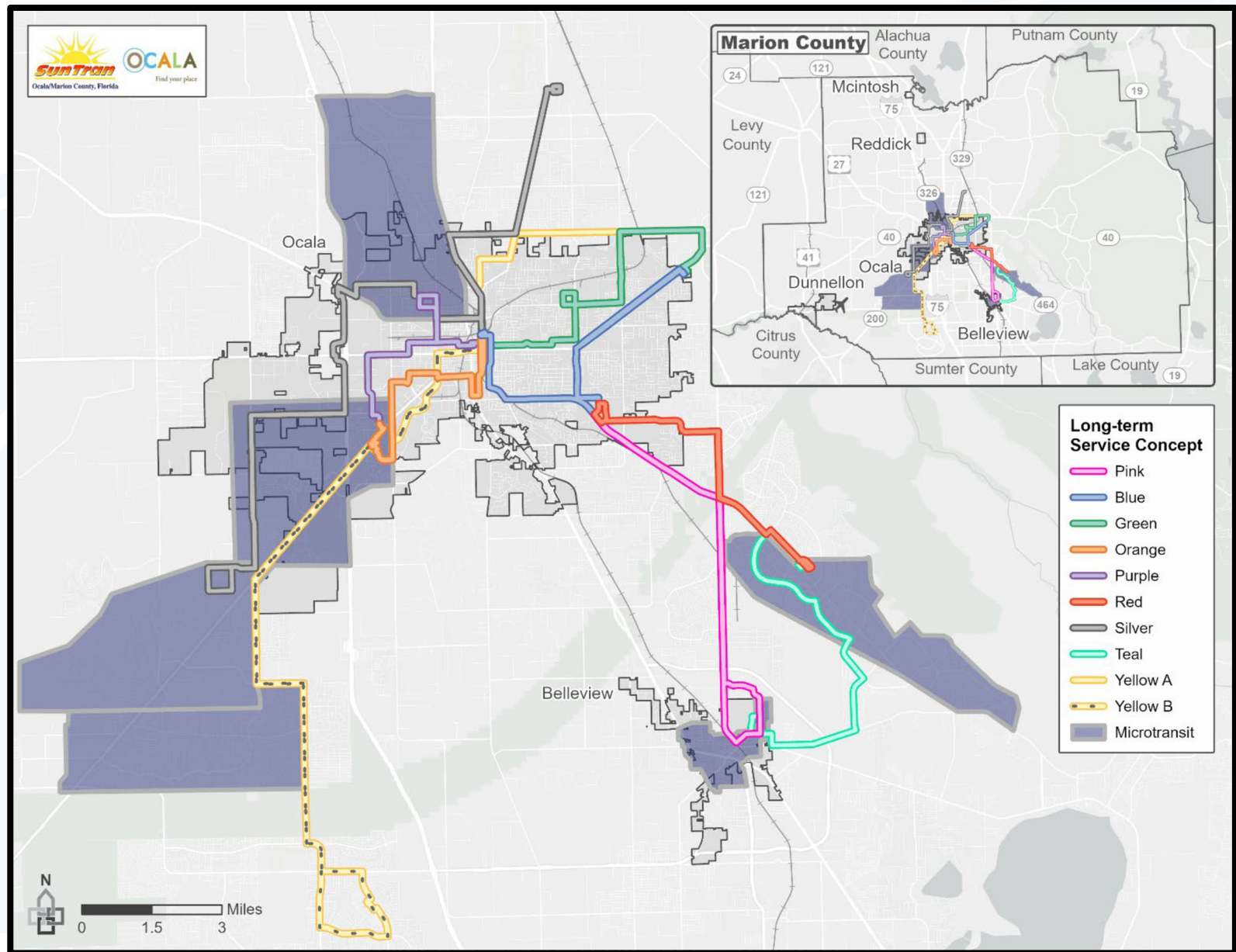


Figure 2: SunTran TDP Long-Term Service Concept (from FY2023-2032 TDP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 2: SunTran 10-Year Revenue Forecast (From 2023 SunTran TDP)

Revenue Sources	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Federal										
FTA 5307	\$1,891,824	\$2,978,579	\$3,067,936	\$3,159,974	\$3,254,773	\$3,352,417	\$3,452,989	\$3,556,579	\$3,663,276	\$3,773,174
FTA 5339 (c) LoNo	\$0	\$0	\$0	\$0	\$1,275,201	\$1,313,458	\$676,431	\$0	\$0	\$0
Misc. Federal Capital Grant	\$2,690,770	\$2,891,275	\$1,082,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State										
State Block Grant	\$552,000	\$755,610	\$778,278	\$801,626	\$825,675	\$850,445	\$875,959	\$902,237	\$929,304	\$957,184
FDOT Urban Corridor	\$0	\$0	\$0	\$360,308	\$381,926	\$404,842	\$429,132	\$454,880	\$482,173	\$511,104
FDOT Service Development	\$133,560	\$560,720	\$1,702,590	\$1,671,419	\$1,245,249	\$770,653	\$1,108,670	\$1,753,094	\$1,194,066	\$1,135,223
DEP Electric Transit Bus Grant	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Misc. State. Capital Grant	\$2,690,770	\$2,891,275	\$1,082,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local										
Farebox Revenue (Maintain Existing Service)	\$120,000	\$120,600	\$121,203	\$121,809	\$122,418	\$123,030	\$123,645	\$124,264	\$124,885	\$125,509
Farebox Revenue (Alternatives)	\$20,900	\$20,900	\$88,940	\$110,513	\$110,513	\$21,573	\$21,573	\$21,573	\$21,573	\$21,573
Local Contribution - City of Ocala	\$414,000	\$453,366	\$466,967	\$480,976	\$495,405	\$510,267	\$525,575	\$541,342	\$557,583	\$574,310
Local Contribution - Marion County	\$138,000	\$302,244	\$311,311	\$320,650	\$330,270	\$340,178	\$350,383	\$360,895	\$371,722	\$382,873
Fuel Refund	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
Carbon Reduction Program		\$333,970	\$333,970	\$333,970	\$333,970					
TOTAL REVENUE	\$7,497,129	\$8,719,763	\$7,956,174	\$7,363,745	\$8,377,901	\$7,799,876	\$7,677,370	\$7,827,878	\$7,457,595	\$7,593,963
SURPLUS (DEFICIT)	\$304,822	\$333,970	\$333,970	(\$1,871,418)	(\$2,906,740)	(\$4,007,257)	(\$7,259,706)	(\$5,843,431)	(\$13,112,446)	(\$8,676,314)
CARRYOVER SURPLUS/SHORTFALL	\$304,822	\$638,792	\$972,762	(\$898,655)	(\$3,805,395)	(\$7,812,652)	(\$15,072,358)	(\$20,915,789)	(\$34,028,235)	(\$42,704,549)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: 10-Year Cost Forecast (From 2023 SunTran TDP)

Alternatives	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Maintain Existing Service	\$4,753,195	\$5,381,253	\$3,803,356	\$4,562,382	\$4,263,174	\$5,170,476	\$6,328,840	\$5,060,417	\$11,008,009	\$5,673,970	\$56,005,072
Green (OB) (ST)	\$0	\$602,583	\$638,738	\$677,062	\$717,686	\$760,747					\$3,396,816
Blue (OB) (ST)	\$0	\$602,583	\$638,738	\$677,062	\$717,686	\$760,747					\$3,396,816
Purple (OB) (ST)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Orange (OB) (ST)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Green (ST) Bus	\$566,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$566,500
Blue (ST) Bus	\$566,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$566,500
Red (ST)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Silver A (ST)	\$0	\$0	\$332,442	\$352,389	\$373,532						\$1,058,363
Silver Route (ST) Bus Stop	\$0	\$7,638	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,638
Silver Route (ST) Bus Stop with Shelter	\$0	\$101,846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,846
Yellow A (ST)	\$0	\$169,146	\$179,295	\$190,052	\$201,456	\$213,543	\$226,356	\$239,937	\$254,333		\$1,674,118
Yellow (ST) Bus	\$566,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$566,500
Yellow Route A (ST) Bus Stop	\$4,532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,532
Yellow Route A (ST) Bus Stop with Shelter	\$65,920	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,920
Yellow B (Marion Oaks) (ST)	\$0	\$0	\$0	\$0	-\$159,486	-\$169,055	-\$179,198	-\$189,950			-\$697,689
Marion Oaks (ST) Bus Stop	\$0	\$0	\$0	\$16,207	\$0	\$0	\$0	\$0	\$0	\$0	\$16,207
Marion Oaks (ST) Bus Stop with Shelter	\$0	\$0	\$0	\$288,130	\$0	\$0	\$0	\$0	\$0	\$0	\$288,130
Bellevue (ST)	\$0	\$0	\$0	\$360,308	\$381,926	\$404,842	\$429,133	\$454,881	\$482,174	\$511,104	\$3,024,368
Bellevue (ST) Bus Stop	\$0	\$0	\$2,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,623
Bellevue (ST) Bus Stop with Shelter	\$0	\$0	\$34,967	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,967
Microtransit (NW) (ST)	\$0	\$0	\$52,481	\$55,630	\$58,968						\$167,079
Microtransit (NW) (ST) Bus	\$0	\$137,917	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,917
Microtransit (Sunday A) (ST)	\$0	\$0	\$70,746	\$74,991	\$79,491						\$225,228
Microtransit (Sunday A) (ST) Bus	\$0	\$275,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,834

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: 10-Year Cost Forecast (From 2023 SunTran TDP)

Alternatives	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Microtransit (Sunday B) (ST)	\$84,588	\$89,663	\$95,043	\$100,746	\$106,791						\$476,831
Microtransit (Sunday B) (ST) Bus	\$267,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267,800
Microtransit (Sunday C) (ST)	\$48,972	\$51,910	\$55,025	\$58,327	\$61,827						\$276,061
Microtransit (Sunday C) (ST) Bus	\$267,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267,800
Green (OB) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$806,392	\$854,775	\$906,062	\$960,425	\$3,527,654
Blue (OB) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$806,392	\$854,775	\$906,062	\$960,425	\$3,527,654
Purple (OB) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$806,392	\$854,775	\$906,062	\$960,425	\$3,527,654
Orange (OB) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$806,392	\$854,775	\$906,062	\$960,425	\$3,527,654
Orange (LT) Bus	\$0	\$0	\$0	\$0	\$0	\$656,729					\$656,729
Purple (LT) Bus	\$0	\$0	\$0	\$0	\$0	\$656,729					\$656,729
Silver (Alt)(LT)	\$0	\$0	\$0	\$0	\$0	\$529,409	\$561,173	\$594,844	\$630,534	\$668,366	\$2,984,326
Silver (LT) Bus	\$0	\$0	\$0	\$0	\$637,601	\$0	\$0	\$0	\$0	\$0	\$637,601
Yellow A (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$730,148	\$730,148
Yellow B (Marion Oaks) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,139	\$247,127	\$480,266
Red (Alt) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70	\$0	\$0	\$70
Red (LT) Bus	\$0	\$0	\$0	\$0	\$637,601	\$0	\$0	\$0	\$0	\$0	\$637,601
Teal (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$797,290	\$845,128	\$895,835	\$2,538,253
Teal (LT) Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$676,431	\$0	\$0	\$0	\$676,431
Microtransit (NW) (LT)	\$0	\$0	\$0	\$0	\$0	\$67,714	\$71,777	\$76,084	\$80,649	\$85,488	\$381,712
Microtransit (SE) (LT)	\$0	\$0	\$0	\$0	\$0	\$437,539	\$463,792	\$491,619	\$521,116	\$552,383	\$2,466,449
Microtransit (SE) (LT) Bus	\$0	\$0	\$0	\$0	\$1,275,201	\$0	\$0	\$0	\$0	\$0	\$1,275,201
Microtransit (BV) (LT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,905	\$130,279	\$138,096	\$391,280
Microtransit (BV) (LT) Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$676,431	\$0	\$0	\$0	\$676,431
Microtransit (Sunday A) (LT)	\$0	\$0	\$0	\$0	\$0	\$86,813	\$92,022	\$97,544	\$103,396	\$109,600	\$489,375
Microtransit (Sunday B) (LT)	\$0	\$0	\$0	\$0	\$0	\$116,602	\$123,598	\$131,014	\$138,875	\$147,208	\$657,297
Microtransit (Sunday C) (LT)	\$0	\$0	\$0	\$0	\$0	\$67,238	\$71,272	\$75,548	\$80,081	\$84,886	\$379,025
Microtransit (SR200 1-South)	\$0	\$0	\$415,474	\$440,402	\$466,827	\$494,836	\$524,526	\$555,998	\$589,358	\$624,719	\$4,112,140

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: 10-Year Cost Forecast (From 2023 SunTran TDP)

Alternatives	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Microtransit (ST) (SR200 1-South) Bus	\$0	\$275,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,834
Microtransit (SR200 1-Central)	\$0	\$0	\$489,822	\$519,211	\$550,364	\$583,386	\$618,389	\$655,492	\$694,822	\$736,511	\$4,847,997
Microtransit (ST) (SR200 1-Central) Bus	\$0	\$275,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,834
Microtransit (SR200 1-North)	\$0	\$0	\$813,454	\$862,262	\$913,997	\$968,837	\$1,026,967	\$1,088,585	\$1,153,901	\$1,223,135	\$8,051,138
Microtransit (ST) (SR200 1-North) Bus	\$0	\$413,751	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,751
TOTAL EXPENSES	\$7,192,307	\$8,385,792	\$7,622,204	\$9,235,161	\$11,284,642	\$11,807,132	\$14,937,077	\$13,671,378	\$20,570,042	\$16,270,276	\$120,976,011

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 4: Transit Fiscal Constraint Summary Table

Revenue Sources	2031-2035	2036-2040	2041-2050	Total
Federal	\$19,586,661	\$27,784,850	\$57,085,822	\$104,457,333
State	\$11,994,021	\$14,274,733	\$32,460,550	\$58,729,304
Local	\$5,669,161	\$6,287,207	\$14,605,654	\$26,562,022
Revenue	\$37,249,843	\$48,346,790	\$104,152,026	\$189,748,659
Total Cost ¹	\$67,335,906	\$50,592,316	\$134,163,945	\$252,092,168
Surplus (Deficit) ²	(\$30,086,062)	(\$2,245,526)	(\$30,011,920)	(\$62,343,508)

1. Total cost assumes the projected costs of maintaining existing transit service.

2. Total surplus / deficit does not account for future discretionary grant opportunities.



Appendix J

Active Transportation Needs

Active Transportation Needs

The ATP identifies Tier 1 projects as the highest priorities for near-term investment. These include trail projects such as the SW 27th Avenue/SW 42nd Street corridor, connections between Ocala and Silver Springs, and the Pruitt Gap. Sidewalk and shared use path projects were also prioritized to close major gaps along corridors like SR 40, SR 464, and US 301/441. Bicycle improvements focused on buffered bike lanes and key north–south connectors within Ocala to enhance citywide mobility. Taken together, these priorities emphasize closing sidewalk gaps, addressing safety hotspots on major corridors, and expanding regional trail connections, especially in areas with higher population density, greater need, and a history of crashes involving people walking and biking.

Bicycle projects included in the current draft of the ATP are shown in **Figure 1** and listed in **Table 1**.

Selected Sidewalk and Shared-Use Path (SUP) projects included in the current draft of the ATP are shown in **Figure 2** and the full list of projects is provided in **Table 2**.

Trail projects included in the current draft of the ATP are shown in **Figure 3** and listed in **Table 3**.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

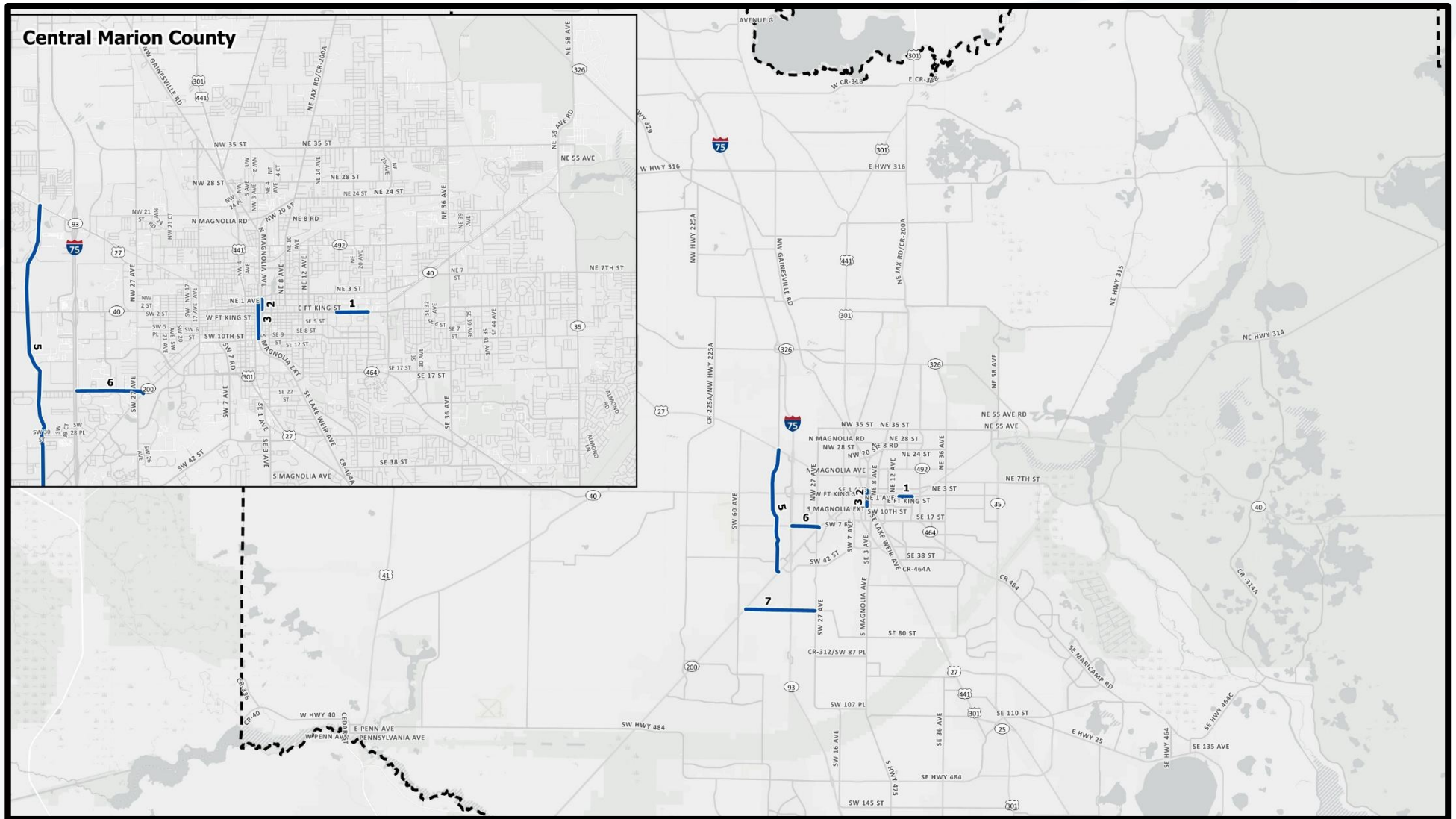


Figure 1: 2050 Bicycle Projects (from Draft 2025 ATP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 1: 2050 Bicycle Projects (from Draft ATP)

Type	ID	Facility Name	From	To	Improvement Type	Tier
Bicycle	1	E Fort King St	SE 16th Ave	SE 22nd Ave	Potential buffered bike lane	2
Bicycle	2	NE 1st Ave	SE Broadway St	NE 2nd St	Potential Bike Lane	2
Bicycle	3	S Magnolia Ave	SW 10th St	NE 2nd St	Potential Bike Lane	2
Bicycle	4	SR 200	Bridge over Withlacoochee River		Bicycle-Pedestrian Accommodations with future bridge replacement	3
Bicycle	5	SW 43rd Ct	NW Blitchton Rd	SR 200	Potential Bike Lane	3
Bicycle	6	SW 20th St	I-75	SR 200	Potential Bike Lane	3
Bicycle	7	SW 66th St	SR 200	SW 27th Ave	Potential Bike Lane	3

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

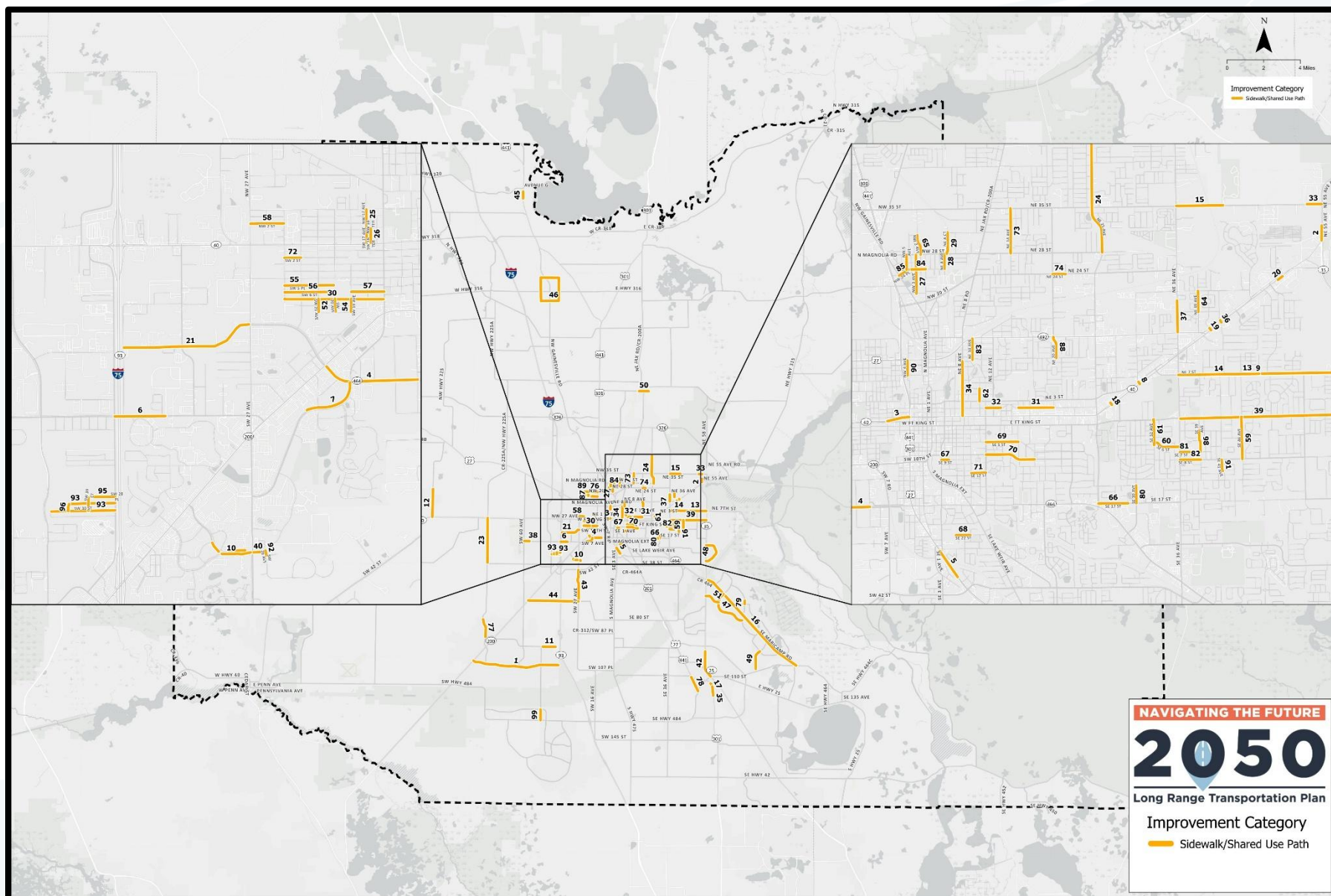


Figure 2: 2050 Sidewalk and Shared Use Path Projects (from Draft 2025 ATP)

Note that **Figure 2** presents only Tier 1 sidewalk/shared use path projects. A table of the full list is included in **Table 2**.

Table 2: 2050 Sidewalk and Shared Use Path Projects (from Draft ATP)

ID	Facility Name	From	To	Improvement Type	Tier
1	SW 103rd Street Road	SR 200	SW 38th	Multi-Use E-W Path connection	1
2	NE 55th Ave	NE 31st St	E Silver Springs Blvd	Sidewalk (on west side)	1
3	SR 40/Silver Springs Blvd	US 301/441 Pine	SW 7th Avenue	Sidewalks both sides of street to fill gap.	1
4	SR 464	SRS 200	SW 12th Avenue	Sidewalk to fill in gap - SR 200 to SW 12th south side; SW 18th Avenue to SW 12th Avenue on north side	1
5	US 301/441/27	S/O Rail Line Bridge sidewalk ends	SE 3rd Avenue	Sidewalk both sides under Rail Bridge	1
6	SW 20th Street	SW 34th Avenue	SW 38th Avenue	Sidewalks both sides to fill in gap.	1
7	SW 19th Avenue Road	SR 464	Existing sidewalk	Sidewalk to fill in gap on north side of road	1
8	SR 40	north side of SR 40 to south side	NE 30th Avenue	Sidewalk connection across SR 40 to connect to NE 30th	1
9	NE 7th Street	SR 35-Baseline	SE 36th Avenue	Sidewalks both side of street to complete gap	1

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
10	SW 34th Street	SW 27th Avenue	SW 34th Circle	Sidewalk to fill in gaps both side	1
11	SW 95th St	SW 48th Ave	SW 40th Ter	Shared Use Path	1
12	NW 110th Ave	SR 40	NW 21st St	Shared Use Path	1
13	NE 7th St	NE 36th Ave	Baseline Rd	Shared Use Path	1
14	NE 7th Street	NE 36th Avenue	NE 46th Court	Sidewalk	1
15	NE 35th St	NE 36th Ave	NE 36th Ln	Sidewalk (on North side)	2
16	SE Maricamp Rd	East of SE 58th Ave	SE 110th Ave	Sidewalk	2
17	US 301 both sides of roadway	SE 115th Lane	N/O SE 62nd Avenue connect to existing sidewalk	Sidewalk both sides	2
18	SR 40	E Silver Springs Blvd		Sidewalk to fill in gap for access between north side of SR 40 to south side and Sun Tran Bus Stop at Marion County Veteran Services and Public Library	2
19	SR 40	connection from north side to south side at NE 40th Avenue		Sidewalk to connect north and south side of SR 40	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
20	SR 40	West of NE 49th Ter	NE 49th Ter	Sidewalk to fill in gap end of existing to NE 49th at Wal-Mart	2
21	SW 13th Street	SW 37th Avenue	SW 27th Avenue	Sidewalk both sides to fill in gap and serve elementary school	2
22	SW 32nd Avenue	SW 34th St	SW 33rd Rd	Sidewalk to fill in gap	2
23	SW 80th Ave	SR 40	SW 38th St	Sidewalk	2
24	NE 25th Ave	NE 28th St	NE 49th St	Sidewalk	2
25	NW 17th Avenue	Silver Springs Boulevard	NW 4th Street	Sidewalk	2
26	NW 16th Terrace	Silver Springs Boulevard	NW 1st Street	Sidewalk	2
27	NW 3rd Avenue	NW 21st Street	NW 28th Street	Sidewalk	2
28	NE 4th Avenue	NE 25th Street	NE 28th Street	Sidewalk	2
29	NW 4th Avenue	NW 28th Street	NW 31st Street	Sidewalk	2
30	SW 7th St	SW 24th Ave	SW MLK Jr Ave	Sidewalk (on both sides)	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
31	NE 2nd St	NE 15th Ave	NE 19th Ave	Sidewalk (on both sides)	2
32	NE 2nd St	NE 11th Ave	NE 12th Ter	Sidewalk (on both sides)	2
33	NE 35th St	Lindale Mobile Home Park West Entrance	NE 55th Ave	Sidewalk (on North side)	2
34	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Sidewalk	2
35	US 301	SE 120th Place	SE 115th Lane	Sidewalk both sides	2
36	SR 40	north to south side of road connection		Sidewalk at NE 42nd to connect across SR 40	2
37	NE 36th Avenue	NE 14th St	NE 19th Place	Sidewalk to complete gap	2
38	SW 20th Street	SW 60th Avenue	SW 57th Avenue	Sidewalk both sides to fill in gap.	2
39	Fort King Street	SR 35-Baseline	SE 36th Avenue	Sidewalks both side of street to complete gaps	2
40	SW 34th Street	Sw 27th Avenue	SW 26th Avenue	Sidewalk to complete gap	2
41	SW 34th St	East of SW 34th Cir	East of SW 27th Ave	Sidewalk gap	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
42	SR 35/Baseline Road	SE 110th/Hames	SE of 92nd Loop	Sidewalk/Multi-Use Path	2
43	SW 27th Ave	SW 42nd St	SW 66th St	Sidewalk	2
44	SW 66th St	SR 200	SW 27th Ave	Sidewalk	2
45	US 441	Avenue I	Dollar General	Sidewalk	2
46	Town of Reddick			Sidewalk/Shared Use Path Study Area	2
47	Pine Road	Spring Rd	SE Maricamp Rd	Sidewalk	2
48	Almond Rd	SE 58th Ave	SE 58th Ave	Sidewalk	2
49	Oak Road	Emerald Road	Southern intersection of Olive rd. and Emerald rd.	Sidewalk	2
50	NE 95 Street	NE 16th Ter	West side of Railroad RW	Shared Use Path	2
51	Dogwood Road	SR 35	Pine Road	Shared Use Path	2
52	SW 21st Avenue	SW 7th Street	SW 8th Place	Sidewalk	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
53	SW 20th Avenue	SW 7th Street	SW 8th Place	Sidewalk	2
54	SW 19th Avenue	SW 7th Street	SW 8th Place	Sidewalk	2
55	SW 5th Place	SW 20th Avenue	SW 24th Avenue	Sidewalk	2
56	SW 6th Street	SW 20th Avenue	SW 24th Avenue	Sidewalk	2
57	SW 6th Street	SW MLK Avenue	SW 19th Avenue	Sidewalk	2
58	NW 2nd Street	NW 24th Avenue	NW 27th Avenue	Sidewalk	2
59	SE 44th Avenue	E Fort King Street	SE 8th Avenue	Sidewalk	2
60	SE 6th Street	SE 32nd Avenue	SE 36th Avenue	Sidewalk	2
61	SE 32nd Avenue	E Fort King Street	SE 6th Street	Sidewalk	2
62	NE 10th Avenue	NE 3rd Street	NE 5th Street	Sidewalk	2
63	NW 5th Avenue	NW 25th Street	NW 28th Street	Sidewalk	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
64	NE 39th Avenue	NE 17th Place	NE 21st Street	Sidewalk	2
65	NW 2nd Avenue	NW 28th Street	NW 31st Street	Sidewalk	2
66	SE 17th Street	SE 25th Avenue	SE 29th Terrace	Sidewalk	2
67	SE 9th Street	SE 3rd Avenue	SE Alvarez Avenue	Sidewalk	2
68	SE 22nd Street	SE 4th Terrace	SE 8th Avenue	Sidewalk	2
69	SE 5th Street	SE 11th Avenue	SE 15th Avenue	Sidewalk	2
70	SE 8th Street	SE 11th Avenue	SE 17th Avenue	Sidewalk	2
71	SE 12th Street	SE 9th Avenue	SE 11th Avenue	Sidewalk	2
72	SW 2nd Street	SW 24 Avenue	SW 23rd Avenue	Sidewalk	2
73	NE 14th Avenue	NE 35th Street	NE 28th Street	Sidewalk	2
74	NE 24th Street	NE 19th Avenue	NE 21st Terrace	Sidewalk	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
75	NW 17th Pl	NW 21st Ave	NW Martin Luther King Jr Ave	Sidewalk (on north side)	3
76	NW 21st Avenue	MLK Avenue	Ocala Recharge Park	Sidewalks both sides to connect MLK sidewalks to Park	3
77	SW 80th Ave	SW 90th St	SW 80th St	Shared Use Path	3
78	SE 55th Avenue Rd	US 441	CR 484	Sidewalk	3
79	Bahia Road	Midway Road	Northern existing sidewalk on the west side of Bahia Road	Shared Use Path	3
80	SE 30th Avenue	SE 14th Street	SE 17th Street	Sidewalk	3
81	SE 7th Street	SE 36th Avenue	SE 38th Avenue	Sidewalk	3
82	SE 8th Street	SE 36th Avenue	SE 39th Avenue	Sidewalk	3
83	NE 10th Avenue	NE 10th Street	NE 14th Street	Sidewalk	3
84	NW 25th Street	NW 1st Avenue	NW 6th Avenue	Sidewalk	3
85	NW 24th Place	NW Magnolia Avenue	NW 25th Street	Sidewalk	3

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
86	NW 24th Road	NW 21st Avenue	NW 21st Street	Sidewalk	3
87	NW 21st Court	NW 24th Road	NW 23rd Road	Sidewalk	3
88	NE 20th Avenue	NE 10th Street	NE 14th Street	Sidewalk	3
89	NW 21st Street	NW 24th Road	NW 21st Avenue	Sidewalk	3
90	NW 4th Avenue	NW 8th Street	NW 10th Street	Sidewalk	3
91	SE 41st Avenue	SE 8th Street	SE 11th Place	Sidewalk	3
92	SW 26th Avenue	SW 34th Avenue	SW 35th Avenue	Sidewalk	3
93	SW 30th Street	SW 38 Avenue	2470 ft West	Sidewalk	3
93	SW 29th Avenue	SW 38 Avenue	1777 ft West	Sidewalk	3
95	SW 28th Place	SW 38 Avenue	986 ft West	Sidewalk	3
96	SW 41st Court	SW 29 Place	SW 30th Street	Sidewalk	3

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
97	SW 39th Court	SW 28 Place	SW 30th Street	Sidewalk	3
98	SE 39th Avenue	SE 7th Street	SE 3rd Street	Sidewalk	3
99	SW 49th Ave	Marion Oaks Trl	SW 135th St	SUP	3

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

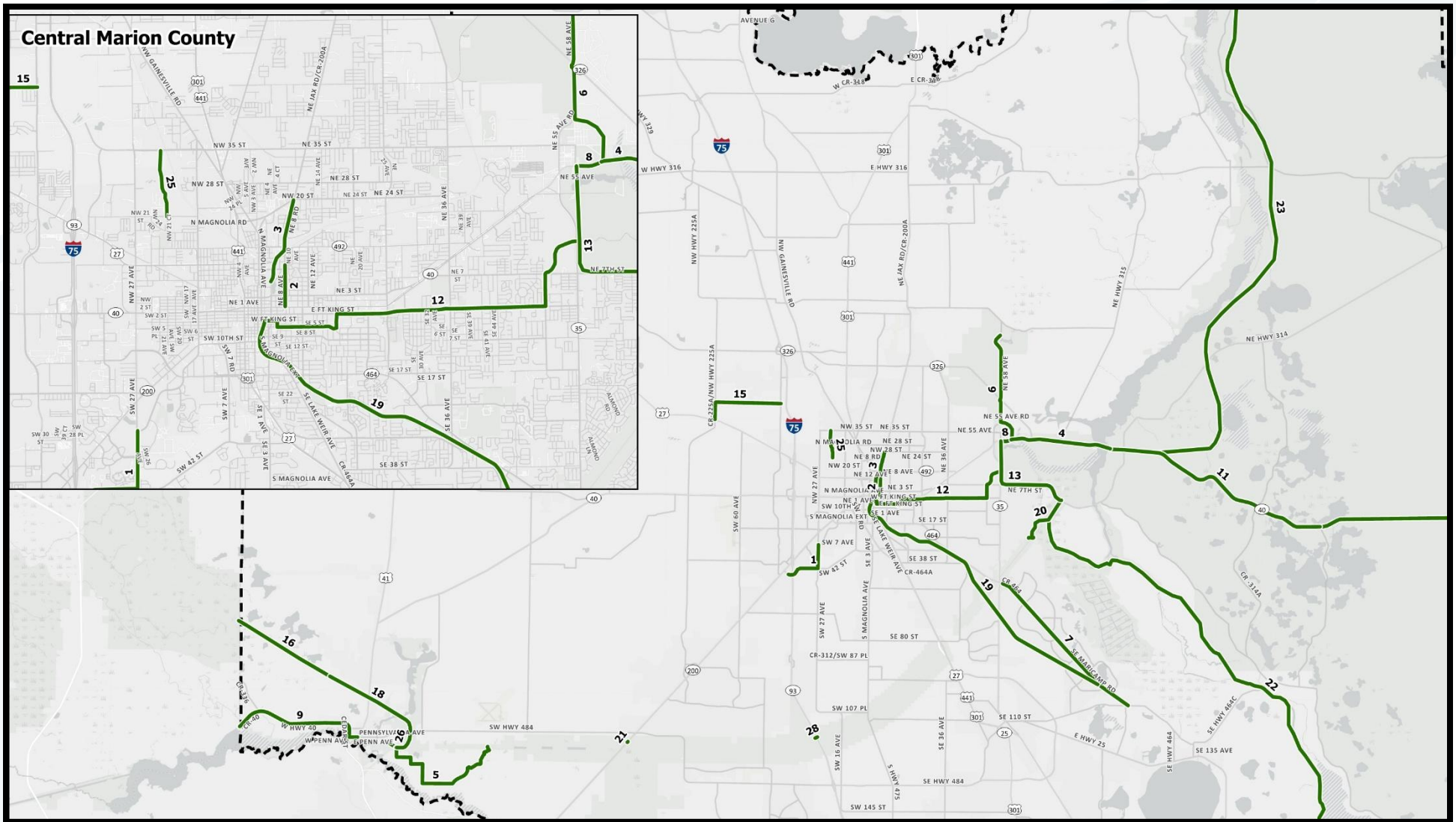


Figure 3: 2050 Trail Needs (from Draft 2025 ATP)

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Table 3: 2050 Trail Projects (from Draft ATP)

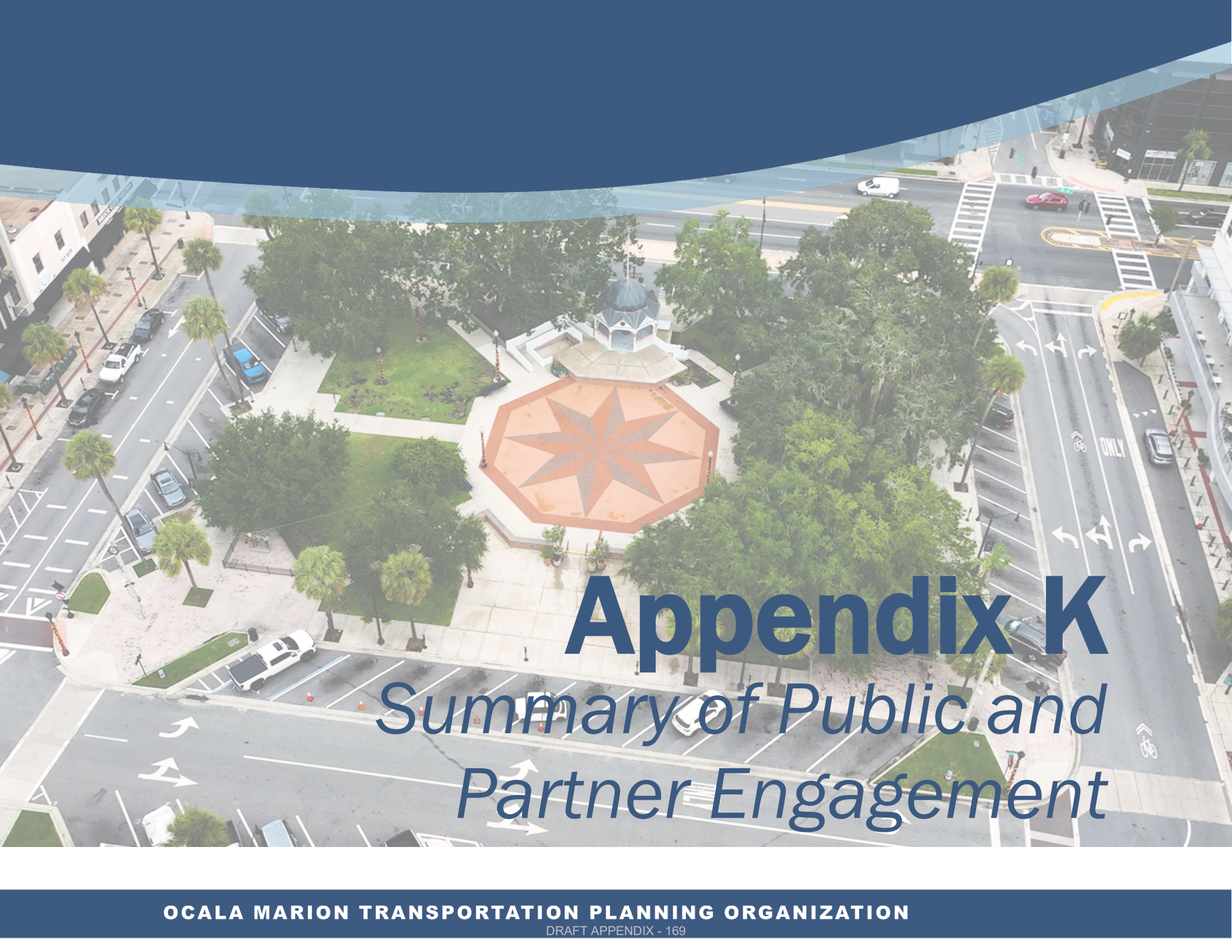
ID	Facility Name	From	To	Improvement Type	Tier
1	SW 27th Ave / SW 42nd St / SW 43rd Street Rd	SW 19th Ave	SW 40th Ave	Trail	1
2	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Trail	1
3	Wataula and NE 8th Avenue Trail	Tuscawilla Park	CR 200A/SE Jacksonville Road	New Trail	1
4	E Highway 40 / Black Bear Trail	Silver Springs State Park	West of NW 102nd Avenue Rd	Trail	1
5	Pruitt Gap	Pruitt Trailhead	Dunnellon Trail	Trail	1
6	Indian Lake Trail	SR 40/Silver Springs State Park	Indian Lake Trail Park	Trail	2
7	SE Maricamp Rd	East of SW 58th Ave	SE 110th Ave	Trail	2
8	SR 40	NE 60th Ct	East of NE 58th Ave	Trail	2
9	Withlacoochee Bay Trail	Dunnellon	Levy County	Trail	2
10	E Highway 40 / Black Bear Trail	SE 183rd Avenue Rd	SR 19	Trail	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
11	E Highway 40 / Black Bear Trail	West of NW 102nd Avenue Rd	SE 183rd Avenue Rd	Trail	2
12	Ocala to Silver Springs Trail	SE Osceola Ave	NE 58th Ave	Trail	2
13	Silver Springs Bikeway	East Silver Springs Blvd	Marjorie Harris Carr Cross Florida Greenway Park	Trail	2
14	Lake Wauburg to Price's Scrub State Park Trail	Lake Wauburg	Price's Scrub State Park	Trail	2
15	49th Ave	NW Blichton Rd	NW 44th Ave	Trail	2
16	Nature Coast Trail (Chiefland to Dunnellon) II	Dunnellon	Levy County Line	Trail	2
17	E Highway 40 / Black Bear Trail	SR 19	Volusia County Line	Trail	2
18	Chiefland to Dunnellon	SW 215th Court Rd	SW Highway 484	Trail	2
19	Ocala Rail Trail	SE 3rd St	Oak Rd	Trail	2
20	Cross Florida Greenway Connection	SE Highway 314	Marshall Greenway	Trail	2
21	SR 200	Cross Florida Greenway		Grade separated crossing	2

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

ID	Facility Name	From	To	Improvement Type	Tier
22	Silver Springs Trail	Lake County	Silver Springs State Park	Trail	3
23	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County	Trail	3
24	Dunnellon Trail Connection	St Patrick Dr	Cross Florida Greenway	Trail	3
25	NW 21st Ave	NW 35th St	NW 21st St	Trail	3
26	Nature Coast Trail (Chiefland to Dunnellon) I	SW Highway 484	S Bridges Rd	Trail	3
27	North Lake Trail	SR 40	Lake County Line	Trail	3
28	Cross Florida Greenway Land Bridge Expansion	Over I-75		Trail	3



Appendix K

Summary of Public and Partner Engagement

Date	Activity	Participation
March 22, 2024	LRTP Steering Committee Meeting #1	15 Attendees
April 23, 2024	2050 LRTP Kick Off Meeting	36 Attendees
May 21, 2024	City of Belleview Commission Meeting	15 Attendees
May 30, 2024	Ocala-Silver Springs Rotary Club Presentation	24 Attendees
April 23, 2024 – June 30, 2024	Public Survey #1	250 Responses
April 23, 2024 – September 2, 2024	Public Comment Map	300 Responses
August 23, 2024	Florida Wildlife Corridor Workshop LRTP Presentation	52 Attendees
August 26, 2024	Meeting with Marion County Schools Staff	2 Attendees
August 29, 2024	Meeting with SunTran/City of Ocala Staff	4 Attendees
September 11, 2024	Meeting with Chamber and Economic Partnership (CEP) Staff	3 Attendees
September 12, 2024	Discussion of LRTP Workshop and project at Transportation Disadvantaged Local Coordinating Board	20 Attendees
September 18, 2024	2050 LRTP Community Workshop #1	30 Attendees
November 5, 2024	2050 LRTP Workshop with Florida Center for the Blind and Marion Transit	15 Attendees
January 15, 2025	LRTP Steering Committee #2	21 Attendees
February 18, 2025 to March 31, 2025	Public Survey #2	129 Responses
February 22, 2025	Run for the Springs Community Event – Booth/Table	125 Attendees
February 25, 2025	2050 LRTP Community Workshop #2	40 Attendees
March 3, 2025	Rotary Club of Ocala Presentation	25 Attendees
March 4, 2025	Marion County Alumni Academy Workshop	9 Attendees

Date	Activity	Participation
March 11, 2025	Marion Oaks Civic Association Presentation	70 Attendees
March 13, 2025	Meeting with Lake-Sumter MPO for LRTP Coordination	2 Attendees
March 29, 2025	Marion County Day	12,500 Attendees
May 5, 2025	On Top of The World Community (OTOW) Meeting	12 Attendees
May 8, 2025	LRTP Local Government Partner Meeting	8 Attendees
June 4, 2025	Ocala Business Leaders Meeting	32 Attendees
July 28, 2025	Local Government Coordination Meetings	7 Attendees
August 20, 2025	LRTP Steering Committee Meeting	8 Attendees
August 28, 2025	Ocala Lions Club Meeting	35 Attendees
September 25, 2025	LRTP/ATP Presentation to Ocala/Marion Tourism Development Council (TDC)	TBD
September 30, 2025	LRTP, ATP Open House/Office Hours Public Event	TBD
TBD 2025	Coordination Meeting with Lake-Sumter MPO	TBD

*Public Engagement Summary to be completed
after adoption of the plan*



TO: Committee Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP) Amendment #2

The Florida Department of Transportation (FDOT) has requested one project addition and one project change to the Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP). The TPO has also proposed an update to include revised Federal Planning (PL) funds, as part of a recent federally approved Unified Planning Work Program (UPWP) amendment. The proposed changes are included with the memo attachments. Due to the urgent request by FDOT to amend the TIP in October through the TPO Board, this agenda item is for informational purposes only and does not require a committee recommendation.

FM# 435209-1: I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.

- New interchange project
- Right-of-Way (ROW) phase
- Funding in FY 2026 to FY 2029
- Revised project funding for ROW
- Prior Years (<FY 2026): \$2,922,728
- Total (FY 26-30): \$59,415,906

FM# 456984-1: State Road (SR) 464 and SE 25th Avenue Intersection Improvements

- Intersection/Turn Lanes
- Construction (CST) phase
- Funding in FY 2026
- Total: \$850,000
 - \$637,500 (State)
 - \$212,500 (Local)

**FM# 439331-5: Ocala/Marion Urban Area (TPO) FY 2025/2025 – FY 2025/2026
Unified Planning Work Program (UPWP)**

- Federal Planning (PL) Funds
- Funding in FY 2026
- Total: \$1,156,902 (+474,159)

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

Attachment(s)

- FDOT TIP Amendment Request Letter
- TIP Current and Proposed Project Pages
- FY 2026 to 2030 TIP Amendment #2

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

10/16/2025 | 1:32 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) 2025/26-2029/30 Transportation Improvement Program (TIP)

REVISED

Dear Mr. Balmes:

Florida Department of Transportation (FDOT) requests Ocala-Marion TPO amend the FY 2025/26-2029/30 TIP as described below.

Project 456984-1 received a legislative appropriation for funding of the Construction phase which added the project to FDOT's Five-Year Work Program in FY 26. This project should be added to the TIP through the amendment process as it is considered a regionally significant project.

The Right of Way (ROW) phase for project #435209-1 has increased and some of the funding sources for the project have changed. This will require the TIP to be amended so that authorization of federal funds for the project can be obtained. The amendment is for the ROW phase in FY 26, however additional information about the project for future years is included below.

Please use the information on the table below to revise the TIP accordingly:

FM #	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
456984-1	SR 464 and SE 25 th Avenue Intersection Improvements	N/A	.082 miles	CST	EM26	\$ 637,500	2026
					LF	\$ 212,500	
					Total	\$ 850,000	
435209-1	I-75 @ NW 49 th St	End of NW 49 th St to End of NW 35 th St	.001 miles	ROW	ACNP	\$13,670,509	2026
					ACSA	\$ 70,261	
					ACSL	\$ 8,145,122	2027
					CIGP	\$ 600,225	
					DIH	\$ 50,000	
					LF	\$12,017,113	
					TRIP	\$ 6,696,770	
					FY26 Total	\$41,250,000	
					ACSL	\$ 876,309	
					CIGP	\$2,000,000	
					DIH	\$ 39,654	
					SIWR	\$1,123,691	
					TRIP	\$2,750,000	
					TRWR	\$4,000,000	
					FY27 Total	\$10,789,654	2028
					ACSL	\$4,000,000	
					TRIP	\$3,176,252	2029
					FY28 Total	\$7,176,252	
					TRIP	\$ 184,895	
					TRWR	\$ 15,105	<2026
					FY29 Total	\$ 200,000	
						\$2,922,728	
					ROW PHASE TOTAL	\$62,338,634	

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:

 CF82AD47584A405...
 Kia Powell
 MPO Liaison

c: Jonathan Scarfe, FDOT
 FDOT D5 Work Program
 Kellie Smith, FDOT
 Jim Stroz, FDOT

Current

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

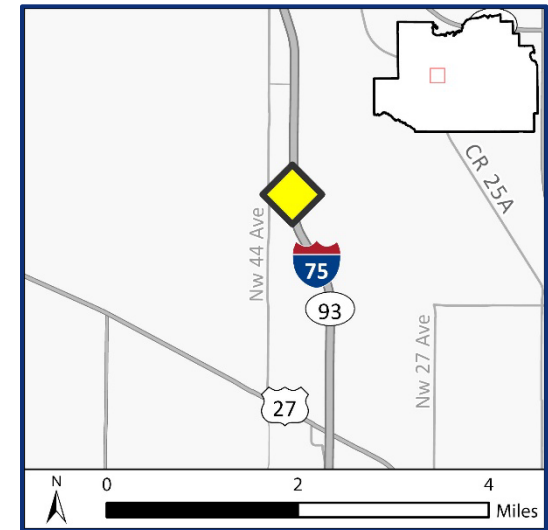
Length: N/A

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 improve mobility, and address projected increases in freight traffic and regional economic development. The project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue, pedestrian accommodations and lighting.

**Prior <2026:** \$139,785,721**Future >2030:** \$0**Total Project Cost:** \$161,103,931

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
ROW	ACSL	Federal	\$2,400,642	\$0	\$0	\$0	\$0	\$2,400,642
ROW	CIGP	State 100%	\$2,031,605	\$2,000,000	\$0	\$0	\$0	\$4,031,605
ROW	DIH	State 100%	\$40,000	\$28,385	\$0	\$0	\$0	\$68,385
ROW	SA	Federal	\$6,712,579	\$1,153,242	\$0	\$603,977	\$0	\$8,469,798
ROW	SL	Federal	\$0	\$846,758	\$4,000,000	\$237,863	\$0	\$5,084,621
ROW	TRIP	State 100%	\$535,174	\$250,000	\$200,000	\$50,480	\$0	\$1,035,654
ROW	TRWR	State 100%	\$0	\$0	\$0	\$15,105	\$0	\$15,105
DSB	SA	Federal	\$0	\$212,400	\$0	\$0	\$0	\$212,400
Total:			\$11,720,000	\$4,490,785	\$4,200,000	\$907,425	\$0	\$21,318,210

Proposed**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

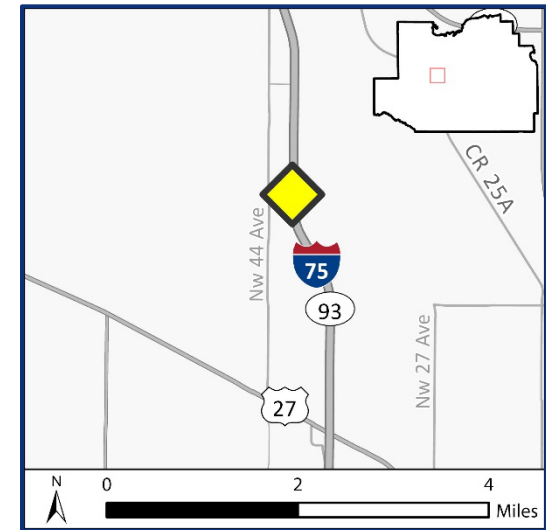
Length: N/A

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 improve mobility, and address projected increases in freight traffic and regional economic development. The project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue, pedestrian accommodations and lighting.

**Prior <2026:** \$119,508,974**Future >2030:** \$0**Total Project Cost:** \$178,924,880

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
ROW	ACNP	Federal	\$13,670,509	\$0	\$0	\$0	\$0	\$13,670,509
ROW	ACSA	Federal	\$70,261	\$0	\$0	\$0	\$0	\$70,261
ROW	ACSL	Federal	\$8,145,122	\$876,309	\$4,000,000	\$0	\$0	\$13,021,431
ROW	CIGP	State 100%	\$600,225	\$2,000,000	\$0	\$0	\$0	\$2,600,225
ROW	DIH	State 100%	\$50,000	\$39,654	\$0	\$0	\$0	\$89,654
ROW	LF	Local	\$12,017,113	\$0	\$0	\$0	\$0	\$12,017,113
ROW	SIWR	State 100%	\$0	\$1,123,691	\$0	\$0	\$0	\$1,123,691
ROW	TRIP	State 100%	\$6,696,770	\$2,750,000	\$3,176,252	\$184,895	\$0	\$12,807,917
ROW	TRWR	State 100%	\$0	\$4,000,000	\$0	\$15,105	\$0	\$4,015,105
Total:			\$41,250,000	\$10,789,654	\$7,176,252	\$200,000	\$0	\$59,415,906

Current

Project: Ocala/Marion Urban Area FY 2024/2025-2025/2026 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Prior <2026: \$1,128,631**Future >2030:** \$0**Total Project Cost:** \$1,811,374

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$682,743	\$0	\$0	\$0	\$0	\$682,743
Total:			\$682,743	\$0	\$0	\$0	\$0	\$682,743

Project: Ocala/Marion Urban Area FY 2026/2027-2027/2028 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$1,365,486

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486
Total:			\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486

Proposed**Project: Ocala/Marion Urban Area FY 2024/2025-2025/2026 Unified Planning Work Program (UPWP)**

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Prior <2026: \$1,128,631**Future >2030:** \$0**Total Project Cost:** \$2,285,533

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$1,156,902	\$0	\$0	\$0	\$0	\$1,156,902
Total:			\$1,156,902	\$0	\$0	\$0	\$0	\$1,156,902

Project: Ocala/Marion Urban Area FY 2026/2027-2027/2028 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$1,365,486

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486
Total:			\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486

Proposed**Project: SR 464 and SE 25th Avenue Intersection Improvements**

Project Type: Intersection/Turn Lane

FM Number: 4569841

Lead Agency: City of Ocala

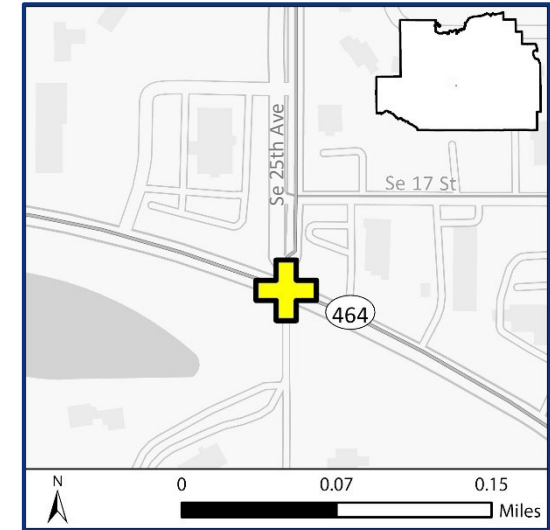
Length: .08 miles

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

SIS Status: No

Description

Construction of a northbound left-turn lane, shared/through left-turn lane and dedicated right-turn lane on SE 25th Avenue, and an exclusive westbound right turn lane on SR 464.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$850,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	EM26	State 100%	\$637,500	\$0	\$0	\$0	\$0	\$637,500
CST	LF	Local	\$212,500	\$0	\$0	\$0	\$0	\$212,500
Total:			\$850,000	\$0	\$0	\$0	\$0	\$850,000

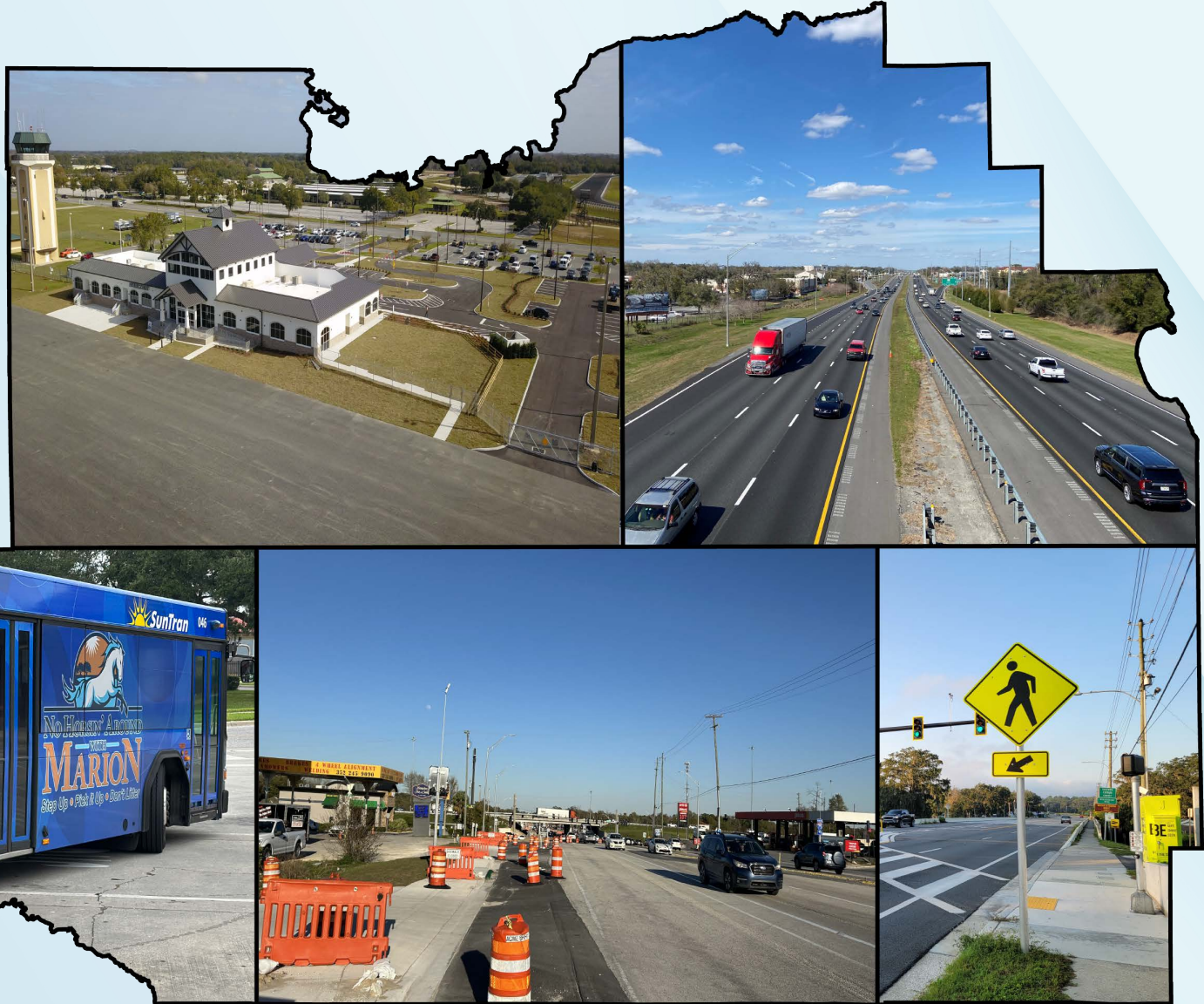
Transportation Improvement Program (TIP)

Fiscal Years 2026 to 2030

Adopted June 23, 2025

Amendment #1: September 23, 2025

Amendment #2: October 28, 2025



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

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 Boulevard, Ocala, FL 34470

352-438-2630

Website: Ocalamariontpo.org

[RESOLUTION]

Resolution
No. 25-8

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEARS (FY) 2026 to 2030

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 prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO 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" [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; and
- (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 Amendment #1 for FY 2026 to FY 2030.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 23rd day of September 2025.

By:


Carl Zalak, III, Chair

Attest:


Robert Balmes, Director

Resolution
No. 25-6

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEARS (FY) 2026 to 2030

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 prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO 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” [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; and
- (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 2026 to FY 2030.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 23rd day of June 2025.

By: 
Carl Zalak, III, Chair

Attest: 
Robert Balmes, Director

**Ocala-Marion County
Transportation Planning Organization (TPO)**

Governing Board Members

Commissioner Carl Zalak, III, Marion County District 4, Chair
Councilmember James Hilty, City of Ocala District 5, 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

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Ray Dwyer, City of Belleview Seat 2

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, Director

Shakayla Irby, Administrative Specialist III/Social Media
Coordinator

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

OcalaMarionTPO@marionfl.org

352-438-2630

The Ocala-Marion County 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 comments may contact the TPO.

TABLE OF CONTENTS

1. Introduction	5
Purpose	5
TPO Planning Area	6
Development of the TIP	8
Joint Certification	9
Consistency with Other Plans and Programs	9
TIP Revisions	11
2. Performance Management	12
Performance Based Planning	12
Performance Measures and Targets	12
Safety (PM1)	13
Pavement and Bridge Condition (PM2)	15
System Performance (PM3)	16
Transit Asset Management and Safety	18
3. Financial Plan	20
Overview	20
4. Project Prioritization Process	26
Overview	26
Methodology	26
5. Projects	27
Overview	27
TIP Online Interactive Map	29
Performance Management and TIP Projects	29
TIP Project Summary Pages	33
Highway-Roadway Projects	34
Bicycle-Pedestrian Projects	68
Aviation Projects	75
Transit Funding	80
Maintenance-Planning	83

6. Appendix	98
Appendix A: Glossary of Terms and Acronyms	A
Appendix B: Federal Obligations Report	B
Appendix C: Transportation Performance Management	C
Appendix D: National Highway System (NHS) and Strategic Intermodal System (SIS)	D
Appendix E: Public and Partner Notices	E
Appendix F: Partner Agency Comments	F
Appendix G: Changes from Prior Transportation Improvement Program (TIP)	G
Appendix H: List of TIP Projects in the 2045 Long Range Transportation Plan (LRTP)	H
Appendix I: FDOT Detailed Project Listing	I
Appendix J: Roll Forward TIP Amendment	J

LIST OF FIGURES

Figure 1: Map of TPO Planning Area (MPA)	7
Figure 2: Safety Performance Measure Targets and Results	14
Figure 3: Pavement and Bridge Condition Targets and Results	16
Figure 4: System Performance Targets and Results	17
Figure 5: Transit Asset Management Targets and Results	18
Figure 6: Transit Safety Targets and Results	19
Figure 7: Funding Categories and Sources	21
Figure 8: 5-Year Summary of Funding by Category and Fiscal Year	23
Figure 9: 5-Year Funding Summary by Source	24
Figure 10: Funding Summary by Source	25
Figure 11: 5-Year Funding Summary by Type/Mode	25
Figure 12: Project Phase/Activity and Acronym List	28
Figure 13: Summary of Projects by Fiscal Year	92

1. INTRODUCTION

Purpose

The Ocala-Marion County Transportation Planning Organization (TPO) is the designated Metropolitan Planning Organization (MPO) in Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The Fiscal Years (FY) 2026 to 2030 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 in accordance with federal law [23 Code of Federal Regulations (C.F.R) 450.326]; [Title 49 United States Code (U.S.C), Chapter 53] and Subsection (S) 339.175(8), Florida Statutes (F.S.). The types of projects in the TIP include roadway capacity, interchanges, operations, maintenance, resurfacing, bicycle and pedestrian facilities, transit funding and aviation.

Fiscal Constraint

Transportation projects contained in the TIP are financially feasible and located within the designated MPA. Project funding is derived from current and proposed revenue sources based on the Florida Department of Transportation (FDOT) final Tentative Work Program (FY 2026 to FY 2030) for Marion County. As a condition of receiving federal project funding, the TIP must list all highway and public transportation projects proposed for funding under 23 U.S.C (highways) and 49 U.S.C (transit). The TIP must also contain state and locally funded regionally significant transportation projects. For a project to be considered fiscally constrained, the cost must not exceed anticipated revenue.

A list of the most current Federally Obligated projects is provided in **Appendix B**. The annual Federal Obligation list is a continuation of projects in the prior TIP, and in some cases started in previous TIP documents (23 C.F.R 450.334).

Planning Process (“3-C”)

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 planning process. This process, also known as the “3-C” planning process, must be reflected in the TIP, in conjunction with the TPO’s Long-Range Transportation Plan (LRTP). The 3-C process enables consideration and implementation of projects and strategies that address 10 federal planning factors as defined in 23 U.S.C 134(h) (next page):

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

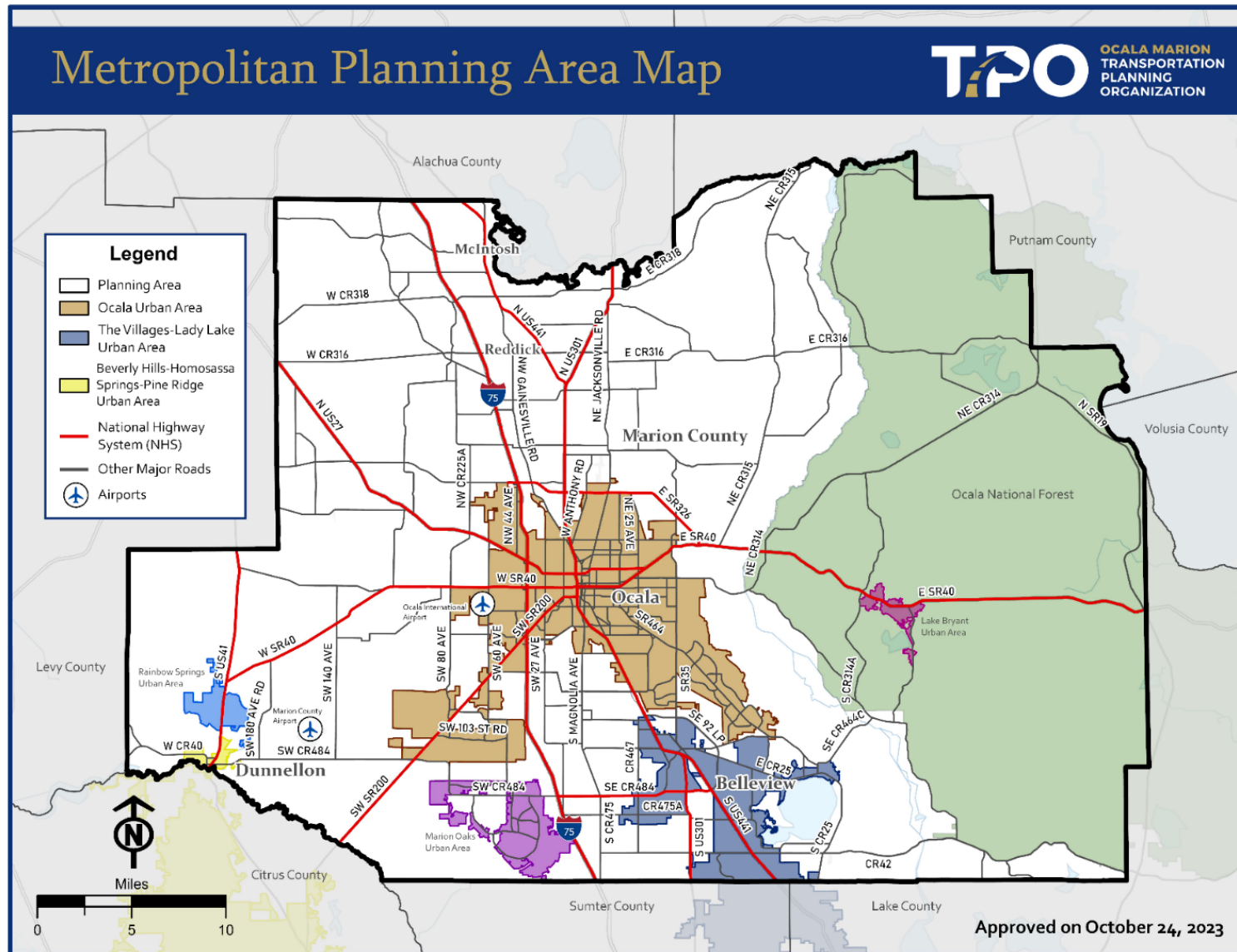
Consistency

All projects in the TIP must be supported and/or documented in the current 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 in Marion County. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments, and must be fully consistent.

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 MPA as displayed in Figure 1 (next page). The MPA is determined by the TPO Governing Board and the Governor every U.S. decennial census.

Figure 1: Map of TPO Planning Area (MPA)



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 citizens and stakeholders, including public transit operators, 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 C.F.R 450.326(b). A Glossary of Terms and Acronyms used in the TIP and other TPO documents is provided in **Appendix A**.

TPO Boards and Committees

The TPO submits a draft TIP for review and feedback to the 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; 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. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, prior to completing a final version of the TIP. The final version of the TIP is presented to the TPO Board for adoption in June of each year. In 2025, TPO staff presented the draft TIP to the TAC and CAC on May 13th and June 10th, the TPO Board on May 27th and June 23rd.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (<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. On May 6, 2025, a legal notice of the draft version of the TIP was advertised in the Ocala StarBanner. The public comment period for the TIP began on May 6, 2025 and concluded on June 13, 2025.

A copy of the public notice is provided in **Appendix E** and a list of public comments, including the TPO's response to each comment, is in **Appendix F**. On May 6th, the TPO also sent the Draft TIP 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, SunTran 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 as 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 TPO and FDOT was completed on March 25, 2025 through action by the TPO Board. This process includes a review by FDOT of the TPO's TIP and planning process. The next certification will occur from January to March of 2026.

Consistency with Other Plans and Programs

Projects and respective phases listed in the FY 2026 to 2030 TIP are consistent with state and local plans within the TPO's MPA [S. 339.175(8)(c)(7), F.S.]. The TPO ensures consistency with the following plans and programs:

2045 Long Range Transportation Plan (LRTP)

The 2045 LRTP outlines a long-term vision and goals for transportation. The 2045 LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail specific projects to fulfill long-term vision and goals. In order to remain current with the changing needs of Marion County, the 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, and June 25, 2024. A list of TIP projects referenced in the 2045 LRTP is provided in **Appendix H** (<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>).

Congestion Management Plan (CMP)

Maintenance of a Congestion Management Process (CMP) is required for all TPOs in Florida [S. 339.175 (6)(c)1, F.S.]. Guidance from the Federal 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 TPO has developed and maintains a CMP located on the website (<https://ocalamariontpo.org/congestion-management-process-cmp>).

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan (<http://floridatransportationplan.com>).

Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) 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. A map of the SIS is provided in **Appendix D**. 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 Strategic Highway Safety Plan (SHSP) outlines a focus on safety programs to reduce crashes, serious injuries and fatalities to achieve zero traffic deaths and serious injuries (<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 (<https://www.fdot.gov/rail/plandevel/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.

Transit Development Plan (TDP)

The SunTran Transit Development Plan (TDP) represents the vision for public transportation in Marion County for a 10-year horizon (<https://www.ocalafl.org/government/city-departments-i-z/suntran>).

Transportation Disadvantaged

The Transportation Disadvantaged (TD) program is a statewide program providing citizens with 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. Program funding is included in the TIP (<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 projects in the TIP, when necessary, through the ETDM process. Information for projects in Marion County is available on the ETDM public website (<https://etdmpub.flas-etat.org/est>).

TIP Revisions

Upon adoption, 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

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

Involves major changes such as a project deletion or 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 occurs prior to the start of the federal fiscal year on October 1. The TPO Board approves annually a Roll Forward TIP Amendment, and is then added as an appendix to this document.

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.

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 C.F.R 490 or 23 U.S.C 150(b)] as follows:

- 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. Fact sheets explaining transportation performance management and target setting are provided in **Appendix C**.

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. The following four performance management program areas are required for performance measure target reporting by the TPO:

- Safety (PM1)
- Pavement and Bridge Condition (PM2)
- System Performance (PM3)
- Transit Asset Management and Safety



Safety (PM1)

Effective April 14, 2016, FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final Rule (PM1). The Safety PM Final Rule established safety performance measures to assess **Fatalities** and **Serious Injuries** on all public roadways and carry out the HSIP. Additionally, the Safety PM Final Rule established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether they have met, or are making significant progress toward meeting safety targets. This process works to improve data collection and analysis; 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 statewide targets 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, 2024. The TPO was then required within 180 days to either adopt FDOT’s targets or set their own targets.

On February 27, 2018, the TPO Board first adopted safety performance targets to better track progress, engage in board level discussions, and reflect greater accountability of progress made to the general public. In November 2022, the TPO Board adopted

Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. The goal of Commitment to Zero is to eliminate fatalities and serious injuries by 2045, and to be in alignment with the 2045 LRTP, SHSP and Target Zero. Integrating the adopted targets with Commitment to Zero implementation activities is part of the TPO's ongoing planning process. By adopting its own safety performance targets, the TPO is required to perform annual updates.

On January 28, 2025, the TPO Board adopted declining safety targets (5% reductions) with a focus toward realistic annual progress in reaching zero by 2045. The targets will be reviewed again in 2026 to determine the percentage of decline and/or other necessary changes. Figure 2 displays the safety performance targets for 2025 from FDOT and the TPO, and also 2024 targets and results.

The TPO is committed to improving safety for all roadway users, as demonstrated through planning and programming activities. Programmed projects in the TIP are consistent with the SHSP, LRTP and TPO investment priorities through the annual project-prioritization process. The TPO also analyzes crash data and trends, which are addressed in the Commitment to Zero safety action plan, and published in an annual safety report and online crash dashboard. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST) and local and state safety events. Local partners on a regular basis pursue federal safety funding through the FDOT safety program, and national Safe Streets and Roads-for-All grants.

Figure 2: Safety Performance Measure Targets and Results

Safety Performance Measures	FDOT Targets (2025)	TPO 2025 Targets (not to exceed)	TPO 2024 Targets (not to exceed)	*TPO 2024 Target Results	TPO 2024 Targets Met?
Number of Fatalities	0	87	92	113	No
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.79	1.88	2.18	No
Number of Serious Injuries	0	373	393	317	Yes
Rate of Serious Injuries per 100 Million VMT	0	7.63	8.03	6.13	Yes
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	50	53	64	No

*Signal Four Analytics Florida Traffic Safety Dashboard, April 21, 2025



Pavement and Bridge Condition (PM2)

In January 2017, 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 and bridge conditions for the National Highway System (NHS). A map of the NHS in Marion County is provided in **Appendix D**.

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 and set a threshold for each metric to establish good, fair, or poor conditions. 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. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor bridge condition ratings.

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

On October 1, 2024, FDOT revised one PM2 target (% of NHS bridges as Poor condition), requiring TPO Board action. On January 28, 2025, the TPO Board adopted the revised FDOT PM2 target.

Figure 3 (next page) displays the adopted two- and four-year pavement and bridge targets, with 2023 results in Marion County as a frame of reference. The TPO monitors and reports on the results to the TPO Board, Committees and public. As shown in Figure 3, 2023 target results indicate the percent of Interstate pavements in Good condition were not met in 2023; percent of Interstate pavements in Poor condition were met; and the percent of Non-Interstate NHS in Good and Poor condition were met. The percent of NHS bridges in Good and Poor condition were also met in 2023.

Figure 3: Pavement and Bridge Condition Targets and Results

Pavement and Bridge Condition Performance Measures (PM2)	FDOT/TPO 2023 Targets (2-Year)	2023 Target Results	2023 Targets Met?	FDOT/TPO 2025 Targets (4-Year)
Pavement Condition				
Percent of Interstate pavements in Good condition	60%	54.3%	No	60%
Percent of Interstate pavements in Poor condition	5.0%	0.3%	Yes	5.0%
Percent of non-Interstate NHS pavements in Good condition	40%	53.7%	Yes	40%
Percent of non-Interstate NHS pavements in Poor condition	5.0%	0.5%	Yes	5.0%
Bridge Condition				
Percent of NHS bridges by deck area in Good condition	50%	59.1%	Yes	50%
Percent of NHS bridges by deck area in Poor condition	10%	0.0%	Yes	5%



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 performance measures to assess reliability and congestion, freight movement and on-road mobile source emissions for the CMAQ program.

There are two specific NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the **(1) 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. A segment of roadway is “Reliable” if the LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, the segment is “Unreliable”.

FHWA established the **(2) 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). This freight movement performance measure represents the reliability of travel times for trucks on the **Interstate**. The TTTR is generated by dividing the longer truck travel time by a normal travel time for

each segment of the Interstate over five time periods from all hours of each day. This is averaged across the length of all Interstate segments in the state or MPO/TPO planning area to determine the TTTR index.

FDOT established two-year and four-year statewide targets for these three **System Performance** measures 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 adopted the two- and four-year state targets, agreeing to plan for projects in the TIP that once implemented, are anticipated to make progress toward achieving statewide targets.

On October 1, 2024, FDOT revised two of the PM3 targets (% of miles on Interstate Reliable, Percent of Non-Interstate NHS Reliable). On January 28, 2025, the TPO Board adopted the revised FDOT targets. The targets represent system performance at the end of both target years. Results from 2023 in Marion County are provided as information. The TPO monitors and reports on the results to the TPO Board, Committees and public. Figure 4 displays the most current System Performance measure targets and results. As shown, the targets for all three System Performance measures were met in 2023.

Figure 4: System Performance Targets and Results

System Performance Measures (PM3)	FDOT/TPO 2023 Targets (2-Year)	2023 Target Results	2023 Targets Met?	FDOT/TPO 2025 Targets (4-Year)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	100%	Yes	75%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	50%	97.0%	Yes	60%
Truck Travel Time Reliability (TTTR)	1.75	1.72	Yes	2.00

Note: The State of Florida and TPO meet all current air quality standards and are not subject to establishing targets for performance measures of the CMAQ program.



Transit Asset Management and Safety

On July 26, 2016, the FTA published the final Transit Asset Management rule, which requires 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, operates seven fixed bus routes primarily in the city of Ocala and in some areas of unincorporated Marion County. 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 transit asset targets. SunTran coordinates with FDOT on reporting targets to FTA through the National Transit Database (NTD). SunTran also coordinates with the TPO on a continuous basis and participates as a member of the Technical Advisory Committee (TAC). In May 2025, SunTran updated their Transit Asset Management Plan including transit asset targets (Figure 5).

Figure 5 displays the percentage of SunTran assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2025 and their performance targets for the next five 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.

Figure 5: Transit Asset Management Targets and Results

Transit Asset Class	2025 Performance	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
Rolling Stock						
Buses	0%	0%	0%	0%	0%	0%
Cutaways	100%	0%	0%	0%	0%	0%
Equipment						
Non-Revenue Vehicles	0%	0%	0%	0%	0%	0%
Facilities						
Administrative and Maintenance Facility	0%	0%	0%	0%	0%	0%

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, as required (49 C.F.R Part 673), [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.

Figure 6: Transit Safety Targets and Results

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

3. FINANCIAL PLAN

Overview

The FY 2026 to 2030 TIP includes a financial element that demonstrates how approved projects and programs will be implemented, indicates the sources of funding that are reasonably expected to be made available, and recommends any additional financing strategies (23 C.F.R 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 derived from the FDOT Work Program and must include a balanced 36-month forecast of revenue and expenditures and a five-year finance plan (S. 339.135, F.S.).

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

Funding Categories and Sources (Figure 7)

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

Funding by Category and Fiscal Year (Figure 8)

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

Funding Summary by Source, Project Mode/Type (Figures 9, 10, 11)

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

A summary of funding by mode/type, including Aviation, Bicycle-Pedestrian, Highway-Roadway, Maintenance-Planning and Transit.

Figure 7: Funding Categories and Sources

Acronym	Funding Category	Funding Source
ACNP	Advanced Construction NHPP	Federal
ACNR	Advanced Construction National Highway Resurfacing	Federal
ACSA	Advanced Construction	Federal
ACSL	Advanced Construction, Urban Areas under 200,000	Federal
ACSN	Advanced Construction	Federal
ACSS	Advanced Construction (SS)	Federal
ART	Arterial Highways Program	State
ARTW	Arterial Widening Program	State
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DI	State/Interstate Highway	State
DIH	District In-House	State
DIS	Strategic Intermodal System	State
DITS	Statewide Intelligent Transportation System	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
EM26	State Legislative Appropriation, Fiscal Year 2026	State
FAA	Federal Aviation Administration	Federal
FC5	Open Grade Friction Course	State
FCO	Fixed Capital Outlay	State
FTA	Federal Transit Administration	Federal
GMR	Growth Management for SIS	State
LF	Local Funds	Local

Acronym	Funding Category	Funding Source
MFF	Moving Florida Forward	State
PL	Metropolitan Planning	Federal
RHH	Rail Highway Safety	Federal
SA	Surface Transportation Program, Any Area	Federal
SIWR	Strategic Intermodal System Funding	State
SL	Surface Transportation Program, Population <=200K	Federal
SM	Surface Transportation, Population 5,000 to 49,999	Federal
SN	Surface Transportation Program, Population <=5K	Federal
STED	Strategic Economic Corridor	State
TALL	Transportation Alternative Program, Population <=200K	Federal
TALM	Transportation Alternative, Population 5,000 to 50,000	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TLWR	Trail Network	State
TRIP	Transportation Regional Incentive Program	State

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

Funding Category	2026	2027	2028	2029	2030	Total
ACNP	\$13,670,509	\$0	\$12,300,000	\$0	\$36,718,373	\$62,688,882
ACNR	\$1,821,793	\$12,379,350	\$17,363,276	\$0	\$0	\$31,564,419
ACSA	\$1,100,261	\$0	\$0	\$0	\$0	\$1,100,261
ACSL	\$8,155,422	\$876,309	\$4,000,000	\$0	\$0	\$13,031,731
ACSN	\$827,913	\$0	\$0	\$0	\$0	\$827,913
ACSS	\$2,294,034	\$1,814,846	\$3,959,592	\$0	\$0	\$8,068,472
ART	\$13,737,050	\$1,138,150	\$4,725,000	\$1,320,245	\$0	\$20,920,445
ARTW	\$9,162,950	\$12,000,000	\$0	\$0	\$0	\$21,162,950
CIGP	\$600,225	\$2,000,000	\$0	\$0	\$0	\$2,600,225
D	\$4,969,726	\$4,925,412	\$3,969,820	\$3,037,572	\$2,000,000	\$18,902,530
DDR	\$14,022,573	\$7,263,486	\$9,249,014	\$1,880,584	\$71,805,504	\$104,221,161
DI	\$0	\$0	\$0	\$0	\$48,089,006	\$48,089,006
DIH	\$526,586	\$439,337	\$1,303,803	\$236,361	\$58,450	\$2,564,537
DIS	\$0	\$0	\$0	\$0	\$4,355,066	\$4,355,066
DITS	\$49,065	\$513,450	\$0	\$0	\$0	\$562,515
DPTO	\$796,934	\$817,474	\$841,998	\$1,507,258	\$893,276	\$4,856,940
DRA	\$0	\$0	\$250,000	\$0	\$0	\$250,000
DS	\$18,201,913	\$797,894	\$8,908,765	\$3,156,325	\$17,726,919	\$48,791,816
DU	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
DWS	\$478,126	\$0	\$0	\$0	\$0	\$478,126
EM26	\$637,500	\$0	\$0	\$0	\$0	\$637,500
FAA	\$0	\$720,000	\$9,000,000	\$0	\$0	\$9,720,000
FC5	\$198,917	\$0	\$0	\$0	\$0	\$198,917
FCO	\$0	\$12,500	\$37,500	\$0	\$0	\$50,000
FTA	\$3,347,648	\$3,515,030	\$3,690,782	\$0	\$0	\$10,553,460
GMR	\$0	\$0	\$0	\$0	\$33,029,982	\$33,029,982

Funding Category	2026	2027	2028	2029	2030	Total
LF	\$17,390,089	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$25,566,156
MFF	\$8,642,126	\$7,118,495	\$3,750,477	\$1,250,000	\$1,150,000	\$21,911,098
PL	\$1,156,902	\$682,743	\$682,743	\$682,743	\$682,743	\$3,887,874
SA	\$6,440,856	\$2,445,034	\$8,343,816	\$0	\$8,000,000	\$25,229,706
SIWR	\$0	\$1,123,691	\$0	\$0	\$0	\$1,123,691
SL	\$0	\$5,744,454	\$1,902,904	\$0	\$9,878,647	\$17,526,005
SM	\$482,165	\$0	\$0	\$0	\$597,142	\$1,079,307
SN	\$4,823,776	\$0	\$0	\$0	\$5,676,822	\$10,500,598
STED	\$0	\$0	\$0	\$0	\$6,974,429	\$6,974,429
TALL	\$779,401	\$1,372,433	\$868,700	\$0	\$0	\$3,020,534
TALM	\$93,199	\$0	\$0	\$0	\$0	\$93,199
TALN	\$1,452,715	\$0	\$0	\$0	\$0	\$1,452,715
TALT	\$160,000	\$1,213,749	\$0	\$0	\$0	\$1,373,749
TLWR	\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000
TRIP	\$6,696,770	\$2,750,000	\$3,176,252	\$184,895	\$0	\$12,807,917
TRWR	\$0	\$4,000,000	\$0	\$15,105	\$0	\$4,015,105
Total:	\$149,282,403	\$80,508,616	\$100,529,135	\$14,298,346	\$248,729,635	\$593,348,135

Figure 9: 5-Year Funding Summary by Source

Funding Source	2026	2027	2028	2029	2030	Total
Federal	\$47,571,853	\$31,757,887	\$62,111,813	\$682,743	\$61,553,727	\$203,678,023
State	\$84,320,461	\$44,899,889	\$36,212,629	\$12,588,345	\$186,082,632	\$364,103,956
Local	\$17,390,089	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$25,566,156
Total:	\$149,282,403	\$80,508,616	\$100,529,135	\$14,298,346	\$248,729,635	\$593,348,135

Figure 10: Funding Summary by Source

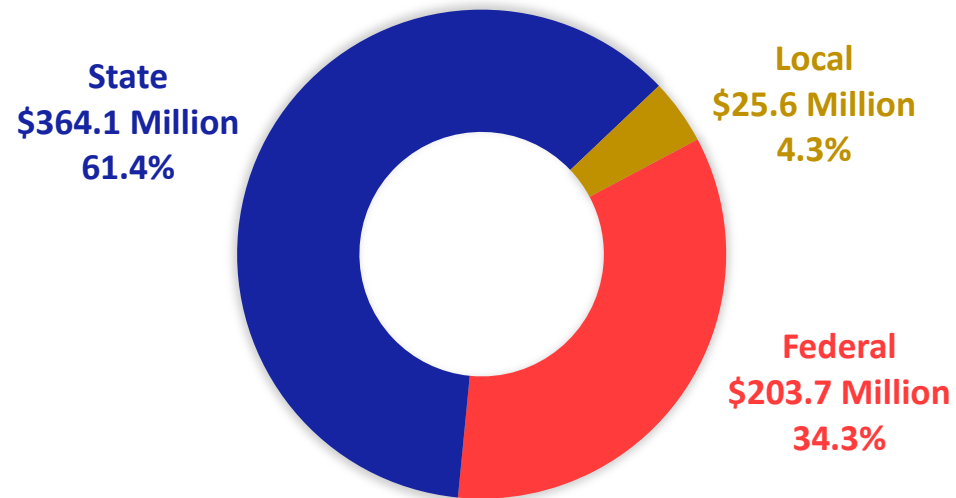
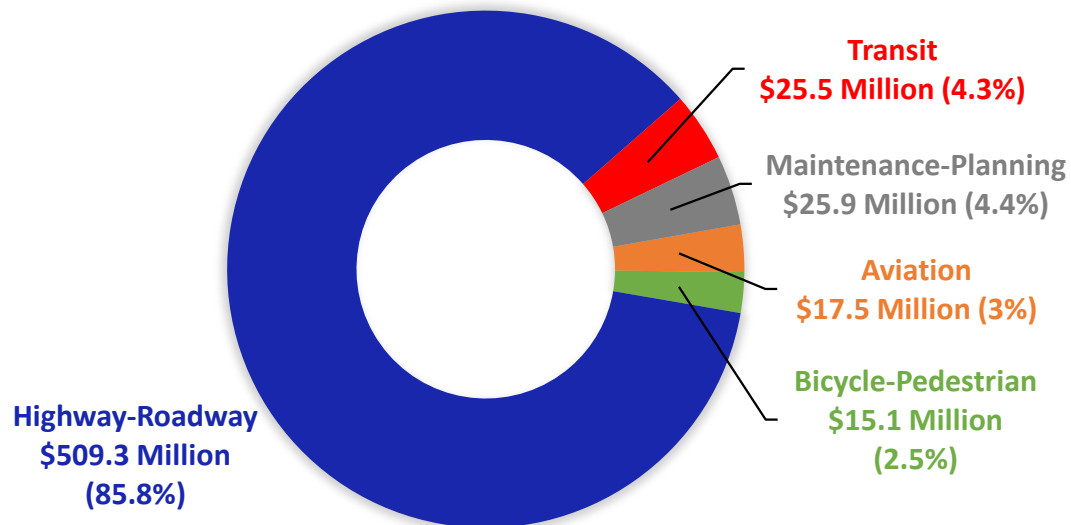


Figure 11: 5-Year Funding Summary by Type/Mode



4. PROJECT PRIORITIZATION PROCESS

Overview

The TPO's project prioritization process is undertaken during the development of the LRTP and annual List of Priority Projects (LOPP). During the development of the LRTP, once projects have been determined as "needs", TPO committees, staff and the TPO Board prioritize the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The result is the 'Cost Feasible Plan' and 'Needs Plan' of the LRTP, which become part of a prioritized set of project lists. These lists are also integrated into 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, TPO committee input and TPO Board approval. The LOPP is submitted to FDOT to receive consideration for funding in the Tentative Work Program. FDOT identifies projects from the LOPP that can be reasonably funded within cost/funding projections over the next five-year period.

Methodology

The TPO manages the annual LOPP prioritization, and continues to place an emphasis on prioritizing projects based on ranking criteria and board member strategic refinement. This includes projects closest to receiving construction funding; meeting federal performance measures; multimodal; improving safety, programmed funding; and/or include local funding and partnerships. 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 priority project lists.

The TPO's project prioritization process is consistent with the 2045 LRTP, state statute [S. 339.175(8)(b), F.S.], federal law [23 C.F.R. 450.332(b)] and [23 C.F.R. 450.326(n)(1)], and with local aviation master plans, public transit development plans, and approved local government comprehensive plans within the TPO planning area, to the maximum extent feasible [S. 339.175(8)(c)(7), F.S.].

A complete summary of the LOPP Policies and Procedures guidance document, including ranking and scoring methodology and the most up to date project lists are available on the TPO website (<https://ocalamariontpo.org/priority-project-list>).

5. PROJECTS

Overview

The FY 2026 to 2030 TIP projects are grouped into five categories. Projects with specific roadway locations are summarized in pages with corresponding inset maps to support a user-friendly format for the citizens of Marion County.

TIP Categories:

- **Highway-Roadway Projects:** State, City, County Roads and Highways (e.g., I-75, State Road 40, U.S. 41, NE 8th Avenue, County Road 42)
- **Bicycle-Pedestrian Projects:** Trails, and Sidewalks and Paths on City, County and State roadways
- **Aviation Projects:** Marion County Airport, Ocala International Airport
- **Transit Funding:** Marion Transit, SunTran grant funding
- **Maintenance-Planning:** Operations/maintenance contracts, planning grant funding, other facility improvements

Figure 12 on the next page displays a summary table of the acronyms used for various project phases/activities and the terms associated with the projects displayed in TIP summary pages. This chart may be used as a reference when reviewing project information in this section. Figure 13 provides a summary listing of all programmed projects by fiscal year and category for FY 2026 to 2030 (page 91).

Appendix G contains a summary of changes to major transportation projects from the previous Fiscal Years 2025 to 2029 TIP [23 C.F.R. 450.326(n)(2)]. **Appendix I** contains a companion “snapshot” listing of the TIP projects as submitted by FDOT to the TPO in April 2025.

Figure 12: Project Phase/Activity and Acronym List

Acronym	Project Phase Information
ADM	Administration
CAP	Capital Grant
CRT MTN	Contract Routine Maintenance
CST	Construction (includes Construction, Engineering, Inspection)
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development & Environmental Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Office Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Rights-of-Way Support & Acquisition
RRU	Railroad & Utilities
RT MNT	Routine Maintenance
UTIL	Utilities Construction

TIP Online Interactive Map

The FY 2026 to 2030 TIP online map provides project locations and general information including funding and total project cost. Projects with a specific location are included in the interactive map. The map may be accessed through the TPO website or directly at the following link: <https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=a1591413f8aa4cc7b2d78110c9b4e1a3>

Performance Management and TIP Projects

The following provides a summary of the programmed 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 (PM1); Pavement and Bridge condition (PM2); System Performance (PM3); 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)

TIP project investments that support impacting Safety (PM1) performance measures include adding roundabouts, intersection improvements, traffic operation improvements, sidewalks/shared use paths and safety-specific projects. Because safety is inherent in many state and local projects, and the approach to achieve Target Zero and Vision Zero, the programming of projects in this TIP is anticipated to support progress towards achieving both FDOT and TPO safety targets. The following programmed projects support investments toward the improvement of safety on transportation facilities in Marion County.

FM Number	Project	Limits	TIP Funding	Improvement(s)
443624-3	I-75 Interchange Justification/Modification	I-75 at SR 326 Interchange	\$12,546,000	Interchange improvements
452074-1	I-75 Interchange	I-75 at SR 326 Interchange	\$1,055,000	Interchange improvements
452074-1	I-75	SR 200 to SR 326	\$20,886,098	Auxiliary Lanes
238648-1	SR 45 (US 41)	SW 110th Street to North of SR 40	\$112,358,984	Add Lanes, Shared Use Path
433660-1	US 441	at SR 464 (SE 17th Street)	\$4,537,846	Traffic Operations
410674-2	SR 40	End of 4 Lanes to East of CR 314	\$129,751,356	Add Lanes, Shared-use Path

FM Number	Project	Limits	TIP Funding	Improvement(s)
451251-1	SR 40	at SW 27th Avenue	\$1,822,492	Traffic Operations
450952-2	SR 40	US 441 to 25th Avenue	\$716,993	Intersection Enhancements
451253-1	SR 200	at SW 60th Avenue	\$1,161,885	Traffic Operations
451060-1	CR 42(1)	at CR 25	\$782,910	Traffic Operations
451060-2	CR 42(2)	at CR 25	\$125,185	Traffic Operations
454939-1	CR 475A	Paved shoulders	\$1,913,000	Safety Improvements
449443-1	NE 8th Avenue	Roundabouts	\$5,222,469	Traffic Operations
454940-1	SE 100th Avenue	Paved shoulders	\$1,257,000	Safety Improvements
453543-1	Bellevue to Greenway Trail (1)	SE 52nd Court to US 301/441/27	\$868,700	Shared Use Path
453543-2	Bellevue to Greenway Trail (2)	SE 52nd Court to US 301/441/27	\$265,000	Shared Use Path
439238-2	SR 25/500/US 441	SE 102nd Place to SR 200/SW 10th Street	\$5,240,567	Sidewalks, Path

Pavement and Bridge Condition (PM2)

The TIP contains significant project investments impacting Pavement and Bridge condition (PM2) on the NHS. The projects include pavement resurfacing, replacement or reconstruction of roadways, and new lanes or widening projects. The following programmed projects support investments toward the improvement of pavement and bridge condition and impacting PM2 targets on I-75 (Interstate) and non-Interstate NHS facilities in Marion County (next page).

FM Number	Project	Limits	TIP Funding	Improvement(s)
4520741	I-75	SR 200 to SR 326	\$20,886,098	Auxiliary Lanes, Resurfacing
238648-1	SR 45 (US 41)	SW 110th Street to North of SR 40	\$112,358,984	Add Lanes, Reconstruct
454214-1	SR 200 (US 441/301/27)	2nd Street to CR 200A/NW 20th Street	\$47,640,321	Resurfacing
452694-1	SR 35 (US 301)	Sumter County to CR 42	\$5,651,409	Resurfacing
454215-1	SR 35 (US 301)	SE 142nd Place to SR 500 (US 27/441)	\$15,252,300	Resurfacing
452635-1	SR 200 (US 301/441/27)	SW 10th Street to NW 4th Street	\$979,612	Resurfacing
450637-1	SR 500 (US 27/441)	North of SE 178th Pl to South of SE 62nd Ave	\$14,581,492	Resurfacing
410674-2	SR 40	End of 4 Lanes to East of CR 314	\$129,751,356	Add Lanes, Reconstruct
452636-1	SR 40	US 41 to South of SW 119th Avenue	\$13,539,220	Resurfacing
450665-1	SR 40	SW 80th Avenue to SW 52nd Avenue	\$11,170,365	Resurfacing
450951-1	SR 40	25th Avenue to NE 64th Avenue	\$9,300,934	Resurfacing
450952-1	SR 40	U.S. 441/301 (Pine Ave.) to 25th Avenue	\$5,564,910	Resurfacing
450948-1	SR 40	NE 64th Avenue to West of SE 196th Terr Rd.	\$9,006,247	Resurfacing
450948-2	SR 40	SE 196th Terr Road to Lake County Line	\$9,147,325	Resurfacing
452634-1	SR 464	SR 200 to SR 25/500 (US 301/441/27)	\$3,737,117	Resurfacing

System Performance (PM3)

The TIP also contains significant investments in projects impacting System Performance (PM3) on the NHS. Projects include operational improvements, intersection improvements, new facilities (e.g., interchange) and roadways. The following programmed projects support investments toward the improvement of system performance and impacting PM3 targets on I-75 (Interstate) and non-Interstate NHS facilities in Marion County (next page).

FM Number	Project	Limits	TIP Funding	Improvement(s)
435209-1	I-75 (SR 93)	I-75 at NW 49th New Interchange	\$21,318,210	Interchange, Roadways
443624-3	I-75 Interchange Justification/Modification	I-75 at SR 326 Interchange	\$12,546,000	Interchange improvements
452074-1	I-75 Interchange	I-75 at SR 326 Interchange	\$1,055,000	Interchange improvements
452074-1	I-75	SR 200 to SR 326	\$20,886,098	Auxiliary Lanes
238648-1	SR 45 (US 41)	SW 110th Street to North of SR 40	\$112,358,984	Add Lanes
433660-1	US 441	at SR 464 (SE 17th Street)	\$4,537,846	Traffic Operations
410674-2	SR 40	End of 4 Lanes to East of CR 314	\$129,751,356	Add Lanes
451251-1	SR 40	at SW 27th Avenue	\$1,822,492	Traffic Operations
456984-1	SR 464	at SE 25th Avenue	\$850,000	Traffic Operations

Transit Asset Management (TAM) and Transit Safety

FM Number	Grant	TIP Funding
442455-1	Marion-SunTran Block Grant Operating	\$3,228,816
442455-2	Marion-SunTran Block Grant Operating	\$5,205,064
427188-2	SunTran/Marion Urban Capital Operating Fixed Route	\$13,191,825

TIP Project Summary Pages

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

Summary Page Definitions

Project: Project name, project limits and location.

Project Type: Type of project improvement(s).

FM Number: The Financial Management (FM) number in FDOT's project tracking system.

Lead Agency: The agency with project management oversight.

LRTP (Page #): How the project meets 2045 LRTP goals and planning consistency, and page location in the Cost Feasible Plan.

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: The amount of funding programmed in years prior to the current five-year TIP period.

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

Total Project Cost: Total project cost programmed, including prior year(s), current five-year and future year(s) funding.

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

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

Funding Source: The source of funding by phase for the project (Federal, State, Local).

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

The following pages summarize the programmed projects in the FY 2026 to FY 2030 TIP.

Highway-Roadway Projects

FM 435209-1: I-75 (SR 93) at NW 49th St from end of NW 49th St to end of SW 35th St
FM 443624-3: I-75 at SR 326 Interchange Justification/Modification
FM 452072-1: I-75 at SR 326 Interchange Improvements
FM 452074-1: I-75 Improvements from SR 200 to SR 326
FM 451440-2: SR 93/I-75 at SR 200 to South of Flyover
FM 451440-1: SR 93/I-75 from SR 40 to CR 318
FM 451440-3: SR 93/I-75 at CR 484 Interchange
FM 238648-1: SR 45 (US 41) from SW 110th Street to North of SR 40
FM 433660-1: US 441 at SR 464 Intersection
FM 452694-1: SR 35 (US 301) from Sumter County Line to CR 42
FM 454215-1: SR 35/US 301 from SE 142nd Place to SR 500 (US 27/441)
FM 452635-1: SR 200 (US 441/301/27) from SW 10th Street to NW 4th Street
FM 454214-1: SR 200/25/500 (US 441/301/27) from NW 2nd St to CR 200A/NW 20th St
FM 450637-1: SR 500 (US 27/441) from north of SE 176th PL to south of SE 62nd Avenue
FM 410674-2: SR 40 from End of Four Lanes to east of CR 314
FM 410674-3: SR 40 from East of CR 314 to East of CR 314A
FM 451251-1: SR 40 (West Silver Springs Blvd) at SW 27th Avenue
FM 450952-2: SR 40 from US 441 to 25th Avenue Intersection Enhancements
FM 452636-1: SR 40 from US 41 to South of SW 119 Avenue
FM 450665-1: SR 40 from SW 80th Avenue to SW 52nd Avenue
FM 450951-1: SR 40 from 25th Avenue to 64th Avenue
FM 450952-1: SR 40 from US 441 to 25th Avenue
FM 450948-1: SR 40 from NE 64th Avenue to west of SE 196th Terrace Road
FM 450948-2: SR 40 from SE 196th Terrace Road Lake County Line
FM 451253-1: SW SR 200 (SW College Rd) at SW 60th Avenue
FM 238651-1: SR 200 from Citrus County Line to CR 484
FM 452634-1: SR 464 from SR 200 to SR 25/500
FM 451060-1: CR 42 at CR 25 Intersection Improvements (1)
FM 451060-2: CR 42 at CR 25 Intersection Improvements (2)
FM 454939-1: CR 475A Lane Departure Safety Improvements
FM 449443-1: NE 8th Avenue from SR 40 to SR 492
FM 454940-1: SE 100th Avenue Safety Improvements
FM 456984-1: SR 464 at SE 25th Avenue Intersection Improvements



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

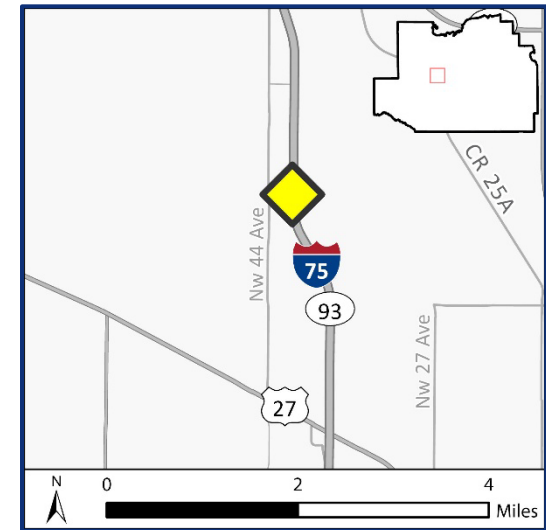
Length: N/A

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 improve mobility, and address projected increases in freight traffic and regional economic development. The project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue, pedestrian accommodations and lighting.

**Prior <2026:** \$119,508,974**Future >2030:** \$0**Total Project Cost:** \$178,924,880

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
ROW	ACNP	Federal	\$13,670,509	\$0	\$0	\$0	\$0	\$13,670,509
ROW	ACSA	Federal	\$70,261	\$0	\$0	\$0	\$0	\$70,261
ROW	ACSL	Federal	\$8,145,122	\$876,309	\$4,000,000	\$0	\$0	\$13,021,431
ROW	CIGP	State 100%	\$600,225	\$2,000,000	\$0	\$0	\$0	\$2,600,225
ROW	DIH	State 100%	\$50,000	\$39,654	\$0	\$0	\$0	\$89,654
ROW	LF	Local	\$12,017,113	\$0	\$0	\$0	\$0	\$12,017,113
ROW	SIWR	State 100%	\$0	\$1,123,691	\$0	\$0	\$0	\$1,123,691
ROW	TRIP	State 100%	\$6,696,770	\$2,750,000	\$3,176,252	\$184,895	\$0	\$12,807,917
ROW	TRWR	State 100%	\$0	\$4,000,000	\$0	\$15,105	\$0	\$4,015,105
Total:			\$41,250,000	\$10,789,654	\$7,176,252	\$200,000	\$0	\$59,415,906

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

Project Type: Interchange Justification/Modification

FM Number: 4436243

Lead Agency: FDOT

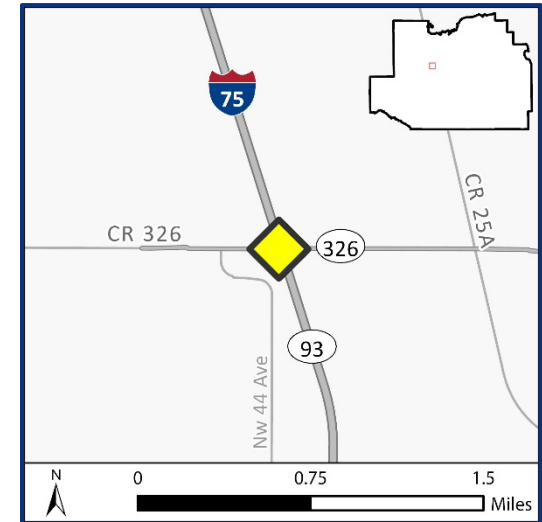
Length: 0.79 miles

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

SIS Status: Yes

Description

Operational improvements at the I-75/SR 326 interchange, including additional turn lanes on SR 326 at the interchange ramps, and improvements to interstate ramps.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$12,546,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACNP	Federal	\$0	\$0	\$12,300,000	\$0	\$0	\$12,300,000
PE	DIH	State 100%	\$0	\$0	\$246,000	\$0	\$0	\$246,000
Total:			\$0	\$0	\$12,546,000	\$0	\$0	\$12,546,000

Project: I-75 at SR 326 Interchange Improvements

Project Type: Interchange Improvements

FM Number: 4520721

Lead Agency: FDOT

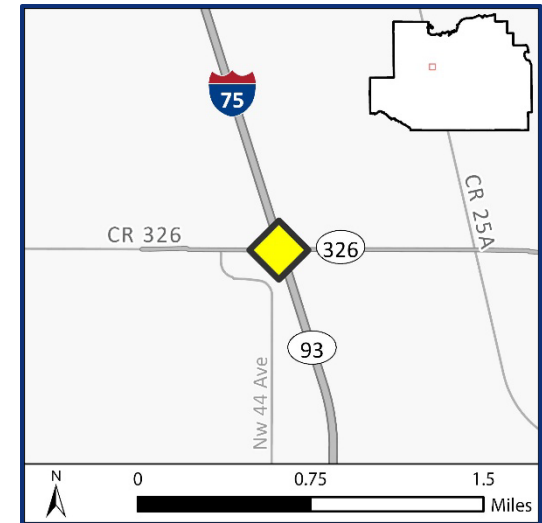
Length: 2.07 miles

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

SIS Status: Yes

Description

The project is part of the Moving Florida Forward Infrastructure Initiative and includes analysis and operational improvements at the I-75/SR 326 interchange.

**Prior <2026:** \$22,183,465**Future >2030:** \$0**Total Project Cost:** \$23,238,465

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
DSB	MFF	State 100%	\$517,545	\$415,067	\$122,388	\$0	\$0	\$1,055,000
Total:			\$517,545	\$415,067	\$122,388	\$0	\$0	\$1,055,000

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

Project Type: Add Auxiliary Lane(s)

FM Number: 4520741

Lead Agency: FDOT

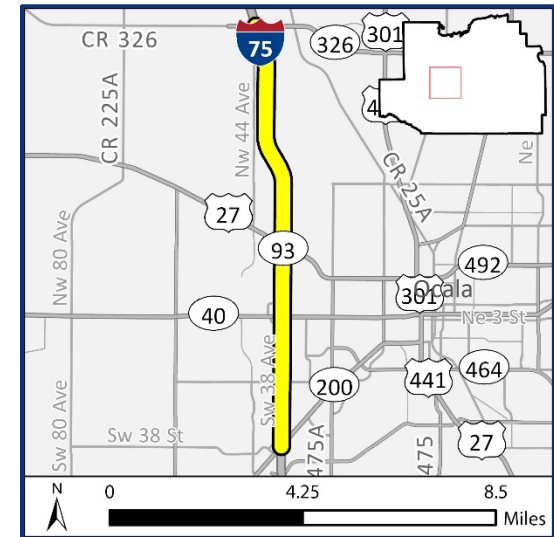
Length: 8 miles

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

SIS Status: Yes

Description

The project is part of the Moving Florida Forward Infrastructure Initiative and includes the addition of one auxiliary lane on the northbound and southbound sides of I-75 from SR 200 to SR 326.

**Prior <2026:** \$168,594,457**Future >2030:** \$0**Total Project Cost:** \$189,480,555

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	MFF	State 100%	\$583,201	\$400,881	\$206,857	\$0	\$0	\$1,190,939
ROW	DIH	State 100%	\$10,000	\$10,000	\$10,000	\$0	\$0	\$30,000
ROW	MFF	State 100%	\$2,800,000	\$2,500,000	\$2,300,000	\$1,250,000	\$1,150,000	\$10,000,000
DSB	MFF	State 100%	\$4,741,380	\$3,802,547	\$1,121,232	\$0	\$0	\$9,665,159
Total:			\$8,134,581	\$6,713,428	\$3,638,089	\$1,250,000	\$1,150,000	\$20,886,098

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

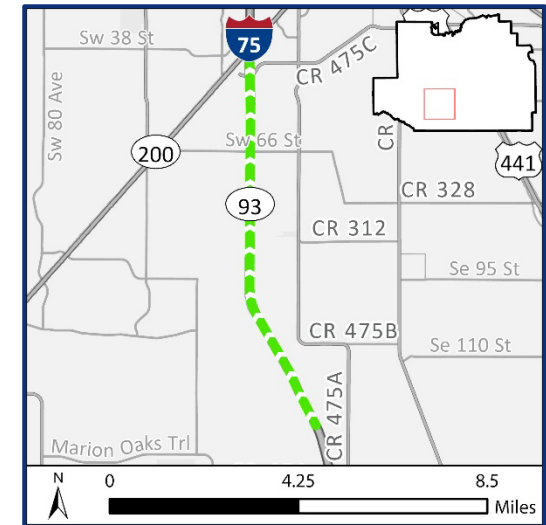
Length: 7.79 miles

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

SIS Status: Yes

Description

Landscaping on I-75 from SR 200 to south of the I-75 Flyover over (Cross Florida Greenway Landbridge). The project is part of the Moving Florida Forward improvements on I-75.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$630,241

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$0	\$566,000	\$0	\$566,000
CST	DIH	State 100%	\$0	\$0	\$0	\$64,241	\$0	\$64,241
Total:			\$0	\$0	\$0	\$630,241	\$0	\$630,241

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

Project Type: Landscaping

FM Number: 4514401

Lead Agency: FDOT

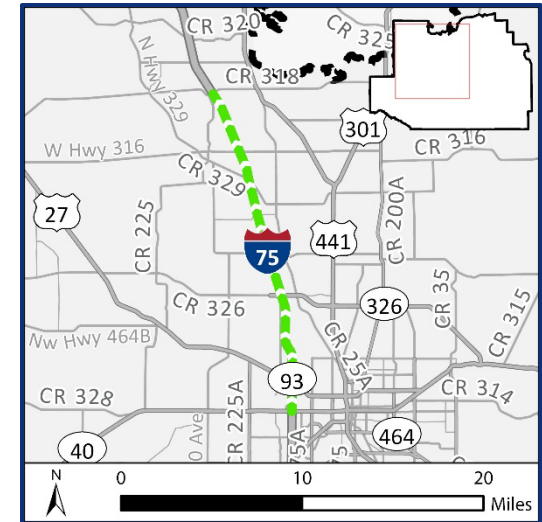
Length: 16.1 miles

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

SIS Status: Yes

Description

Landscaping on I-75 from the SR 40 Interchange to the CR 318 Interchange. The project is part of the Moving Florida Forward improvements on I-75.



Prior <2026: \$0

Future >2030 \$0

Total Project Cost: \$512,117

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$0	\$452,800	\$0	\$452,800
CST	DIH	State 100%	\$0	\$0	\$0	\$59,317	\$0	\$59,317
Total:			\$0	\$0	\$0	\$512,117	\$0	\$512,117

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

Project Type: Landscaping

FM Number: 4514403

Lead Agency: FDOT

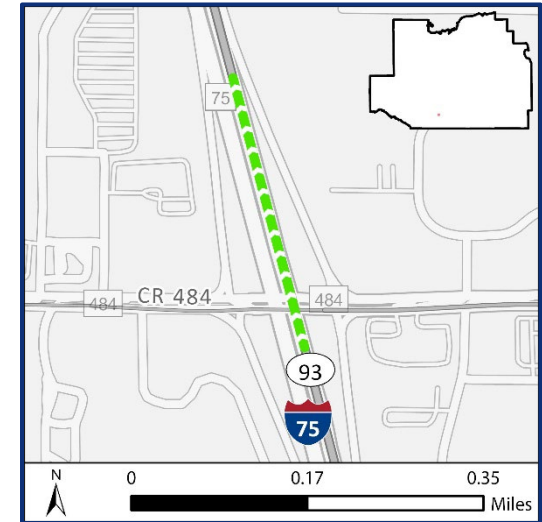
Length: 0.21 miles

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

SIS Status: Yes

Description

Landscaping on I-75 around the CR 484 Interchange. The project is part of the Moving Florida Forward improvements on I-75.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$513,795

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$0	\$454,283	\$0	\$454,283
CST	DIH	State 100%	\$0	\$0	\$0	\$59,512	\$0	\$59,512
Total:			\$0	\$0	\$0	\$513,795	\$0	\$513,795

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

Project Type: Capacity

FM Number: 2386481

Lead Agency: FDOT

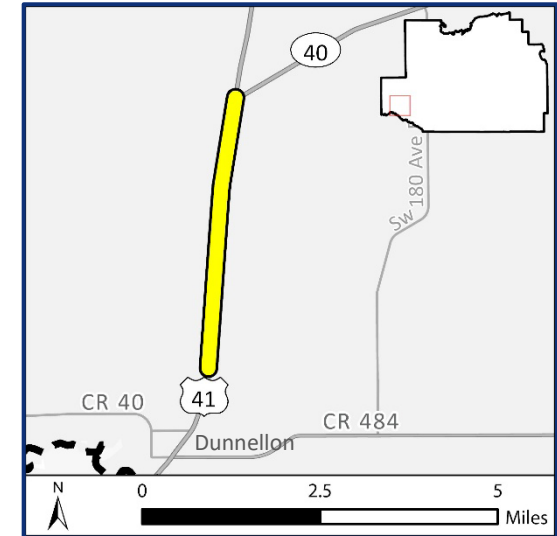
Length: 4.12 miles

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. The project includes the addition of travel lanes, separated by a median, with paved shoulders and shared use path.

**Prior <2026:** \$29,186,527**Future >2030:** \$0**Total Project Cost:** \$141,545,511

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$0	\$0	\$70,421,004	\$70,421,004
CST	DIH	State 100%	\$0	\$0	\$0	\$0	\$58,450	\$58,450
CST	DS	State 100%	\$0	\$0	\$0	\$0	\$17,726,919	\$17,726,919
CST	SA	Federal	\$0	\$0	\$0	\$0	\$8,000,000	\$8,000,000
CST	SL	Federal	\$0	\$0	\$0	\$0	\$9,878,647	\$9,878,647
CST	SM	Federal	\$0	\$0	\$0	\$0	\$597,142	\$597,142
CST	SN	Federal	\$0	\$0	\$0	\$0	\$5,676,822	\$5,676,822
Total:			\$0	\$0	\$0	\$0	\$112,358,984	\$112,358,984

Project: US 441 at SR 464

Project Type: Traffic Operations Improvement

FM Number: 4336601

Lead Agency: FDOT

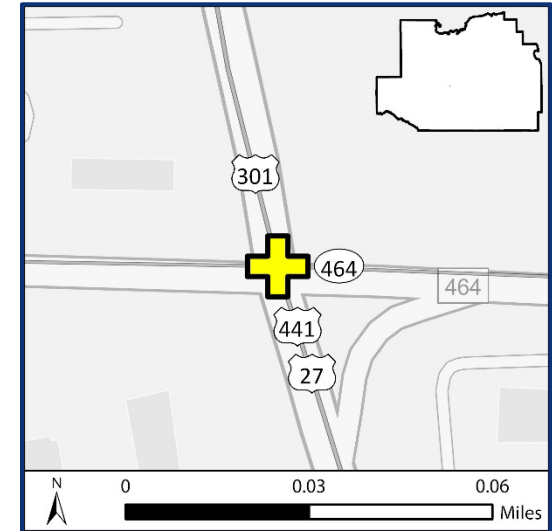
Length: 0.43 miles

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

SIS Status: No

Description

Traffic operational improvements at the U.S. 441 (U.S. 441/301/27/Pine Avenue) and SW 17th Street intersection, including the addition of a northbound left turn lane and a modified right turn lane.

**Prior <2026:** \$1,541,363**Future >2030:** \$0**Total Project Cost:** \$6,079,209

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$21,240	\$0	\$0	\$0	\$21,240
CST	DIH	State 100%	\$25,750	\$0	\$0	\$0	\$0	\$25,750
CST	SA	Federal	\$4,490,856	\$0	\$0	\$0	\$0	\$4,490,856
Total:			\$4,516,606	\$21,240	\$0	\$0	\$0	\$4,537,846

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

Project Type: Resurfacing

FM Number: 4526941

Lead Agency: FDOT

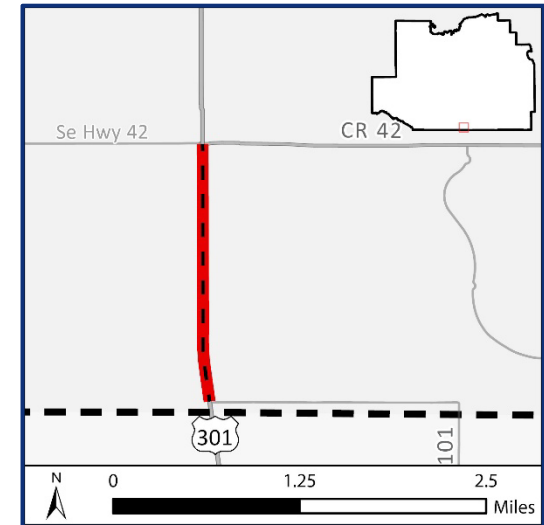
Length: 1.54 miles

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

SIS Status: No

Description

Resurfacing of SR 35 (U.S. 301) from the Sumter County Line to north of County Road (CR) 42.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$5,651,409

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DIH	State 100%	\$21,250	\$0	\$0	\$0	\$0	\$21,250
PE	DS	State 100%	\$350,000	\$0	\$0	\$0	\$0	\$350,000
CST	DDR	State 100%	\$0	\$0	\$5,238,374	\$0	\$0	\$5,238,374
CST	DIH	State 100%	\$0	\$0	\$41,785	\$0	\$0	\$41,785
Total:			\$371,250	\$0	\$5,280,159	\$0	\$0	\$5,651,409

Project: SR 35/US 301 from SE 142nd Place to SR 500 (US 27/441)

Project Type: Resurfacing

FM Number: 4542151

Lead Agency: FDOT

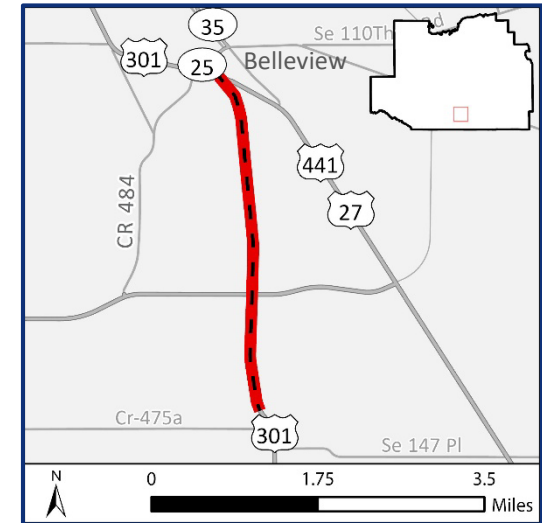
Length: 3.12 miles

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

SIS Status: No

Description

Resurfacing of SR 35 (U.S. 301) from Southeast 142nd Place to U.S. 27/441.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$15,252,300

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DIH	State 100%	\$21,500	\$0	\$0	\$0	\$0	\$21,500
PE	SA	Federal	\$1,075,000	\$0	\$0	\$0	\$0	\$1,075,000
CST	ACNR	Federal	\$0	\$0	\$12,772,189	\$0	\$0	\$12,772,189
CST	DIH	State 100%	\$0	\$0	\$23,373	\$0	\$0	\$23,373
CST	SL	Federal	\$0	\$0	\$1,360,238	\$0	\$0	\$1,360,238
Total:			\$1,096,500	\$0	\$14,155,800	\$0	\$0	\$15,252,300

Project: SR 200 (US 27/301/441) from SW 10th Street to NW 4th Street

Project Type: Resurfacing

FM Number: 4526351

Lead Agency: FDOT

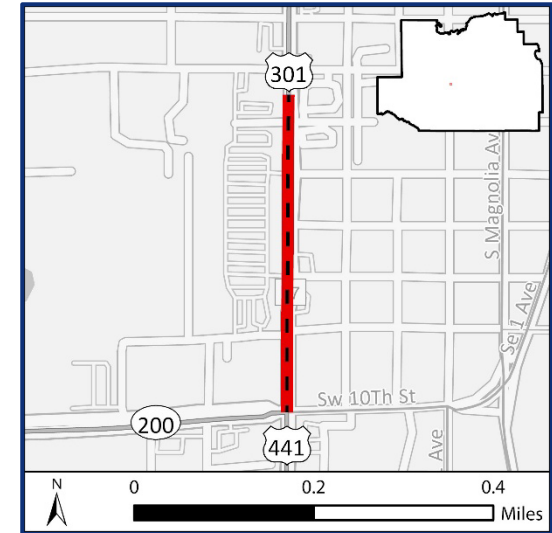
Length: 0.28 miles

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

SIS Status: No

Description

Resurfacing of Pine Avenue (U.S. 301/441/27) from SW 10th Street to NW 4th Street in the City of Ocala.

**Prior <2026:** \$462,825**Future >2030:** \$0**Total Project Cost:** \$1,442,437

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$174,246	\$0	\$0	\$0	\$174,246
CST	DIH	State 100%	\$0	\$7,472	\$0	\$0	\$0	\$7,472
CST	DS	State 100%	\$0	\$797,894	\$0	\$0	\$0	\$797,894
Total:			\$0	\$979,612	\$0	\$0	\$0	\$979,612

Project: SR 200/25/500 (US 441/301/27) from NW 2nd Street to CR 200A/NW 20th Street

Project Type: Resurfacing

FM Number: 4542141

Lead Agency: FDOT

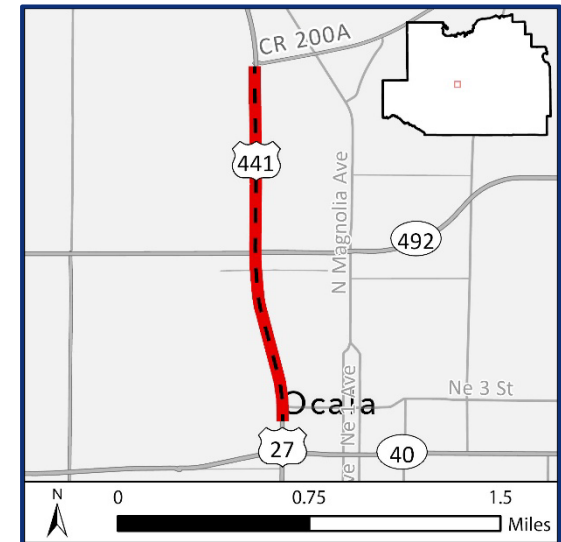
Length: 1.12 miles

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

SIS Status: No

Description

Resurfacing of U.S. 301/441/27 from NW 2nd Street to CR 200A/NW 20th Street.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$7,640,321

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$205,000	\$0	\$0	\$0	\$0	\$205,000
PE	DIH	State 100%	\$17,500	\$0	\$0	\$0	\$0	\$17,500
PE	SA	Federal	\$875,000	\$0	\$0	\$0	\$0	\$875,000
CST	ACNR	Federal	\$0	\$0	\$4,591,087	\$0	\$0	\$4,591,087
CST	ACSS	Federal	\$0	\$0	\$1,399,592	\$0	\$0	\$1,399,592
CST	DIH	State 100%	\$0	\$0	\$9,476	\$0	\$0	\$9,476
CST	SL	Federal	\$0	\$0	\$542,666	\$0	\$0	\$542,666
Total:			\$1,097,500	\$0	\$6,542,821	\$0	\$0	\$7,640,321

Project: SR 500 (US 27/441) from North of SE 178th Place to South of SE 62nd Avenue

Project Type: Resurfacing

FM Number: 4506371

Lead Agency: FDOT

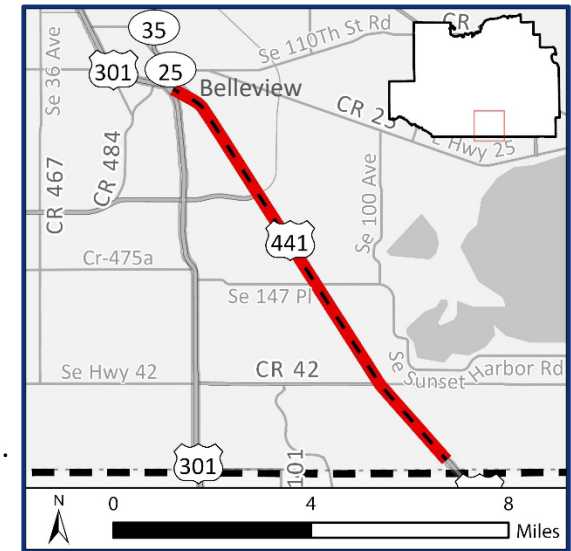
Length: 8.2 miles

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

SIS Status: No

Description

Resurfacing of U.S. 27/441 from north of Southeast 178th Place to south of Southeast 62nd Avenue.



Prior <2026: \$1,297,934

Future >2030: \$0

Total Project Cost: \$15,879,426

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$2,567,439	\$0	\$0	\$0	\$0	\$2,567,439
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	DS	State 100%	\$12,003,753	\$0	\$0	\$0	\$0	\$12,003,753
Total:			\$14,581,492	\$0	\$0	\$0	\$0	\$14,581,492

Project: SR 40 from End of Four Lanes to East of CR 314

Project Type: Capacity

FM Number: 4106742

Lead Agency:

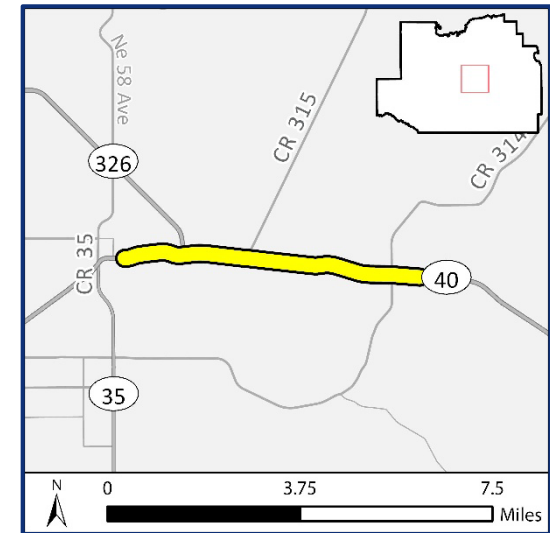
Length: 25.94 miles

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 median. Sidewalks/shared use pathway and wildlife crossings will be provided along the corridor.

**Prior <2026:** \$16,771,761**Future >2030:** \$255,840**Total Project Cost:** \$146,778,957

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACNP	Federal	\$0	\$0	\$0	\$0	\$36,718,373	\$36,718,373
CST	DDR	State 100%	\$0	\$0	\$0	\$0	\$584,500	\$584,500
CST	DI	State 100%	\$0	\$0	\$0	\$0	\$48,089,006	\$48,089,006
CST	DIS	State 100%	\$0	\$0	\$0	\$0	\$4,355,066	\$4,355,066
CST	GMR	State 100%	\$0	\$0	\$0	\$0	\$33,029,982	\$33,029,982
CST	STED	State 100%	\$0	\$0	\$0	\$0	\$6,974,429	\$6,974,429
Total:			\$0	\$0	\$0	\$0	\$129,751,356	\$129,751,356

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

Project Type: Capacity

FM Number: 4106743

Lead Agency: FDOT

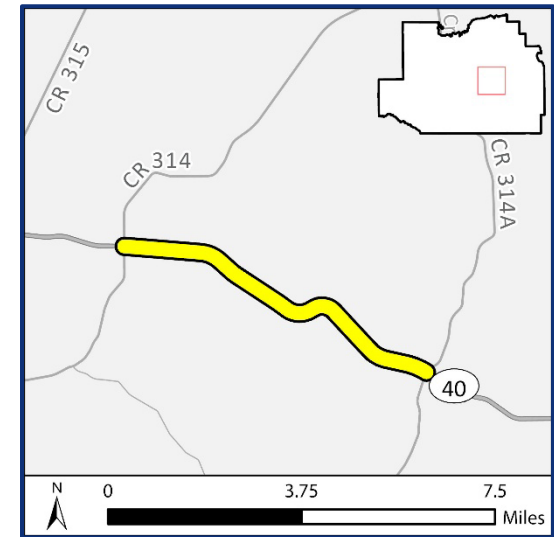
Length: 6.14 miles

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 median. A multi-use trail will be located along the north side of SR 40. Wildlife crossings will be provided along the corridor.

**Prior <2026:** \$22,090,660**Future >2030:** \$0**Total Project Cost:** \$64,804,053

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
ROW	ART	State 100%	\$13,737,050	\$1,138,150	\$4,725,000	\$1,320,245	\$0	\$20,920,445
ROW	ARTW	State 100%	\$9,162,950	\$12,000,000	\$0	\$0	\$0	\$21,162,950
ROW	DIH	State 100%	\$333,000	\$296,998	\$0	\$0	\$0	\$629,998
Total:			\$23,233,000	\$13,435,148	\$4,725,000	\$1,320,245	\$0	\$42,713,393

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

Project Type: Safety Project

FM Number: 4512511

Lead Agency: FDOT

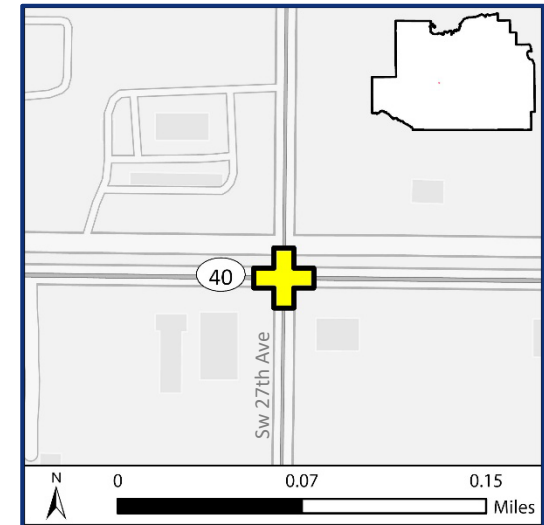
Length: 0.10 miles

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

SIS Status: No

Description

Construction of dual left-turn lanes at the SR 40/SW 27th Avenue intersection to improve operations and safety.

**Prior <2026:** \$880,000**Future >2030:** \$0**Total Project Cost:** \$2,702,492

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACSS	Federal	\$0	\$1,814,846	\$0	\$0	\$0	\$1,814,846
CST	DIH	State 100%	\$0	\$7,646	\$0	\$0	\$0	\$7,646
Total:			\$0	\$1,822,492	\$0	\$0	\$0	\$1,822,492

Project: SR 40 from US 441 to 25th Avenue Intersection Enhancements

Project Type: Intersection Project

FM Number: 4509522

Lead Agency: FDOT

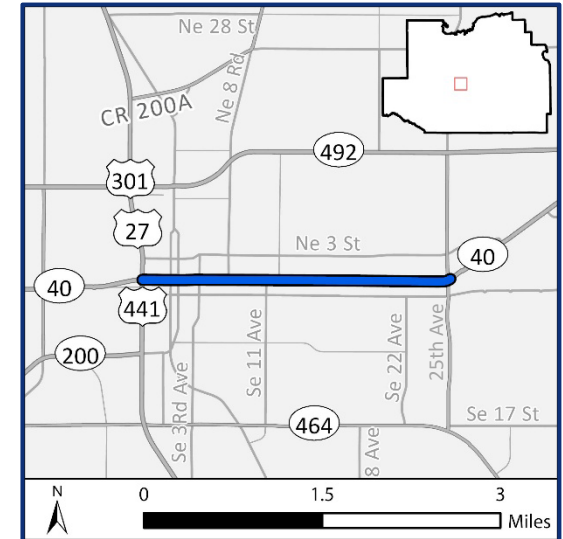
Length: 2.36 miles

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

SIS Status: No

Description

Intersection crosswalk enhancements on SR 40 (Silver Springs Boulevard) from US 441/301/Pine Avenue to 25th Avenue in the City of Ocala.



Prior <2026: \$11,160

Future >2030: \$0

Total Project Cost: \$728,153

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$716,993	\$0	\$0	\$0	\$0	\$716,993
Total:			\$716,993	\$0	\$0	\$0	\$0	\$716,993

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

Project Type: Resurfacing

FM Number: 4526361

Lead Agency: FDOT

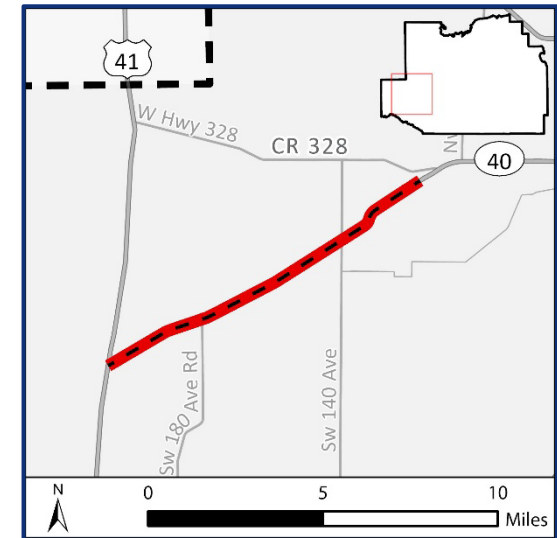
Length: 9.12 miles

LRTP (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 <2026:** \$2,557,375**Future >2030:** \$0**Total Project Cost:** \$16,096,595

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACNR	Federal	\$0	\$12,379,350	\$0	\$0	\$0	\$12,379,350
CST	DIH	State 100%	\$0	\$77,567	\$0	\$0	\$0	\$77,567
CST	SL	Federal	\$0	\$1,082,303	\$0	\$0	\$0	\$1,082,303
Total:			\$0	\$13,539,220	\$0	\$0	\$0	\$13,539,220

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

Project Type: Resurfacing

FM Number: 4506651

Lead Agency: FDOT

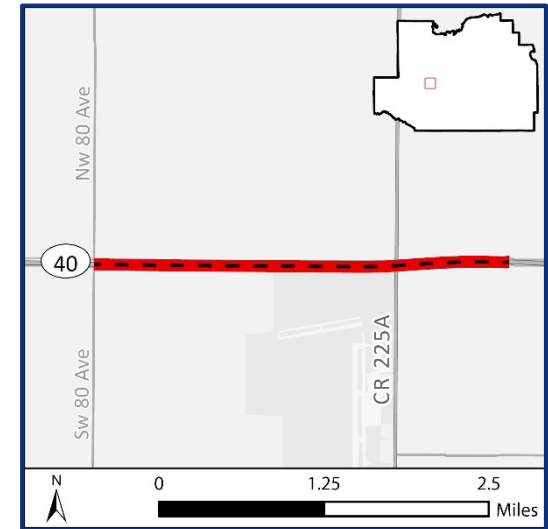
Length: 3.2 miles

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 <2026: \$173,461**Future >2030:** \$0**Total Project Cost:** \$11,343,826

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$2,250,640	\$0	\$0	\$2,250,640
CST	DIH	State 100%	\$0	\$0	\$10,960	\$0	\$0	\$10,960
CST	DS	State 100%	\$0	\$0	\$8,908,765	\$0	\$0	\$8,908,765
Total:			\$0	\$0	\$11,170,365	\$0	\$0	\$11,170,365

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

Project Type: Resurfacing

FM Number: 4509511

Lead Agency: FDOT

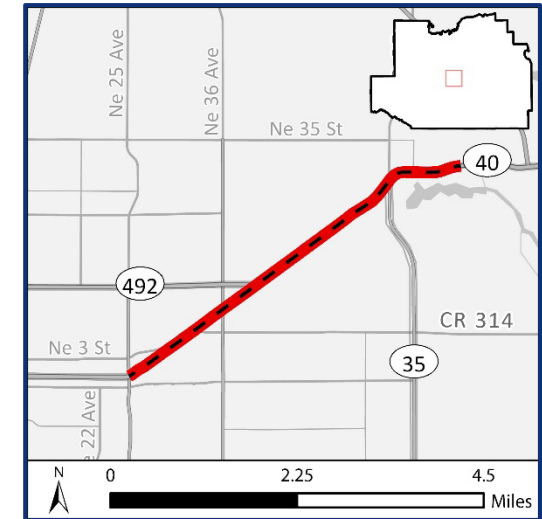
Length: 4.14 miles

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 <2026: \$1,298,202**Future >2030:** \$0**Total Project Cost:** \$10,599,136

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$8,461,484	\$0	\$0	\$0	\$0	\$8,461,484
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	DS	State 100%	\$829,150	\$0	\$0	\$0	\$0	\$829,150
Total:			\$9,300,934	\$0	\$0	\$0	\$0	\$9,300,934

Project: SR 40 from US 441 to 25th Avenue

Project Type: Resurfacing

FM Number: 4509521

Lead Agency: FDOT

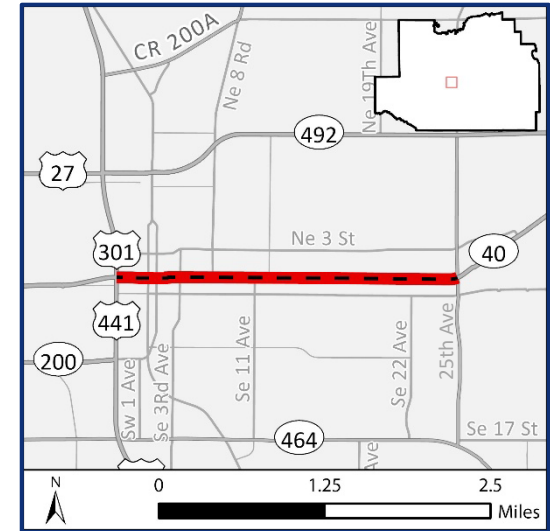
Length: 2.36 miles

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

SIS Status: No

Description

Resurfacing of SR 40 from U.S. 441 (U.S. 441/301/27/Pine Avenue) to 25th Avenue in the City of Ocala.

Prior <2026: \$1,155,453**Future >2030:** \$0**Total Project Cost:** \$6,720,363

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$535,600	\$0	\$0	\$0	\$0	\$535,600
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	DS	State 100%	\$5,019,010	\$0	\$0	\$0	\$0	\$5,019,010
Total:			\$5,564,910	\$0	\$0	\$0	\$0	\$5,564,910

Project: SR 40 from NE 64th Avenue to West of SE 196th Terrace Road

Project Type: Resurfacing

FM Number: 4509481

Lead Agency: FDOT

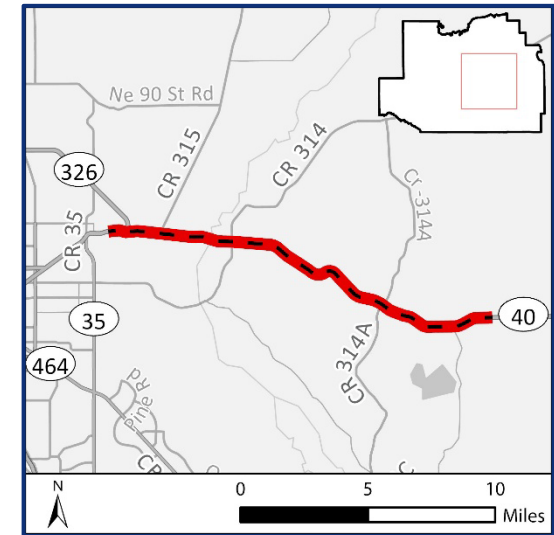
Length: 14.15 miles

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

SIS Status: Yes

Description

Resurfacing of SR 40 from NE 64th Avenue to Southeast 196th Terrace Road.

**Prior <2026:** \$2,341,629**Future >2030:** \$0**Total Project Cost:** \$11,347,876

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACNR	Federal	\$1,821,793	\$0	\$0	\$0	\$0	\$1,821,793
CST	ACSA	Federal	\$1,030,000	\$0	\$0	\$0	\$0	\$1,030,000
CST	ACSL	Federal	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	ACSN	Federal	\$827,913	\$0	\$0	\$0	\$0	\$827,913
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	SM	Federal	\$482,165	\$0	\$0	\$0	\$0	\$482,165
CST	SN	Federal	\$4,823,776	\$0	\$0	\$0	\$0	\$4,823,776
Total:			\$9,006,247	\$0	\$0	\$0	\$0	\$9,006,247

Project: SR 40 from SE 196th Terrace Road to Lake County Line

Project Type: Resurfacing

FM Number: 4509482

Lead Agency: FDOT

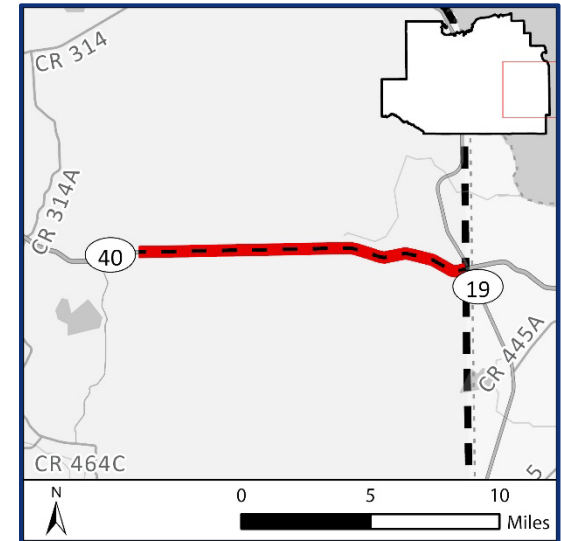
Length: 11.56 miles

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

SIS Status: Yes

Description

Resurfacing of SR 40 from Southeast 196th Terrace Road to the Lake County Line.

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$9,147,325

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DIH	State 100%	\$0	\$0	\$803,509	\$0	\$0	\$803,509
CST	SA	Federal	\$0	\$0	\$8,343,816	\$0	\$0	\$8,343,816
Total:			\$0	\$0	\$9,147,325	\$0	\$0	\$9,147,325

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

Project Type: Safety Project

FM Number: 4512531

Lead Agency: FDOT

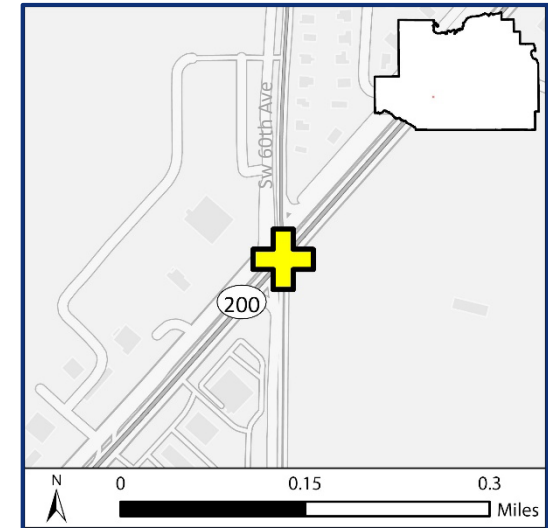
Length: 0.10 miles

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

SIS Status: No

Description

Operational and traffic signal improvements at the intersection, including new and additional traffic signals, enhanced lighting, and new signs/pavement markings.

**Prior <2026:** \$470,071**Future >2030:** \$0**Total Project Cost:** \$1,631,956

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACSS	Federal	\$1,093,184	\$0	\$0	\$0	\$0	\$1,093,184
CST	DIH	State 100%	\$6,386	\$0	\$0	\$0	\$0	\$6,386
CST	TALL	Federal	\$62,315	\$0	\$0	\$0	\$0	\$62,315
Total:			\$1,161,885	\$0	\$0	\$0	\$0	\$1,161,885

Project: SR 200 from Citrus County Line to CR 484

Project Type: Capacity

FM Number: 2386511

Lead Agency: Marion County

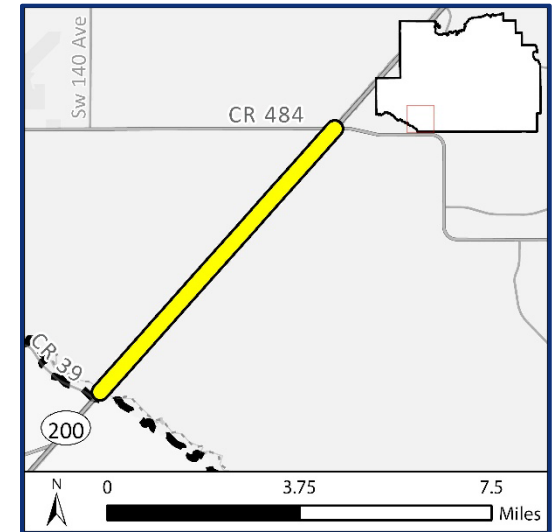
Length: 5.34 miles

L RTP (Page #): L RTP Cost Feasible (pages 112-113) (Table 7.9)

SIS Status: No

Description

Preliminary engineering work to support future widening of SR 200 from Citrus County to CR 484.



Prior <2026: \$5,070,592

Future >2030: \$0

Total Project Cost: \$10,070,592

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DDR	State 100%	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Total:			\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

Project: SR 464 from SR 200 to SR 25/500

Project Type: Resurfacing

FM Number: 4526341

Lead Agency: FDOT

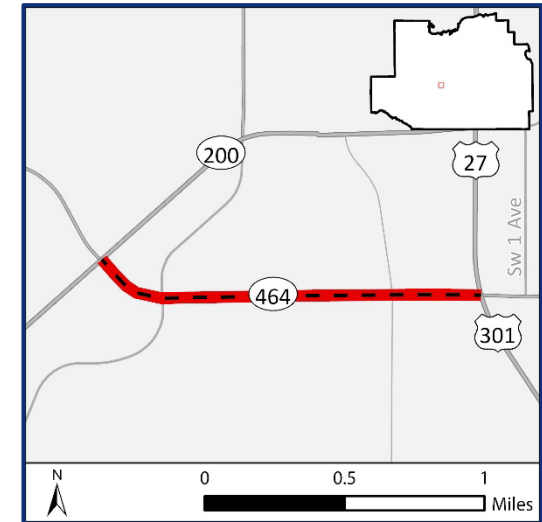
Length: 1.19 miles

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

SIS Status: No

Description

Resurfacing of SR 464 from SR 200 to SR 25/500 (U.S. 301/441/27/Pine Avenue).



Prior <2026: \$96,266

Future >2030: \$0

Total Project Cost: \$3,833,383

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DIH	State 100%	\$0	\$0	\$120,000	\$25,000	\$0	\$145,000
PE	DS	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
CST	DDR	State 100%	\$0	\$0	\$0	\$407,501	\$0	\$407,501
CST	DIH	State 100%	\$0	\$0	\$0	\$28,291	\$0	\$28,291
CST	DS	State 100%	\$0	\$0	\$0	\$3,156,325	\$0	\$3,156,325
Total:			\$0	\$0	\$120,000	\$3,617,117	\$0	\$3,737,117

Project: CR 42 at CR 25 Intersection Improvements (1)

Project Type: Intersection/Turn Lane

FM Number: 4510601

Lead Agency: Marion County

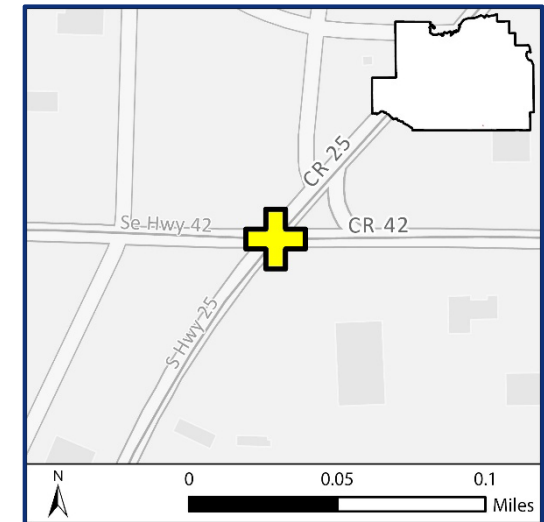
Length: N/A

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

SIS Status: No

Description

Construction of turn lane improvements at the intersection in unincorporated Marion County.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$782,910

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACSS	Federal	\$304,800	\$0	\$0	\$0	\$0	\$304,800
CST	LF	Local	\$478,110	\$0	\$0	\$0	\$0	\$478,110
Total:			\$782,910	\$0	\$0	\$0	\$0	\$782,910

Project: CR 42 at CR 25 Intersection Improvements (2)

Project Type: Intersection/Turn Lane

FM Number: 4510602

Lead Agency: Marion County

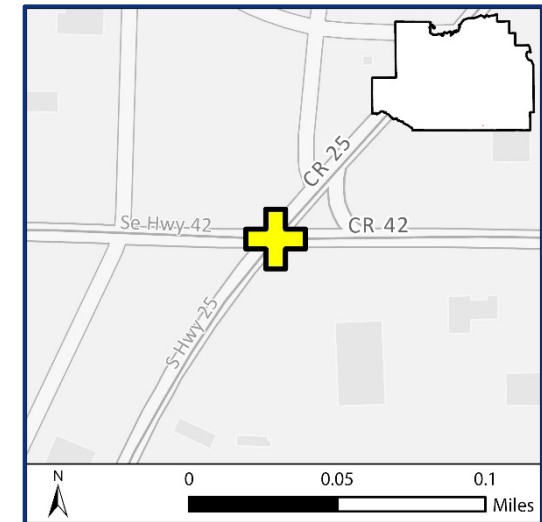
Length: N/A

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

SIS Status: No

Description

Construction of turn lane improvements at the intersection in unincorporated Marion County.

**Prior <2026:** \$204,296**Future >2030:** \$0**Total Project Cost:** \$329,481

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$0	\$0	\$0	\$0	\$0	\$0
CST	ACSS	Federal	\$81,050	\$0	\$0	\$0	\$0	\$81,050
CST	LF	Local	\$44,135	\$0	\$0	\$0	\$0	\$44,135
Total:			\$125,185	\$0	\$0	\$0	\$0	\$125,185

Project: CR 475A Lane Departure Safety Improvements

Project Type: Paved Shoulders

FM Number: 4549391

Lead Agency: Marion County

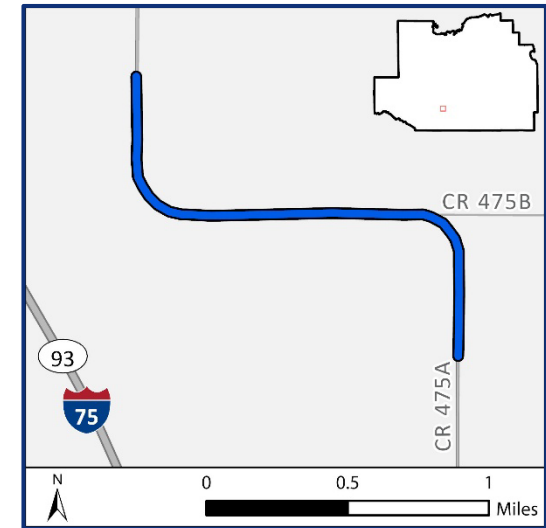
Length: 2 miles

LRTP (Page #): Goal 3, Objective 3.4 (14)

SIS Status: No

Description

Addition of paved shoulders on CR 475A in unincorporated Marion County.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$1,913,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$350,000	\$0	\$0	\$0	\$0	\$350,000
CST	ACSS	Federal	\$0	\$0	\$1,563,000	\$0	\$0	\$1,563,000
Total:			\$350,000	\$0	\$1,563,000	\$0	\$0	\$1,913,000

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

Project Type: Roundabout

FM Number: 4494431

Lead Agency: City of Ocala

Length: 0.9 miles

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

SIS Status: No

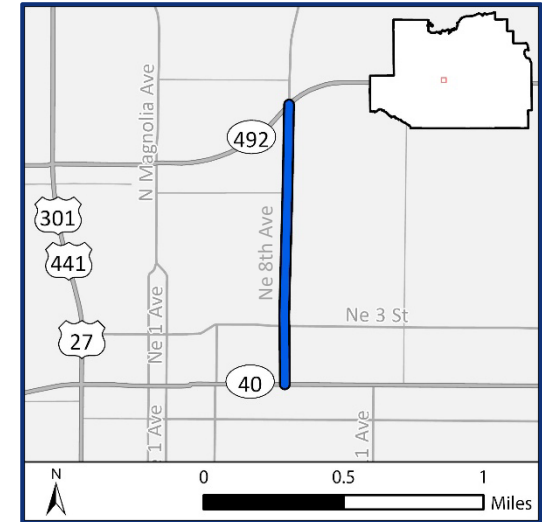
Description

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

Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$5,222,469



Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$0	\$769,669	\$0	\$0	\$0	\$769,669
CST	SL	Federal	\$0	\$4,452,800	\$0	\$0	\$0	\$4,452,800
Total:			\$0	\$5,222,469	\$0	\$0	\$0	\$5,222,469

Project: SE 100th Avenue Safety Improvements

Project Type: Paved Shoulders

FM Number: 4549401

Lead Agency: Marion County

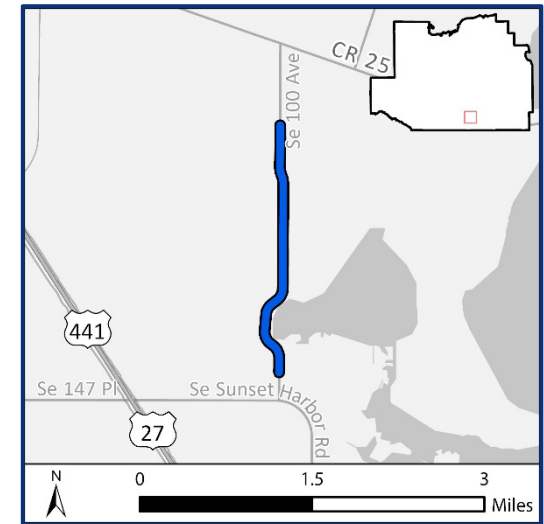
Length: 1.98 miles

LRTP (Page #): Goal 3, Objective 3.4 (14)

SIS Status: No

Description

Addition of paved shoulders on Southeast 100th Avenue in unincorporated Marion County.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$1,257,000

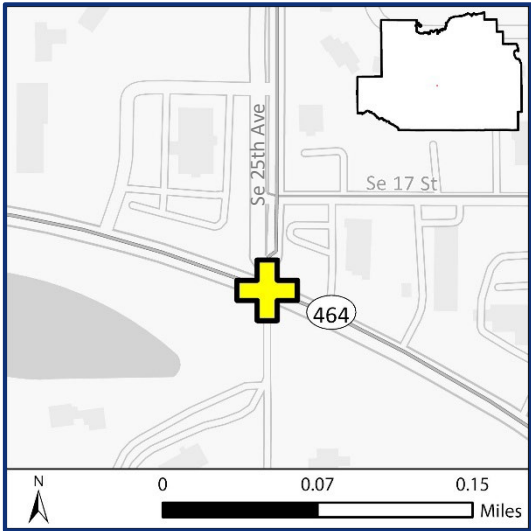
Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$260,000	\$0	\$0	\$0	\$0	\$260,000
CST	ACSS	Federal	\$0	\$0	\$997,000	\$0	\$0	\$997,000
Total:			\$260,000	\$0	\$997,000	\$0	\$0	\$1,257,000

Project: SR 464 and SE 25th Avenue Intersection Improvements

Project Type: Intersection/Turn Lane
 FM Number: 4569841
 Lead Agency: City of Ocala
 Length: .08 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)
 SIS Status: No

Description

Construction of a northbound left-turn lane, shared/through left-turn lane and dedicated right-turn lane on SE 25th Avenue, and an exclusive westbound right turn lane on SR 464.



Prior <2026: \$0 **Future >2030: \$0** **Total Project Cost: \$850,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	EM26	State 100%	\$637,500	\$0	\$0	\$0	\$0	\$637,500
CST	LF	Local	\$212,500	\$0	\$0	\$0	\$0	\$212,500
Total:			\$850,000	\$0	\$0	\$0	\$0	\$850,000

Bicycle-Pedestrian Projects

FM 453543-1: Belleview to Greenway Trail (1)

FM 453543-2: Belleview to Greenway Trail (2)

FM 422772-2: Cross Florida Greenway Baseline Road to Santos Paved Trail

FM 435484-2: Pruitt Trail from SR 200 to Pruitt Trailhead (1)

FM 435484-3: Pruitt Trail from SR 200 to Pruitt Trailhead (2)

FM 439238-2: SR 25/500/US 441/ from SE 102nd Place to SR 200/SW 10th Street



Project: Belleview to Greenway Trail (1)

Project Type: Bike Path and Trail

FM Number: 4535431

Lead Agency: Marion County

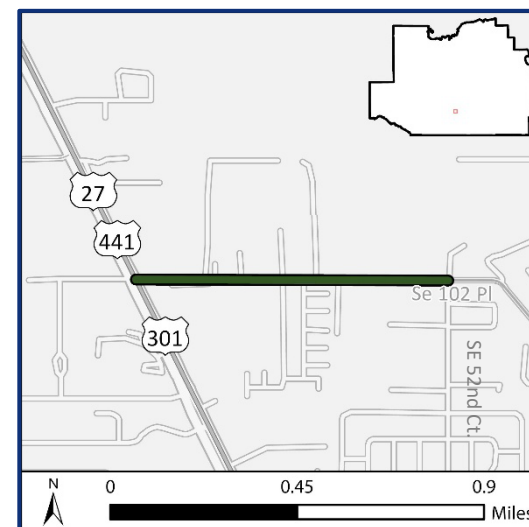
Length: 0.65 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

Description

Construction of the Belleview to Greenway Trail. Project includes a shared-use path on SE 102nd Place from SE 52nd Court to US 301/441; and on-street sharrows from SE 102nd Place to Lake Lillian Park.

**Prior <2026:** \$0**Future >2030** \$0**Total Project Cost:** \$868,700

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	TALL	Federal	\$0	\$0	\$868,700	\$0	\$0	\$868,700
Total:			\$0	\$0	\$868,700	\$0	\$0	\$868,700

Project: Belleview to Greenway Trail (2)

Project Type: Bike Path and Trail

FM Number: 4535432

Lead Agency: Marion County

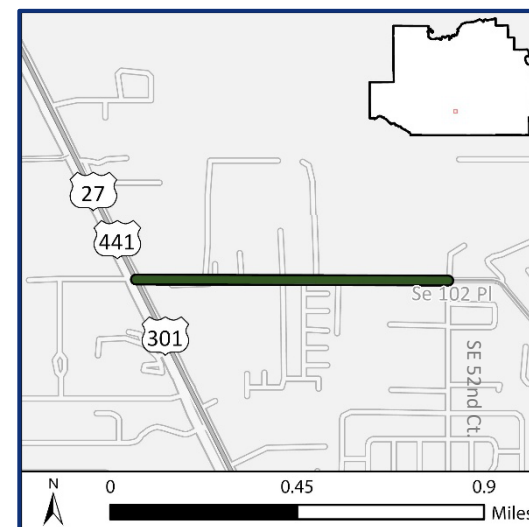
Length: 0.65 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

Description

Design of the Belleview to Greenway Trail. Project includes a shared-use path on SE 102nd Place from SE 52nd Court to US 301/441; and on-street sharrows from SE 102nd Place to Lake Lillian Park.

**Prior <2026:** \$0**Future >2030** \$0**Total Project Cost:** \$265,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	TALL	Federal	\$265,000	\$0	\$0	\$0	\$0	\$265,000
Total:			\$265,000	\$0	\$0	\$0	\$0	\$265,000

Project: Cross Florida Greenway from Baseline Road to Santos Paved Trail

Project Type: Bike Path and Trail

FM Number: 4227722

Lead Agency: Marion County

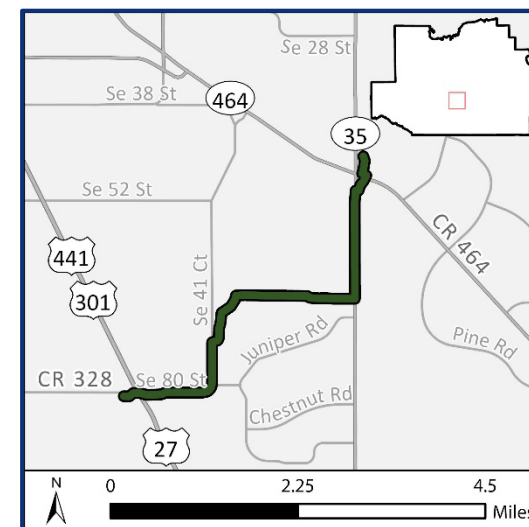
Length: 4.75 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

Description

Construction of the Cross Florida Greenway paved trail connection from the Santos trailhead to the Baseline Road trailhead.

**Prior <2026:** \$1,498,078**Future >2030:** \$0**Total Project Cost:** \$7,098,078

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	TLWR	State 100%	\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000
Total:			\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000

Project: Pruitt Trail from SR 200 to Pruitt Trailhead (1)

Project Type: Bike Path and Trail

FM Number: 4354842

Lead Agency: Marion County

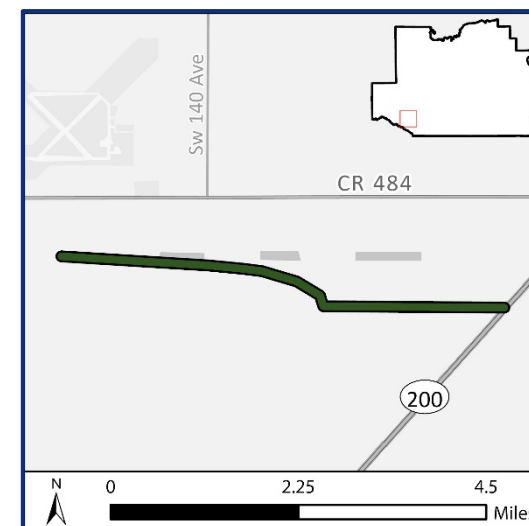
Length: 5.5 miles

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

SIS Status: No

Description

Construction of a shared use path trail from SR 200 to the Pruitt Trailhead, south of CR 484. Project includes crossing improvements at SR 200, and provides a connection to the Cross Florida Greenway.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$2,909,926

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$911,626	\$0	\$0	\$0	\$0	\$911,626
CST	TALL	Federal	\$452,086	\$0	\$0	\$0	\$0	\$452,086
CST	TALM	Federal	\$93,199	\$0	\$0	\$0	\$0	\$93,199
CST	TALN	Federal	\$1,452,715	\$0	\$0	\$0	\$0	\$1,452,715
Total:			\$2,909,626	\$0	\$0	\$0	\$0	\$2,909,626

Project: Pruitt Trail from SR 200 to Pruitt Trailhead (2)

Project Type: Bike Path and Trail

FM Number: 4354843

Lead Agency: Marion County

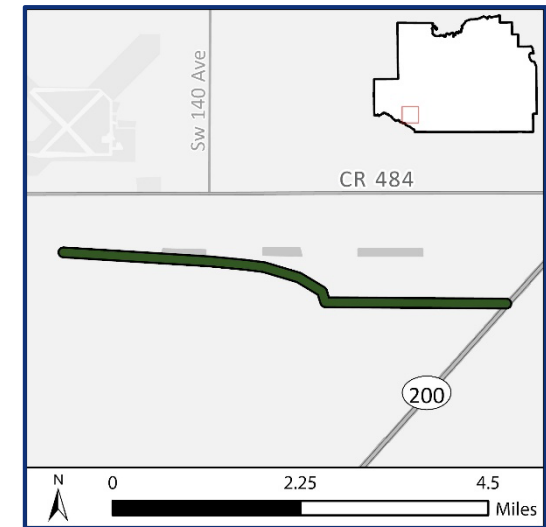
Length: 5.5 miles

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

SIS Status: No

Description

Construction of a shared use path trail from SR 200 to the Pruitt Trailhead, south of CR 484. Project includes crossing improvements at SR 200, and provides a connection to the Cross Florida Greenway.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$203,007

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$43,007	\$0	\$0	\$0	\$0	\$43,007
CST	TALT	Federal	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total:			\$203,007	\$0	\$0	\$0	\$0	\$203,007

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

Project Type: Sidewalks and Path

FM Number: 4392382

Lead Agency: FDOT

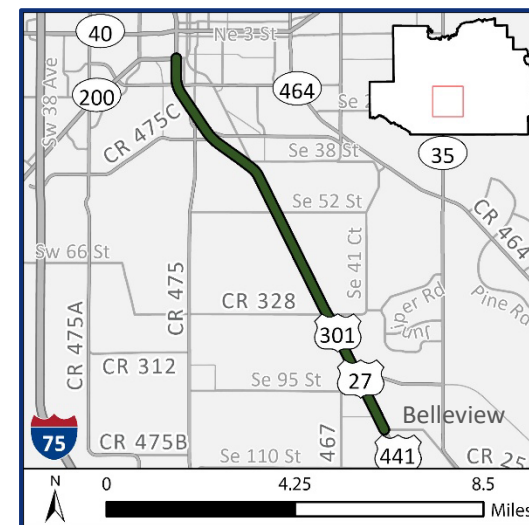
Length: 7.23 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

Description

Addition of sidewalks and a shared use path on U.S. 441/301 to fill in existing gaps. Project provides a multimodal connection from Belleview to Ocala.

**Prior <2026:** \$2,492,434**Future >2030:** \$0**Total Project Cost:** \$7,733,001

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	SA	Federal	\$0	\$2,445,034	\$0	\$0	\$0	\$2,445,034
CST	SL	Federal	\$0	\$209,351	\$0	\$0	\$0	\$209,351
CST	TALL	Federal	\$0	\$1,372,433	\$0	\$0	\$0	\$1,372,433
CST	TALT	Federal	\$0	\$1,213,749	\$0	\$0	\$0	\$1,213,749
Total:			\$0	\$5,240,567	\$0	\$0	\$0	\$5,240,567

Aviation Projects

FM 438417-1: Marion County Airport Runway Improvements

FM 449774-1: Marion County Airport Hangar

FM 454045-1: Marion County Airport Equipment

FM 438477-1: Ocala International Airport Taxiway Improvements

FM 448575-1: Ocala International Airport ARFF Building

FM 455963-1: Ocala International Airport Fuel Farm

FM 455964-1: Ocala International Airport Runway Improvements



Project: Marion County Airport Runway Improvements

Project Type: Aviation Preservation

FM Number: 4384171

Lead Agency: Marion County

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$437,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$350,000	\$0	\$0	\$0	\$0	\$350,000
CAP	LF	Local	\$87,500	\$0	\$0	\$0	\$0	\$87,500
Total:			\$437,500	\$0	\$0	\$0	\$0	\$437,500

Project: Marion County Airport Hangar

Project Type: Aviation Preservation

FM Number: 4497741

Lead Agency: Marion County

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,900,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$520,000	\$1,000,000	\$0	\$0	\$0	\$1,520,000
CAP	LF	Local	\$130,000	\$250,000	\$0	\$0	\$0	\$380,000
Total:			\$650,000	\$1,250,000	\$0	\$0	\$0	\$1,900,000

Project: Marion County Airport Equipment

Project Type: Aviation Safety

FM Number: 4540451

Lead Agency: Marion County

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$400,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$320,000	\$0	\$0	\$320,000
CAP	LF	Local	\$0	\$0	\$80,000	\$0	\$0	\$80,000
Total:			\$0	\$0	\$400,000	\$0	\$0	\$400,000

Project: Ocala International Airport Taxiway Improvements

Project Type: Aviation Preservation

FM Number: 4384771

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$10,800,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$64,000	\$800,000	\$0	\$0	\$864,000
CAP	FAA	Federal	\$0	\$720,000	\$9,000,000	\$0	\$0	\$9,720,000
CAP	LF	Local	\$0	\$16,000	\$200,000	\$0	\$0	\$216,000
Total:			\$0	\$800,000	\$10,000,000	\$0	\$0	\$10,800,000

Project: Ocala International Airport ARFF Building

Project Type: Aviation Safety

FM Number: 4485751

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,000,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$0	\$0	\$800,000	\$800,000
CAP	LF	Local	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total:			\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Project: Ocala International Airport Fuel Farm

Project Type: Aviation Operations

FM Number: 4559631

Lead Agency: City of Ocala

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

Prior <2026: \$679,150**Future >2030: \$0****Total Project Cost: \$2,054,150**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$600,000	\$500,000	\$0	\$0	\$0	\$1,100,000
CAP	DPTO	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
CAP	LF	Local	\$150,000	\$125,000	\$0	\$0	\$0	\$275,000
Total:			\$750,000	\$625,000	\$0	\$0	\$0	\$1,375,000

Project: Ocala International Airport Runway Improvements

Project Type: Aviation Preservation

FM Number: 4559641

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,600,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$640,000	\$0	\$0	\$640,000
CAP	DPTO	State 100%	\$0	\$0	\$0	\$640,000	\$0	\$640,000
CAP	LF	Local	\$0	\$0	\$160,000	\$160,000	\$0	\$320,000
Total:			\$0	\$0	\$800,000	\$800,000	\$0	\$1,600,000

Transit Funding

FM 442455-1: Marion-SunTran Block Grant Operating Assistance

FM 442455-2: Marion-SunTran Block Grant Operating Assistance

FM 427188-2: SunTran/Marion Urban Capital-Operating Fixed Route, FTA 5307

FM 442460-1: Marion Senior Services, FTA 5311



Project: Marion-SunTran Block Grant Operating Assistance, Fixed Route

FM Number: 4424551

Lead Agency: City of Ocala

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

Prior <2026: \$2,866,702**Future >2030:** \$0**Total Project Cost:** \$6,095,518

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DPTO	State 100%	\$796,934	\$817,474	\$0	\$0	\$0	\$1,614,408
OPS	LF	Local	\$796,934	\$817,474	\$0	\$0	\$0	\$1,614,408
Total:			\$1,593,868	\$1,634,948	\$0	\$0	\$0	\$3,228,816

Project: Marion-SunTran Block Grant Operating Assistance, Fixed Route

FM Number: 4424552

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$5,205,064

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DPTO	State 100%	\$0	\$0	\$841,998	\$867,258	\$893,276	\$2,602,532
OPS	LF	Local	\$0	\$0	\$841,998	\$867,258	\$893,276	\$2,602,532
Total:			\$0	\$0	\$1,683,996	\$1,734,516	\$1,786,552	\$5,205,064

Project: SunTran/Ocala/Marion Urban Capital Operating, Fixed Route FTA Section 5307

FM Number: 4271882

Lead Agency: City of Ocala

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

Prior <2026: \$22,768,538**Future >2030:** \$0**Total Project Cost:** \$35,960,363

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	FTA	Federal	\$3,347,648	\$3,515,030	\$3,690,782	\$0	\$0	\$10,553,460
CAP	LF	Local	\$836,912	\$878,758	\$922,695	\$0	\$0	\$2,638,365
Total:			\$4,184,560	\$4,393,788	\$4,613,477	\$0	\$0	\$13,191,825

Project: Marion Senior Services, Section 5311 FTA Rural Transportation Grant

FM Number: 4424601

Lead Agency: Marion Transit (Marion Senior Services)

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

Prior <2026: \$1,961,580**Future >2030:** \$0**Total Project Cost:** \$5,879,976

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DU	Federal	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
OPS	LF	Local	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
Total:			\$1,930,518	\$1,987,878	\$0	\$0	\$0	\$3,918,396

Maintenance-Planning

FM 455943-1: Marion Southbound I-75 Rest Area Parking Lot

FM 447861-1: I-75 Wildwood Weigh Station Inspection Barn Upgrades

FM 446910-1: Asset Maintenance Marion County

FM 442738-1: City of Ocala MOA

FM 413615-3: Lighting Agreements

FM 453959-1: Ocala Operations, Design and Install New FDOT Sign

FM 451648-1: Demo of Old Buildings, FDOT

FM 453921-1: Ocala Operations, Building Construction, FDOT

FM 418107-1: Marion County Primary In-House

FM 455106-1: Marion County TSMCA

FM 455106-2: City of Ocala TSMCA

FM 413019-4: Marion County Traffic Engineering Contracts

FM 439331-5: Ocala/Marion Urban Area FY 2024/2025-2025/2026 UPWP

FM 439331-6: Ocala/Marion Urban Area FY 2026/2027-2027/2028 UPWP

FM 439331-7: Ocala/Marion Urban Area FY 2028/2029-2029/2030 UPWP



Project: Marion Southbound I-75 Rest Area Parking Lot Resurfacing

Project Type: Rest Area

FM Number: 4559431

Lead Agency: FDOT

Length: N/A

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$288,700**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DIH	State 100%	\$0	\$0	\$38,700	\$0	\$0	\$38,700
CST	DRA	State 100%	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Total:			\$0	\$0	\$288,700	\$0	\$0	\$288,700

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

Project Type: Weigh Station

FM Number: 4478611

Lead Agency: FDOT

Length: 1.14 miles

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

SIS Status: Yes

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$478,126**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DWS	State 100%	\$478,126	\$0	\$0	\$0	\$0	\$478,126
Total:			\$478,126	\$0	\$0	\$0	\$0	\$478,126

Project: Asset Maintenance Marion County

Project Type: Routine Maintenance

FM Number: 4469101

Lead Agency: FDOT

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

Prior <2026: \$11,233,062**Future >2030:** \$0**Total Project Cost:** \$17,147,439

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$2,371,820	\$2,371,820	\$971,820	\$0	\$0	\$5,715,460
MNT	FC5	State 100%	\$198,917	\$0	\$0	\$0	\$0	\$198,917
Total:			\$2,570,737	\$2,371,820	\$971,820	\$0	\$0	\$5,914,377

Project: City of Ocala MOA

Project Type: Routine Maintenance

FM Number: 4427381

Lead Agency: City of Ocala

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

Prior <2026: \$153,825**Future >2030:** \$0**Total Project Cost:** \$214,800

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$60,975	\$0	\$0	\$0	\$60,975
Total:			\$0	\$60,975	\$0	\$0	\$0	\$60,975

Project: Lighting Agreements

Project Type: Lighting

FM Number: 4136153

Lead Agency: FDOT

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

Prior <2026: \$6,977,103**Future >2030: \$0****Total Project Cost: \$8,057,626**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$592,906	\$487,617	\$0	\$0	\$0	\$1,080,523
Total:			\$592,906	\$487,617	\$0	\$0	\$0	\$1,080,523

Project: Ocala Operations, Design and Install New FDOT Entrance Sign, Florida Department of Transportation

Project Type: Routine Maintenance

FM Number: 4539591

Lead Agency: FDOT

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$9,572**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$0	\$9,572	\$0	\$9,572
Total:			\$0	\$0	\$0	\$9,572	\$0	\$9,572

Project: Demo of Old Buildings (South Part of Yard), Florida Department of Transportation

Project Type: Fixed Capital Overlay

FM Number: 4516481

Lead Agency: FDOT

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$37,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	FCO	State 100%	\$0	\$0	\$37,500	\$0	\$0	\$37,500
Total:			\$0	\$0	\$37,500	\$0	\$0	\$37,500

Project: Ocala Operations – Building Construction, Florida Department of Transportation

Project Type: Fixed Capital Outlay

FM Number: 4539211

Lead Agency: FDOT

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$12,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	FCO	State 100%	\$0	\$12,500	\$0	\$0	\$0	\$12,500
Total:			\$0	\$12,500	\$0	\$0	\$0	\$12,500

Project: Marion Primary In-House

Project Type: Routine Maintenance

FM Number: 4181071

Lead Agency: FDOT

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

Prior <2026: \$51,427,179**Future >2030:** \$0**Total Project Cost:** \$61,437,179

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$2,005,000	\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,010,000
Total:			\$2,005,000	\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,010,000

Project: Marion County TSMCA (Traffic Signal Maintenance and Compensation Agreement)

Project Type: Traffic Signals

FM Number: 4551061

Lead Agency: Marion County

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

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$1,003,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$494,000	\$509,000	\$0	\$1,003,000
Total:			\$0	\$0	\$494,000	\$509,000	\$0	\$1,003,000

Project: City of Ocala TSMCA (Traffic Signal Maintenance and Compensation Agreement)

Project Type: Traffic Signals

FM Number: 4551062

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,023,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$504,000	\$519,000	\$0	\$1,023,000
Total:			\$0	\$0	\$504,000	\$519,000	\$0	\$1,023,000

Project: Marion County Traffic Engineering Contracts

Project Type: Traffic Signals

FM Number: 4130194

Lead Agency: Marion County

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

Prior <2026: \$9,848,971**Future >2030: \$0****Total Project Cost: \$11,903,536**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DDR	State 100%	\$988,050	\$504,000	\$0	\$0	\$0	\$1,492,050
OPS	DITS	State 100%	\$49,065	\$513,450	\$0	\$0	\$0	\$562,515
Total:			\$1,037,115	\$1,017,450	\$0	\$0	\$0	\$2,054,565

Project: Ocala/Marion Urban Area FY 2024/2025-2025/2026 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Prior <2026: \$1,128,631**Future >2030:** \$0**Total Project Cost:** \$2,285,533

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$1,156,902	\$0	\$0	\$0	\$0	\$1,156,902
Total:			\$1,156,902	\$0	\$0	\$0	\$0	\$1,156,902

Project: Ocala/Marion Urban Area FY 2026/2027-2027/2028 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$1,365,486

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486
Total:			\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486

Project: Ocala/Marion Urban Area FY 2028/2029-2029/2030 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393317

Lead Agency: Ocala/Marion TPO

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,365,486**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$0	\$0	\$0	\$682,743	\$682,743	\$1,365,486
Total:			\$0	\$0	\$0	\$682,743	\$682,743	\$1,365,486

Figure 13: Summary of Projects by Fiscal Year

Fiscal Year 2026					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$41,250,000
2026	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$517,545
2026	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$8,134,581
2026	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$23,233,000
2026	450952-2	SR 40 from US 441 to 25th Avenue	CST	Intersection enhancements/improvements	\$716,993
2026	450948-1	SR 40 from NE 64th to W of SE 196 Ter	CST	Resurfacing of roadway	\$9,006,247
2026	450951-1	SR 40 from 25th to NE 64th	CST	Resurfacing of roadway	\$9,300,934
2026	450951-1	SR 40 from US 441 to 25th Avenue	CST	Resurfacing of roadway	\$5,564,910
2026	451060-1	CR 42 at CR 25 (1)	CST	Intersection improvements	\$782,910
2026	451060-2	CR 42 at CR 25 (2)	CST	Intersection improvements	\$125,185
2026	451253-1	SR 200 at SW 60th Avenue	CST	Intersection/traffic signals	\$1,161,885
2026	452694-1	US 301 from Sumter Co to CR 42	PE	Resurfacing of roadway	\$371,250
2026	454215-1	US 301 from SE 142nd to US 441	PE	Resurfacing of roadway	\$1,096,500
2026	450637-1	US 27/441 N of SE 178th to S of SE 62nd	CST	Resurfacing of roadway	\$14,581,492
2026	454214-1	US 301/441 from NW 2nd to NW 20th	PE	Resurfacing of roadway	\$1,097,500
2026	433660-1	US 441 at SR 464	CST	Intersection operations/improvements	\$4,516,606
2026	454939-1	CR 475A Safety Improvements	PE	Paved shoulders	\$350,000
2026	454940-1	SE 100th Avenue Safety Improvements	PE	Paved shoulders	\$260,000
2026	456984-1	SR 464 at SE 25th Avenue Intersection	CST	Intersection operations/improvements	\$850,000
Total:					\$122,917,538
Bicycle-Pedestrian Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	435484-2	Pruitt Trail (1)	CST	12-foot bike path/trail from SR 200 to Pruitt Trailhead	\$2,909,626
2026	435484-3	Pruitt Trail (2)	CST	12-foot bike path/trail from SR 200 to Pruitt Trailhead	\$203,007

2026	454214-2	Bellevue to Greenway Trail (2)	PE	Shared Use Path from SE 52nd Court to US 441/301	\$265,000
2026	422772-2	Cross Florida Greenway Trail	CST	Bike Path/Trail from Santos Trailhead to Baseline	\$5,600,000
Total:					\$8,977,633
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	438417-1	Marion County Airport Runway	CAP	Runway improvements at Marion County Airport	\$437,500
2026	449774-1	Marion County Airport Hangar	CAP	Hangar at Marion County Airport	\$650,000
2026	455963-1	Ocala International Airport Fuel Farm	CAP	Fuel Farm at Ocala International Airport	\$750,000
Total:					\$1,837,500
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	442460-1	Marion Senior Services Section 5311	OPS	Operating grant for Marion Transit, FTA Section 5311	\$1,930,518
2026	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,184,560
2026	442455-1	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,593,868
Total:					\$7,708,946
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	447861-1	I-75 Wildwood Weigh Station	CST	Weigh station inspection barn upgrades	\$478,126
2026	413615-3	Lighting Agreements	MNT	Lighting ongoing maintenance	\$592,906
2026	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,005,000
2026	439331-5	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2025/26	\$1,156,902
2026	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$2,570,737
2026	413019-4	Marion County Traffic Engineering	OPS	Traffic signals	\$1,037,115
Total:					\$7,840,786
FY 2026 Total:					\$149,282,403
Fiscal Year 2027					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$10,789,654
2027	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$415,067
2027	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$6,713,428
2027	451251-1	SR 40 at SW 27th Avenue	CST	Safety improvements on SR 40	\$1,822,492
2027	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$13,435,148

2027	452636-1	SR 40 from US 41 to S of SW 119th Ave	CST	Resurfacing of roadway	\$13,539,220
2027	238651-1	SR 200 from Citrus Co. to CR 484	PE	Widening of SR 200	\$5,000,000
2027	452635-1	US 301/441 from SW 10th to NW 4th	CST	Resurfacing of roadway	\$979,612
2027	433660-1	US 441 at SR 464	CST	Intersection operations/improvements	\$21,240
2027	449443-1	NE 8th Avenue Roundabouts	CST	Construction of roundabouts	\$5,222,469
Total:					\$57,938,330
Bicycle-Pedestrian Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	439238-1	US 401/301 from SE 102nd to SR 200	CST	Sidewalks/Shared Use Path	\$5,240,567
Total:					\$5,240,567
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	438477-1	Ocala International Airport Taxiway	CAP	Taxiway improvements at Ocala International Airport	\$800,000
2027	449774-1	Marion County Airport Hangar	CAP	Hangar at Marion County Airport	\$1,250,000
2027	455963-1	Ocala International Airport Fuel	CAP	Fuel Farm at Ocala International Airport	\$625,000
Total:					\$2,675,000
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	442460-1	Marion Senior Services Section 5311	OPS	Operating grant for Marion Transit, FTA Section 5311	\$1,987,878
2027	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,393,788
2027	442455-1	SunTran Block Grant	OPS	Operating grant for SunTran	\$1,634,948
Total:					\$8,016,614
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	453921-1	Ocala Operations Building	CST	Construction of equipment shed	\$12,500
2027	413615-3	Lighting Agreements	MNT	Lighting ongoing maintenance	\$487,617
2027	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,005,000
2027	439331-6	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2026/27	\$682,743
2027	442738-1	City of Ocala MOA	MNT	Routine Maintenance	\$60,975
2027	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$2,371,820
2027	413019-4	Marion County Traffic Engineering	OPS	Traffic signals	\$1,017,450
Total:					\$6,638,105
FY 2027 Total:					\$80,508,616

Fiscal Year 2028					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$7,176,252
2028	443624-3	I-75 at SR 326 Interchange Justification	PE	Interchange modifications	\$12,546,000
2028	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$122,388
2028	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$3,638,089
2028	450665-1	SR 40 from SW 80th to SW 52nd	CST	Resurfacing of roadway	\$11,170,365
2028	450948-2	SR 40 from SE 196 Ter Dr to Lake Co.	CST	Resurfacing of roadway	\$9,147,325
2028	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$4,725,000
2028	452634-1	SR 464 from SR 200 to US 301/441	PE	Resurfacing of roadway	\$120,000
2028	452694-1	US 301 from Sumter Co to CR 42	CST	Resurfacing of roadway	\$5,280,159
2028	454214-1	US 301/441 from NW 2nd to NW 20th	CST	Resurfacing of roadway	\$6,542,821
2028	454215-1	US 301 from SE 142nd to US 441	CST	Resurfacing of roadway	\$14,155,800
2028	454939-1	CR 475A Safety Improvements	CST	Paved shoulders	\$1,563,000
2028	454940-1	SE 100th Avenue Safety Improvements	CST	Paved shoulders	\$997,000
Total:					\$77,184,199
Bicycle-Pedestrian Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	454214-1	Bellevue to Greenway Trail (2)	CST	Shared Use Path from SE 52nd Court to US 441/301	\$868,700
Total:					\$868,700
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	438477-1	Ocala International Airport Taxiway	CAP	Taxiway improvements at Ocala International Airport	\$10,000,000
2028	454045-1	Marion County Airport Equipment	CAP	Equipment for Marion County Airport	\$400,000
2028	455964-1	Ocala International Airport Runway	CAP	Runway improvements at Ocala International Airport	\$800,000
Total:					\$11,200,000
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,683,996
2028	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,613,477
Total:					\$6,297,473

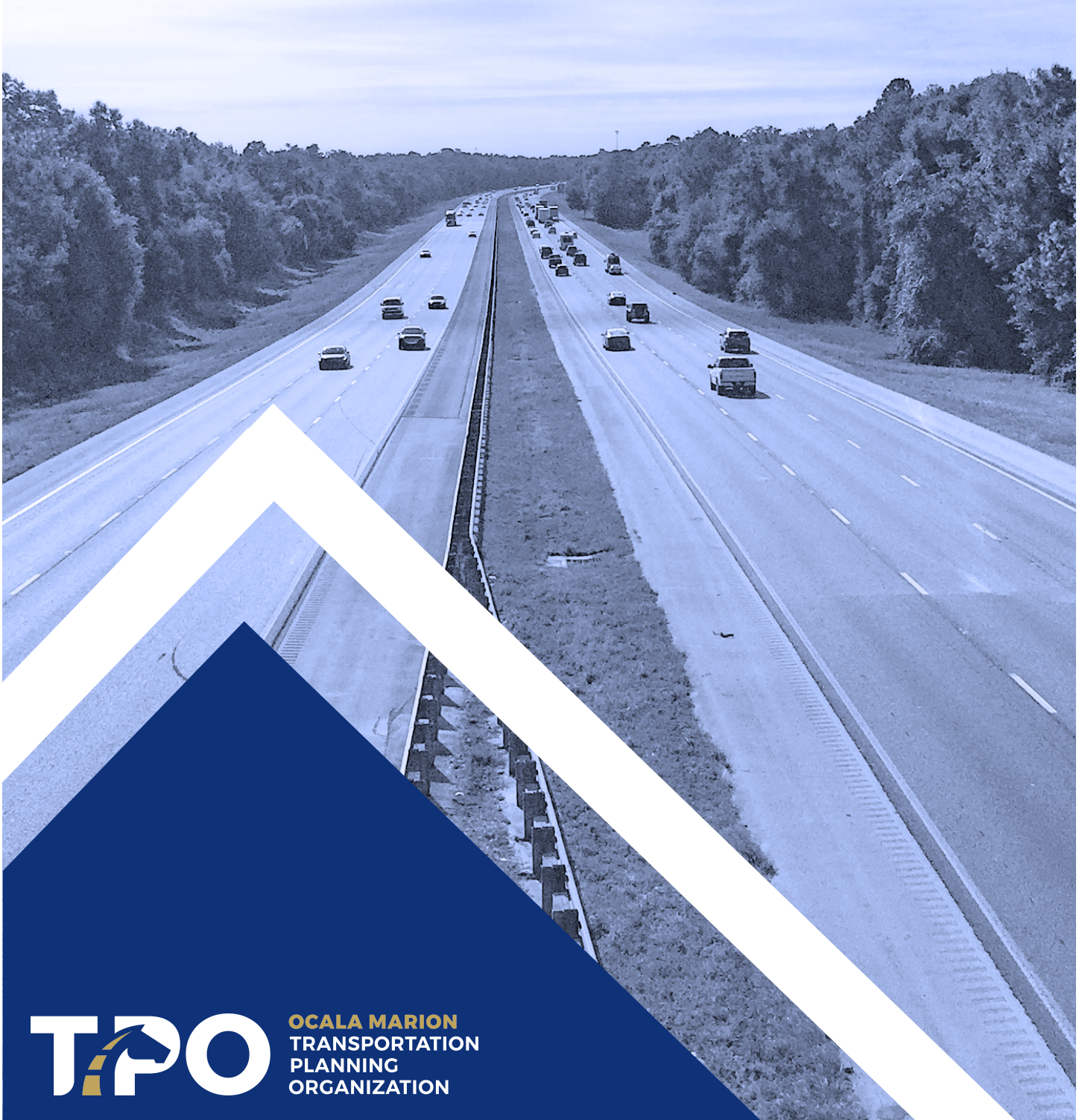
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	451648-1	Ocala Demo Old Buildings	CST	Fixed capital outlay, demo of FDOT old buildings	\$37,500
2028	455943-1	Marion SB Parking Lot	CST	Resurfacing of Rest Area southbound parking lot	\$288,700
2028	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2028	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$971,820
2028	439331-6	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2027/28	\$682,743
2028	455106-1	Marion County TSMCA	MNT	Traffic signals, maintenance	\$494,000
2028	455106-2	City of Ocala TSMCA	MNT	Traffic signals, maintenance	\$504,000
Total:					\$4,978,763
FY 2028 Total:					\$100,529,135
Fiscal Year 2029					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	435209-1	I-75 at NW 49th Street Interchange	ROW	New interchange at NW 49th Street	\$200,000
2029	452074-1	I-75 Improvements from SR 200 to SR 326	ROW	Auxiliary lanes on I-75	\$1,250,000
2029	451440-1	I-75 from SR 40 to SR 318	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$512,117
2029	451440-2	I-75 from SR 200 to S of Flyover	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$630,241
2029	451440-3	I-75 at CR 484 Interchange	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$513,795
2029	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$1,320,245
2029	452634-1	SR 464 from SR 200 to US 301/441	CST, PE	Resurfacing of SR 464	\$3,617,117
Total:					\$8,043,515
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	455964-1	Ocala International Airport Runway	CAP	Runway improvements at Ocala International Airport	\$800,000
Total:					\$800,000
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,734,516
Total:					\$1,734,516
Maintenance-Planning					

Year	FM	Project Name	Phase	Project Description	Programmed
2029	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2029	453951-1	Ocala Operations	MNT	Design, install new FDOT entrance sign	\$9,572
2029	455106-1	Marion County TSMCA	MNT	Traffic signals, maintenance	\$509,000
2029	455106-2	City of Ocala TSMCA	MNT	Traffic signals, maintenance	\$519,000
2029	439331-7	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2028/29	\$682,743
Total:					\$3,720,315
FY 2029 Total:					\$14,298,346
Fiscal Year 2030					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	452074-1	I-75 from SR 200 to SR 326	ROW	Auxiliary lanes on I-75	\$1,150,000
2030	410674-2	SR 40 end of 4 lanes to E of CR 314	CST	Widening of SR 40	\$129,751,356
2030	238648-1	US 41 from SW 110th St to N of SR 40	CST	Widening of US 41	\$112,358,984
Total:					\$243,260,340
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	448575-1	Ocala International Airport ARFF	CAP	ARFF Building at Marion County Airport	\$1,000,000
Total:					\$1,000,000
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,786,552
Total:					\$1,786,552
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	418107-1	Marion County Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2030	439331-7	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2029/30	\$682,743
Total:					\$2,682,743
FY 2030 Total:					\$248,729,635
FY 2026 to 2030 Total:					\$593,348,135

6. APPENDIX

Appendix A: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

March 2025

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.
BCA	Benefit-Cost Analysis	A benchmark to evaluate and compare expected benefits and costs of a transportation project.
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.
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 updates 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.
L RTP/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 L RTP 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 L RTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariantpo.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 B: Federal Obligations Report

ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	642,707	
SN	306,774	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN	60,549	
TOTAL 410674 2	1,010,030	
TOTAL 410674 2	1,010,030	

ITEM NUMBER:410674 3	PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 6.140MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	173,135	
TOTAL 410674 3	173,135	
TOTAL 410674 3	173,135	

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	2024	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN	-7,112	
TOTAL 431798 1	-7,112	
TOTAL 431798 1	-7,112	

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	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	-13,350	
TOTAL 431935 1	-13,350	
TOTAL 431935 1	-13,350	

HIGHWAYS
=====

ITEM NUMBER:433651 1
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .741MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-10,667
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT GFSL SA SL SN	-1,223 1,100,000 -10,344 -98,156
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT SL SN	-3,879 1,136,099
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP SA SM SN	199 111,445 44,014 513,298
TOTAL 433651 1	2,780,786
TOTAL 433651 1	2,780,786

ITEM NUMBER:433651 4
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .414MI

NON-SIS
TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	2024
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	250,335
TOTAL 433651 4	250,335
TOTAL 433651 4	250,335

ITEM NUMBER:433652 1
DISTRICT:05
ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE
COUNTY:MARION
PROJECT LENGTH: 1.309MI

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

FUND CODE	2024
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	-40,129
TOTAL 433652 1	-40,129
TOTAL 433652 1	-40,129

HIGHWAYS

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ITEM NUMBER:433661 1	PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY)	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
ROADWAY ID:36030000	PROJECT LENGTH: .384MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	25,000	
SL	7,381	
TOTAL 433661 1	32,381	
TOTAL 433661 1	32,381	

ITEM NUMBER:434844 1	PROJECT DESCRIPTION:CR 42 AT SE 182ND	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:36130000	PROJECT LENGTH: .307MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
HSP	297,447	
TOTAL 434844 1	297,447	
TOTAL 434844 1	297,447	

ITEM NUMBER:434844 2	PROJECT DESCRIPTION:CR 42 AT SE 182ND	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	117,533	
TOTAL 434844 2	117,533	
TOTAL 434844 2	117,533	

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)
ROADWAY ID:36210000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 2
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CM	4,872	
SL	6,006,996	
TOTAL 435209 1	6,011,868	
TOTAL 435209 1	6,011,868	

HIGHWAYS
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ITEM NUMBER:435660 2	PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILE RD)	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000	PROJECT LENGTH: .216MI	LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1
FUND CODE	2024	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	1,000	
TOTAL 435660 2	1,000	
TOTAL 435660 2	1,000	

ITEM NUMBER:436755 1	PROJECT DESCRIPTION:INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALL	-1,336	
TOTAL 436755 1	-1,336	
TOTAL 436755 1	-1,336	

ITEM NUMBER:437596 2	PROJECT DESCRIPTION:SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK
ROADWAY ID:36110000	PROJECT LENGTH: 1.406MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-23,179	
TALL	-64,941	
TOTAL 437596 2	-88,120	
TOTAL 437596 2	-88,120	

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	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARL	25,924	
TOTAL 438562 1	25,924	
TOTAL 438562 1	25,924	

ITEM NUMBER:440880 1	PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK
ROADWAY ID:36000173	PROJECT LENGTH: .840MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-781	
TALT	-379	
TOTAL 440880 1	-1,160	
TOTAL 440880 1	-1,160	

ITEM NUMBER:441141 1	PROJECT DESCRIPTION:SR 464 FROM SR 500 (US 27/301) TO SR 35	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36004000	PROJECT LENGTH: 5.878MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	5,059,111	
SA	-234	
SL	34,500	
TOTAL 441141 1	5,093,377	
TOTAL 441141 1	5,093,377	

ITEM NUMBER:443170 1	PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36210000	PROJECT LENGTH: 13.993MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	-990	
TOTAL 443170 1	-990	
TOTAL 443170 1	-990	

ITEM NUMBER:445217 1	PROJECT DESCRIPTION:SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36518000	PROJECT LENGTH: 8.404MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	7,768,485	
SA	-482	
TOTAL 445217 1	7,768,003	
TOTAL 445217 1	7,768,003	

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	
ROADWAY ID:36060000	PROJECT LENGTH: .100MI	TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	8,000	
TOTAL 445687 1	8,000	
TOTAL 445687 1	8,000	

ITEM NUMBER:445688 1	PROJECT DESCRIPTION:US 27/US 441 @ CR 42	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36220000	PROJECT LENGTH: .065MI	TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-6,219	
SA	-12,512	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	528,533	
TOTAL 445688 1	509,802	
TOTAL 445688 1	509,802	

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	
ROADWAY ID:36010000	PROJECT LENGTH: .180MI	TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	19,579	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	12,745	
TOTAL 445701 1	32,324	
TOTAL 445701 1	32,324	

ITEM NUMBER:445800 1	PROJECT DESCRIPTION:E SR 40 @ SR 492	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36080000	PROJECT LENGTH: .116MI	TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	214,093	
TOTAL 445800 1	214,093	
TOTAL 445800 1	214,093	

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
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DATE RUN: 10/01/2024

TIME RUN: 15.20.41
MBROBLTP

ITEM NUMBER:450952 1
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM US 441 TO 25TH AVE
COUNTY:MARION
PROJECT LENGTH: 2.356MI

NON-SIS

TYPE OF WORK:PAVEMENT ONLY RESURFACE (FLEX)
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2024

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL

-2,000,000

TOTAL 450952 1

-2,000,000

TOTAL 450952 1

-2,000,000

ITEM NUMBER:451253 1
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE
COUNTY:MARION
PROJECT LENGTH: .100MI

NON-SIS

TYPE OF WORK:SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND
CODE

2024

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

262,500

SA

68,651

TALL

87,500

TOTAL 451253 1

418,651

TOTAL 451253 1

418,651

ITEM NUMBER:452229 3
DISTRICT:05
ROADWAY ID:36070000

PROJECT DESCRIPTION:SWRS - DISTRICTWIDE RUMBLE STRIPES BUNDLE 5C - MARION
COUNTY:MARION
PROJECT LENGTH: 49.514MI

SIS

TYPE OF WORK:SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2024

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

830, 834

TOTAL 452229 3

830, 834

TOTAL 452229 3

830, 834

TOTAL DIST: 05

24,422,600

TOTAL HIGHWAYS

24,422,600

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

PLANNING

=====

ITEM NUMBER:439331 4	PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000
FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	288,845
TOTAL 439331 4	288,845
TOTAL 439331 4	288,845

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

ITEM NUMBER:439331 5	PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000
FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BCC	
PL	246,004
TOTAL 439331 5	246,004
TOTAL 439331 5	246,004
TOTAL DIST: 05	534,849
TOTAL PLANNING	534,849

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

ITEM NUMBER:426179 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:MISCELLANEOUS CONSTRUCTION

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	13,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	44,426
TOTAL 426179 1	57,426
TOTAL 426179 1	57,426

ITEM NUMBER:436361 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:ITS COMMUNICATION SYSTEM

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	-9,021
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	17,399
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	293,423
TOTAL 436361 1	301,801
TOTAL 436361 1	301,801

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	2024
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP	255
TOTAL 440900 2	255
TOTAL 440900 2	255
TOTAL DIST: 05	359,482
TOTAL MISCELLANEOUS	359,482

GRAND TOTAL

25,316,931

Appendix C: Transportation Performance Management

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

PM1

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

PM2 & PM3

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.

TIMEFRAME

TRANSIT ASSET MANAGEMENT AND TRANSIT SAFETY

PUBLIC TRANSPORTATION PROVIDERS

TAM

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

Transit Safety

- Update safety targets annually

MPOs

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

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:

Support the target established by FDOT or the public transportation provider(s).

The MPO agrees to plan and program projects so that they contribute toward the accomplishment of the state or public transportation provider(s) target.

OR

Establish own target.

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.

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

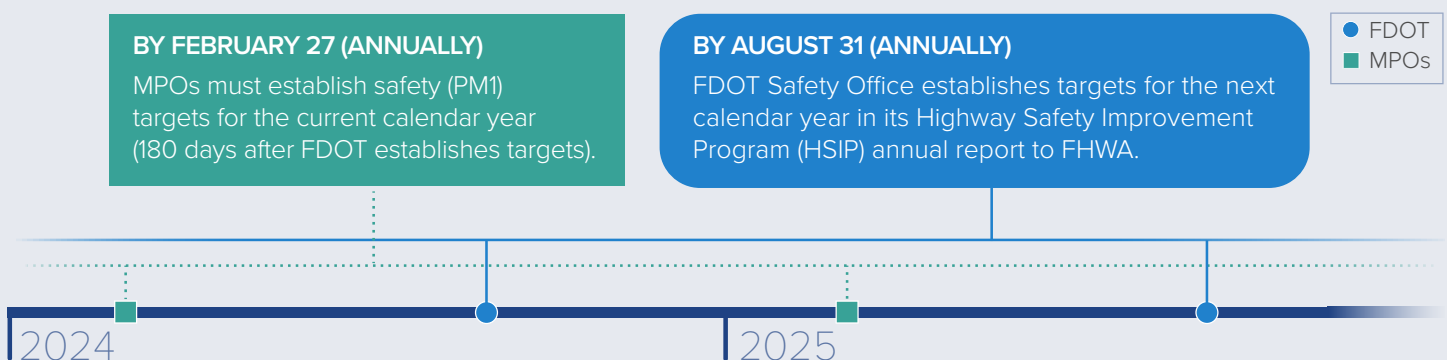
OVERVIEW

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>		

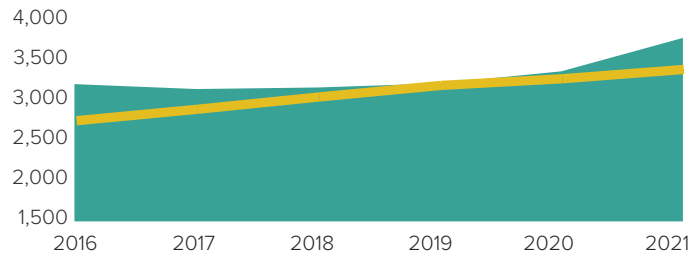
TIMELINE



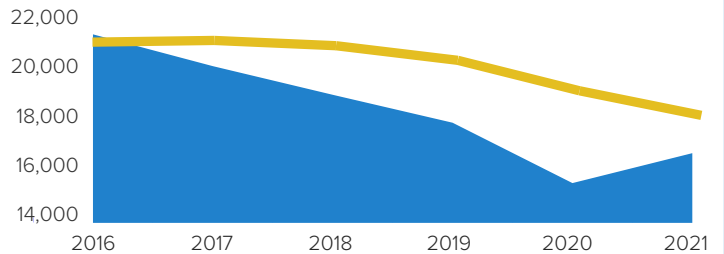
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

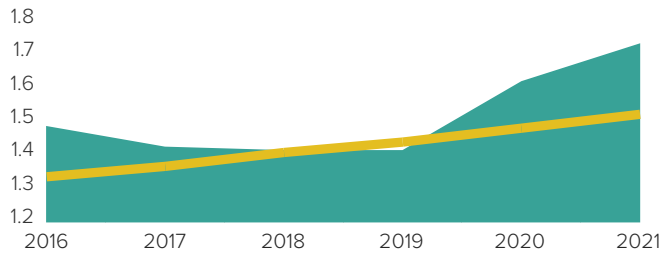
ANNUAL FATALITIES



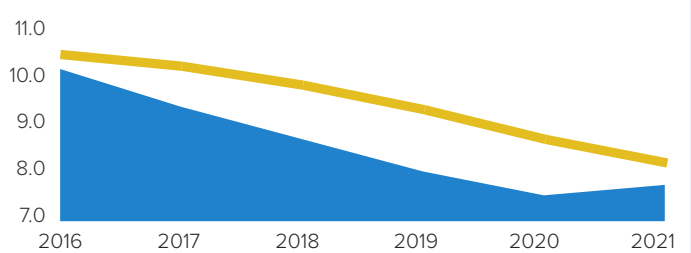
ANNUAL SERIOUS INJURIES



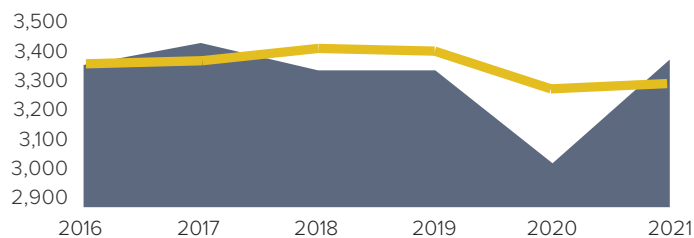
FATALITY RATE (PER HUNDRED MILLION VMT)



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.



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	
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)



* 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

2. Condition Assessment

3. Decision Support Tools

4. Investment Prioritization

**TIER I
AND II**

5. TAM and SGR Policy

6. Implementation Strategy

7. List of Key Annual Activities

8. Identification of Resources

9. Evaluation Plan

**TIER I
ONLY**

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

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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

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

INJURIES

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

SAFETY EVENTS

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

SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

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

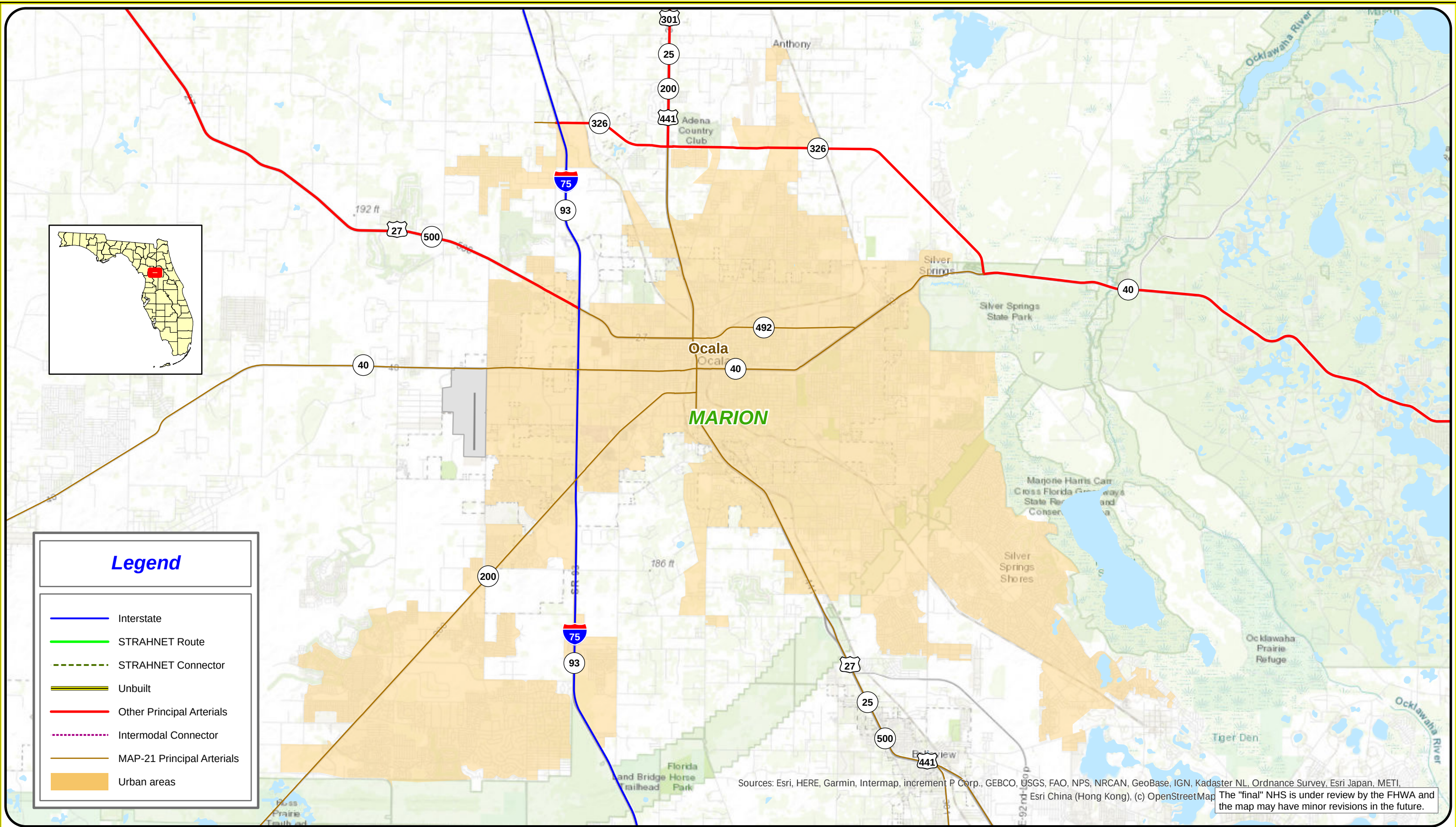
- » Public transportation providers that annually draft and certify a PTASP and transit safety targets must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » MPOs are not required to establish transit safety targets annually each 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.

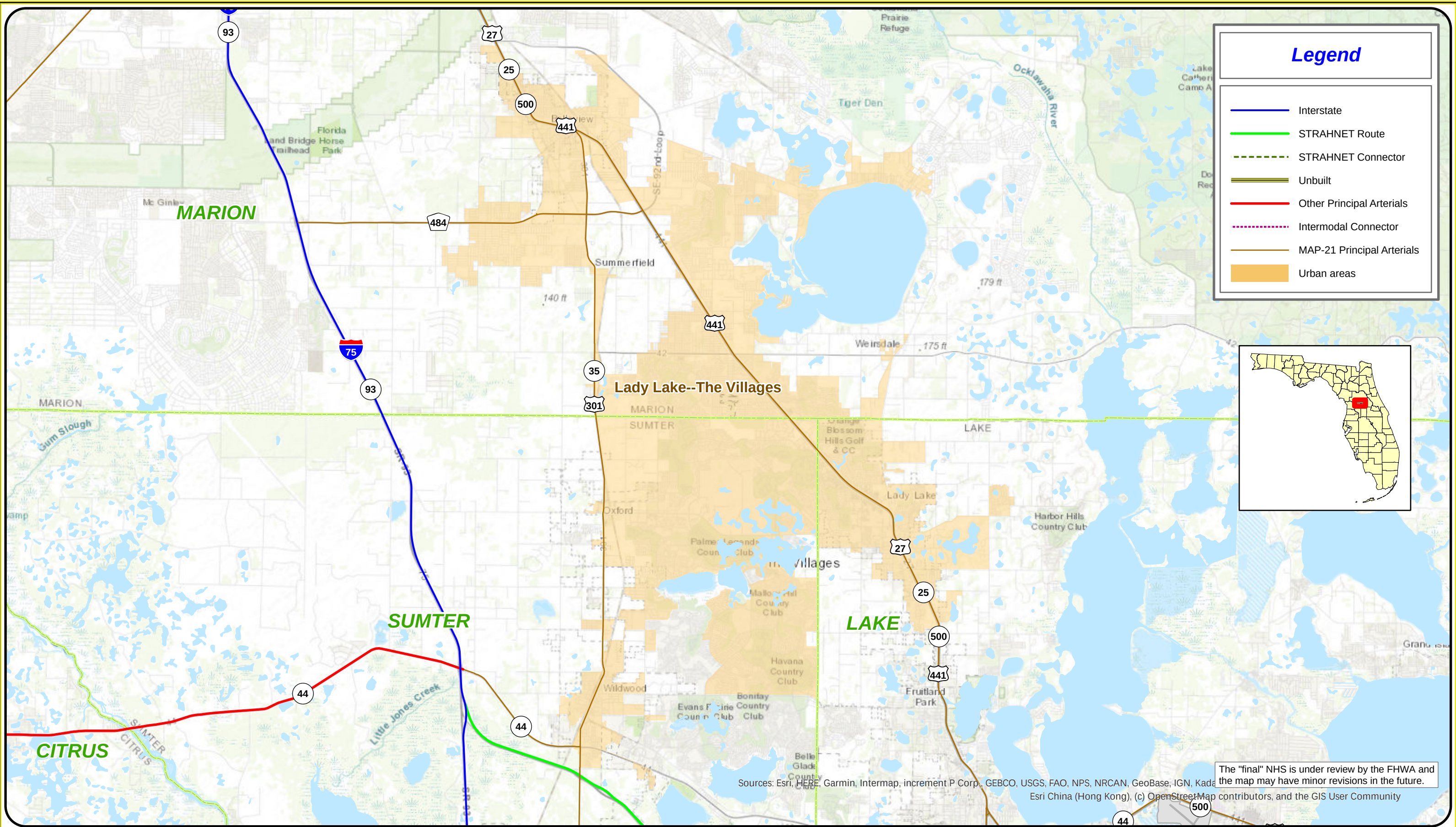
FOR MORE INFORMATION PLEASE CONTACT

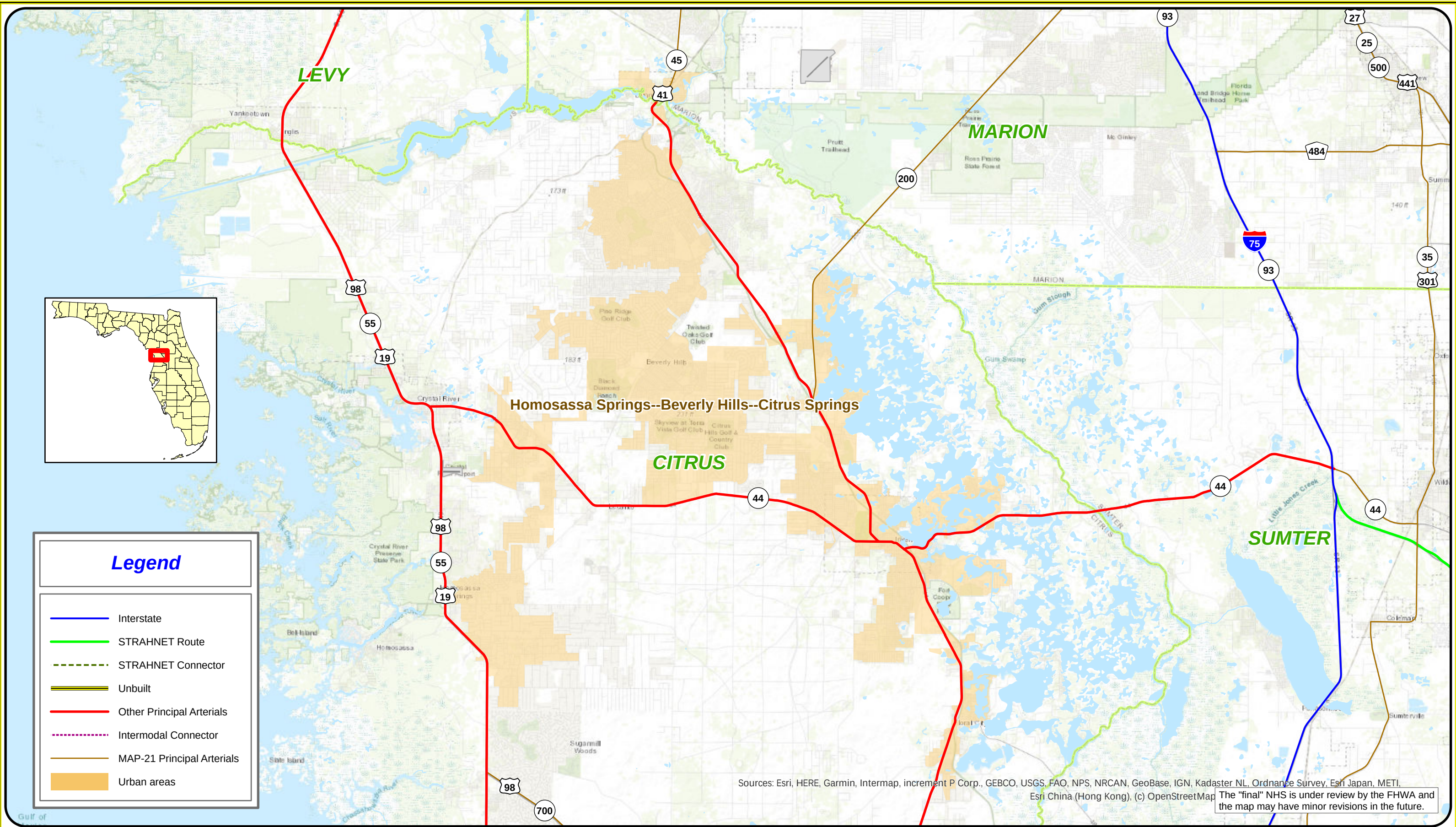
Regina Colson, Transportation Performance Measures Coordinator

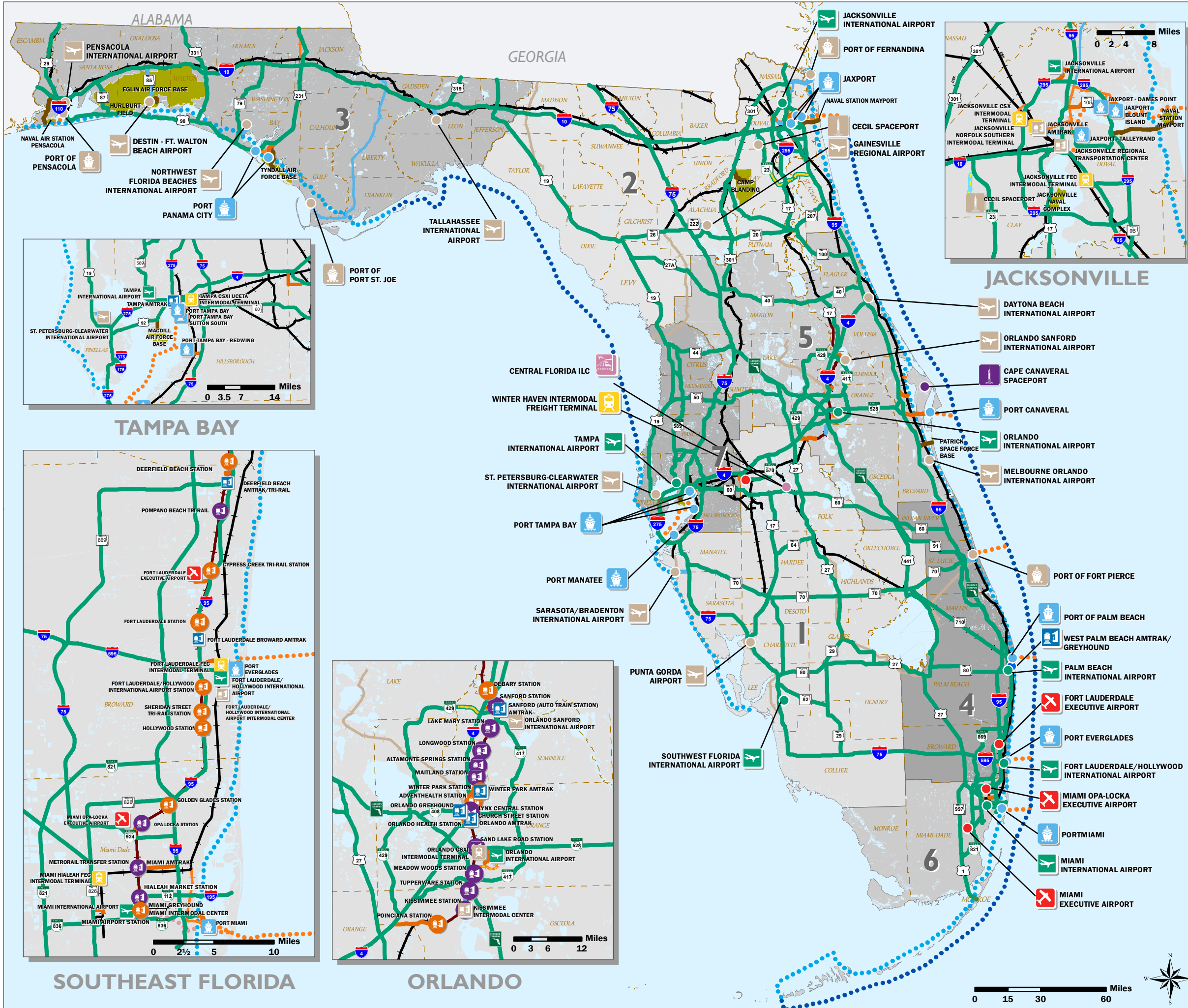
Florida Department of Transportation | Regina.Colson@dot.state.fl.us | (850) 414-5271

Appendix D: National Highway System (NHS) and Strategic Intermodal System (SIS)









SISatlas

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

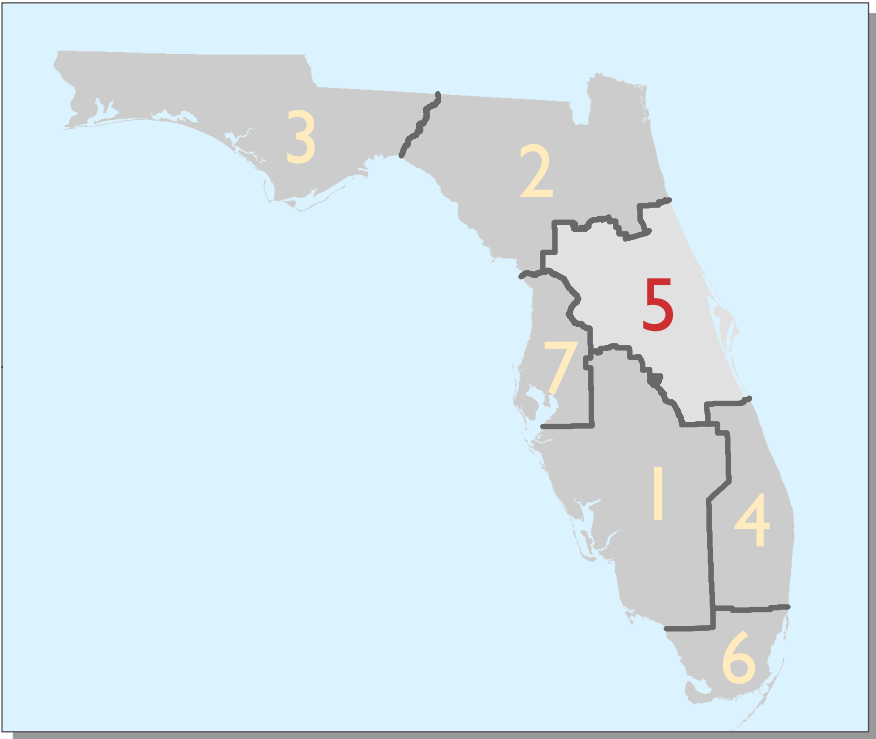
Strategic Growth Waterway

SIS Waterway Connector

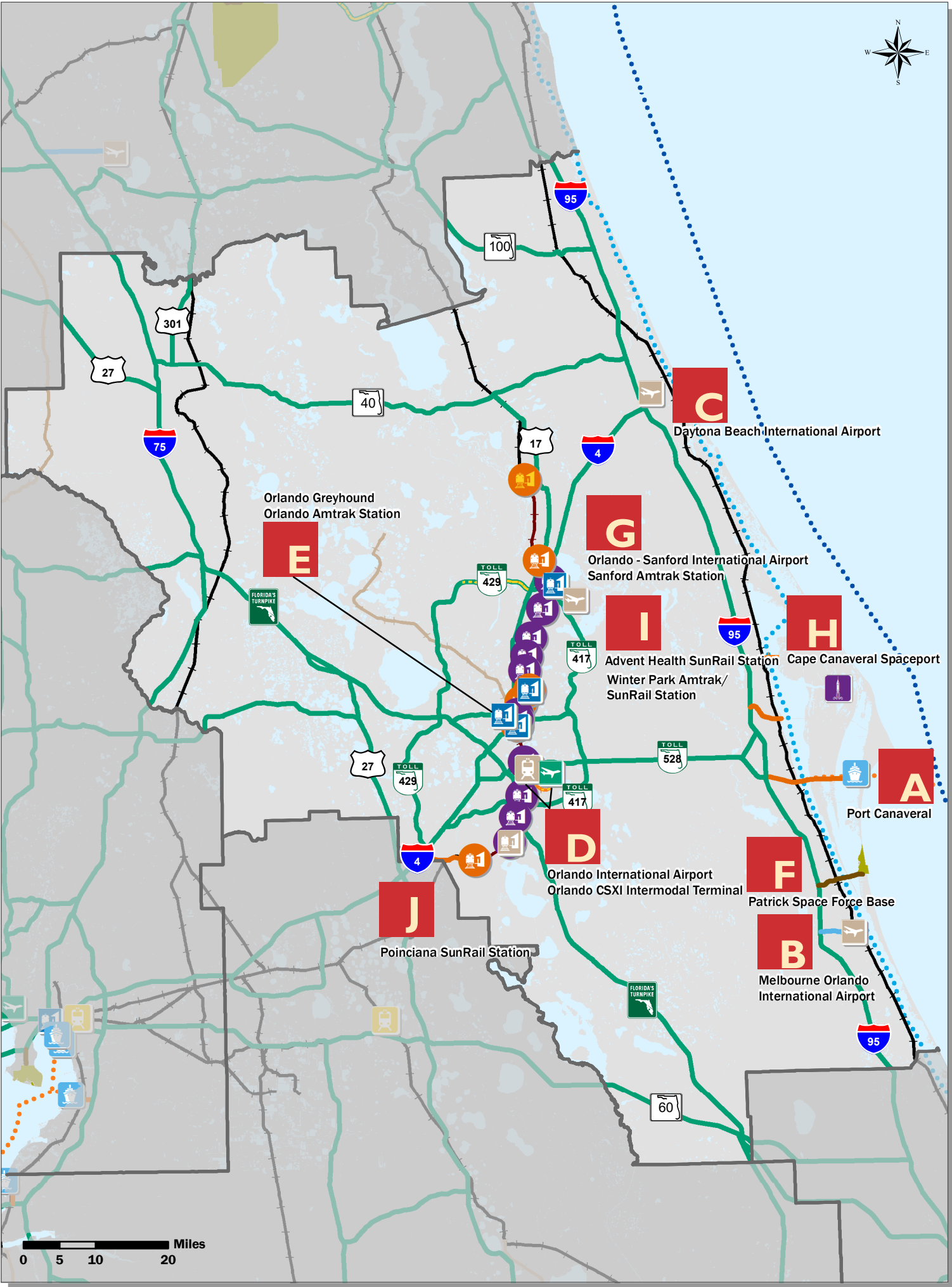
SIS Waterway Shipping Lane

Florida Department of Transportation
Strategic Intermodal System
February 2024

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						



SISatlas

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

Florida Department of Transportation
Strategic Intermodal System

Appendix E: Public and Partner Notices



NEWS RELEASE

FOR IMMEDIATE RELEASE
MAY 6, 2025

The Ocala-Marion Transportation Planning Organization (TPO) Draft Fiscal Years 2026 to 2030 Transportation Improvement Program (TIP) is available for public review and comment

The Transportation Improvement Program (TIP) is a five-year schedule of funded transportation improvements throughout Marion County. The TIP document includes the anticipated timing and cost of transportation projects funded with federal, state and local sources. TIP projects include: roadway and interchange construction, traffic operations, roadway widening, resurfacing, bicycle-pedestrian, transit funding and aviation.

The **Draft TIP for Fiscal Years 2026 to 2030** is available by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.

Please send feedback by email to: OcalaMarionTPO@marionfl.org; or contact Rob Balmes, TPO Director at: 352-438-2630, rob.balmes@marionfl.org. The comment period closes on **June 13, 2025**.

#

The Ocala Marion Transportation Planning Organization is a federally-mandated public agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County.

The Draft TIP for Fiscal Years 2026 to 2030 is now available for public review – Transportation Planning Organization

Draft Transportation Improvement Program (TIP)

Fiscal Years 2026 to 2030

Public Review:
May 6 to June 13, 2025



TPO OCALA-MARION
TRANSPORTATION
PLANNING
ORGANIZATION

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 Boulevard, Ocala, FL 34470
352-438-2630
Website: [OcalaMariontpo.org](http://ocalamariontpo.org)

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To Advertise, visit our website: **Classifieds.ocala.com**

■ Public Notices/Legals email: **StarBannerLegals@gannett.com**

■ Business & Services email: **StarBannerBusSer@gannett.com**

■ To post job openings, visit: **Ocala.com/jobs**



TO ADVERTISE

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All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Ocala Star Banner reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication. The Ocala Star Banner shall not be liable for any loss or expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.

Community Announce

lost, found, happy ads, novena...

Announcements

Don't Pay For Covered Home Repairs Again! Our home warranty covers ALL MAJOR SYSTEMS AND APPLIANCES. We stand by our service and if we can't fix it, we'll replace it! Pick the plan that fits your budget! Call: 1-888-521-2793

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A small amount of water can lead to major damage in your home. Our trusted professionals do complete repairs to protect your family and your home's value! Call 24/7: 1-833-714-3745. Have zip code of service location ready when you call!

Assorted Stuff

all kinds of things...

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Washer & or Dryer. \$200 each w/ warranty & delivery available. Call Mike anytime at 352-245-1750/352-843-4794

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Call/Text 352-875-4948 for quotes. Soft House Wash & Soft Roof Washing, Pavers, Concrete, Curbing & Screen Rooms.

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I provide loving care (feeding, playtime, brushing, etc.) for your pets. \$25 for a 45 minute visit. Excellent references available.
Jean 352-444-4908

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Service call \$45. I also pick up unwanted washers/dryers. Call 352-245-1750/352-843-4794

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Fictitious Business

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of DeSimone Real Estate Services located at 805 S Magnolia Ave, Suite C in the County of Marion in the City of Ocala, FL 34471, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of ADMIRAL FURNITURE located at 707 SW 20TH STREET in the County of Marion in the City of Ocala, FL 34471, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of ADMIRAL FURNITURE located at 707 SW 20TH STREET in the County of Marion in the City of Ocala, FL 34471, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.

Fictitious Business

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of CUSHION CONCEPTS located at 707 SW 20TH STREET in the County of Marion in the City of Ocala, FL 34471, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of SUNDRELLA OUTDOOR FURNISHINGS located at 707 SW 20TH STREET in the County of Marion in the City of Ocala, FL 34471, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.

Foreclosure/Sheriff Sales

IN THE CIRCUIT COURT OF THE SEVENTEENTH JUDICIAL CIRCUIT IN AND FOR MARION COUNTY, FLORIDA
CIVIL ACTION
CASE NO. 23-CA-002108

NATIONSTAR MORTGAGE, LLC, Plaintiff,
vs.
SPENCER C. TARICIC; MELISSA A. TARICIC; CRESTWOOD NORTH VILLAGE HOMEOWNERS ASSOCIATION OF Ocala, INC.; STATE OF FLORIDA; MARION COUNTY CLERK OF THE CIRCUIT COURT; UNKNOWN TENANT #1; UNKNOWN TENANT #2; ALL OTHER UNKNOWN PARTIES CLAIMING INTERESTS BY, THROUGH, UNDER, AND AGAINST THE HEREIN NAMED DEFENDANT(S) WHO ARE NOT KNOWN TO BE DEAD OR ALIVE, WHETHER SAME UNKNOWN PARTIES MAY CLAIM AN INTEREST AS SPOUSES, HEIRS, DEVISEES, GRANTEE, OR OTHER CLAIMANTS Defendant(s).

NOTICE OF FORECLOSURE SALE

NOTICE IS HEREBY GIVEN that pursuant to an Order Resetting Foreclosure Sale entered on March 10, 2025 of the Circuit Court of the Fifth Judicial Circuit in and for Marion County, Florida, the style of which is indicated above, Gregory C. Harrell, the Clerk of Court will on JUNE 5, 2025 at 11:00 a.m. at www.marion.realforeclose.com offer for sale and sell at public outcry to the highest and best bidder for cash, the following described property situated in Marion, Florida, LOT 3, BLOCK F, CRESTWOOD UNIT NO. 1, A SUBDIVISION ACCORDING TO THE PLAT THEREOF OF RECORDED AT PLAT BOOK 6, PAGE 115, IN THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA.

Dated: April 30, 2025
/s/ Audrey J. Dixon
Audrey J. Dixon, Esq.
Florida Bar No. 39288
MICHAEL TAYLOR GRAY, LLC
3550 Engineering Drive, Suite 260
Peachtree Corners, GA 30092
Phone: (404)474-7149
E-Mail: adixon@mtglaw.com
E-Service: servicef@mtglaw.com

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT IN AND FOR MARION COUNTY, FLORIDA

CASE NO. 25CA278
DIVISION:
CLAUDE PLACIDE, Plaintiff,
v.
GINA EMMANUEL, Defendants.

NOTICE OF ACTION
TO:
GINA EMMANUEL
480 NE 111th ST
MIAMI, FL 33161
YOU ARE NOTIFIED that an action to quiet title on the following property in Marion County, Florida: THE FOLLOWING DESCRIBED LAND, SITUATE, LYING, AND BEING IN MARION COUNTY, FLORIDA, TO WIT: SEC 07 TWP 16 RGE 23 SILVER SPRINGS SHORES UNIT 17 BLK 289 LOT 25 PLAT BOOK J PAGE 138, has been filed against you and that you are required to serve a copy of your written defenses, if any, to it on The Law Office of C.W. Wickersham,

Foreclosure/Sheriff Sales

Jr., P.A., Plaintiff's attorney, at 2720 Park Street, Suite 205, Jacksonville, Florida, 32205, Phone Number: (904) 389-6202, not less than 28 days of the first date of publication of this Notice, and file the original with the Clerk of this Court, at 110 NW 1ST Ave #1, Ocala, Florida 34471 before service on Plaintiff or immediately thereafter. If you fail to do so, a Default may be entered against you for the relief demanded in the Complaint.

Govt Public Notices

AMENDED PUBLIC NOTICE
Advertisement of Availability of Coronavirus Funding of \$200,000, Substantial Amendment to the CDBG 2019-2023 Five-Year Consolidated Plan, Substantial Amendment to the 2019-2020 Annual Action Plan
Changing the Public Hearing Date From May 6, 2025, to May 20, 2025

Funding Availability
Substantial Amendment
2019-2020 Annual Action Plan
Citizen Participation Plan

The City of Ocala Community Development Services is proposing to amend both the 2019-2023 Consolidated Plan and the 2019 Annual Action Plan and for use of the Community Development Block Grant (CDBG) funds. In accordance with 24 CFR 91.05(c) (2) and subpart B of the federal regulations relative to citizen participation for Community Development Services Programs; and applicable waivers made available to those requirements through the Coronavirus Aid, Relief, and Economic Security Act CARES Act.

- Microenterprises
- Education Programs targeted to students from LMI families who may have fallen behind in their education as a result of the pandemic due to absenteeism, inadequate internet access, or other lack of other support for remote learning.
- Public Services, Meals on Wheels
- Broadband infrastructure projects to expand high speed internet access to LMI communities.

The City of Ocala is proposing to re-allocate \$200,000 from its Microenterprises strategy to a rental assistance strategy to better address the needs of the community. The proposed Annual Action Plan and amendments to the Consolidated Plan and Annual Action Plan can be viewed at https://www.ocalafl.org/government/city-departments-o-h/community-development-services/community-programs

City of Ocala
Attention: James Haynes
Director, Community Development
201 SE 3rd Street, 2nd Floor
Ocala, FL 34470

You may also email comments no later than May 20, 2025, to jhaynes@ocalafl.gov.
Public Hearing:
There will be a public hearing during the City's regularly scheduled City Council Meeting held Tuesday May 20, 2025, at 4:00 pm at City Hall, 110 SE Watula Ave, Ocala FL 34471.

Anyone needing special accommodations for either meeting should contact Natalia Cox at ncox@ocalafl.gov or (352) 629-8322. 11289110

Notice To Creditors

IN THE FIFTH JUDICIAL CIRCUIT COURT IN AND FOR MARION COUNTY, FLORIDA
PROBATE DIVISION
File No.: 42-2023-CP-1121
IN RE: ESTATE OF BARRINGTON ANTHONY QUALLO
Deceased.

NOTICE TO CREDITORS
The administration of the estate of BARRINGTON ANTHONY QUALLO, deceased, whose date of death was August 30, 2024, is pending in the Circuit Court for Marion County, Florida, Probate Division, the address of which is 110 NW 1ST AVENUE OCALA, FL 34470. The names and addresses of the personal representative and the personal representative's attorney are set forth below.

All creditors of the decedent and other persons having claims or demands against decedent's estate on whom a copy of this notice is required to be served must file their claims with this court ON OR BEFORE THE LATER OF 3 MONTHS AFTER THE TIME OF THE FIRST PUBLICATION OF THIS NOTICE OR 30 DAYS AFTER THE DATE OF SERVICE OF A COPY OF THIS NOTICE ON THEM.

The personal representative has no duty to discover whether any property held at the time of the decedent's death by the decedent or the decedent's surviving spouse is property to which the Florida Uniform Disposition of Community Property Rights at Death Act as described in ss. 732.216-732.228, Florida Statutes, applies, or may apply, unless a written demand is made by a creditor as specified under s. 732.2211, Florida Statutes.

All other creditors of the decedent and other persons having claims or demands against decedent's estate must file their claims with this court WITHIN 3 MONTHS AFTER THE DATE OF THE FIRST PUBLICATION OF THIS NOTICE. ALL CLAIMS NOT FILED WITHIN THE TIME PERIODS SET FORTH IN FLORIDA STATUTES SECTION 733.702 WILL BE FOREVER BARRED. NOTWITHSTANDING THE TIME PERIODS SET FORTH ABOVE, ANY CLAIM FILED TWO (2) YEARS OR MORE AFTER THE DECEDENT'S DATE OF DEATH IS BARRED.

The date of first publication of this notice is May 6th, 2025.
Respectfully submitted,
Personal Representative:
Beverly Quallo

FULL FOCUS LAW
By: /s/ Christian A. Straile
Christian A. Straile
Florida Bar No. 0690317
PO Box 5355
Gainesville, Florida 32627
Tel. (352)371-9141
Fax (352)371-9142
CAstraile@FullFocusLaw.com
EService@FullFocusLaw.com
skielmann@FullFocusLaw.com
Attorney for Petitioner
#11280062

Public Notices

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Public Sale

Notice of Self Storage Sale
Notice is hereby given that FreeUp Storage Ocala located at 9161 NE Jacksonville Rd, Anthony, FL 32617 intends to offer for sale the personal property of the Occupants described below to enforce a lien imposed under the Self Storage Facility Act Statutes 83.801-83.809. The auction will take place online at www.storageauctions.com on Wednesday May 21, 2025 at 12:00 pm. Unless stated otherwise the description of the contents are household goods, furnishings and garage essentials. This sale may be withdrawn at any time without notice.
G163 Rocco Gaudious
May 6, 13 2025
LSAR0282962

The World's Lightest Wheelchair



For those of us who've found daily activities becoming more challenging, there's a remarkable breakthrough in mobility that's changing lives. This ultra-lightweight wheelchair is nothing like the bulky and heavy models of yesterday weighing over 35lbs! - imagine gliding effortlessly through your garden again, joining your family at the park, or meeting friends for coffee, all without worry of fatigue or dependency. Why not take that first step toward renewed freedom? Your next chapter of independence is here.

Throughout the ages, there have been significant advancements in mobility aids. From canes to walkers, rollators, and scooters,

these devices were created to help those with mobility issues maintain their independence. However, there haven't been any truly revolutionary new products in this field until now. Until now, that is, because a team of engineers has developed something that's set to change the game. They've created the world's lightest wheelchair, weighing only 13.5 lbs, a personal mobility solution that's been called a game-changer. It's called the **Featherweight Wheelchair**, and there is nothing out there quite like it.

The first thing you'll notice about the **Featherweight Wheelchair** is how light it is! This is the world's lightest wheelchair at 13.5lbs, making it possible for anyone to lift into a vehicle. It's modern design and custom color options make it very lightweight, durable, and great to look at.

Why take our word for it? Call now, and **receive \$50 Off** when you purchase a **Matte Black Featherweight Wheelchair! Only \$599!** Mention CODE 50FEATHER to start your journey towards effortless mobility.



Only 13.5 lbs!

Jennifer F. us
Verified Buyer

01/09/25

★★★★★ **Lightweight wheelchair**

It's so light weight that it's no problem to lift in and out of the back of my car. It's also easy to set up and collapse down. It is very compact and the wheels come off for compact packing alongside luggage or groceries etc. My Mom finds it very comfortable to ride in as well and enjoys the look. We both love it.

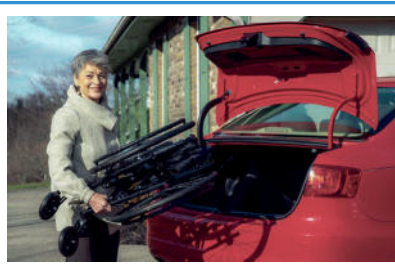
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*13.5 lbs. with the rear wheels removed. Overall weight, with rear wheels, is 19 lbs.



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Appendix F: Partner Agency Comments

FY 2026 TO 2030 TIP PARTNER AGENCY COMMENTS

The following list summarizes comments received from partner agencies during the public comment period from May 6 to June 13, 2025.

Florida Department of Transportation (FDOT)

- See checklist on next page

East Central Florida Regional Planning Council

- In Figure 1, there seems to be elements on the map that are not reflected in the legend.
- I believe the descriptions in each project could be more descriptive. For example, when stating operational improvements, what do these look like?
- Commitment to Vision Zero is mentioned but not exemplified in these projects. When applicable, perhaps describing how each project contributes to Vision Zero could be beneficial.
- I enjoyed exploring the interactive WebApp and think this will be useful in conveying information.



TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

MPO: **Ocala Marion**

LRTP Submittal Date:

Review #: **1**Date of Review: **6/9/2025**Reviewed By: **Kia Powell**

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 as Editorial, Enhancement, or Critical, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

TIP Formatting and Content

- Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption? Address can be listed on the subsequent pages as needed. **Yes** | If yes, page number: **1**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the Table of Contents show the title of each section with the correct page number? **Yes** | If yes, page number: **4**
[Choose an item.](#) | [Click here to enter comments](#)
- 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.
Not Applicable | If yes, page number: **2**
[Editorial](#) | [Draft TIP](#)

- Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms? **Yes** | If yes, page number: **98**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **5**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **5**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **27-32**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP identify the MPO's criteria and process for prioritizing projects from the LRTP (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** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS] **Yes** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)

- 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** | If yes, page number: **108**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **8**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- 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** | If yes, page number: **10**
[Choose an item.](#) | [Click here to enter comments](#)
- 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

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)] **Yes** | If yes, page number: **13-19**
[Choose an item.](#) | [Click here to enter comments](#)

- 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
 - ✓ 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)] **Yes** | If yes, page number: **13-19**

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

- 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** | If yes, page number: **20**

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

- Does the TIP contain projects listed in FDOT's [23 CFR Part 667 Report](#)? If so, does the MPO reference the report in the TIP for that project? **No** | If yes, page number: **xx**

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

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 of 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 | If yes, page number: **109-118**

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

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. **Yes** | **5/6/2025**

Appendix G: Changes from Prior Transportation Improvement Program (TIP)

MAJOR CHANGES FROM PRIOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The following list summarizes major projects that were programmed in the previous Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP) and their respective status toward implementation. This includes projects advanced; completed/underway; construction; deleted; or deferred.

Project Status from Prior Transportation Improvement Program (TIP) Advanced, Completed/Underway, Construction, Deleted, Deferred			
Project Number/FM	Project Description	Project Status	FY 25-29 TIP Funding
4106744	SR 40 from 314A to Levy Hammock Road	ENV Completed/Underway	\$65,000
4336514	CR 484 from SW 20th Avenue to CR 475A, Landscaping	Construction Phase	\$250,335
4367561	Downtown Ocala Trail to Silver Springs State Park	PE Completed/Underway	\$253,001
4352092	NW 49th Street from NW 70th to NW 44th Avenue	Construction Phase	\$3,424,000
4378261	I-75 Marion County Rest Areas, Landscaping	Construction Phase	\$488,301
4352091	I-75 (SR 93) at NW 49th Street new interchange	Construction Phase	\$121,279,072
4384271	Marion Airfield Pavement Improvements	Construction Phase	\$2,500,000
4407801	Marion-Ocala International Pavement Rehabilitation	Construction Phase	\$1,250,000
4452181	SR 25 (US 441) from Avenue I to Alachua County, Resurfacing	Construction Phase	\$8,036,954
4486351	SR 25 (US 441) from North of CR 25A to Avenue I, Resurfacing	Construction Phase	\$7,943,273
4485261	SR 45/US 41 from Citrus County to SW 110th, Resurfacing	Construction Phase	\$5,142,526
2386481	SR 45 (US 41) from SW 110th Street to north of SR 40	Deferred FY 28/29 to 29/30	\$108,363,022
4384771	Marion-Ocala International Taxiway Improvements	Deferred FY 25/26 to 26/27	\$6,500,000
4485751	Marion-Ocala International Airport Rescue and Firefighting ARFF	Deferred FY 26/27 to 29/30	\$1,000,000
4506651	SR 40 from SW 80th Avenue to SW 52nd Avenue, Resurfacing	Deferred FY 25/26 to 27/28	\$8,637,342
4514401	SR 93/I-75 from SR 40 to SR 318 interchanges, Landscaping	Deferred FY 27/28 to 28/29	\$510,307
4514402	SR 93/I-75 from SR 200 to south of Flyover, Landscaping	Deferred FY 27/28 to 28/29	\$637,884
4514403	SR 93/I-75 at County Road 484 Interchange, Landscaping	Deferred FY 27/28 to 28/29	\$511,979
4526341	SR 464 from SR 200 to SR 25/500 (Pine Avenue), Resurfacing	Deferred FY 26/27 to 28/29	\$3,619,177

(continued on next page)

Project Number/FM	Project Description	Project Status	FY 25-29 TIP Funding
4526941	SR 35 (US 301) from Sumter County Line to CR 42, Resurfacing	Deferred FY 26/27 to 27/28	\$5,168,316
4492611	SW 60th Avenue from SW 54th Street to SECO, Intersection	Deleted	\$199,243
4521862	US 301 (US 27/US 441) GAP EV Charging Phase II	Deleted	\$2,400,000
4523642	I-75 (SR 93) GAP EV Phase I	Deleted	\$3,960,000

Also summarized as follows are major projects programmed in the prior FY 2025-2029 TIP and respective project schedule and/or funding changes in comparison to the FY 2026-2030 TIP.

Major Project Funding Changes Prior FY 25-29 TIP to Current 26-30 TIP			
Project Number/FM	Project Description	Project Schedule Changes	*Change in Programmed Funding
2386481	SR 45 (US 41) from SW 110th Street to north of SR 40	Deferred CST FY 28/29 to 29/30	\$3,995,962
4106743	SR 40 from East of CR 314 to East of CR 314A	None	\$7,261,443
4336601	US 441 at SR 464 Intersection	None	\$145,089
4352091	I-75 (SR 93) at NW 49th Street new interchange	ROW, DSB Programmed FY 2026-2029	(\$99,960,862)
4354842	Pruitt Trail from SR 200 to Pruitt Trailhead	None	\$954,633
4392382	SR 25/500/US 441 from SE 102nd to SR 200, Sidewalks/Path	None	\$648,596
4494431	NE 8th Avenue from SR 40 to SR 492, Roundabouts	None	\$769,669
4506651	SR 40 from SW 80th Avenue to SW 52nd Avenue, Resurfacing	CST Deferred FY 25/26 to 27/28	\$2,533,023
4509481	SR 40 from NE 64th Avenue to Lake County Line	Project limits changed	---
4509511	SR 40 from 25th Avenue to 64th Avenue, Resurfacing	None	\$86,897
4509521	SR 40 from US 441 to 25th Avenue, Resurfacing	None	(\$148,214)
4526361	SR 40 from US 41 to South of SW 119th Avenue	None	\$3,516,622
4526941	SR 35 (US 301) from Sumter County to N of SE 42, Resurfacing	Deferred FY 26/27 to 27/28	\$483,093
4520721	I-75 at SR 326 Interchange Improvements	DSB Programmed FY 2026-2028	(\$17,093,465)
4520741	I-75 Improvements from SR 200 to SR 326	PE, ROW Programmed FY 2026-2030	(\$84,111,382)
4526341	SR 464 from SR 200 to SR 25/500 (Pine Avenue), Resurfacing	CST Deferred FY 26/27 to 28/29	\$117,940

*Projects programmed in prior TIP documents are also part of the annual Roll Forward TIP amendment process. Funding for projects may be rolled forward from the prior TIP to the current TIP annually by October.

Appendix H: List of TIP Projects in the 2045 Long Range Transportation Plan (LRTP)

FIGURE 7.2: 2021-2025 PROJECTS

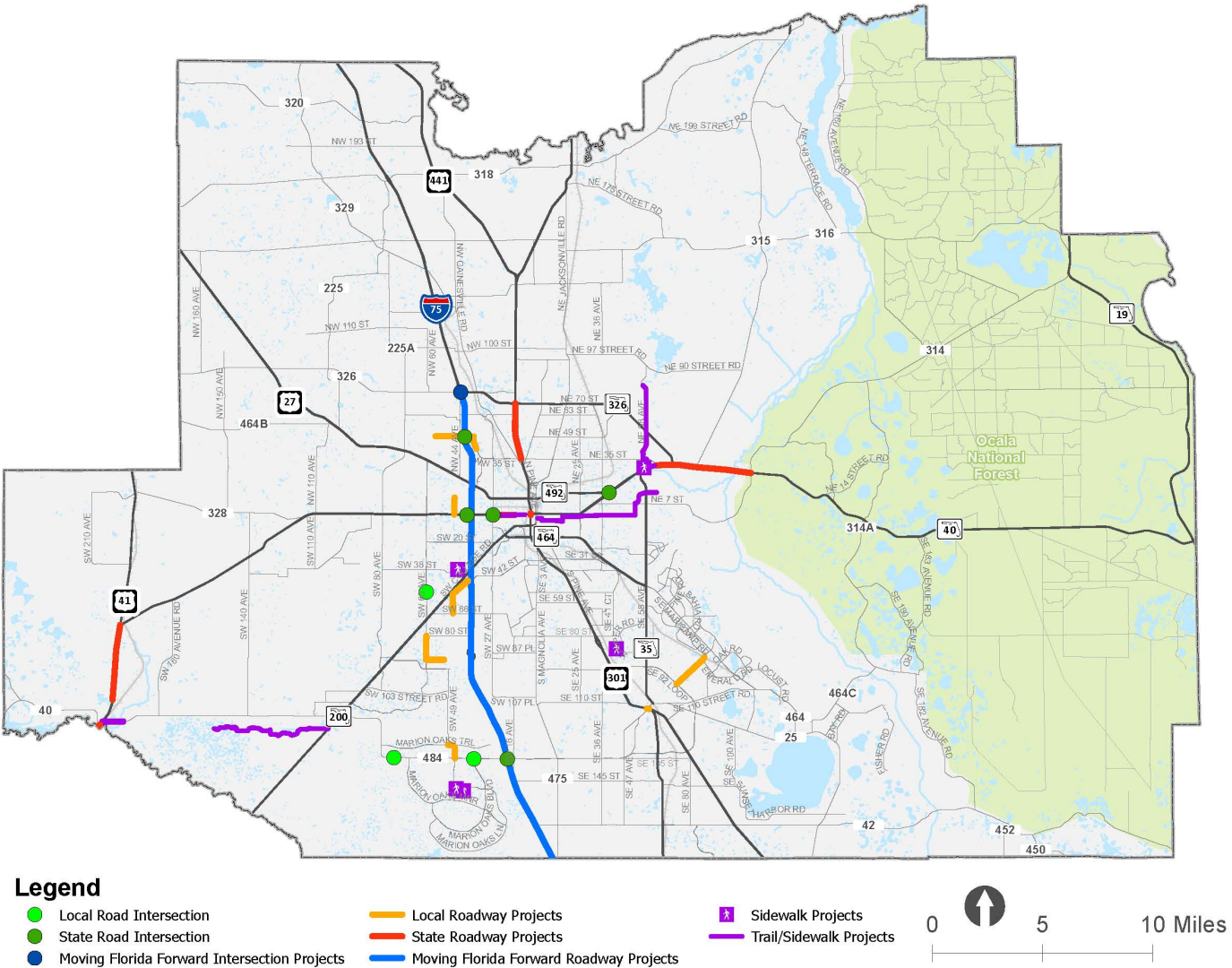


TABLE 7.2: 2021-2025 PROJECTS

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
	CR 484	at Intersection of Marion Oaks Boulevard		Intersection/Turn lanes
Moving Florida Forward	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
Moving Florida Forward	I-75 North Portion	SR 200	SR 326	Add Auxiliary Lanes
	I-75 South Portion	South of SR 44	SR 200	Add Auxiliary Lanes
Local Funded Roadway Investments	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
Technological Investments	Legacy Elementary Sidewalks			Sidewalks
	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7.3: 2026-2030 PROJECTS

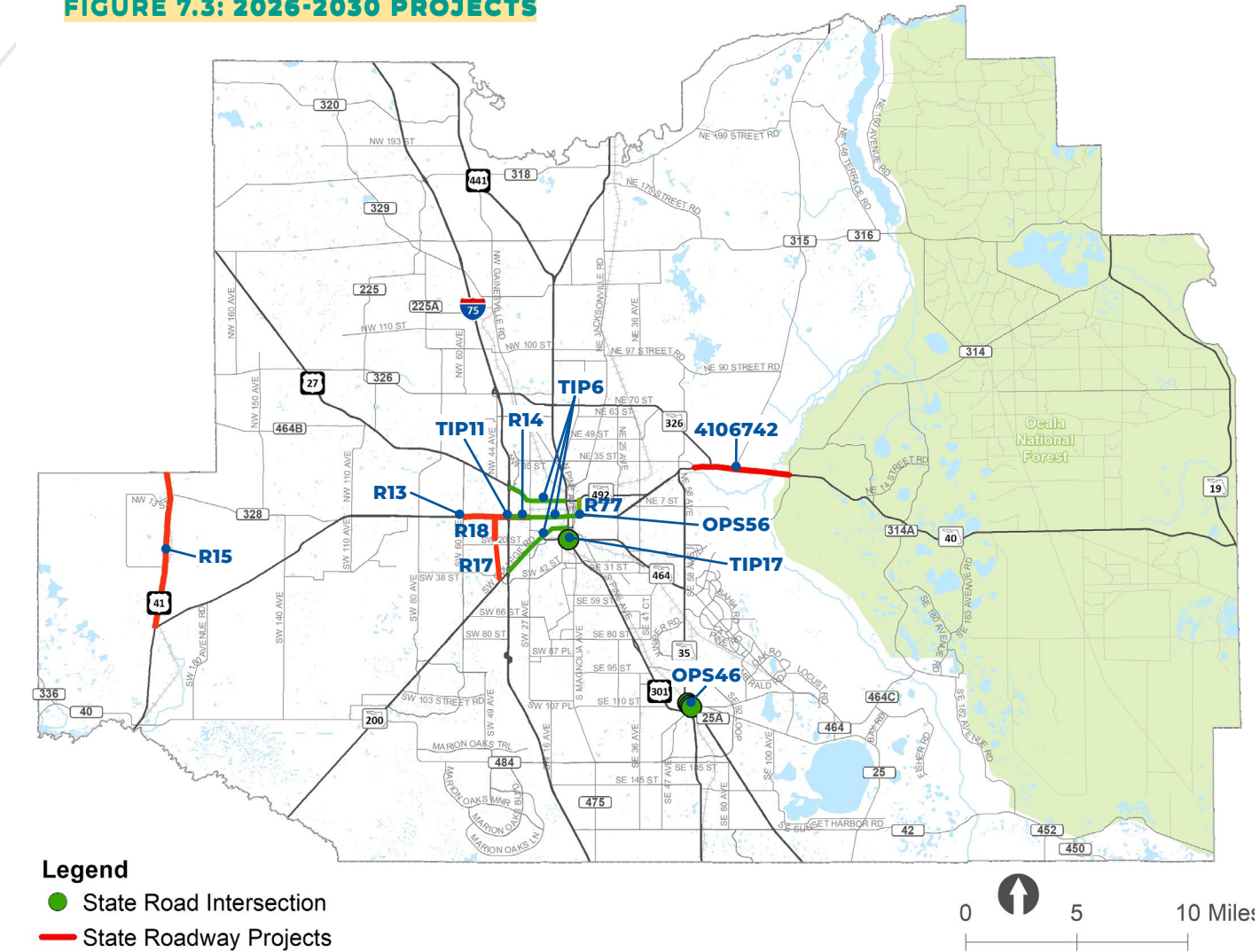


FIGURE 7.4: 2031-2035 PROJECTS

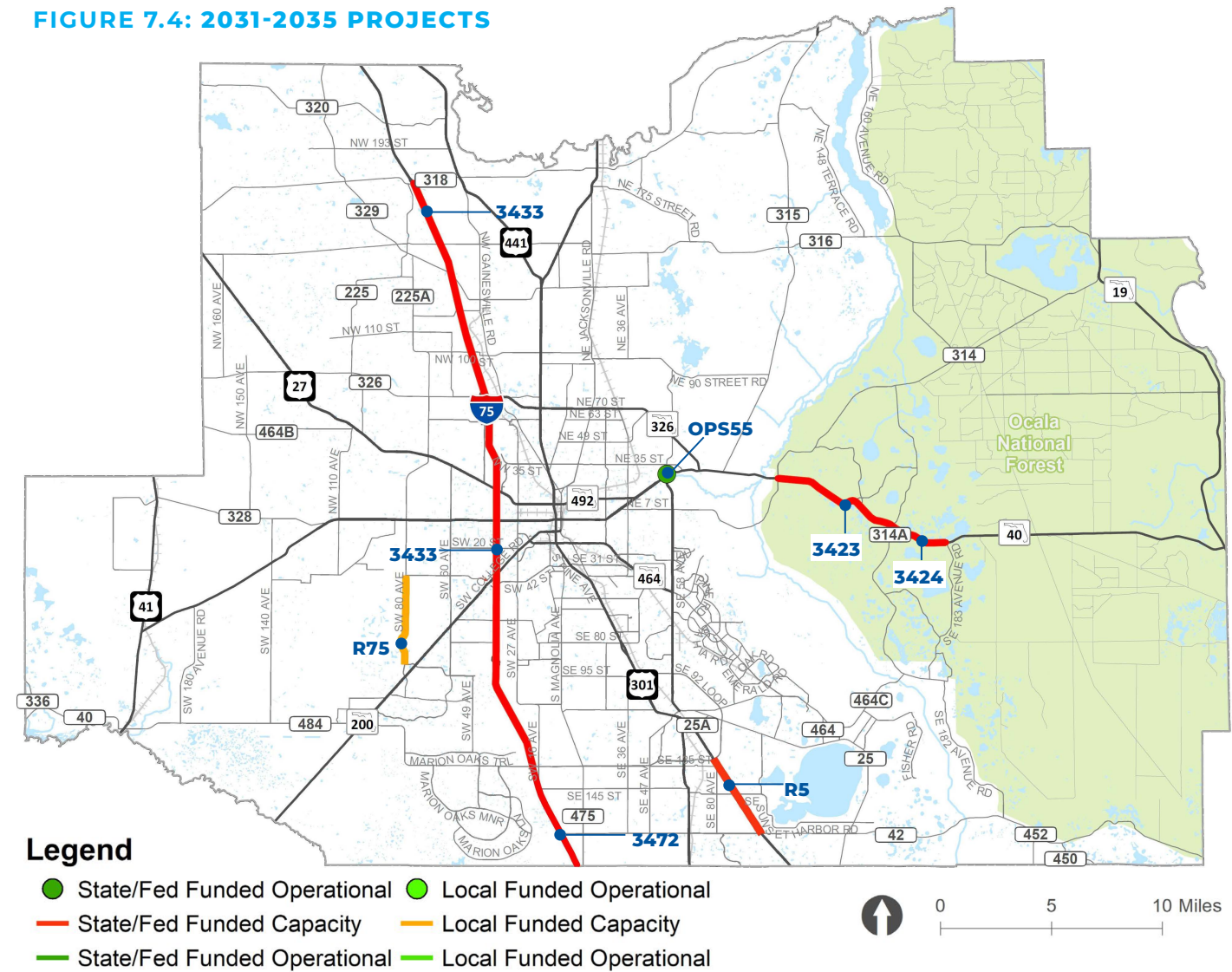


TABLE 7.3: 2026-2030 PROJECTS

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

FIGURE 7.5: 2036-2040 PROJECTS

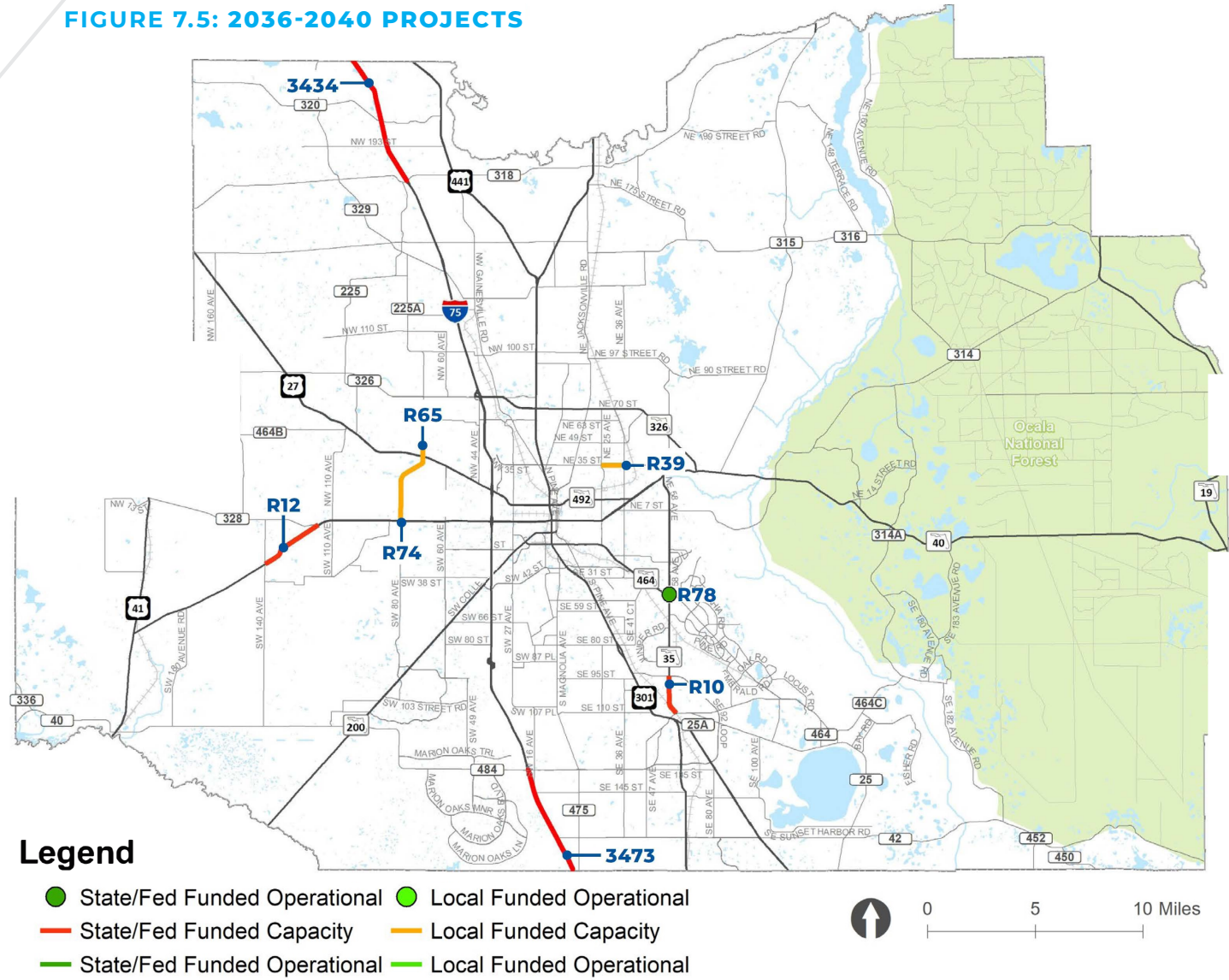


TABLE 7.5: 2036-2040 PROJECTS

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

FIGURE 7.6: 2041-2045 PROJECTS

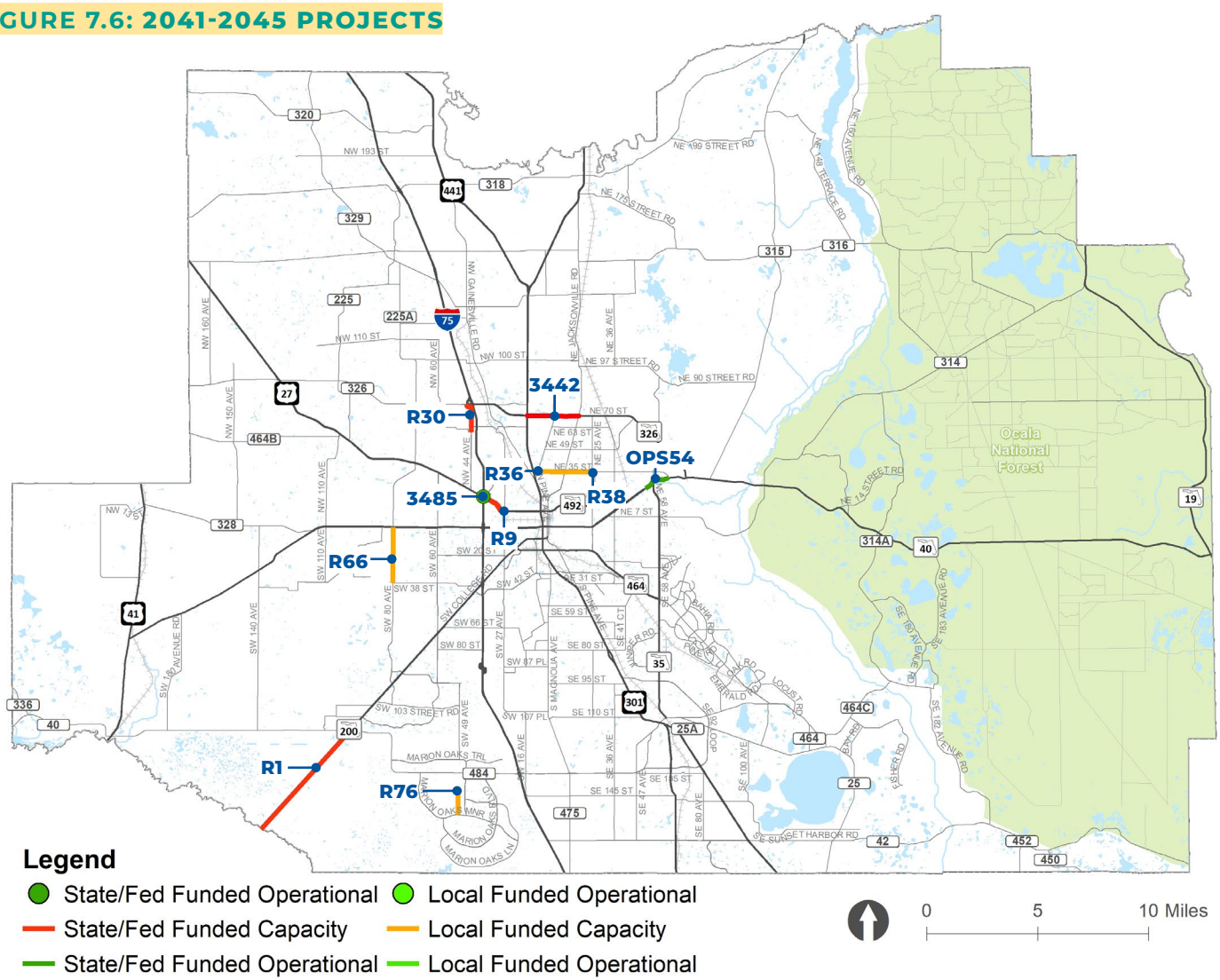


TABLE 7.6: 2041-2045 PROJECTS

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

Boxed Fund Projects

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

TABLE 7.7: BOXED FUNDS PROGRAMS

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

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

FIGURE 7.7: CORRIDOR STUDIES AND ITS BOXED FUNDS PROJECTS

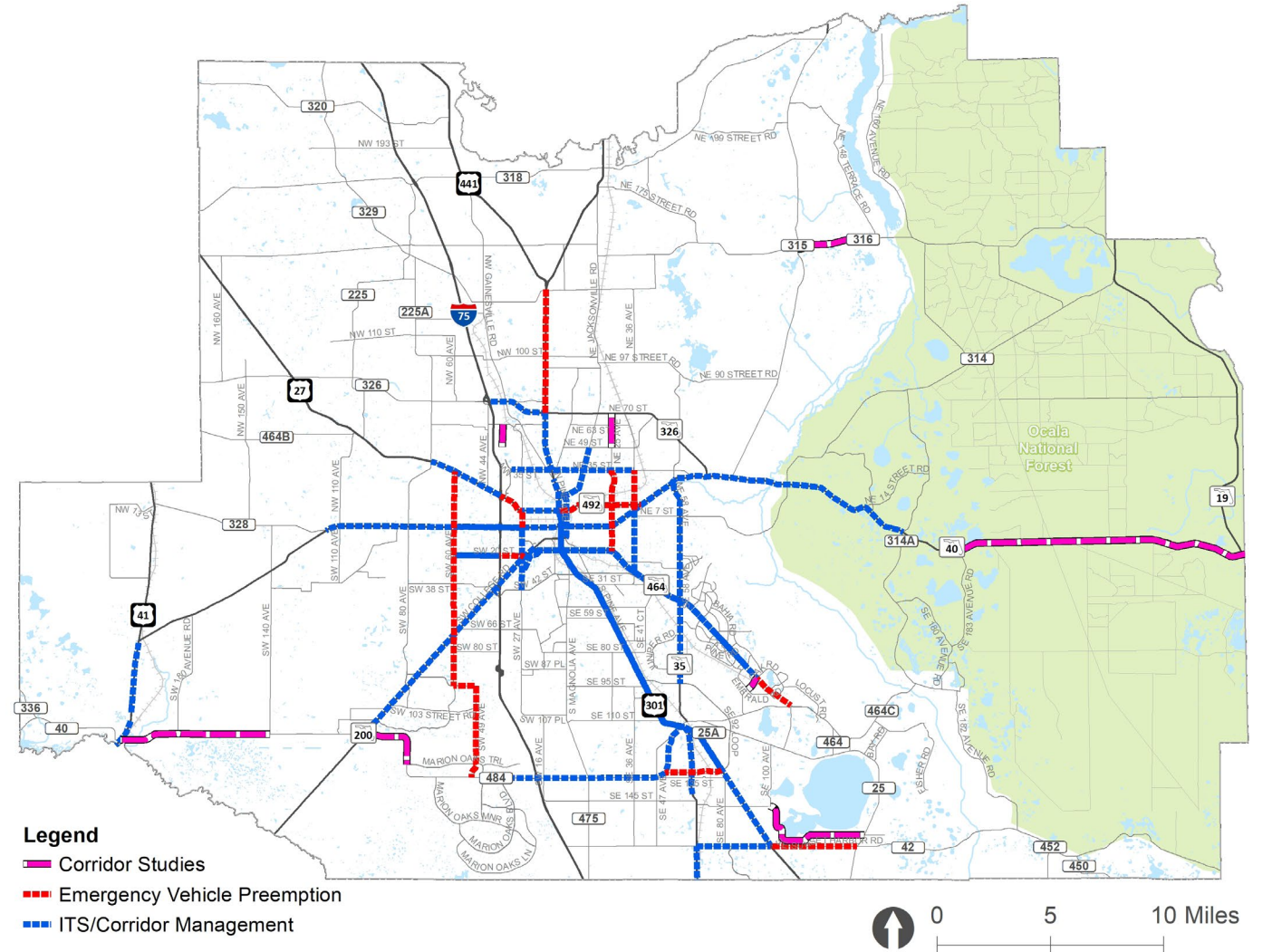


TABLE 7.8: MULTIMODAL BOXED FUND PROJECTS

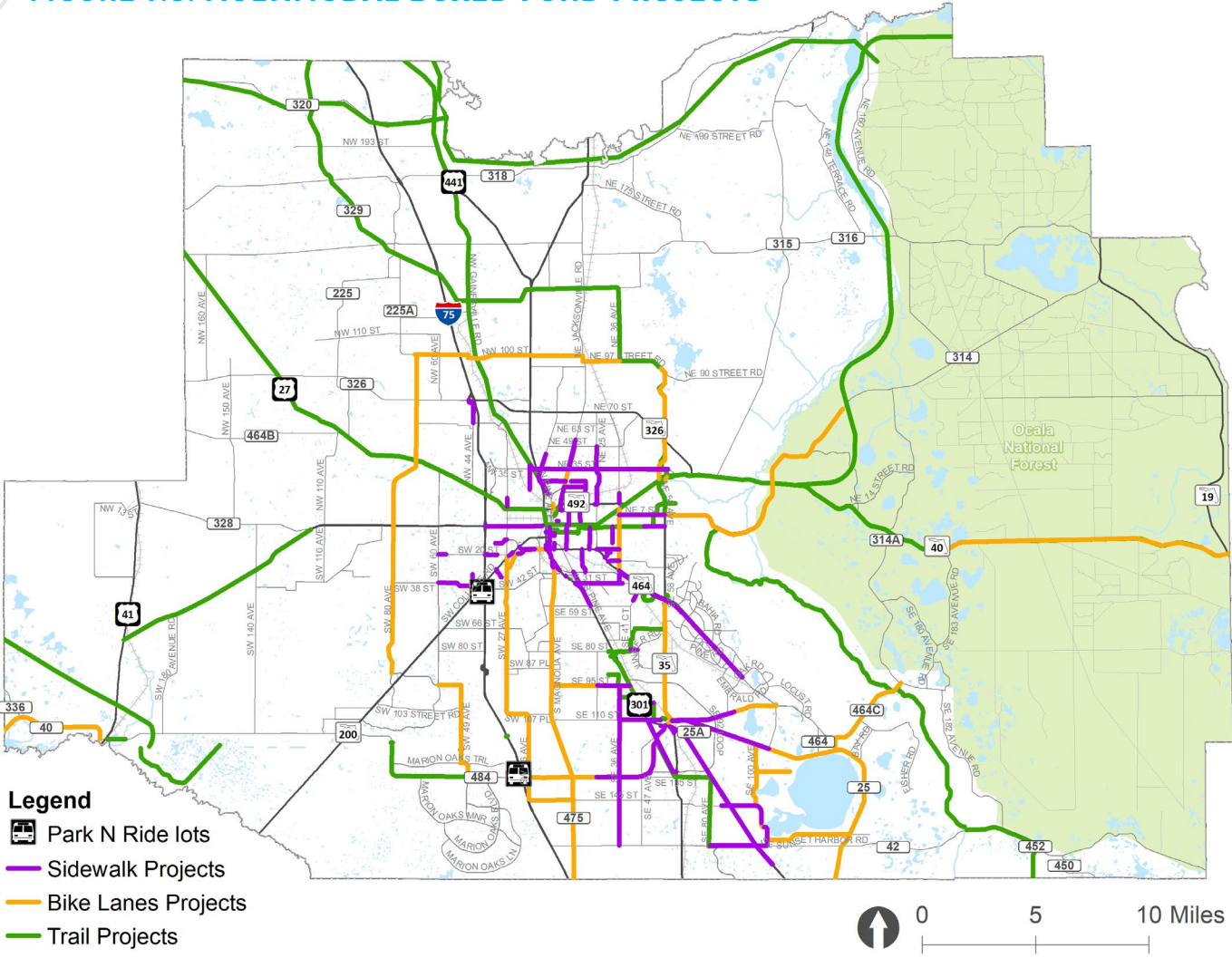
BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund Transit Station Projects	CR 484 at I-75		shared park-and-ride lots
	SR200 W of I-75		shared park-and-ride lots
Multimodal Boxed Fund Sidewalk Projects	CR 42 (SE Hwy 42)	SE 80th Ave	SE 105th Ave
	CR 484	SE 25th Ave	US 441
	E Fort King St	NE 48th Ave	NE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

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

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

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

FIGURE 7.8: MULTIMODAL BOXED FUND PROJECTS



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Appendix I: FDOT Detailed Project Listing

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: 4 = 04/09/25	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: 4.118MI	
		Fiscal Year						
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years
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	382,283						382,283
	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		5,058,625						5,058,625
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 DEDICATED REVENUE						70,421,004		70,421,004
	DIH-STATE IN-HOUSE PRODUCT SUPPORT						58,450		58,450
	DS-STATE PRIMARY HIGHWAYS & PTO						17,726,919		17,726,919
	SA-STP, ANY AREA						8,000,000		8,000,000
	SL-STP, AREAS <= 200K						9,878,647		9,878,647
	SM-STBG AREA POP. W/ 5K TO 49,999						597,142		597,142
	SN-STP, MANDATORY NON-URBAN <= 5K						5,676,822		5,676,822
Phase: CONSTRUCTION Totals							112,358,984		112,358,984
Item: 238648 1 Totals		29,186,527					112,358,984		141,545,511
Project Totals		29,186,527					112,358,984		141,545,511

Item Number: 238651 1 **Project Description:** SR 200 FROM CITRUS CO LINE TO CR 484
District: 05 **County:** MARION **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 5.343MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	2,451							2,451
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PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE	402,670		5,000,000					5,402,670
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	1,367,773							1,367,773
	DS-STATE PRIMARY HIGHWAYS & PTO	93,900							93,900
	SA-STP, ANY AREA	538,174							538,174
Phase: PRELIMINARY ENGINEERING Totals		2,402,517		5,000,000					7,402,517

RIGHT OF WAY / MANAGED BY FDOT

Fund Code:	BNDS-BOND - STATE	251,979							251,979
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	94,558							94,558
	ML-MA, AREAS <= 200K	1,891,323							1,891,323
	SL-STP, AREAS <= 200K	213,888							213,888
Phase: RIGHT OF WAY Totals		2,451,748							2,451,748

ENVIRONMENTAL / MANAGED BY FDOT

Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K	213,876							213,876
Item: 238651 1 Totals		5,070,592		5,000,000					10,070,592
Project Totals		5,070,592		5,000,000					10,070,592

Item Number: 410674 1 **Project Description:** SR 40 FROM END OF 4 LN SECTION TO LAKE CO LINE *SIS*

District: 05 **County:** MARION **Type of Work:** PD&E/EMO STUDY **Project Length:** 25.943MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	2,509,658							2,509,658
	Item: 410674 1 Totals	2,509,658							2,509,658
Item Number: 410674 2		Project Description: SR 40 FROM END OF 4 LANES TO EAST OF CR 314							*SIS*
District: 05		County: MARION		Type of Work: ADD LANES & RECONSTRUCT				Project Length: 5.327MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)	14,093							14,093
	ART-ARTERIAL HIGHWAYS PROGRAMS	1,200,000							1,200,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	381,615							381,615
	DS-STATE PRIMARY HIGHWAYS & PTO	8,039							8,039
	EB-EQUITY BONUS	139,975							139,975
	SA-STP, ANY AREA	854,956							854,956
	SL-STP, AREAS <= 200K	5,660,253							5,660,253
	SN-STP, MANDATORY NON-URBAN <= 5K	1,616,589							1,616,589
Phase: PRELIMINARY ENGINEERING Totals		9,875,520							9,875,520
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	29,493							29,493
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	57,762							57,762
	DS-STATE PRIMARY HIGHWAYS & PTO	254,185							254,185
	GFSN-GF STPBG <5K (RURAL)	288,171							288,171
	SA-STP, ANY AREA	1,639,313							1,639,313
	SL-STP, AREAS <= 200K	422,219							422,219
	SN-STP, MANDATORY NON-URBAN <= 5K	3,145,098							3,145,098
Phase: RIGHT OF WAY Totals		5,836,241							5,836,241
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	400,000							400,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP						36,718,373		36,718,373
	DDR-DISTRICT DEDICATED REVENUE						584,500	255,840	840,340
	DI-ST. - S/W INTER/INTRASTATE HWY						48,089,006		48,089,006
	DIS-STRATEGIC INTERMODAL SYSTEM						4,355,066		4,355,066
	GMR-GROWTH MANAGEMENT FOR SIS						33,029,982		33,029,982
	STED-2012 SB1998-STRATEGIC ECON COR						6,974,429		6,974,429
Phase: CONSTRUCTION Totals							129,751,356	255,840	130,007,196
ENVIRONMENTAL / MANAGED BY FDOT									

RIGHT OF WAY / MANAGED BY FDOT

Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	1,401,642							1,401,642
	ACSL-ADVANCE CONSTRUCTION (SL)	1,195,604	2,400,642						3,596,246
	CIGP-COUNTY INCENTIVE GRANT PROGRAM	5,348,611	2,031,605	2,000,000					9,380,216
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	56,080	40,000	28,385					124,465
	LF-LOCAL FUNDS	13,700,000							13,700,000
	SA-STP, ANY AREA	999,000	6,712,579	1,153,242		603,977			9,468,798
	SL-STP, AREAS <= 200K			846,758	4,000,000	237,863			5,084,621
	TRIP-TRANS REGIONAL INCENTIVE PROGM	189,538	535,174	250,000	200,000	50,480			1,225,192
	TRWR-2015 SB2514A-TRAN REG INCT PRG	309,000				15,105			324,105
Phase: RIGHT OF WAY Totals		23,199,475	11,720,000	4,278,385	4,200,000	907,425			44,305,285

RAILROAD & UTILITIES / MANAGED BY FDOT

Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	228,298							228,298
	LF-LOCAL FUNDS	4,644,137							4,644,137
	SA-STP, ANY AREA	991,168							991,168
Phase: RAILROAD & UTILITIES Totals		5,863,603							5,863,603

DESIGN BUILD / MANAGED BY FDOT

Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP	61,877,614							61,877,614
	ACSL-ADVANCE CONSTRUCTION (SL)	2,724,134							2,724,134
	CM-CONGESTION MITIGATION - AQ	4,872							4,872
	DDR-DISTRICT DEDICATED REVENUE	3,858,750							3,858,750
	LF-LOCAL FUNDS	12,060,162							12,060,162
	SA-STP, ANY AREA			212,400					212,400
	SL-STP, AREAS <= 200K	6,006,996							6,006,996
	TRIP-TRANS REGIONAL INCENTIVE PROGM	10,409,760							10,409,760
	TRWR-2015 SB2514A-TRAN REG INCT PRG	4,407,071							4,407,071
Phase: DESIGN BUILD Totals		101,349,359		212,400					101,561,759
Item: 435209 1 Totals		139,785,721	11,720,000	4,490,785	4,200,000	907,425			161,103,931

Item Number: 448376 1 **Project Description:** I-75/SR 93 FROM SR 200 TO NORTH OF SR 500 *SIS*

District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 4.469MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	1,440,220							1,440,220
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DESIGN BUILD / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	12,946,108							12,946,108
Item: 448376 1 Totals		14,386,328							14,386,328

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		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000							20,000
	MFF-MOVING FLORIDA FOWARD	1,694,070							1,694,070
Phase: PRELIMINARY ENGINEERING Totals		1,714,070							1,714,070

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	MFF-MOVING FLORIDA FOWARD	3,688,000							3,688,000

DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	257,250							257,250
	MFF-MOVING FLORIDA FOWARD	16,524,145	517,545	415,067	122,388				17,579,145
Phase: DESIGN BUILD Totals		16,781,395	517,545	415,067	122,388				17,836,395
Item: 452072 1 Totals		22,183,465	517,545	415,067	122,388				23,238,465

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		<2026	2026	2027	2028	2029	2030	>2030	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	40,133							40,133
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	115,394							115,394
	DS-STATE PRIMARY HIGHWAYS & PTO	516							516
	MFF-MOVING FLORIDA FOWARD	12,700,287	583,201	400,881	206,857				13,891,226
Phase: PRELIMINARY ENGINEERING Totals		12,816,197	583,201	400,881	206,857				14,007,136

RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	47,727	10,000	10,000	10,000				77,727
	MFF-MOVING FLORIDA FOWARD	30,275,000	2,800,000	2,500,000	2,300,000	1,250,000	1,150,000		40,275,000
Phase: RIGHT OF WAY Totals		30,322,727	2,810,000	2,510,000	2,310,000	1,250,000	1,150,000		40,352,727

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	MFF-MOVING FLORIDA FOWARD	4,492,000							4,492,000

DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,433,181							1,433,181
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	400,000							400,000
	MFF-MOVING FLORIDA FOWARD	119,090,219	4,741,380	3,802,547	1,121,232				128,755,378

Phase: DESIGN BUILD Totals	120,923,400	4,741,380	3,802,547	1,121,232				130,588,559
Item: 452074 1 Totals	168,594,457	8,134,581	6,713,428	3,638,089	1,250,000	1,150,000		189,480,555
Project Totals	344,949,971	20,372,126	11,619,280	7,960,477	2,157,425	1,150,000		388,209,279

Item Number: 435484 1		Project Description: PRUITT TRAIL FROM WITHLACOOCHIEE 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	<2026	2026	2027	2028	2029	2030	>2030	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		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		911,626						911,626
	TALL-TRANSPORTATION ALTS- <200K		452,086						452,086
	TALM-TAP AREA POP. 5K TO 50,000		93,199						93,199
	TALN-TRANSPORTATION ALTS- < 5K		1,452,715						1,452,715
Phase: CONSTRUCTION Totals			2,909,626						2,909,626
Item: 435484 2 Totals			2,909,626						2,909,626

Item Number: 435484 3		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		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS		43,007						43,007
	TALT-TRANSPORTATION ALTS- ANY AREA		160,000						160,000
Phase: CONSTRUCTION Totals			203,007						203,007
Item: 435484 3 Totals			203,007						203,007
Project Totals		72,004	3,112,633						3,184,637

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		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	3,238,894							3,238,894

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	33,647,524							33,647,524
	Item: 438562 1 Totals	40,186,418							40,186,418
	Project Totals	40,186,418							40,186,418
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	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	2,903,988							2,903,988
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	322,641							322,641
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	18,783,994							18,783,994
	Item: 439238 1 Totals	22,313,401							22,313,401
Item Number: 439238 2 Project Description: SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET District: 05 County: MARION Type of Work: BIKE LANE/SIDEWALK Project Length: 7.230MI									
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,673,197							1,673,197
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	77,760							77,760
	DS-STATE PRIMARY HIGHWAYS & PTO	690,313							690,313
	Phase: PRELIMINARY ENGINEERING Totals	2,441,270							2,441,270
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	31,000							31,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,164							20,164
	Phase: RIGHT OF WAY Totals	51,164							51,164
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	SA-STP, ANY AREA			2,445,034					2,445,034

SL-STP, AREAS <= 200K			209,351						209,351
TALL-TRANSPORTATION ALTS- <200K			1,372,433						1,372,433
TALT-TRANSPORTATION ALTS- ANY AREA			1,213,749						1,213,749
Phase: CONSTRUCTION Totals			5,240,567						5,240,567
Item: 439238 2 Totals	2,492,434		5,240,567						7,733,001
Project Totals	24,805,835		5,240,567						30,046,402

Item Number: 443624 3 **Project Description:** I-75 (SR 93) AT SR 326 *SIS*
District: 05 **County:** MARION **Type of Work:** INTERCHANGE JUSTIFICA/MODIFICA **Project Length:** 0.794MI

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				12,300,000				12,300,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				246,000				246,000
Phase: PRELIMINARY ENGINEERING Totals				12,546,000					12,546,000
Item: 443624 3 Totals				12,546,000					12,546,000

Item Number: 443624 5 **Project Description:** I-75 (SR 93) FROM SR 200 TO SR 326 - PHASE 1 *SIS*
District: 05 **County:** MARION **Type of Work:** ADD AUXILIARY LANE(S) **Project Length:** 7.027MI

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	6,980							6,980
Item: 443624 5 Totals		6,980							6,980
Project Totals		6,980		12,546,000					12,552,980

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	<2026	2026	2027	2028	2029	2030	>2030	All Years

MISCELLANEOUS / MANAGED BY FDOT

Fund Code:	DER-EMERGENCY RELIEF - STATE FUNDS	25,000							25,000
Item: 446910 1 Totals		25,000							25,000
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	<2026	2026	2027	2028	2029	2030	>2030	All Years

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DWS-WEIGH STATIONS - STATE 100%		478,126						478,126
Item: 447861 1 Totals			478,126						478,126
Project Totals			478,126						478,126

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		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY CITY OF OCALA									
Fund Code:	LF-LOCAL FUNDS			769,669					769,669
	SL-STP, AREAS <= 200K			4,452,800					4,452,800
Phase: CONSTRUCTION Totals				5,222,469					5,222,469
Item: 449443 1 Totals				5,222,469					5,222,469
Project Totals				5,222,469					5,222,469

Item Number: 450637 1 Project Description: SR 500 (US 27/441) FROM NORTH OF SE 178TH PLACE TO S OF SE 62ND AVE
District: 05 County: MARION Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 8.202MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,101,076							1,101,076
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	50,931							50,931
	DS-STATE PRIMARY HIGHWAYS & PTO	145,927							145,927
	Phase: PRELIMINARY ENGINEERING Totals	1,297,934							1,297,934

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		2,567,439						2,567,439
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		12,003,753						12,003,753
Phase: CONSTRUCTION Totals			14,581,492						14,581,492
Item: 450637 1 Totals		1,297,934	14,581,492						15,879,426

Item Number: 450637 2 Project Description: SR 500 (US 27/441) AT SE 135TH STREET
District: 05 County: MARION Type of Work: TRAFFIC OPS IMPROVEMENT Project Length: 0.100MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	270,000							270,000
Item: 450637 2 Totals		270,000							270,000
Project Totals		1,567,934	14,581,492						16,149,426

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: 3.204MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	150,793							150,793
	DS-STATE PRIMARY HIGHWAYS & PTO	22,668							22,668

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				803,509				803,509
	SA-STP, ANY AREA				8,343,816				8,343,816
Phase: CONSTRUCTION Totals					9,147,325				9,147,325
Item: 450948 2 Totals					9,147,325				9,147,325

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:** 4.138MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,184,635							1,184,635
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	25,076							25,076
	DS-STATE PRIMARY HIGHWAYS & PTO	88,491							88,491
	Phase: PRELIMINARY ENGINEERING Totals	1,298,202							1,298,202

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		8,461,484						8,461,484
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		829,150						829,150
	Phase: CONSTRUCTION Totals		9,300,934						9,300,934
Item: 450951 1 Totals		1,298,202	9,300,934						10,599,136
Project Totals		3,639,831	18,307,181		9,147,325				31,094,337

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		<2026	2026	2027	2028	2029	2030	>2030	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	27,500							27,500
	DS-STATE PRIMARY HIGHWAYS & PTO	77,953							77,953
	Phase: PRELIMINARY ENGINEERING Totals	1,105,453							1,105,453

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	50,000							50,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		535,600						535,600
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		5,019,010						5,019,010
	Phase: CONSTRUCTION Totals		5,564,910						5,564,910
Item: 450952 1 Totals		1,155,453	5,564,910						6,720,363

Item Number: 450952 2		Project Description: SR 40 FROM US 441 TO 25TH AVE INTERSECTION ENHANCEMENTS							
District: 05		County: MARION		Type of Work: INTERSECTION IMPROVEMENT				Project Length: 2.356MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	11,160							11,160
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS		716,993						716,993
Item: 450952 2 Totals		11,160	716,993						728,153
Project Totals		1,166,613	6,281,903						7,448,516
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		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		304,800						304,800
	LF-LOCAL FUNDS		478,110						478,110
Phase: CONSTRUCTION Totals			782,910						782,910
Item: 451060 1 Totals			782,910						782,910
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		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	204,296							204,296
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		81,050						81,050
	LF-LOCAL FUNDS		44,135						44,135
Phase: CONSTRUCTION Totals			125,185						125,185
Item: 451060 2 Totals		204,296	125,185						329,481
Project Totals		204,296	908,095						1,112,391
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		<2026	2026	2027	2028	2029	2030	>2030	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)			1,814,846					1,814,846
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			7,646					7,646
	Phase: CONSTRUCTION Totals			1,822,492					1,822,492
	Item: 451251 1 Totals	880,000		1,822,492					2,702,492
	Project Totals	880,000		1,822,492					2,702,492
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									
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	7,870							7,870
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	35,000							35,000
	DS-STATE PRIMARY HIGHWAYS & PTO	8,550							8,550
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	262,500							262,500
	SA-STP, ANY AREA	68,651							68,651
	TALL-TRANSPORTATION ALTS- <200K	87,500							87,500
	Phase: PRELIMINARY ENGINEERING Totals	470,071							470,071
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		1,093,184						1,093,184
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		6,386						6,386
	TALL-TRANSPORTATION ALTS- <200K		62,315						62,315
	Phase: CONSTRUCTION Totals		1,161,885						1,161,885
	Item: 451253 1 Totals	470,071	1,161,885						1,631,956
	Project Totals	470,071	1,161,885						1,631,956
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									
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					452,800			452,800
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					59,317			59,317
	Phase: CONSTRUCTION Totals					512,117			512,117
	Item: 451440 1 Totals					512,117			512,117

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	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					566,000			566,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					64,241			64,241
Phase: CONSTRUCTION Totals						630,241			630,241
Item: 451440 2 Totals						630,241			630,241

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		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					454,283			454,283
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					59,512			59,512
Phase: CONSTRUCTION Totals						513,795			513,795
Item: 451440 3 Totals						513,795			513,795
Project Totals						1,656,153			1,656,153

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		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	79,395			120,000	25,000			224,395
	DS-STATE PRIMARY HIGHWAYS & PTO	16,871							16,871
Phase: PRELIMINARY ENGINEERING Totals		96,266			120,000	25,000			241,266
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					407,501			407,501
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					28,291			28,291
	DS-STATE PRIMARY HIGHWAYS & PTO					3,156,325			3,156,325
Phase: CONSTRUCTION Totals						3,592,117			3,592,117
Item: 452634 1 Totals		96,266			120,000	3,617,117			3,833,383
Project Totals		96,266			120,000	3,617,117			3,833,383

Item Number: 452635 1		Project Description: SR 25/SR 200 (US 27/US 301/US 441) FROM SW 10TH ST TO NW 4TH ST							
District: 05		County: MARION		Type of Work: PAVEMENT ONLY RESURFACE (FLEX)				Project Length: 0.284MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	19,000							19,000
	DS-STATE PRIMARY HIGHWAYS & PTO	443,825							443,825
Phase: PRELIMINARY ENGINEERING Totals		462,825							462,825

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE			174,246					174,246
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			7,472					7,472
	DS-STATE PRIMARY HIGHWAYS & PTO			797,894					797,894
Phase: CONSTRUCTION Totals				979,612					979,612
Item: 452635 1 Totals		462,825		979,612					1,442,437
Project Totals		462,825		979,612					1,442,437

Item Number: 452636 1 **Project Description:** SR 40 FROM US 41 TO SOUTH OF SW 119 AVE
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 9.118MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	45,300							45,300
	DS-STATE PRIMARY HIGHWAYS & PTO	1,606,075							1,606,075
	SN-STP, MANDATORY NON-URBAN <= 5K	906,000							906,000
Phase: PRELIMINARY ENGINEERING Totals		2,557,375							2,557,375

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING			12,379,350					12,379,350
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			77,567					77,567
	SL-STP, AREAS <= 200K			1,082,303					1,082,303
Phase: CONSTRUCTION Totals				13,539,220					13,539,220
Item: 452636 1 Totals		2,557,375		13,539,220					16,096,595
Project Totals		2,557,375		13,539,220					16,096,595

Item Number: 452694 1 **Project Description:** SR 35 (US 301) FROM SUMTER COUNTY LINE TO CR 42
District: 05 **County:** MARION **Type of Work:** PAVEMENT ONLY RESURFACE (FLEX) **Project Length:** 1.540MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		21,250						21,250
	DS-STATE PRIMARY HIGHWAYS & PTO		350,000						350,000
Phase: PRELIMINARY ENGINEERING Totals			371,250						371,250

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE				5,238,374				5,238,374
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				41,785				41,785
Phase: CONSTRUCTION Totals					5,280,159				5,280,159
Item: 452694 1 Totals			371,250		5,280,159				5,651,409
Project Totals			371,250		5,280,159				5,651,409

Item Number: 453543 1 **Project Description:** BELLEVIEW TO GREENWAY TRAIL
District: 05 **County:** MARION **Type of Work:** BIKE PATH/TRAIL **Project Length:** 0.647MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K				868,700				868,700
Item: 453543 1 Totals					868,700				868,700

Item Number: 453543 2 **Project Description:** BELLEVIEW TO GREENWAY TRAIL
District: 05 **County:** MARION **Type of Work:** BIKE PATH/TRAIL **Project Length:** 0.647MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K		265,000						265,000
Item: 453543 2 Totals			265,000						265,000
Project Totals			265,000		868,700				1,133,700

Item Number: 454214 1 **Project Description:** SR 200/25/500 (US 441/301/27) FROM NW 2ND ST TO CR 200A/NW 20TH ST
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 1.117MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		205,000						205,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		17,500						17,500
	SA-STP, ANY AREA		875,000						875,000
Phase: PRELIMINARY ENGINEERING Totals			1,097,500						1,097,500

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				4,591,087				4,591,087
	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				1,399,592				1,399,592
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				9,476				9,476
	SL-STP, AREAS <= 200K				542,666				542,666
Phase: CONSTRUCTION Totals					6,542,821				6,542,821
Item: 454214 1 Totals			1,097,500		6,542,821				7,640,321
Project Totals			1,097,500		6,542,821				7,640,321

Item Number: 454215 1		Project Description: SR 35/US 301 FROM SE 142 PL TO SR 500 (US 27/441)							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 3.119MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		21,500						21,500
	SA-STP, ANY AREA		1,075,000						1,075,000
Phase: PRELIMINARY ENGINEERING Totals			1,096,500						1,096,500
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				12,772,189				12,772,189
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				23,373				23,373
	SL-STP, AREAS <= 200K				1,360,238				1,360,238
	Phase: CONSTRUCTION Totals				14,155,800				14,155,800
Item: 454215 1 Totals			1,096,500		14,155,800				15,252,300
Project Totals			1,096,500		14,155,800				15,252,300
Item Number: 454939 1		Project Description: CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS							
District: 05		County: MARION		Type of Work: PAVE SHOULDERS				Project Length: 2.000MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		350,000						350,000
CONSTRUCTION / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				1,563,000				1,563,000
Item: 454939 1 Totals			350,000		1,563,000				1,913,000
Project Totals			350,000		1,563,000				1,913,000
Item Number: 454940 1		Project Description: SE 100TH AVENUE SAFETY IMPROVEMENTS							
District: 05		County: MARION		Type of Work: PAVE SHOULDERS				Project Length: 1.970MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		260,000						260,000
CONSTRUCTION / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				997,000				997,000
Item: 454940 1 Totals			260,000		997,000				1,257,000
Project Totals			260,000		997,000				1,257,000
Item Number: 455943 1		Project Description: MARION SB PARKING LOT RESURFACING							

District: 05 County: MARION Type of Work: REST AREA Project Length: 0.000

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				38,700			38,700
	DRA-REST AREAS - STATE 100%				250,000			250,000
Phase: CONSTRUCTION Totals					288,700			288,700
Item: 455943 1 Totals					288,700			288,700
Project Totals					288,700			288,700

FIXED CAPITAL OUTLAY

Item Number: 451648 1 Project Description: OCALA - DEMO OF OLD BUILDINGS (SOUTH PART OF YARD)
 District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY				37,500			37,500
Item: 451648 1 Totals					37,500			37,500
Project Totals					37,500			37,500

Item Number: 453921 1 Project Description: OCALA OPERATIONS - BUILDING CONSTRUCTION - EQUIPMENT STORAGE BUILDING
 District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY			12,500				12,500
Item: 453921 1 Totals				12,500				12,500
Project Totals				12,500				12,500

TRANSPORTATION PLANNING

Item Number: 439331 1 Project Description: OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP
 District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
PLANNING / MANAGED BY CITY OF OCALA								
Fund Code:	-TOTAL OUTSIDE YEARS	1,236,809						1,236,809
Item: 439331 1 Totals		1,236,809						1,236,809

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		<2026	2026	2027	2028	2029	2030	>2030 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		<2026	2026	2027	2028	2029	2030	>2030	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		<2026	2026	2027	2028	2029	2030	>2030	All Years	
PLANNING / MANAGED BY MARION COUNTY BOCC										
Fund Code:	-TOTAL OUTSIDE YEARS	968,557							968,557	
Item: 439331 4 Totals		968,557							968,557	
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		<2026	2026	2027	2028	2029	2030	>2030	All Years	
PLANNING / MANAGED BY MARION COUNTY BCC										
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)	1,128,631	682,743						1,811,374	
Item: 439331 5 Totals		1,128,631	682,743						1,811,374	
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		<2026	2026	2027	2028	2029	2030	>2030	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		<2026	2026	2027	2028	2029	2030	>2030	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 7 Totals						682,743	682,743		1,365,486	
Project Totals		5,305,867	682,743	682,743	682,743	682,743	682,743		8,719,582	
MAINTENANCE										
Item Number: 413615 3			Project Description: LIGHTING AGREEMENTS							

Project Length: 0.000

Item Number: 453959 1		Project Description: OCALA OPERATIONS - DESIGN INSTALL NEW FDOT ENTRANCE SIGN	
District: 05	County: MARION	Type of Work: FIXED CAPITAL OUTLAY	Project Length: 0.000
		Fiscal Year	

Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY					9,572			9,572
Item: 453959 1 Totals						9,572			9,572
Project Totals						9,572			9,572
Item Number: 455106 1				Project Description: MARION COUNTY TSMCA					
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY MARION COUNTY BCC									
Fund Code:	D-UNRESTRICTED STATE PRIMARY				494,000	509,000			1,003,000
Item: 455106 1 Totals					494,000	509,000			1,003,000
Item Number: 455106 2				Project Description: CITY OF OCALA TSMCA					
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
Fund Code:	D-UNRESTRICTED STATE PRIMARY				504,000	519,000			1,023,000
Item: 455106 2 Totals					504,000	519,000			1,023,000
Project Totals					998,000	1,028,000			2,026,000
FLP: AVIATION									
Item Number: 438417 1				Project Description: MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS					
District: 05		County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	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: 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		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			64,000	800,000				864,000
	FAA-FEDERAL AVIATION ADMIN			720,000	9,000,000				9,720,000
	LF-LOCAL FUNDS			16,000	200,000				216,000
Phase: CAPITAL Totals				800,000	10,000,000				10,800,000
Item: 438477 1 Totals				800,000	10,000,000				10,800,000
Project Totals				800,000	10,000,000				10,800,000
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		<2026	2026	2027	2028	2029	2030	>2030	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		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		520,000	1,000,000					1,520,000
	LF-LOCAL FUNDS		130,000	250,000					380,000
Phase: CAPITAL Totals			650,000	1,250,000					1,900,000
Item: 449774 1 Totals			650,000	1,250,000					1,900,000
Project Totals			650,000	1,250,000					1,900,000

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		<2026	2026	2027	2028	2029	2030	>2030	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

Item Number: 455963 1 Project Description: MARION-OCALA INTL FUEL FARM
District: 05 County: MARION Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		600,000	500,000					1,100,000
	DPTO-STATE - PTO	543,320							543,320
	LF-LOCAL FUNDS	135,830	150,000	125,000					410,830
Phase: CAPITAL Totals		679,150	750,000	625,000					2,054,150
Item: 455963 1 Totals		679,150	750,000	625,000					2,054,150
Project Totals		679,150	750,000	625,000					2,054,150

Item Number: 455964 1 Project Description: MARION-OCALA INTL RUNWAY
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

Fund Code:	DDR-DISTRICT DEDICATED REVENUE				640,000				640,000
	DPTO-STATE - PTO					640,000			640,000
	LF-LOCAL FUNDS				160,000	160,000			320,000
	Phase: CAPITAL Totals				800,000	800,000			1,600,000
	Item: 455964 1 Totals				800,000	800,000			1,600,000
	Project Totals				800,000	800,000			1,600,000

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.		

CAPITAL / MANAGED BY MARION COUNTY TRANSIT

[illegible]

District: 05 **County:** MARION **Type of Work:** OPERATING FOR FIXED ROUTE **Project Length:** 0.000

OPERATIONS / MANAGED BY OCALA									
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Code:	DPTO-STATE - PTO	1,342,550	796,934	817,474					2,956,958
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[illegible]

District: 05 **County:** MARION **Type of Work:** OPERATING FOR FIXED ROUTE **Project Length:** 0.000

OPERATIONS / MANAGED BY OCALA									
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Code: DPTO-STATE - PTO				841,998	867,258	893,276		2,602,532
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[illegible]

District: 05 **County:** MARION **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000

OPERATIONS / MANAGED BY MARION COUNTY TRANSIT									
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Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB								
		980,790	965,259	993,939					2,939,988
	LF-LOCAL FUNDS	980,790	965,259	993,939					2,939,988
Phase: OPERATIONS Totals		1,961,580	1,930,518	1,987,878					5,879,976
Item: 442460 1 Totals		1,961,580	1,930,518	1,987,878					5,879,976
Project Totals		1,961,580	1,930,518	1,987,878					5,879,976
MISCELLANEOUS									
Item Number: 244932 5		Project Description: BRIDGE INSPECTION DUE TO HURRICANE MATTHEW - MARION							
District: 05		County: MARION		Type of Work: EMERGENCY OPERATIONS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
MISCELLANEOUS / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	4,646							4,646
Item: 244932 5 Totals		4,646							4,646
Project Totals		4,646							4,646
Item Number: 413019 4		Project Description: MARION TRAFFIC ENGINEERING CONTRACTS							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
OPERATIONS / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	8,412,359	988,050	504,000					9,904,409
	DITS-STATEWIDE ITS - STATE 100%.	1,436,612	49,065	513,450					1,999,127
Phase: OPERATIONS Totals		9,848,971	1,037,115	1,017,450					11,903,536
Item: 413019 4 Totals		9,848,971	1,037,115	1,017,450					11,903,536
Project Totals		9,848,971	1,037,115	1,017,450					11,903,536
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		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	GRTR-FY2024 SB106 TRAIL NETWORK	898,078							898,078
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	TLWR-2015 SB2514A- TRAIL NETWORK	600,000							600,000
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	TLWR-2015 SB2514A- TRAIL NETWORK		5,600,000						5,600,000
Item: 422772 2 Totals		1,498,078	5,600,000						7,098,078
Project Totals		1,498,078	5,600,000						7,098,078
Grand Total		616,544,969	118,428,244	74,209,747	97,552,883	15,005,771	248,729,635	255,840	1,170,727,089

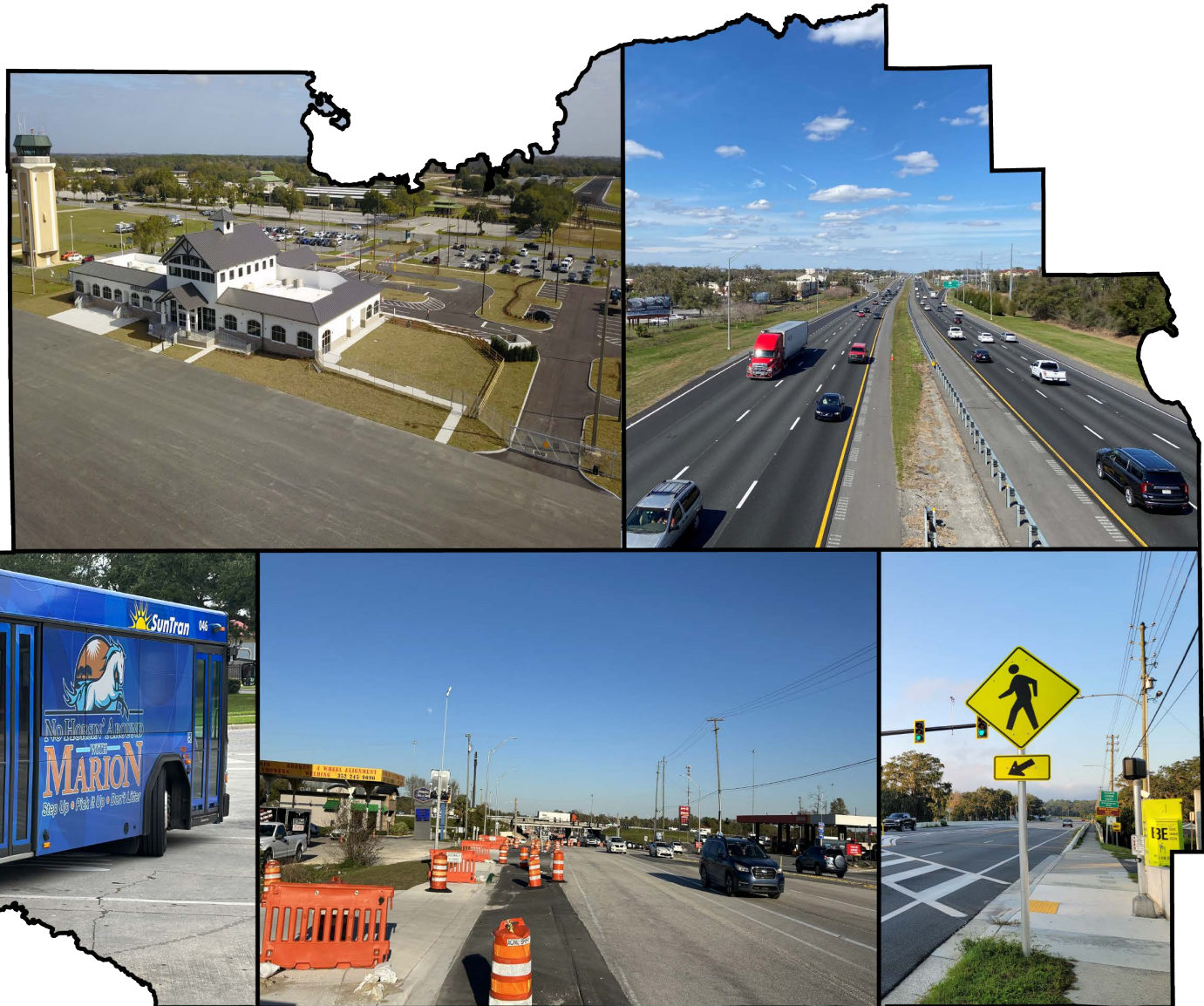
Appendix J: Roll Forward TIP Amendment

Transportation Improvement Program (TIP)

Fiscal Years 2026 to 2030

Roll Forward Amendment

September 23, 2025



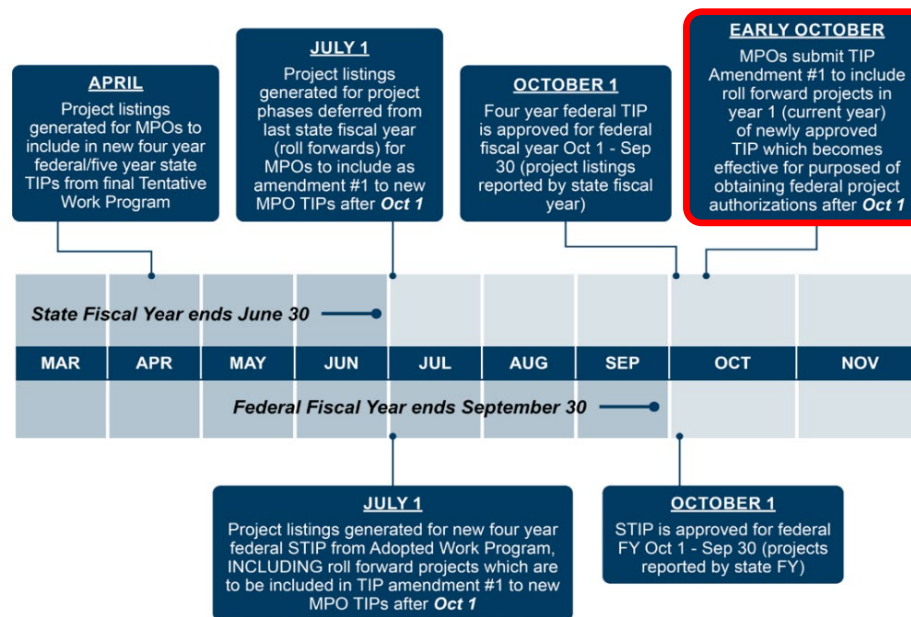
ROLL FORWARD TIP AMENDMENT

Overview

The TPO's FY 2026 to FY 2030 Transportation Improvement Program (TIP) was adopted by the Board on June 23, 2025. The purpose of the TIP Roll Forward Amendment is to ensure full consistency by October 1 each year between the Ocala-Marion County Transportation Planning Organization (TPO) TIP and the Florida Department of Transportation (FDOT) Five-Year Work Program.

In some cases, project funding programmed in the previous fiscal year of the prior TIP document was not authorized and encumbered prior to June 30. These projects then roll-forward in the FDOT Work Program for year one (FY 2026), but not into the TPO's TIP to meet the timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include roll-forward project phases in the current fiscal year to ensure consistency with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

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



Source: Florida Department of Transportation MPO Program Management Handbook
Chapter 4, August 2024

Roll Forward TIP Summary

The following tables summarize roll forward projects and corresponding funding by phase for the FY 2026 to FY 2030 TIP. The table includes current FY 2026 project funding, amount of funding rolled forward, and revised FY 2026 TIP project funding. The table is a summary from a companion report provided by FDOT, and is included in this report.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
444877 1	Marion-Ocala International Airport Hangar	Aviation Revenue/Ops.	CAP TOTAL:	\$0 \$0	\$25,000 \$25,000	\$25,000 \$25,000
449760 1	Marion County Airport Fuel System	Aviation Revenue/Ops.	CAP TOTAL:	\$0 \$0	\$31,250 \$31,250	\$31,250 \$31,250
431798 3	NE 36th Avenue from NE 20th Pl to north of NE 25th Street	Rail Capacity	CST TOTAL:	\$0 \$0	\$31,369 \$31,369	\$31,369 \$31,369
410674 4	SR 40 From CR 314A To Levy Hammock Road	Add Lanes	ENV TOTAL:	\$0 \$0	\$190,000 \$190,000	\$190,000 \$190,000
411256 5	SR 35 (US 301) Dallas Pond Redesign	Drainage	CST TOTAL:	\$0 \$0	\$300 \$300	\$300 \$300
433651 1	CR 484 From SW 20th Avenue to CR 475A	Interchange Improvements	CST PE TOTAL:	\$0 \$0 \$0	\$48,161 \$2,884 \$51,045	\$48,161 \$2,884 \$51,045
435209 1	I-75 at NW 49th from End OF NW 49th St To End NE 35th	New Interchange	DB PD&E PE RRU ROW TOTAL:	\$0 \$0 \$0 \$0 \$11,720,000 \$11,720,000	\$10,226,507 \$17,054 \$10,099 \$1,219,466 \$31,957,388 \$43,430,514	\$10,226,507 \$17,054 \$10,099 \$1,219,466 \$43,677,389 \$55,150,515

(continued next page)

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
448376 1	I-75/SR 93 from SR 200 to North of SR 500	Resurfacing	DB	\$0	\$1,022,826	\$1,022,826
			PE	\$0	\$10,775	\$10,775
			TOTAL:	\$0	\$1,033,601	\$1,033,601
452072 1	I-75 at SR 326 Improvements	Interchange Impr.	DB	\$517,545	\$257,130	\$774,675
			PE	\$0	\$18,900	\$18,900
			TOTAL:	\$517,545	\$276,030	\$793,575
452074 1	I-75 Improvements from SR 200 TO SR 326	Add Auxiliary Lanes	DB	\$4,731,380	\$534,472	\$5,265,852
			PD&E	\$0	\$1,465	\$1,465
			PE	\$583,201	\$3,596	\$586,797
			ROW	\$2,810,000	\$14,118	\$2,824,118
			TOTAL:	\$8,124,581	\$553,651	\$8,678,232
436755 1	Indian Lake Trail from Silver Spr St Park to Indian Lake Park	Bike/Trail Path	PE	\$0	\$4,026	\$4,026
			TOTAL:	\$0	\$4,026	\$4,026
436756 1	Downtown Ocala Tr. to SE Osceola Ave/Silver Springs Park	Bike/Trail Path	PE	\$0	\$3,001	\$3,001
			TOTAL:	\$0	\$3,001	\$3,001
437826 1	I-75 Marion County Areas Landscaping	Landscaping	CST	\$0	\$10,290	\$10,290
			TOTAL:	\$0	\$10,290	\$10,290
438562 1	I-75 (SR 93) Rest Area from N of CR 484 to S of SR 200	Rest Area	CST	\$0	\$10,601	\$10,601
			PE	\$0	\$2,235	\$2,235
			RRU	\$0	\$244,659	\$244,659
			TOTAL:	\$0	\$257,495	\$257,495
439234 1	SR 200 from I-75 to US 301	Resurfacing	PE	\$0	\$3,055	\$3,053
			TOTAL:	\$0	\$3,055	\$3,053
439238 1	SR 25/500/US441/ from SR 35 to SR 200/SW 10th Street	Resurfacing	CST	\$0	\$2,574	\$2,574
			PE	\$0	\$1,000	\$1,000
			TOTAL:	\$0	\$3,574	\$3,574
439238 2	SR 25/500/US441/ from SE 102nd PL to SR 200/SW 10th St	Bike Lane/Sidewalk	PE	\$0	\$7,927	\$7,927
			ROW	\$0	\$50,698	\$50,698
			TOTAL:	\$0	\$58,625	\$58,625

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
441136 1	SR25/SR200/US301/US441 from CR 25A TO US 301/US441	Resurfacing	CST	\$0	\$6,492	\$6,492
			PE	\$0	\$1,500	\$1,500
			TOTAL:	\$0	\$7,992	\$7,992
441141 2	SR 464 from SR 500 (US 27/301) to SR 35	Lighting	CST	\$0	\$34,500	\$34,500
			TOTAL:	\$0	\$34,500	\$34,500
441366 1	SR 40 from SW 27th Ave TO MLK Jr. Avenue	Safety Project	CST	\$0	\$4,426	\$4,426
			TOTAL:	\$0	\$4,426	\$4,426
443270 1	SR 25/SR 200 to Alachua Bridges 360025 & 360026	Bridge Repair/Reh.	CST	\$0	\$500	\$500
			PE	\$0	\$200	\$200
			TOTAL:	\$0	\$700	\$700
443703 1	SR 35 (SE 58th) From CR 464 (SE Maricamp Rd) to SR 40	Landscaping	CST	\$0	\$500	\$500
			TOTAL:	\$0	\$500	\$500
443730 1	US 301/US 441 Split (The Y) south of Split to north of Split	Landscaping	CST	\$0	\$500	\$500
			TOTAL:	\$0	\$500	\$500
445218 1	SR 25 from Avenue I to Alachua Co. Line	Resurfacing	CST	\$0	\$34,393	\$34,393
			PE	\$0	\$4,978	\$4,978
			TOTAL:	\$0	\$39,371	\$39,371
448635 1	SR 25 from North of CR 25A to AVENUE I	Resurfacing	CST	\$0	\$28,960	\$28,960
			PE	\$0	\$500	\$500
			TOTAL:	\$0	\$29,460	\$29,460
445302 1	SR 35/US 301 north of CR 42 to north of SE 144 PL Road	Resurfacing	CST	\$0	\$4,809	\$4,809
			PE	\$0	\$1,097	\$1,097
			TOTAL:	\$0	\$5,906	\$5,906
447137 1	SR 200 Bridges 360044 & 360059, SR 40 Bridge 360044	Bridge Repair/Reh.	CST	\$0	\$953	\$953
			TOTAL:	\$0	\$953	\$953
448924 1	SR-492 Over CSX RR & SW 66th ST Over I-75	Bridge Rep./Rehab.	CST	\$0	\$1,484	\$1,484
			PE	\$0	\$100	\$100
			TOTAL:	\$0	\$1,584	\$1,584

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
450948 2	SR 40 from SE 196 Ter Dr To Lake County Line	Resurfacing	PE TOTAL:	\$0 \$0	\$98,000 \$98,000	\$98,000 \$98,000
450952 2	SR 40 from US 441 to 25th Ave Intersect. Enhancements	Intersection	CST PE TOTAL:	\$716,993 \$0 \$716,993	\$716,993 \$11,160 \$728,153	\$1,433,986 \$11,160 \$1,445,146
452229 3	SWRS - Districtwide Rumblestrips Bundle 5C - Marion	Safety Project	CST PE TOTAL:	\$0 \$0 \$0	\$24,078 \$8,849 \$32,927	\$24,078 \$8,849 \$32,927
453003 1	Intersection Lighting at SR 464/Maricamp Rd at SE 35/SE 58th Ave.	Lighting	CST TOTAL:	\$0 \$0	\$18,227 \$18,227	\$18,227 \$18,227
453201 1	NW 49th St. from NW 70th Ave. (CR 225A) to NW 44th Avenue	Add lanes and Reconstruction	CST TOTAL:	\$0 \$0	\$30,000,000 \$30,000,000	\$30,000,000 \$30,000,000
457015 1	Marion Oaks Manor Extension and Widening	New Road	PD&E TOTAL:	\$0 \$0	\$5,000 \$5,000	\$5,000 \$5,000
422772 2	Cross FL Greenway Baseline Rd. to Santos Paved Trail	Bike Path/Trail	RRU TOTAL:	\$0 \$0	\$600,000 \$600,000	\$600,000 \$600,000
436474 2	Saddlewood Elementary School Sidewalk Improvements	Sidewalk	CST TOTAL:	\$0 \$0	\$1,284 \$1,284	\$1,284 \$1,284
439310 1	Osceola Avenue Trail from SE 3rd St To NE 5th St	Bike Path/Trail	CST TOTAL:	\$0 \$0	\$101 \$101	\$101 \$101
455761 5	Milton Roof Damages to Carpenter Shop/Storage	Emergency Ops	MISC TOTAL:	\$0 \$0	\$20,500 \$20,500	\$20,500 \$20,500
427188 2	SunTran/Ocala/Marion Urb. Cap/Oper. Fixed Rt. FTA 5307	Capital	CAP TOTAL:	\$4,184,560 \$4,184,560	\$26,953,098 \$26,953,098	\$31,137,658 \$31,137,658
445377 1	Marion Ocala Section 5339 Small Urban Capital	Capital	CAP TOTAL:	\$0 \$0	\$1,231,367 \$1,231,367	\$1,231,367 \$1,231,367

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
448170 1	Marion/Ocala Section 5339 Small Urb Capital Fixed Route	Capital	CAP TOTAL:	\$0 \$0	\$470,711 \$470,711	\$470,711 \$470,711
449238 1	Marion-Ocala SunTran Section 5307 ARP Small Urban Area	Capital	CAP TOTAL:	\$0 \$0	\$783,759 \$783,759	\$783,759 \$783,759
453464 1	City of Ocala Transit - SunTran FY 23 FTA Low-No Award	Purchase Vehicle/ Equipment	CAP TOTAL:	\$0 \$0	\$16,166,822 \$16,166,822	\$16,166,822 \$16,166,822

TOTAL: \$25,263,679 \$123,198,667 \$148,462,346

Project Phase Acronym Description

CAP	Capital
CST	Construction
DB	Design-Build
ENV	Environmental
OPS	Operations
MISC	Miscellaneous
PE	Preliminary Engineering
ROW	Right of Way
RRU	Railroad and Utilities

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

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HIGHWAYS

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SN	1,756,091	0	0	0	0	0	0	1,756,091
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,878	0	0	0	0	0	0	3,878
GFSL	150,075	0	0	0	0	0	0	150,075
GFSN	463,490	0	0	0	0	0	0	463,490
SA	308,991	0	0	0	0	0	0	308,991
SL	980,115	0	0	0	0	0	0	980,115
SN	1,915,402	0	0	0	0	0	0	1,915,402
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	46,260	0	0	0	0	0	46,260
ACSA	314,470	0	0	0	0	0	0	314,470
DDR	148,192	0	0	0	0	0	0	148,192
GFSA	1,004,134	0	0	0	0	0	0	1,004,134
GFSN	216,943	0	0	0	0	0	0	216,943
LF	21,958	0	0	0	0	0	0	21,958
NFP	9,303,454	0	0	0	0	0	0	9,303,454
SA	555,670	0	0	0	0	0	0	555,670
SM	44,014	0	0	0	0	0	0	44,014
SN	952,753	1,901	0	0	0	0	0	954,654
TOTAL 433651 1	22,720,586	51,045	0	0	0	0	0	22,771,631
TOTAL PROJECT:	22,720,586	51,045	0	0	0	0	0	22,771,631

ITEM NUMBER:435209 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST
COUNTY:MARION
PROJECT LENGTH: .001MI

SIS
TYPE OF WORK:INTERCHANGE (NEW)
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,636,410	0	0	0	0	0	0	2,636,410
DIH	178,813	17,054	0	0	0	0	0	195,867
DS	448,613	0	0	0	0	0	0	448,613
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	5,318,867	0	0	0	0	0	0	5,318,867
DIH	369,671	10,099	0	0	0	0	0	379,770
DS	266,877	0	0	0	0	0	0	266,877
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	1,401,642	0	0	0	0	0	1,401,642
ACSL	0	3,596,246	0	0	0	0	0	3,596,246
CIGP	749,775	6,630,441	2,000,000	0	0	0	0	9,380,216
DIH	30,887	65,193	28,385	0	0	0	0	124,465
LF	1,682,887	12,017,113	0	0	0	0	0	13,700,000
SA	0	7,711,579	1,153,242	0	603,977	0	0	9,468,798
SL	0	0	846,758	4,000,000	237,863	0	0	5,084,621
TRIP	189,538	535,174	250,000	200,000	50,480	0	0	1,225,192
TRWR	309,000	0	0	0	15,105	0	0	324,105
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	228,298	0	0	0	0	0	228,298
LF	4,644,137	0	0	0	0	0	0	4,644,137
SA	0	991,168	0	0	0	0	0	991,168
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	55,697,198	6,180,416	0	0	0	0	0	61,877,614
ACSL	2,724,134	0	0	0	0	0	0	2,724,134
CM	4,872	0	0	0	0	0	0	4,872
DDR	0	3,858,750	0	0	0	0	0	3,858,750
LF	11,975,723	84,439	0	0	0	0	0	12,060,162
SA	0	0	212,400	0	0	0	0	212,400
SL	5,904,094	102,902	0	0	0	0	0	6,006,996
TRIP	10,409,760	0	0	0	0	0	0	10,409,760
TRWR	4,407,071	0	0	0	0	0	0	4,407,071
TOTAL 435209 1	107,948,327	43,430,514	4,490,785	4,200,000	907,425	0	0	160,977,051

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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ITEM NUMBER:448376 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75/SR 93 FROM SR 200 TO NORTH OF SR 500
COUNTY:MARION
PROJECT LENGTH: 4.469MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	1,379,091	10,775	0	0	0	0	0	1,389,866
DS	36,013	0	0	0	0	0	0	36,013
NHPP	27,281	0	0	0	0	0	0	27,281
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	12,937,831	0	0	0	0	0	0	12,937,831
DDR	8,277	1,022,826	0	0	0	0	0	1,031,103
TOTAL 448376 1	14,388,493	1,033,601	0	0	0	0	0	15,422,094

ITEM NUMBER:452072 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 AT SR 326 INTERCHANGE IMPROVEMENTS
COUNTY:MARION
PROJECT LENGTH: 2.074MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	51,838	0	0	0	0	0	0	51,838
DIH	1,100	18,900	0	0	0	0	0	20,000
MFF	1,694,070	0	0	0	0	0	0	1,694,070
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	3,688,000	0	0	0	0	0	0	3,688,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	120	257,130	0	0	0	0	0	257,250
MFF	17,041,690	0	415,067	122,388	0	0	0	17,579,145
TOTAL 452072 1	22,476,818	276,030	415,067	122,388	0	0	0	23,290,303

ITEM NUMBER:452074 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 IMPROVEMENTS FROM SR 200 TO SR 326
COUNTY:MARION
PROJECT LENGTH: 8.009MI

SIS
TYPE OF WORK:ADD AUXILIARY LANE(S)
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	41,598	1,465	0	0	0	0	0	43,063
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	36,545	0	0	0	0	0	0	36,545
DIH	134,798	3,596	0	0	0	0	0	138,394
DS	516	0	0	0	0	0	0	516
MFF	13,086,087	0	400,881	206,857	0	0	0	13,693,825
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	54,149	14,118	10,000	10,000	0	0	0	88,267
MFF	32,979,435	0	2,500,000	2,300,000	1,250,000	1,150,000	0	40,179,435
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	4,492,000	0	0	0	0	0	0	4,492,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	271,440	138,915	0	0	0	0	0	410,355
DIH	4,443	395,557	0	0	0	0	0	400,000

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

HIGHWAYS
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MFF	123,831,599	0	3,802,547	1,121,232	0	0	0	128,755,378
TOTAL 452074 1	174,932,610	553,651	6,713,428	3,638,089	1,250,000	1,150,000	0	188,237,778
TOTAL PROJECT:	319,746,248	45,293,796	11,619,280	7,960,477	2,157,425	1,150,000	0	387,927,226

ITEM NUMBER:436755 1 PROJECT DESCRIPTION:INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID: PROJECT LENGTH: .000 LANS EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,335	0	0	0	0	0	0	1,335
TALL	434,627	4,026	0	0	0	0	0	438,653
TOTAL 436755 1	435,962	4,026	0	0	0	0	0	439,988
TOTAL PROJECT:	435,962	4,026	0	0	0	0	0	439,988

ITEM NUMBER:436756 1 PROJECT DESCRIPTION:DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID: PROJECT LENGTH: .000 LANS EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPI	355,840	0	0	0	0	0	0	355,840
TALL	250,000	3,001	0	0	0	0	0	253,001
TOTAL 436756 1	605,840	3,001	0	0	0	0	0	608,841
TOTAL PROJECT:	605,840	3,001	0	0	0	0	0	608,841

ITEM NUMBER:437826 1 PROJECT DESCRIPTION:I-75 MARION COUNTY REST AREAS LANDSCAPING *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LANDSCAPING
ROADWAY ID:36210000 PROJECT LENGTH: .542MI LANS EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	507,648	0	0	0	0	507,648
DIH	0	10,290	0	0	0	0	0	10,290
TOTAL 437826 1	0	10,290	507,648	0	0	0	0	517,938
TOTAL PROJECT:	0	10,290	507,648	0	0	0	0	517,938

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 LANS EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	790,704	0	0	0	0	0	0	790,704
DIH	76,407	2,235	0	0	0	0	0	78,642
DRA	2,551,757	0	0	0	0	0	0	2,551,757
DS	15,412	0	0	0	0	0	0	15,412

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

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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DRA	3,055,341	244,659	0	0	0	0	0	3,300,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	2,798,888	0	0	0	0	0	0	2,798,888
CARB	5,676,056	0	0	0	0	0	0	5,676,056
CARL	629,693	10,141	0	0	0	0	0	639,834
DDR	63,091	0	0	0	0	0	0	63,091
DIH	56,994	460	0	0	0	0	0	57,454
DRA	24,357,833	0	0	0	0	0	0	24,357,833
DS	100,175	0	0	0	0	0	0	100,175
TOTAL 438562 1	40,172,351	257,495	0	0	0	0	0	40,429,846
TOTAL PROJECT:	40,172,351	257,495	0	0	0	0	0	40,429,846

ITEM NUMBER:439234 1
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM I-75 TO US 301
COUNTY:MARION
PROJECT LENGTH: 3.321MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

	FUND	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
DDR	798,273	0	0	0	0	0	0	0	798,273
DIH	43,092	3,053	0	0	0	0	0	0	46,145
DS	1,125,896	0	0	0	0	0	0	0	1,125,896
PHASE:	RAILROAD & UTILITIES / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
DDR	140,000	0	0	0	0	0	0	0	140,000
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
ARDR	548,101	0	0	0	0	0	0	0	548,101
DDR	6,169,434	0	0	0	0	0	0	0	6,169,434
DIH	19,235	2	0	0	0	0	0	0	19,237
DS	11,380,664	0	0	0	0	0	0	0	11,380,664
TOTAL 439234 1	20,224,695	3,055	0	0	0	0	0	0	20,227,750
TOTAL PROJECT:	20,224,695	3,055	0	0	0	0	0	0	20,227,750

ITEM NUMBER:439238 1
DISTRICT:05
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET
COUNTY:MARION
PROJECT LENGTH: 10.612MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	2,241,110	0	0	0	0	0	0	2,241,110
	DIH	157,664	1,000	0	0	0	0	0	158,664
	DS	504,214	0	0	0	0	0	0	504,214
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	301,000	0	0	0	0	0	0	301,000
	DIH	1,778	0	0	0	0	0	0	1,778
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	322,641	0	0	0	0	0	0	322,641
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	3,405,247	0	0	0	0	0	0	3,405,247
	DIH	167,331	0	0	0	0	0	0	167,331
	DS	856,219	0	0	0	0	0	0	856,219
	NHRE	5,823,937	0	0	0	0	0	0	5,823,937
	SA	8,528,686	2,574	0	0	0	0	0	8,531,260
TOTAL	439238 1	22,309,827	3,574	0	0	0	0	0	22,313,401

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

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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

ITEM NUMBER:439238 2
DISTRICT:05
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET
COUNTY:MARION
PROJECT LENGTH: 7.230MI

NON-SIS

TYPE OF WORK:BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,673,197	0	0	0	0	0	0	1,673,197
	DIH	69,833	7,927	0	0	0	0	0	77,760
	DS	690,624	0	0	0	0	0	0	690,624
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	0	31,000	0	0	0	0	0	31,000
	DIH	466	19,698	0	0	0	0	0	20,164
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	SA	0	0	2,445,034	0	0	0	0	2,445,034
	SL	0	0	209,351	0	0	0	0	209,351
	TALL	0	0	1,372,433	0	0	0	0	1,372,433
	TALT	0	0	1,213,749	0	0	0	0	1,213,749
TOTAL	439238 2	2,434,120	58,625	5,240,567	0	0	0	0	7,733,312
TOTAL PROJECT:		24,743,947	62,199	5,240,567	0	0	0	0	30,046,713

ITEM NUMBER:441136 1
DISTRICT:05
ROADWAY ID:36001000

PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE
COUNTY:MARION
PROJECT LENGTH: 8.846MI

SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,620,856	0	0	0	0	0	0	1,620,856
	DIH	83,844	1,500	0	0	0	0	0	85,344
	DS	90,455	0	0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACNR	147,939	0	0	0	0	0	0	147,939
	DDR	2,677,125	0	0	0	0	0	0	2,677,125
	DIH	96,419	6,492	0	0	0	0	0	102,911
	DS	1,289,016	0	0	0	0	0	0	1,289,016
	GFSL	4,198	0	0	0	0	0	0	4,198
	NHRE	2,000	0	0	0	0	0	0	2,000
	SA	15,576,082	0	0	0	0	0	0	15,576,082
	SL	679,485	0	0	0	0	0	0	679,485
TOTAL	441136 1	22,267,419	7,992	0	0	0	0	0	22,275,411
TOTAL PROJECT:		22,267,419	7,992	0	0	0	0	0	22,275,411

ITEM NUMBER:441141 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:SR 464 FROM SR 500 (US 27/301) TO SR 35
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY:			RESPONSIBLE AGENCY NOT AVAILABLE					
ACSL	0	34,500	0	0	0	0	0	34,500
TOTAL 441141 2	0	34,500	0	0	0	0	0	34,500
TOTAL PROJECT:	0	34,500	0	0	0	0	0	34,500

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

ITEM NUMBER:441366 1
DISTRICT:05
ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE
COUNTY:MARION
PROJECT LENGTH: .790MI

TYPE OF WORK:SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DIH	28,949	0	0	0	0	0	0	28,949
	DS	4,140	0	0	0	0	0	0	4,140
	HSP	397,257	0	0	0	0	0	0	397,257
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACSS	1,461	3,490	0	0	0	0	0	4,951
	DDR	1,484	0	0	0	0	0	0	1,484
	HSP	748,452	936	0	0	0	0	0	749,388
TOTAL	441366 1	1,181,743	4,426	0	0	0	0	0	1,186,169
TOTAL PROJECT:		1,181,743	4,426	0	0	0	0	0	1,186,169

ITEM NUMBER:443270 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:SR 25 / 200 TO ALACH BRIDGE 360025 & 360026
COUNTY:MARION
PROJECT LENGTH: .790MI

NON-SIS

TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	BRRP	62,469	0	0	0	0	0	0	62,469
	DIH	6,778	200	0	0	0	0	0	6,978
	DS	1,803	0	0	0	0	0	0	1,803
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	BRRP	404,049	0	0	0	0	0	0	404,049
	DIH	66,325	500	0	0	0	0	0	66,825
TOTAL	443270 1	541,424	700	0	0	0	0	0	542,124
TOTAL PROJECT:		541,424	700	0	0	0	0	0	542,124

ITEM NUMBER:443703 1
DISTRICT:05
ROADWAY ID:36009000

PROJECT DESCRIPTION:SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40
COUNTY:MARION
PROJECT LENGTH: 5.393MI

NON-SIS

TYPE OF WORK:LANDSCAPING

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	580,217	0	0	0	0	0	0	580,217
	DIH	24,959	500	0	0	0	0	0	25,459
	DS	928	0	0	0	0	0	0	928
TOTAL	443703 1	606,104	500	0	0	0	0	0	606,604
TOTAL PROJECT:		606,104	500	0	0	0	0	0	606,604

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

ITEM NUMBER:443730 1
DISTRICT:05
ROADWAY ID:36001000

PROJECT DESCRIPTION:US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF SPLIT TO NORTH OF SPLIT
COUNTY:MARION
PROJECT LENGTH: 2.262MI

SIS

TYPE OF WORK:LANDSCAPING

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	422,523	0	0	0	0	0	0	422,523
	DIH	327	500	0	0	0	0	0	827
	DS	246,318	0	0	0	0	0	0	246,318
TOTAL	443730 1	669,168	500	0	0	0	0	0	669,668
TOTAL PROJECT:		669,168	500	0	0	0	0	0	669,668

ITEM NUMBER:445218 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE
COUNTY:MARION
PROJECT LENGTH: 3.146MI

NON-SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

	FUND	LESS						GREATER	
	CODE	THAN	2026	2026	2027	2028	2029	THAN	ALL
		2026						2030	YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR		1,050,832		0	0	0	0	0	1,050,832
DIH		37,889		4,978	0	0	0	0	42,867
DS		12,945		0	0	0	0	0	12,945
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACNR		5,788,974		0	0	0	0	0	5,788,974
ACSN		362,101		0	0	0	0	0	362,101
DDR		697,838		0	0	0	0	0	697,838
DIH				9,805	0	0	0	0	10,290
DS		116,471		24,588	0	0	0	0	141,059
SN		700,000		0	0	0	0	0	700,000
TOTAL	445218 1	8,767,535		39,371	0	0	0	0	8,806,906

ITEM NUMBER:448635 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:SR 25 FROM NORTH OF CR 25A TO AVENUE I
COUNTY:MARION
PROJECT LENGTH: 3.173MI

NON-SIS

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	920,601	0	0	0	0	0	0	920,601
DIH	19,714	500	0	0	0	0	0	20,214
DS	12,709	0	0	0	0	0	0	12,709
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	5,612,640	0	0	0	0	0	0	5,612,640
DDR	441,136	18,670	0	0	0	0	0	459,806
DIH	0	10,290	0	0	0	0	0	10,290
SA	1,344,854	0	0	0	0	0	0	1,344,854
TOTAL 448635 1	8,351,654	29,460	0	0	0	0	0	8,381,114
TOTAL PROJECT:	17,119,189	68,831	0	0	0	0	0	17,188,020

ITEM NUMBER:445302 1
DISTRICT:05
ROADWAY ID:36050000

PROJECT DESCRIPTION:SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD
COUNTY:MARION
PROJECT LENGTH: 2.207MI

NON-SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	867,776	0	0	0	0	0	0	867,776
DIH	41,271	1,097	0	0	0	0	0	42,368
DS	7,958	0	0	0	0	0	0	7,958
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	4,184,421	0	0	0	0	0	0	4,184,421
DIH	25,471	4,809	0	0	0	0	0	30,280
DS	2,248,379	0	0	0	0	0	0	2,248,379
TOTAL 445302 1	7,375,276	5,906	0	0	0	0	0	7,381,182
TOTAL PROJECT:	7,375,276	5,906	0	0	0	0	0	7,381,182

ITEM NUMBER:447137 1
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB
COUNTY:MARION
PROJECT LENGTH: .543MI

SIS

TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	BRRP	57,368	0	0	0	0	0	0	57,368
	DIH	742	0	0	0	0	0	0	742
PHASE:	RAILROAD & UTILITIES / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	BRRP	39,618	0	0	0	0	0	0	39,618
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	BRRP	1,023,666	0	0	0	0	0	0	1,023,666
	DDR	13,588	0	0	0	0	0	0	13,588
	DIH	23,255	953	0	0	0	0	0	24,208
TOTAL	447137 1	1,158,237	953	0	0	0	0	0	1,159,190
TOTAL PROJECT:		1,158,237	953	0	0	0	0	0	1,159,190

ITEM NUMBER:448924 1
DISTRICT:05
ROADWAY ID:36000076

PROJECT DESCRIPTION:SR-492 OVER CSX RR & SW 66TH ST OVER I-75
COUNTY:MARION
PROJECT LENGTH: .102MI

NON-SIS

TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	BRRP	43,595	0	0	0	0	0	0	43,595
	DIH	420	100	0	0	0	0	0	520
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	106,000	0	0	0	0	0	0	106,000
	DS	40,000	0	0	0	0	0	0	40,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	BRRP	330,747	0	0	0	0	0	0	330,747
	DIH	5,876	1,484	0	0	0	0	0	7,360
TOTAL	448924 1	526,638	1,584	0	0	0	0	0	528,222
TOTAL PROJECT:		526,638	1,584	0	0	0	0	0	528,222

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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ITEM NUMBER:450948 2
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM SE 196 TER DR TO LAKE COUNTY LINE
COUNTY:MARION
PROJECT LENGTH: 11.563MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SN		0	98,000	0	0	0	0	98,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR		0	0	0	8,343,816	0	0	8,343,816
DIH		0	0	0	803,509	0	0	803,509
TOTAL 450948 2		0	98,000	0	9,147,325	0	0	9,245,325
TOTAL PROJECT:		0	98,000	0	9,147,325	0	0	9,245,325

ITEM NUMBER:450952 2
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM US 441 TO 25TH AVE INTERSECTION ENHANCEMENTS
COUNTY:MARION
PROJECT LENGTH: 2.356MI

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

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF		0	11,160	0	0	0	0	11,160
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF		0	716,993	0	0	0	0	716,993
TOTAL 450952 2		0	728,153	0	0	0	0	728,153
TOTAL PROJECT:		0	728,153	0	0	0	0	728,153

ITEM NUMBER:452229 3
DISTRICT:05
ROADWAY ID:36070000

PROJECT DESCRIPTION:SWRS - DISTRICTWIDE RUMBLE STRIPES BUNDLE 5C - MARION
COUNTY:MARION
PROJECT LENGTH: 49.514MI

SIS
TYPE OF WORK:SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH		11,151	8,849	0	0	0	0	20,000
DS		7,323	0	0	0	0	0	7,323
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA		61,175	0	0	0	0	0	61,175
ACSS		49,388	0	0	0	0	0	49,388
DDR		38	0	0	0	0	0	38
DIH		5,922	24,078	0	0	0	0	30,000
HSP		785,887	0	0	0	0	0	785,887
TOTAL 452229 3		920,884	32,927	0	0	0	0	953,811
TOTAL PROJECT:		920,884	32,927	0	0	0	0	953,811

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

HIGHWAYS
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ITEM NUMBER:453003 1
DISTRICT:05
ROADWAY ID:36009000

PROJECT DESCRIPTION:INTERSECTION LIGHTING AT SR 464/MARICAMP RD AT SE 35/SE 58TH AVE
COUNTY:MARION
PROJECT LENGTH: .002MI

NON-SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C								
DDR	0	18,227	0	0	0	0	0	18,227
TOTAL 453003 1	0	18,227	0	0	0	0	0	18,227
TOTAL PROJECT:	0	18,227	0	0	0	0	0	18,227

ITEM NUMBER:453201 1
DISTRICT:05
ROADWAY ID:36000070

PROJECT DESCRIPTION:NW 49TH ST. FROM NW 70TH AVE (CR 225A) TO NW 44TH AVE
COUNTY:MARION
PROJECT LENGTH: 3.792MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C								
GR24	1,000,000	0	0	0	0	0	0	1,000,000
LF	2,174,598	0	0	0	0	0	0	2,174,598
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C								
EM25	0	1,500,000	0	0	0	0	0	1,500,000
EM26	0	2,000,000	0	0	0	0	0	2,000,000
LF	0	26,500,000	0	0	0	0	0	26,500,000
TOTAL 453201 1	3,174,598	30,000,000	0	0	0	0	0	33,174,598
TOTAL PROJECT:	3,174,598	30,000,000	0	0	0	0	0	33,174,598

ITEM NUMBER:457015 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:MARION OAKS MANOR EXTENSION AND WIDENING
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:NEW ROAD CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	5,000	0	0	0	0	0	5,000
TOTAL 457015 1	0	5,000	0	0	0	0	0	5,000
TOTAL PROJECT:	0	5,000	0	0	0	0	0	5,000
TOTAL DIST: 05	488,330,304	76,883,406	17,367,495	17,107,802	2,157,425	1,150,000	0	602,996,432
TOTAL HIGHWAYS	488,330,304	76,883,406	17,367,495	17,107,802	2,157,425	1,150,000	0	602,996,432

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

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ITEM NUMBER:444877 1		PROJECT DESCRIPTION:MARION-OCALA INTL HANGAR					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:AVIATION REVENUE/OPERATIONAL		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA									
DDR		0	20,000	0	0	0	0	0	20,000
LF		0	5,000	0	0	0	0	0	5,000
TOTAL 444877 1		0	25,000	0	0	0	0	0	25,000
TOTAL PROJECT:		0	25,000	0	0	0	0	0	25,000

ITEM NUMBER:449760 1		PROJECT DESCRIPTION:MARION CO AIRPORT FUEL SYSTEM					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:AVIATION REVENUE/OPERATIONAL		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE									
DDR		0	25,000	0	0	0	0	25,000	
LF		0	6,250	0	0	0	0	6,250	
TOTAL 449760 1		0	31,250	0	0	0	0	31,250	
TOTAL PROJECT:		0	31,250	0	0	0	0	31,250	
TOTAL DIST: 05		0	56,250	0	0	0	0	56,250	
TOTAL AVIATION		0	56,250	0	0	0	0	56,250	

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

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DATE RUN: 07/07/2025
TIME RUN: 11.31.23
MBRMPOTP

ITEM NUMBER:431798 3		PROJECT DESCRIPTION:NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:RAIL CAPACITY PROJECT	
ROADWAY ID:36000042		PROJECT LENGTH: .350MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	14,412	0	0	0	0	0	0	14,412
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	41,821	0	0	0	0	0	0	41,821
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	79,100	0	0	0	0	0	0	79,100
TOTAL 431798 3	135,333	0	0	0	0	0	0	135,333
TOTAL PROJECT:	135,333	0	0	0	0	0	0	135,333
TOTAL DIST: 05	135,333	0	0	0	0	0	0	135,333
TOTAL RAIL	135,333	0	0	0	0	0	0	135,333

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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TRANSIT
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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

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

NON-SIS

TYPE OF WORK:CAPITAL FOR FIXED ROUTE

ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT									
FTA	0	21,222,863	3,515,030	3,690,782		0	0	28,428,675	
LF	0	5,730,235	878,758	922,695		0	0	7,531,688	
TOTAL 427188 2	0	26,953,098	4,393,788	4,613,477		0	0	35,960,363	
TOTAL PROJECT:	0	26,953,098	4,393,788	4,613,477		0	0	35,960,363	

ITEM NUMBER:445377 1	PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000

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*NON-SIS*
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA									
	FTA	0	985,093	0	0	0	0	0	985,093
	LF	0	246,274	0	0	0	0	0	246,274
TOTAL	445377_1	0	1,231,367	0	0	0	0	0	1,231,367
TOTAL PROJECT:		0	1,231,367	0	0	0	0	0	1,231,367

ITEM NUMBER:448170 1	PROJECT DESCRIPTION:MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:CAPITAL FOR FIXED ROUTE

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala									
	FTA	0	376,569	0	0	0	0	0	376,569
	LF	0	94,142	0	0	0	0	0	94,142
TOTAL	448170 1	0	470,711	0	0	0	0	0	470,711
TOTAL PROJECT:		0	470,711	0	0	0	0	0	470,711

ITEM NUMBER:449238 1	PROJECT DESCRIPTION:MARION - OCALA SUNTRAN	SECTION 5307 ARP	SMALL URBAN AREA
DISTRICT:05	COUNTY:MARION		
ROADWAY ID:	PROJECT LENGTH:	.000	

NON-SIS

TYPE OF WORK:CAPITAL FOR FIXED ROUTE

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA									
	FTA	0	627,007	0	0	0	0	0	627,007
	LF	0	156,752	0	0	0	0	0	156,752
TOTAL	449238 1	0	783,759	0	0	0	0	0	783,759
TOTAL PROJECT:		0	783,759	0	0	0	0	0	783,759

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

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ITEM NUMBER:453464 1 PROJECT DESCRIPTION:CITY OF OCALA TRANSIT - SUNTRAN FY23 FTA LOW-NO AWARD *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	16,166,822	0	0	0	0	0	16,166,822
TOTAL 453464 1	0	16,166,822	0	0	0	0	0	16,166,822
TOTAL PROJECT:	0	16,166,822	0	0	0	0	0	16,166,822
TOTAL DIST: 05	0	45,605,757	4,393,788	4,613,477	0	0	0	54,613,022
TOTAL TRANSIT	0	45,605,757	4,393,788	4,613,477	0	0	0	54,613,022

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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FLA. RAIL ENT.
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ITEM NUMBER:431798 3		PROJECT DESCRIPTION:NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:RAIL CAPACITY PROJECT	
ROADWAY ID:36000042		PROJECT LENGTH: .350MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPT0	2,611,305	0	0	0	0	0	0	2,611,305
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TRIP	15,061,842	0	0	0	0	0	0	15,061,842
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	592,367	0	0	0	0	0	0	592,367
TRIP	71,955	0	0	0	0	0	0	71,955
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPT0	78,094	0	0	0	0	0	0	78,094
DS	414,211	0	0	0	0	0	0	414,211
LF	415,925	31,369	0	0	0	0	0	447,294
TRIP	17,636,384	0	0	0	0	0	0	17,636,384
TOTAL 431798 3	36,882,083	31,369	0	0	0	0	0	36,913,452
TOTAL PROJECT:	36,882,083	31,369	0	0	0	0	0	36,913,452
TOTAL DIST: 05	36,882,083	31,369	0	0	0	0	0	36,913,452
TOTAL FLA. RAIL ENT.	36,882,083	31,369	0	0	0	0	0	36,913,452

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

MISCELLANEOUS
=====

DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

ITEM NUMBER:422772 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION: CROSS FLORIDA GREENWAY BASELINE RD. TO SANTOS PAVED TRAIL
COUNTY: MARION
PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C									
	GRTR	898,078	0	0	0	0	0	0	898,078
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	TLWR	0	600,000	0	0	0	0	0	600,000
TOTAL	422772 2	898,078	600,000	0	0	0	0	0	1,498,078
TOTAL PROJECT:		898,078	600,000	0	0	0	0	0	1,498,078

ITEM NUMBER:436474 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:SIDEWALK

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

[illegible]

ITEM NUMBER:439310 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

[illegible]

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

MISCELLANEOUS
=====

ITEM NUMBER:455761 5		PROJECT DESCRIPTION:MILTON ROOF DAMAGES TO CARPENTER SHOP & STORAGE					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:EMERGENCY OPERATIONS		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DER	0	20,500	0	0	0	0	0	20,500	
TOTAL 455761 5	0	20,500	0	0	0	0	0	20,500	
TOTAL PROJECT:	0	20,500	0	0	0	0	0	20,500	
TOTAL DIST: 05	2,301,606	621,885	0	0	0	0	0	2,923,491	
TOTAL MISCELLANEOUS	2,301,606	621,885	0	0	0	0	0	2,923,491	
GRAND TOTAL	527,649,326	123,198,667	21,761,283	21,721,279	2,157,425	1,150,000	0	697,637,980	



TO: Committee Members

FROM: Rob Balmes, Director

**RE: Florida Department of Transportation Fiscal Years 2027 to 2031
Five-Year Tentative Work Program**

The Florida Department of Transportation (FDOT) District 5 will provide a presentation covering the Tentative Five-Year Work Program for fiscal years (FY) 2027 through 2031 in Marion County. The FDOT District 5 Tentative Work Program Public Hearing took place from October 20 to October 24, 2025, including a Public Hearing Open House meeting held both virtually and at the District Headquarters in DeLand on October 21. The public comment period ends on November 7.

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

<https://www.fdot.gov/topics/fdot-work-program/district-5-wp-public-hearings>

Attachment(s)

- FY 2027 to 2031 FDOT Tentative Five-Year Work Program, Marion County

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

DISTRICT 5



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2027 TO FISCAL YEAR 2031



MARION COUNTY SUMMARY REPORT

AS OF **10/15/2025 4:09 PM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5
PROJECTS FUNDED JULY 1, 2026 TO JUNE 30, 2031
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT5

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Fixed Capital Outlay****450125-2 - OCALA OPERATIONS CENTER CONSTRUCTION RENOVATION**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$500,000				
Total for Project 450125-2		\$500,000				

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

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,351,453				
Total for Project 453921-1		\$2,351,453				

455891-3 - OCALA OPS - SECURITY - INTEGRATED ELECTRONIC SYSTEM ON GATE

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$194,830				
Total for Project 455891-3		\$194,830				

457837-1 - OCALA OPS - SECURITY - ACCESS CONTROL

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$44,921		\$20,407		\$15,869
Total for Project 457837-1		\$44,921		\$20,407		\$15,869

457838-1 - OCALA OPS - SECURITY - CAMERA UPGRADE

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$90,774		\$21,716		\$24,863
Total for Project 457838-1		\$90,774		\$21,716		\$24,863

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

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

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$5,146,397	
	State				\$59,781,133	
Total for Project 238648-1					\$64,927,530	

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

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	State	\$5,000,000				
Total for Project 238651-1		\$5,000,000				

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

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$37,590,382	
	State				\$89,259,485	
Total for Project 410674-2					\$126,849,867	

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

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Right of Way	State	\$22,450,000	\$5,950,000	\$5,717,151	\$2,479,007	
Total for Project 410674-3		\$22,450,000	\$5,950,000	\$5,717,151	\$2,479,007	

433660-1 - US 441 @ SR 464

Type of Work: TRAFFIC OPS IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$20,580				
Total for Project 433660-1		\$20,580				

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

Type of Work: INTERCHANGE (NEW)

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	\$205,800				
Right of Way	Federal	\$876,309	\$4,000,000			
	State	\$9,913,345	\$3,176,252	\$200,000		
Total for Project 435209-1		\$10,995,454	\$7,176,252	\$200,000		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****437826-1 - I-75 MARION COUNTY REST AREAS LANDSCAPING**

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$538,178				
Total for Project 437826-1		\$538,178				

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

Type of Work: BIKE LANE/SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$8,600,006				
	State	\$5,545,549	\$95,400			
Total for Project 439238-2		\$14,145,555	\$95,400			

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

Type of Work: ROUNDABOUT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$4,452,800				
	Local	\$2,334,762				
Total for Project 449443-1		\$6,787,562				

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$10,064,979			
Total for Project 450665-1			\$10,064,979			

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		\$9,668,336			
Total for Project 450948-2			\$9,668,336			

451060-1 - CR 42 AT CR 25 INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$304,800				
	Local	\$478,110				
Total for Project 451060-1		\$782,910				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****451060-2 - CR 42 AT CR 25 INTERSECTION IMPROVEMENTS**

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$81,050				
	Local	\$44,135				
Total for Project 451060-2		\$125,185				

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

Type of Work: SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$1,638,275				
	State	\$421,106				
Railroad & Utilities	Federal	\$2,630,514				
Total for Project 451251-1		\$4,689,895				

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

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$532,728		
Total for Project 451440-1				\$532,728		

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

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$646,783		
Total for Project 451440-2				\$646,783		

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

Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$538,566		
Total for Project 451440-3				\$538,566		

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

Type of Work: INTERCHANGE IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	\$415,067	\$122,388			
Total for Project 452072-1		\$415,067	\$122,388			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****452074-1 - I-75 IMPROVEMENTS FROM SR 200 TO SR 326**

Type of Work: ADD AUXILIARY LANE(S)

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	\$3,802,547	\$1,121,232			
Preliminary Engineering	State	\$400,881	\$206,857			
Right of Way	State	\$8,800,000	\$4,270,075			
Total for Project 452074-1		\$13,003,428	\$5,598,164			

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$3,639,806		
Preliminary Engineering	State		\$120,000	\$25,000		
Total for Project 452634-1			\$120,000	\$3,664,806		

452635-1 - SR 25/SR 200 (US 27/US 301/US 441) FROM SW 10TH ST TO SW 4TH ST

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,040,425				
Total for Project 452635-1		\$2,040,425				

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

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	\$12,521,333				
	State	\$130,549				
Total for Project 452636-1		\$12,651,882				

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

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			\$4,847,546		
Preliminary Engineering	State	\$701,250				
Total for Project 452694-1		\$701,250		\$4,847,546		

453543-1 - BELLEVIEW TO GREENWAY TRAIL

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$836,999			
	Local		\$106,701			
Total for Project 453543-1			\$943,700			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****454211-1 - SR 35 FROM SR 464/CR464 TO SR 40**

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$16,677,842		
	State			\$448,569		
Preliminary Engineering	Federal	\$272,000				
	State	\$1,745,280				
Total for Project 454211-1		\$2,017,280		\$17,126,411		

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

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$6,392,523			
	State		\$23,966			
Total for Project 454214-1			\$6,416,489			

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

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$13,749,853		
	State			\$75,546		
Total for Project 454215-1				\$13,825,399		

454216-1 - SR 326 FROM BEGIN STATE MAINTENANCE TO US 301/ US 441

Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$7,753,937		
	State			\$176,820		
Preliminary Engineering	State	\$1,212,000				
Total for Project 454216-1		\$1,212,000		\$7,930,757		

454939-1 - CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$1,563,000		
	Local			\$62,622		
Total for Project 454939-1				\$1,625,622		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****454939-2 - CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS**

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal	\$350,000				
Total for Project 454939-2		\$350,000				

454940-1 - SE 100TH AVENUE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$997,000		
Total for Project 454940-1				\$997,000		

454940-2 - SE 100TH AVENUE SAFETY IMPROVEMENTS

Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal	\$260,000				
Total for Project 454940-2		\$260,000				

455943-1 - MARION SB PARKING LOT RESURFACING

Type of Work: REST AREA

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State				\$2,843,655	
Total for Project 455943-1					\$2,843,655	

456433-1 - BELLEVIEW MIDDLE SCHOOL SAFE ROUTES TO SCHOOL

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					\$1,660,225
Preliminary Engineering	Federal			\$287,000		
Total for Project 456433-1				\$287,000		\$1,660,225

456474-1 - US 441 AT NW 35TH ST

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$1,962,043		
	State			\$16,395		
Preliminary Engineering	Federal	\$450,000				
	State	\$10,000				
Total for Project 456474-1		\$460,000		\$1,978,438		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Highways****456852-1 - US 27 (BONNIE HEATH BLVD) AT NW 60TH AVE**

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				\$2,976,514	
	State				\$22,560	
Preliminary Engineering	Federal		\$475,000			
	State		\$10,000			
Total for Project 456852-1			\$485,000		\$2,999,074	

457378-1 - NE 95TH STREET SIDEWALK

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$327,840		
	Local			\$58,360		
Total for Project 457378-1				\$386,200		

457391-1 - EAST MARION SIDEWALKS

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		\$785,000			
	Local		\$105,000			
Total for Project 457391-1			\$890,000			

457502-1 - NE 7TH STREET SIDEWALK FROM NE 36TH AVE TO SR 35

Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			\$760,000		
Total for Project 457502-1				\$760,000		

457555-2 - NW 80TH AVE SEGMENT 2

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Right of Way	Local	\$4,300,000				
Total for Project 457555-2		\$4,300,000				

457555-3 - NW 80TH AVE SEGMENT 3

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,500,000				
Total for Project 457555-3		\$2,500,000				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031
Florida Department of Transportation - District Five

MARION COUNTY

Highways

457555-4 - NW 49TH STREET FROM NW 70/80TH AVE TO NW 44TH AVE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,500,000				
Total for Project 457555-4		\$2,500,000				

457555-5 - SR 35 AT SR 464 INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Local	\$3,000,000				
Total for Project 457555-5		\$3,000,000				

457555-6 - MARION COUNTY 80TH CORRIDOR CEI SERVICES

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	\$2,600,000				
Total for Project 457555-6		\$2,600,000				



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Maintenance****413615-3 - LIGHTING AGREEMENTS**

Type of Work: LIGHTING

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$487,617				
Total for Project 413615-3		\$487,617				

418107-1 - MARION PRIMARY IN-HOUSE

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	
Total for Project 418107-1		\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	

442738-1 - CITY OF OCALA MOA

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$60,975				
Total for Project 442738-1		\$60,975				

446910-1 - ASSET MAINTENANCE MARION COUNTY

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	\$2,371,820	\$971,820			
Total for Project 446910-1		\$2,371,820	\$971,820			

455106-1 - MARION COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State		\$494,000	\$509,000		
Total for Project 455106-1			\$494,000	\$509,000		

455106-2 - CITY OF OCALA TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State		\$504,000	\$519,000		
Total for Project 455106-2			\$504,000	\$519,000		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031
Florida Department of Transportation - District Five

MARION COUNTY **Miscellaneous**

413019-4 - MARION TRAFFIC ENGINEERING CONTRACTS

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	\$1,130,684				
Total for Project 413019-4		\$1,130,684				

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

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State					\$9,639,334
Total for Project 422772-2						\$9,639,334

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Modal Development: Aviation****438417-2 - MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS 5-23**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal		\$3,600,000			
	Local		\$80,000			
	State		\$320,000			
Total for Project 438417-2			\$4,000,000			

438477-1 - MARION-OCALA INTL TAXIWAY IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$720,000	\$9,000,000			
	Local	\$16,000	\$200,000			
	State	\$64,000	\$800,000			
Total for Project 438477-1		\$800,000	\$10,000,000			

448575-1 - MARION-OCALA INTL ARFF BUILDING

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local				\$200,000	\$160,000
	State				\$800,000	\$640,000
Total for Project 448575-1					\$1,000,000	\$800,000

453812-2 - MARION-OCALA INT TAXIWAY C

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	\$125,000				
	State	\$500,000				
Total for Project 453812-2		\$625,000				

454045-1 - MARION COUNTY AIRPORT EQUIPMENT

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local		\$80,000			
	State		\$320,000			
Total for Project 454045-1			\$400,000			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Modal Development: Aviation****455963-1 - MARION-OCALA INTL FUEL FARM**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	\$125,000				
	State	\$500,000				
Total for Project 455963-1		\$625,000				

455964-1 - MARION-OCALA INTL RUNWAY

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local		\$160,000	\$160,000		
	State		\$640,000	\$640,000		
Total for Project 455964-1			\$800,000	\$800,000		

457744-1 - MARION-MARION COUNTY AIRPORT RUNWAY 10-28

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local			\$60,000	\$250,000	\$250,000
	State			\$240,000	\$1,000,000	\$1,000,000
Total for Project 457744-1				\$300,000	\$1,250,000	\$1,250,000

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Five

MARION COUNTY**Modal Development: Transit****427188-2 - SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307**

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	\$3,515,030	\$3,690,782			
	Local	\$878,758	\$922,695			
Total for Project 427188-2		\$4,393,788	\$4,613,477			

442455-1 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	\$837,458				
	State	\$837,458				
Total for Project 442455-1		\$1,674,916				

442455-2 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local		\$862,582	\$888,459	\$915,113	\$942,566
	State		\$862,582	\$888,459	\$915,113	\$942,566
Total for Project 442455-2			\$1,725,164	\$1,776,918	\$1,830,226	\$1,885,132

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

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	\$993,939				
	Local	\$993,939				
Total for Project 442460-1		\$1,987,878				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 15, 2025

July 1, 2026 through June 30, 2031
Florida Department of Transportation - District Five

MARION COUNTY

Transportation Planning

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

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal	\$863,554	\$863,554			
Total for Project 439331-6		\$863,554	\$863,554			

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

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal			\$863,554	\$863,554	
Total for Project 439331-7				\$863,554	\$863,554	

439331-8 - OCALA/MARION URBAN AREA FY 2030/2031-2031/2032 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal					\$863,554
Total for Project 439331-8						\$863,554