



**Technical Advisory Committee (TAC) Meeting**  
Marion County – Growth Services Building Training Room  
2710 E. Silver Springs Blvd., Ocala, FL 34470

**October 14, 2025**

**2:30 PM**

**AGENDA**

1. CALL TO ORDER
2. ROLL CALL
3. PROOF OF PUBLICATION
4. CONSENT AGENDA
  - A. [September 9, 2025 Meeting Minutes](#)
5. ACTION ITEMS
  - A. [Draft Active Transportation Plan](#)
6. PRESENTATIONS
  - A. [Florida Department of Transportation \(FDOT\) Office of Safety Presentation](#)
  - B. [Draft 2050 Long Range Transportation Plan \(LRTP\)](#)
7. DISCUSSION
  - A. [Marion County Public Schools Safety Planning](#)
8. COMMENTS BY FDOT
  - A. [FDOT Five-Year Tentative Work Program](#)
  - B. [FDOT Construction Report](#)
9. COMMENTS BY TPO STAFF
  - A. [FDOT Office of Policy Planning Safety Briefing Sheets](#)
  - B. [November Committee Meetings](#)
10. COMMENTS BY TAC MEMBERS
11. PUBLIC COMMENT (Limited to 2 minutes)

## 12. 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](mailto: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 Technical Advisory Committee will be held on  
November 4, 2025 at 2:30 p.m.*





**Technical Advisory Committee (TAC) Meeting**

Marion County – Growth Services Training Room

2710 E. Silver Springs Blvd., Ocala, FL 34470

2:30 PM

**MINUTES**

**Members Present:**

Steven Cohoon

Noel Cooper

Tom Duncan

Kia Powell

Jeff Shrum (*alternate Matt Leibfried*)

Bob Titterington

Chuck Varadin

Chad Ward (*arrived 2:39pm*)

**Members Not Present:**

Casey Griffith

Loretta Shaffer

**Others Present:**

Rob Balmes, Ocala Marion TPO

Shakayla Irby, Ocala Marion TPO

Liz Mitchell, Ocala Marion TPO

Matthew Richardson, FDOT

William Roll, Kimley-Horn

Christopher Zeigler, Marion County

Ken Odom, Marion County

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

Chairman Steven Cohoon called the meeting to order at 2:32pm.

### **Item 2. Roll Call**

Administrative Assistant Shakayla Irby called the roll, and a quorum was present.

### **Item 3. 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 September 2, 2025. The meeting had also been published to the TPO's Facebook and X pages.

### **Item 4. Consent Agenda**

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

### **Item 5a. Committee Rules and Procedures**

TPO Director Rob Balmes provided a general reminder regarding recent meetings. He noted that there had been some confusion due to attendance by alternates and participation by individuals who were not formal committee members.

Director Balmes reminded everyone that the committee operated under formal bylaws, which called for following Robert's Rules of Order. This meant that the chair ran the meeting and facilitated discussion, while committee members and their assigned alternates participated in dialogue for agenda items.

He emphasized that individuals who were not committee members or designated alternates should respect these rules, and that the chair could, at their discretion, call on non-members to provide input or address the committee.

Mr. Balmes explained that some confusion in previous meetings had made documenting minutes and following discussions more difficult. He reiterated that committee members were the primary participants in dialogue and thanked everyone for their attention, noting that the reminder was intended to help maintain orderly and efficient meetings.

Chairman Cohoon stated that he would address the topic more thoroughly in line with proper meeting procedures. He also mentioned that he would refresh on the list of members and expressed appreciation for Mr. Balmes addressing the issue.

**Item 6a. Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP) Amendment #1 with Roll Forward**

Mr. Balmes reported that the Florida Department of Transportation (FDOT) had requested that two projects be amended into the Fiscal Years (FY) 2026–2030 Transportation Improvement Program (TIP).

In addition, the annual Roll Forward TIP report was also part of the amendment request. He explained that the details of the proposed changes were included in the memo attachments provided to the members.

The first project, **FM# 435209-1: I-75 at NW 49th Street**, extended from the end of NW 49th Street to the end of NW 35th Street, involved the development of a new interchange. The amendment added the Right-of-Way (ROW) phase, with funding allocated across FY 2026, FY 2027, and FY 2028. Mr. Balmes noted that the amendment reflected revised project funding for the ROW phase. The total project funding was \$49,739,654, representing an increase of \$28,421,444. He added that the project would undergo further changes, so endorsement of this particular amendment would not be requested until the following month, as the update had just been received.

The second project, **FM# 457015-1: Marion Oaks Manor Extension and Widening**, covered the area from SW 47th Avenue Road to CR 475 and included a roadway extension and widening component. The amendment added the Preliminary Engineering (PE) phase, with funding programmed in FY 2026. Mr. Balmes noted that this was a new project in the TIP, with a total funding amount of \$5,000. He added that this project would also undergo some changes, providing the committee with a heads-up for future updates.

In addition to the two projects, Mr. Balmes presented the Roll Forward TIP Report, which identified 43 projects that had been rolled forward into the FY 2026–2030 TIP. The total roll forward funding amounted to \$123,198,667 in FY 2026.

Chairman Cohoon asked about the Marion Oaks Manor Extension and Widening project, noting that the PE phase was listed at \$5,000. He questioned whether the next iteration of the project would reflect a higher amount, given that the total project cost would be significantly more than \$5,000.

FDOT Liaison Kia Powell responded that she did not have a definitive answer at that time, acknowledging that changes could occur, but the specifics were not yet available. She explained that each milestone provides insight into funding changes. She also noted that the project was being tracked to ensure consistency across all planning documents.

Mr. Cooper made a motion to approve the Roll Forward report. Mr. Titterington seconded, and the motion passed unanimously.

### **Item 7a. 2050 Long Range Transportation Plan (LRTP) Cost Feasible Element**

Mr. William Roll with Kimley-Horn provided an update on the Long Range Transportation Plan, focusing on the final major component, the cost-feasible plan. He emphasized that inclusion in the cost-feasible plan is critical, as it allows projects to move forward, from planning through construction, and ensures eligibility for state and federal funding by establishing planning consistency. He noted that while funding is constrained, projects shown in the plan for later years, such as 2041–2050, could still be implemented sooner if necessary, potentially requiring plan modifications or amendments.

Mr. Roll explained that the plan accounts for projected federal and state revenues, totaling approximately \$616.5 million, and local revenues, including sales tax, impact fees, and fuel taxes, amounting to about \$2.4 billion. However, after adjusting for purchasing power in today's dollars, the effective funding for projects is closer to \$390 million. He stressed the importance of documenting both existing and committed projects as a foundation for identifying cost-feasible projects beyond 2030.

A map presented illustrated the scope of existing and planned projects, with state highway projects highlighted. Mr. Roll described ongoing collaboration with county and municipal staff through steering committee meetings to align local funding decisions with the long-range plan. He highlighted studies for potential new connections, including completing the SR 326 Beltway and evaluating a contiguous East-West connector from US 441 to I-75, emphasizing the need for a detailed alignment study rather than predefining corridors.

On the west side of the county, Mr. Roll noted increasing regional traffic into Ocala along US 41 and SR 200, as well as constraints on SR 40 and SR 200, pointing out that limited funding prevents full construction of all corridors. He described bottlenecks along US 41 at the river and capacity challenges on SR 200, suggesting three options for addressing transportation needs: an East-West connector on the south side through Marion Oaks, a western beltway connector, or more substantial improvements to SR 200 extending toward I-75. He framed these as initial considerations for further study to determine the most effective solutions for traffic flow and long-term regional planning.

Mr. Roll continued his presentation, emphasizing that some potential improvements, including options within medians or other unconventional locations, remain conceptual and have not been widely studied for this area of the county. He noted that delaying the identification of appropriate facilities or improvements could make implementation more difficult and costly. He addressed concerns about regional traffic, highlighting that high volumes from southwestern areas feed onto constrained four-lane corridors such as SR 40 and US 41, with low-speed local streets and traffic signals creating additional congestion.

He explained that while options such as elevating parts of SR 200 in the median have been discussed, these remain conceptual and financially challenging, potentially requiring tolling to support construction costs. Mr. Roll pointed out that existing right-of-way and prior plans, including connections through 80th Avenue to CR 484, provide opportunities to improve traffic flow locally but would not fully resolve the magnitude of long-term regional needs along SR 200. He emphasized that these studies are intended to position the plan to move forward strategically.

Mr. Roll then discussed the documentation of transportation needs within the plan, including identifying unfunded segments, multimodal elements, public transportation services, bicycle infrastructure, and sidewalks. He clarified that prioritization and funding decisions are informed by annual lists of projects but acknowledged the difficulty in projecting precise implementation timing for specific elements, noting that some needs may not be constructed for decades.

He described updates to the plan, including the integration of the cost-feasible plan, goals, objectives, performance targets, planning assumptions, demographic forecasts, scenario planning, and revenue forecasts. Mr. Roll outlined the upcoming adoption schedule, noting that the draft plan would be released to the public on September 29th, followed by a public open house on September 30th at the Mary Sue Rich Center. The adoption package would be presented at the board meeting on October 28th, closing a 30-day public comment period. He emphasized that the board's action of the adoption package is critical for finalizing the cost-feasible plan and guiding any potential adjustments before implementation.

Mr. Roll clarified that following the board meeting on the September 23rd, there would be a short window of a few days before the public release of the plan to make any necessary adjustments. He stressed that the board's adoption on the 28th is mandatory and cannot be delayed, and that only minor, non-substantive changes could be made at that stage. Major modifications would not be allowed unless prompted by significant public input. Mr. Roll emphasized the importance of preserving the public's opportunity to comment before final adoption.

Mr. Roll explained that the cost-feasible plan reflects current project revenue and cost estimates and identifies projects anticipated to be constructed by 2050, focusing primarily on projects already committed or under construction. He noted that local revenues may allow acceleration of some projects within a seven-year timeframe and emphasized that constructing projects sooner is generally more cost-effective than delaying due to inflation in labor and materials costs. He concluded by acknowledging the complexity of multibillion-dollar transportation projects and expressed appreciation for the feedback provided, affirming that the plan will incorporate relevant considerations and local input as it moves toward adoption.

### **Adoption Schedule**

- Draft LRTP release: **September 29, 2025**
- Public Open House: **September 30, 2025** (Mary Sue Rich Community Center)
- Public comment period closes: **October 28, 2025**
- TPO Board adoption: **November 13, 2025**

Chairman Cohoon inquired about the SW 66th Street project, located east of I-75 and west of 27th Avenue, asking why the widening to four lanes appeared on the unfunded needs list and whether it was intended to be listed there.

Mr. Roll clarified that the project had been included as a cost-feasible project. He explained that the maps functioned like an MRI, showing different layers of information: committed projects, cost-feasible projects, partially funded projects, and unfunded needs, with each layer highlighting a specific category to illustrate project status.

Mr. Roll inquired about the Marion Oaks extension, noting that it was currently shown as a committed project. He expressed concern that it did not appear to be fully funded and requested guidance from those with more knowledge regarding the project's current status.

Chairman Cohoon explained that, in the currently adopted Marion County Transportation Improvement Program (TIP), the Marion Oaks project was not fully funded but was dependent on bond funding. He noted that it was included in the TIP and associated with a bond of nearly \$100 million expected to be available before the end of the calendar year. He added that through the bond's accounting and balancing by January of the following year, it would be determined whether the project remained unfunded or needed to be spread over subsequent years in the five-year program.

Mr. Roll said that the change was going to be reflected on the maps. He explained that, before it went to the TPO Board, the project would be moved from being shown as a committed project to a cost-feasible project. He noted that this adjustment would likely require changes elsewhere to maintain a balanced plan, and he confirmed that he would make those adjustments.

Chairman Cohoon inquired about the 49th Street interchange and the north-south extension of 35th Street. He noted that the extension was originally envisioned to continue all the way to SR 326, whereas the map showed its terminus and listed an unfunded need for the segment north of the new interchange.

Chairman Cohoon and Mr. Roll discussed the 49th Street interchanges and the north-south extension of 35th Street. They noted that the extension was originally planned to reach SR 326, but the current map showed a shorter terminus, with the segment north of the new interchange listed as an unfunded need. It was clarified that no parallel corridor existed north of this segment, and the map reflected only a partial section. The discussion included references to prior planning timelines and legislative processes, and it was noted that these adjustments did not impact the current budget.

Mr. Cooper inquired about road limits and segments, including 37th Street from Northeast 36th Avenue to 740. Mr. Roll indicated he would follow up with staff for additional clarification.

### **Item 7b. 2025 Commitment to Zero Safety Report**

TPO Director Rob Balmes provided a comprehensive overview of the annual Safety Report, which has been prepared by staff over the past three years as part of the Commitment to Zero action plan adopted in 2022. The report presents data from the past five years on fatal and serious injury crashes to help officials and the public understand trends and identify priority areas for safety improvements. This year, a new highlights section was added, showcasing notable safety initiatives and community engagement efforts. Mr. Balmes explained that these highlights were developed in collaboration with local staff, FDOT, first responders, and other partners to illustrate practical safety activities over the past year. Among the programs featured were the Safety Matters series, the bike lane design contest for elementary schools coordinated with FDOT, Stop on Red, the Community Traffic Safety Team, and Target Zero initiatives, including efforts along SR 200 and projects within the City of Ocala.

Mr. Balmes also noted infrastructure projects, including paved shoulders on CR 475, a recently kicked-off local road safety plan in Ocala, Belleview to Greenway connection providing a safe connection to the new sidewalk shared-use path along US 441 to the Santos Trailhead, and the City of Dunnellon improvements to the Rainbow River Bridge and shared-use path connection on the south side to Blue Run Park. Law enforcement efforts were highlighted as well, including the STEER enforcement campaign led by the Marion County Sheriff's office and Ocala Police Department, emphasizing the role of leadership from the Mayor and Chief Balken in supporting community safety. The report emphasized crash trends, noting that while serious injuries spiked in 2022, the past two years have shown a decline. The High Injury Network was highlighted as a key focus area, with nearly 30% of fatal and serious injury crashes occurring within this network. Intersection-related crashes were identified as another significant contributor, comprising 36% of serious injury crashes. Run-off-the-road incidents were noted as a leading cause of fatal and serious crashes, reinforcing the importance of ongoing shoulder and infrastructure improvements.

### **Item 8. Comments by FDOT**

Ms. Kia Powell introduced Matthew Richardson, Deputy Communications Administrator, as a new team member attending meetings to support communications and share information with the group. She provided an update on recent events, noting that in August, community meetings were held where residents met with construction teams and contractors to ask questions about specific projects, including the US 41 resurfacing project in Dunnellon. Ms. Powell reported a good turnout and indicated that future community events would be announced as projects progress.

She highlighted upcoming events, including Rail Safety Week from September 15–19, emphasizing the “See Tracks? Think Train!” safety campaign to raise awareness of railroad safety. She also noted that Loreen Bobo from the FDOT Safety Office will provide a presentation at the October meeting focused on zero-injury goals and current safety initiatives.

Regarding the Work Program, she explained that online hearings are scheduled from October 20–24, with an in-person hearing on October 21 at the district office in Deland from 3–5 PM, followed by the Work Program presentation at the November meeting.

### **Item 9. Comments by TPO Staff**

Mr. Balmes noted that the Active Transportation Plan was made available for public review on September 22nd, beginning a 30-day comment period. He explained that the plan would be highlighted at a public open house on September 30th, which would also feature the Long Range Transportation Plan, allowing the public to provide input on both initiatives. He encouraged anyone interested in submitting comments to do so and mentioned that the consulting team would present the full plan for review and discussion at the October meeting.

The open house would run from 4:00 to 6:30 p.m. in an open-house style format at the Mary Sue Rich Center.

**Item 10. Comments by TAC Members**

*There were no comments by TAC members.*

**Item 11. Public Comment**

*There was no public comment.*

**Item 12. Adjournment**

Chairman Cohoon adjourned the meeting at 3:12pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant





**TO:       Committee Members**

**FROM:   Rob Balmes, Director**

**RE:       Draft Active Transportation Plan**

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The TPO released a draft Active Transportation Plan on September 26, 2025. The draft Plan is available for public review and comment through October 28. The TPO Board will be requested to adopt the Active Transportation Plan at the October 28 meeting.

The Kittelson and Associates team will provide a full presentation of the draft Plan at the CAC and TAC meetings on October 14. Attached to this memo is a reduced file size version of the draft Active Transportation Plan and presentation. Also included is a one-page infographic on the community health and economic benefits of Active Transportation produced by Kittelson and Associates. The full-sized version of the draft Plan and Appendix are located on the project page:

<https://storymaps.arcgis.com/stories/aa237ac93733438e8190d47593ce6530>

**Attachment(s)**

- Presentation
- Community and Health Benefits Infographic
- Draft Active Transportation Plan (reduced size)

**Recommended Action**

Endorse the Active Transportation Plan and recommend adoption by the TPO Board.

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

# AGENDA



- Active Transportation Plan (ATP) Chapters
- Resources
- Feedback & Questions

# ATP CHAPTERS



- **Introductions**
- **Vision, Goals and Objectives**
- **Public and Partner Engagement**
- **Existing Conditions**

- **Bicycle and Pedestrian Level of Traffic Stress Analysis**
- **Bicycle and Pedestrian Accessibility Analysis**
- **Needs Assessment**

- **Proposed Improvements**
- **Project Prioritization**
- **Next Steps**

# INTRODUCTION

## What is Active Transportation?

*Active Transportation is human-powered mobility, such walking, cycling, using wheelchairs and other types of non-motorized devices. Active transportation supports more transportation options, economic opportunity, and a healthy lifestyle.*



- Purpose: guide investments in safe and connected nonmotorized networks.
- Developed concurrently with the 2050 LRTP for consistency.
- Highlights Marion County's equestrian heritage and extensive trail system as unique assets.
- Active Transportation Benefits: mobility, health, safety, economic vitality.

# VISION & GOALS

## Vision

*Marion County will have a safe, accessible, and well-connected active transportation network, which contributes to a high quality of life and economic opportunity for people of all ages and abilities.*



Improve safety for all active transportation users



Create a well-connected and accessible active transportation network



Protect and enhance quality of life, economy, and recognition as the Horse Capital of the World

# PUBLIC AND PARTNER ENGAGEMENT



- **Input from stakeholders**
  - Local governments
  - Schools
  - Tourism
  - Cycling and horse farm community
- **Engagement activities:**
  - 2 workshops
  - 1 open house
  - 2 pop-ups at gyms
  - Online survey & comment map
- **Survey** captured preferences for walking, biking, equestrian use, and spending habits



*Ocala/Marion County is blessed with amazing people and a high quality of life. The development of our bicycle, pedestrian and trail facilities will contribute to a vibrant, healthy and accessible community.*

*The TPO's Active Transportation Plan provides a framework for completing new and existing facilities. The Plan also highlights the importance of active transportation to the local economy, and our social and physical wellbeing. I endorse the Active Transportation Plan as a catalyst to building a more connected multimodal network in Marion County.*



– Mayor Ben Marciano, City of Ocala

# EXISTING CONDITIONS

- **County overview:**
  - 5th largest FL county, rich in parks, springs, Ocala Nat'l Forest, Cross Florida Greenway.
- **Population:**
  - 419k (2024), projected 526k (2050).
- **Roadways:**
  - 54% of miles posted  $\geq 50$  mph  $\rightarrow$  safety challenges.
- **Transit:**
  - SunTran serves 7 routes,
  - 239k annual trips,
  - Highest ridership at Downtown Transfer Station.

The **county's population** is projected to grow over **100K** by **2050**.



Marion County Population

**2024:** 419,510  $\rightarrow$  **2050:** 526,500



## EXISTING CONDITIONS

- **Sidewalks:**
  - Concentrated in Ocala, Belleview, Dunnellon, Marion Oaks;
- **Bike lanes:**
  - Mainly near Ocala.
- **Trails:**
  - Strong regional asset (Cross Florida Greenway, SUNTrail).
- **Safety:**
  - 2019–23 → 491 fatalities (18% ped, 3% bike), 1,857 serious injuries (5% ped, 2.7% bike).

“ From 2019 to 2023, there were a total of



105 fatalities

&



151 serious injuries



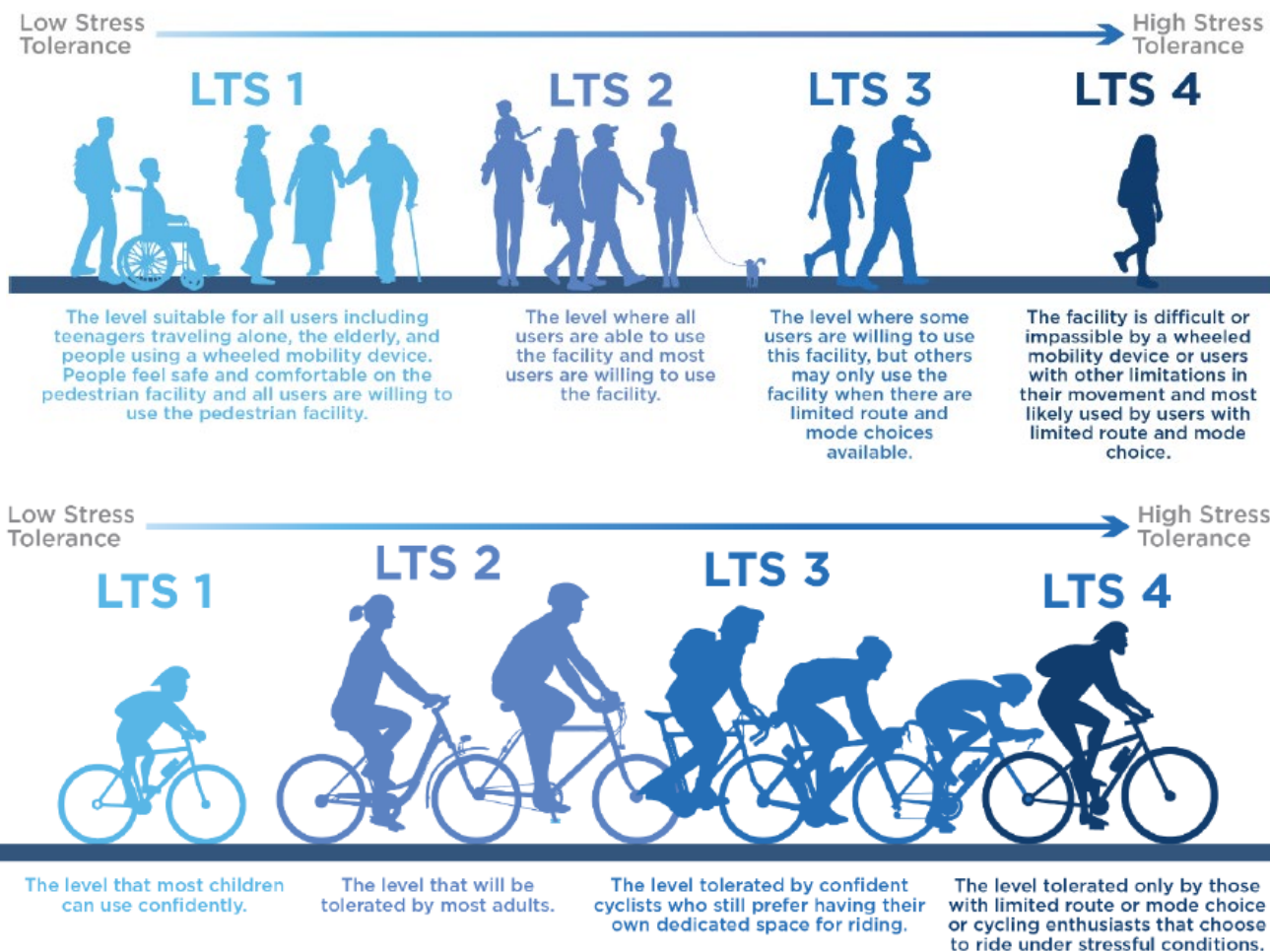
involving bicyclists and pedestrians. ”



# LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS



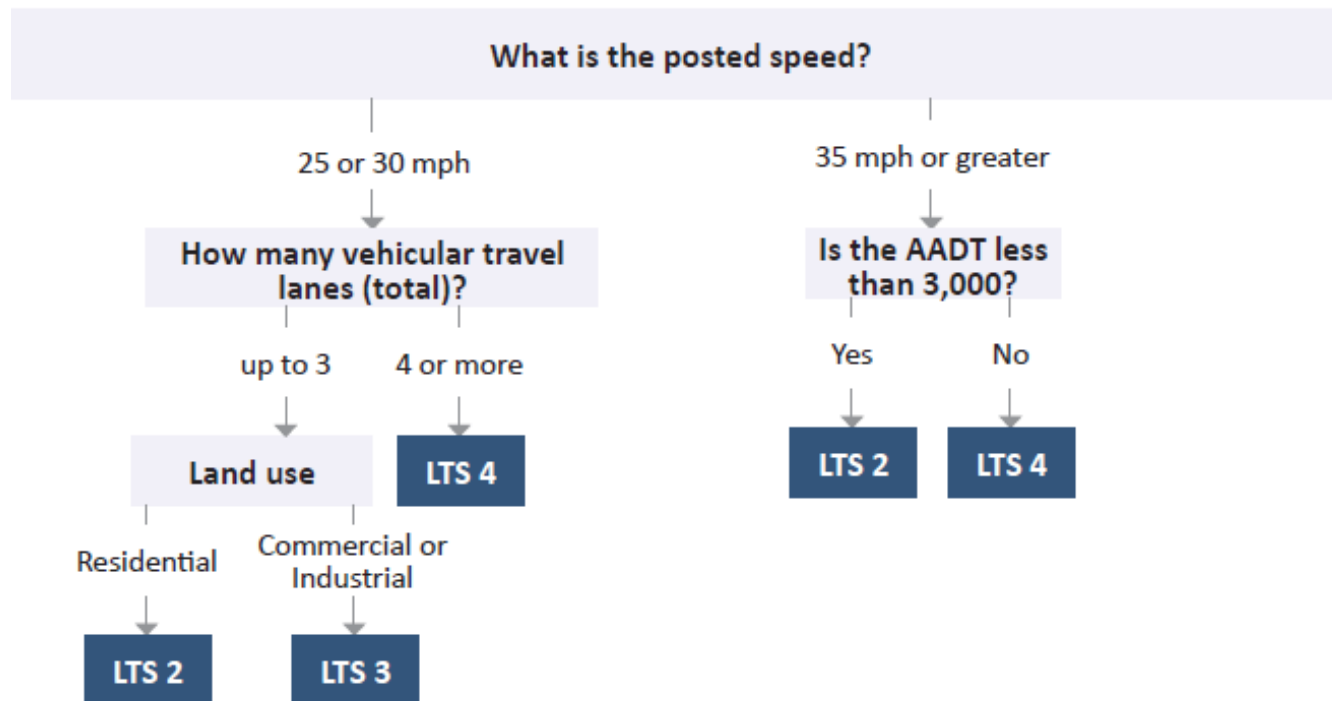
- Evaluate the quality of travel for people walking and biking.
- Considers facility type, width, and continuity; vehicular posted speeds; vehicular volumes; and separation from traffic
- Scale is defined by the type of user that finds the facility comfortable.



# FDOT LTS METHODOLOGY EXAMPLE



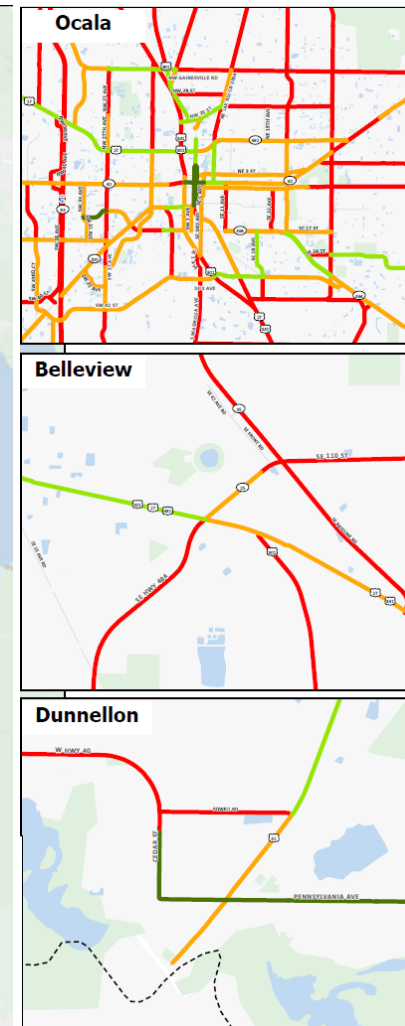
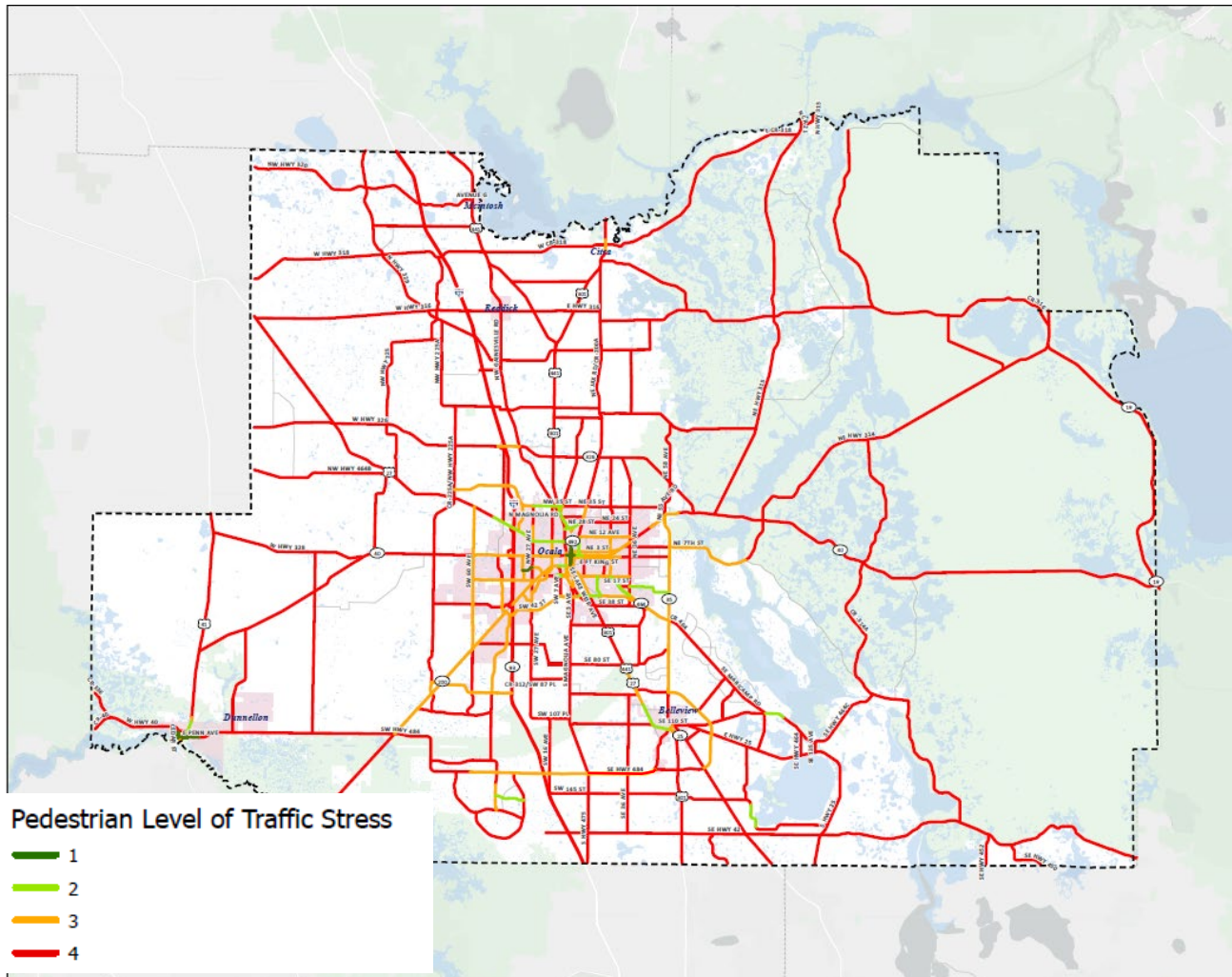
FDOT Multimodal Quality/Level of Service Handbook will be referenced for LTS methodology



## Key Inputs:

- Posted Speed
- Number of Lanes
- AADT
- Land Use
- Bike Facility Presence
- Bike Facility Types
- On-Street Parking
- Width of Bike Lane & Separation
- Continuous Sidewalk Presence

# PEDESTRIAN LTS RESULTS

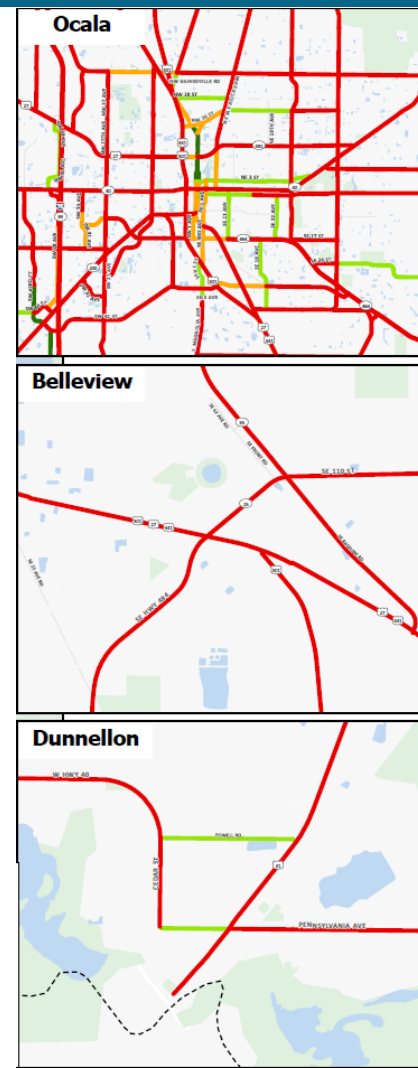
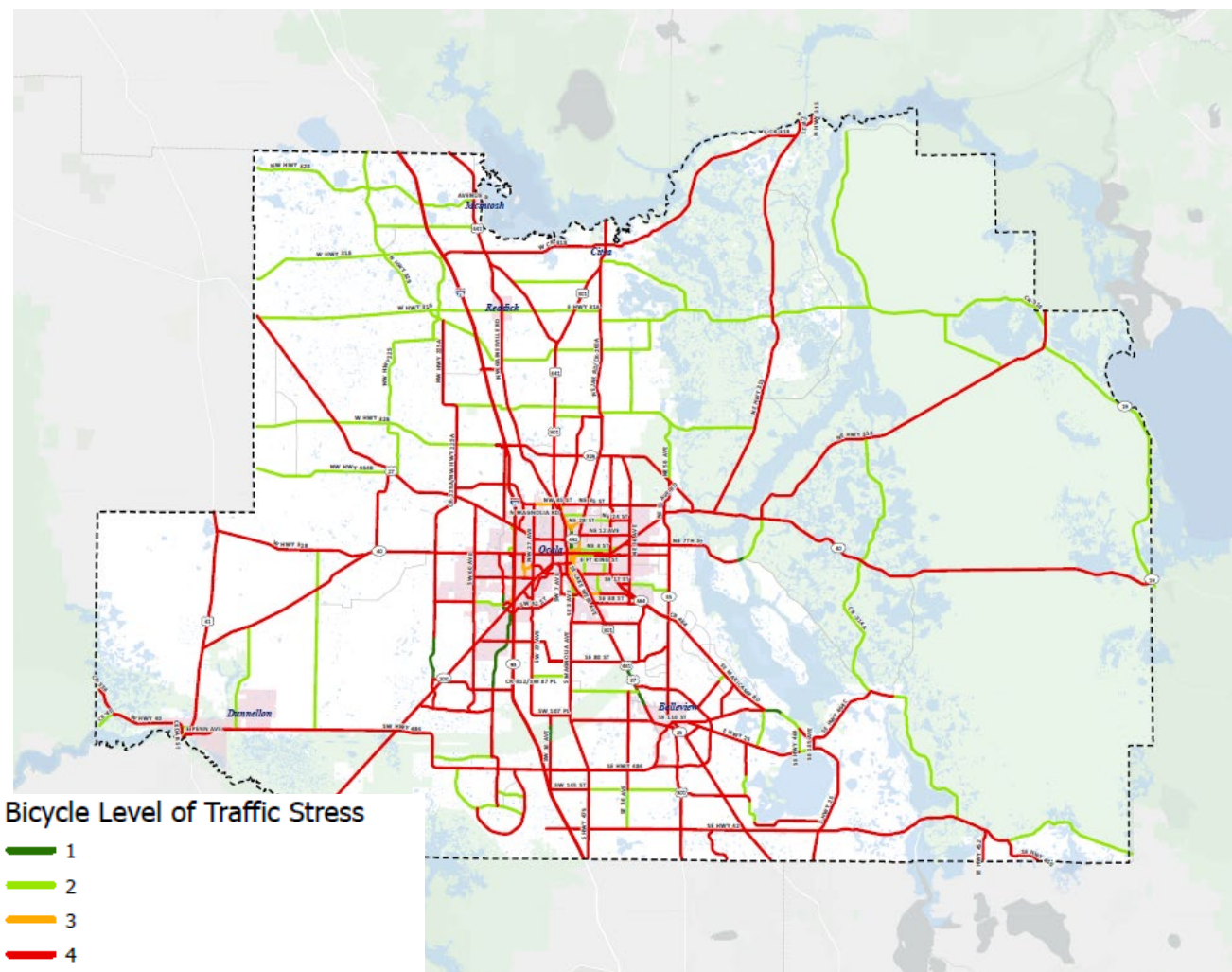


## Key Findings:

- Most of the roadways in the study network are LTS 3 and LTS 4
- Lower-stress roadways (LTS 1 and LTS 2) are mostly located in:
  - City of Ocala
  - Part of US 301 in the City of Belleview,
  - W Pennsylvania Ave in the City of Dunnellon



# BICYCLE LTS RESULTS



## Key Findings:

- Most of the roadways in the study network are LTS 3 and LTS 4
- Lower stress roadways in downtown Ocala and Dunnellon
- More low-stress roadways (LTS 2) in the rural areas where vehicle AADT is lower

# ACCESSIBILITY OF KEY DESTINATIONS

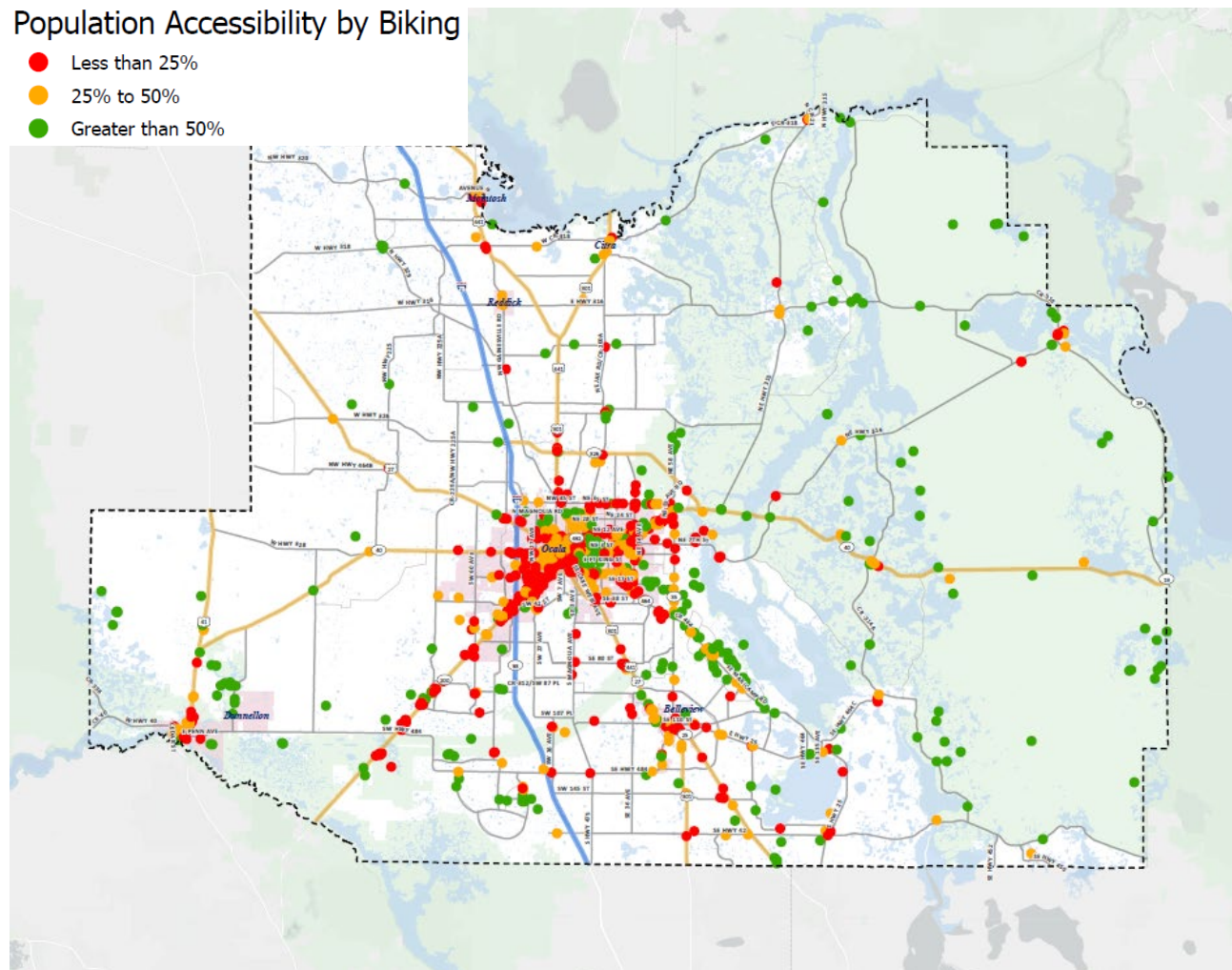


## Methodology

- Evaluated pedestrian & bicycle accessibility to bus stops, schools, hospitals, parks, community centers, etc.
- Reviewed LTS within 1/2 mile of destinations for walking and 1 mile for biking
- Compared the number of people and jobs that can access each destination with a low stress route (LTS 1 or 2) compared to the full street network
- Visualize accessibility by percentage

## Population Accessibility by Biking

- Less than 25%
- 25% to 50%
- Greater than 50%



## NEEDS ASSESSMENT

- High-stress corridors (SR 200, SR 40, US 301) overlap with crash hot spots and low accessibility.
- Sidewalks/bike facilities concentrated in urban areas; rural areas lack coverage.
- Identified need for lower-stress, better connected facilities near jobs and population centers.



*Areas with a higher-stress roadway network and lower accessibility destinations also coincide with where fatal and serious injury crashes occur more frequently for people walking and biking.*

# PROPOSED IMPROVEMENTS

The proposed improvements were organized into three categories to reflect the primary mode or facility type addressed:



## 1. Trail Improvements



## 2. Bicycle Improvements



## 3. Sidewalk/Shared Use Path Improvements

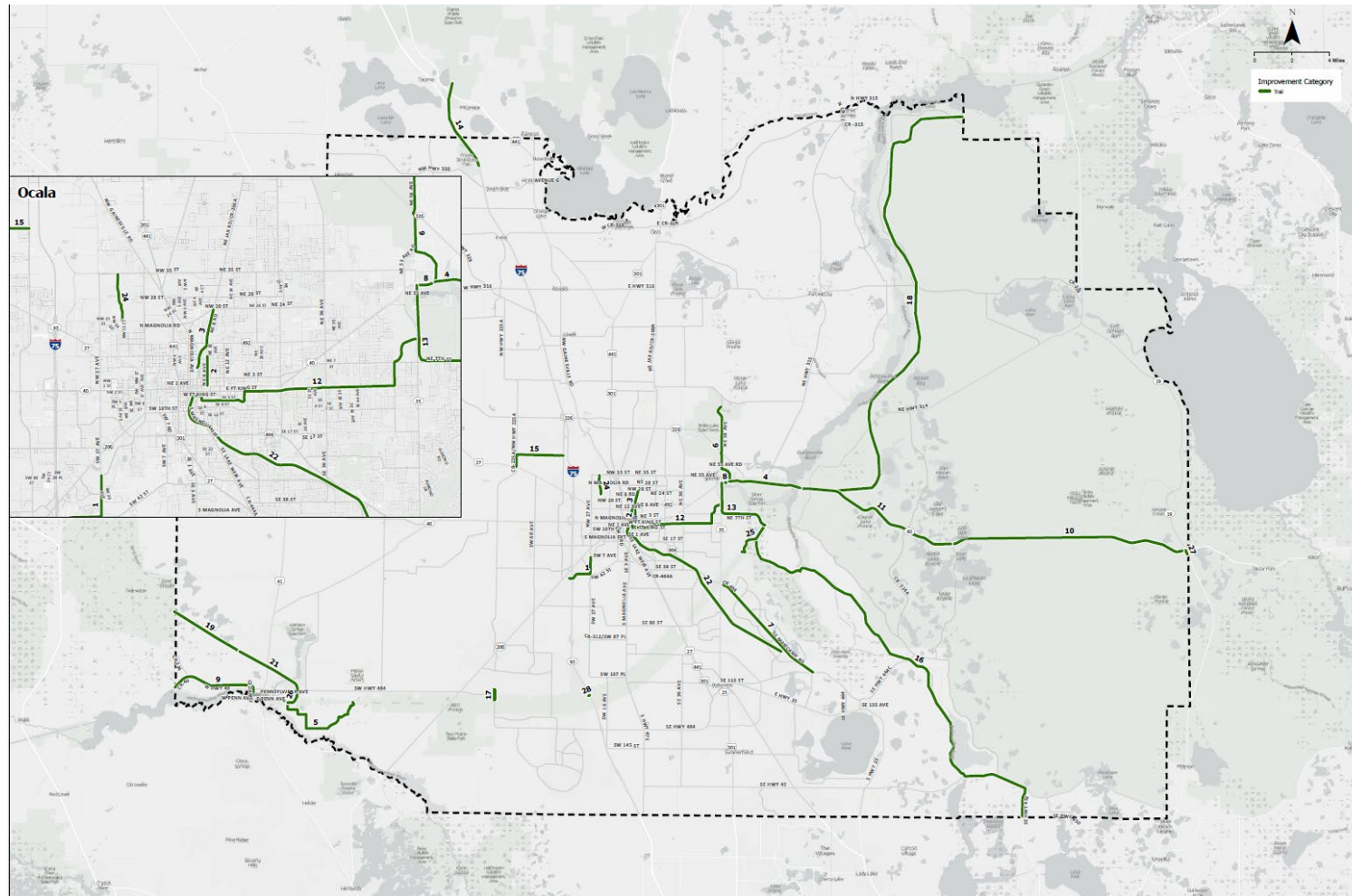
- Improvements identified via technical analysis, stakeholder/local input.

- Maps show where gaps will be filled, enhancing safety & connectivity.

- Includes Marion Oaks Trail Plan concept for future connectivity.

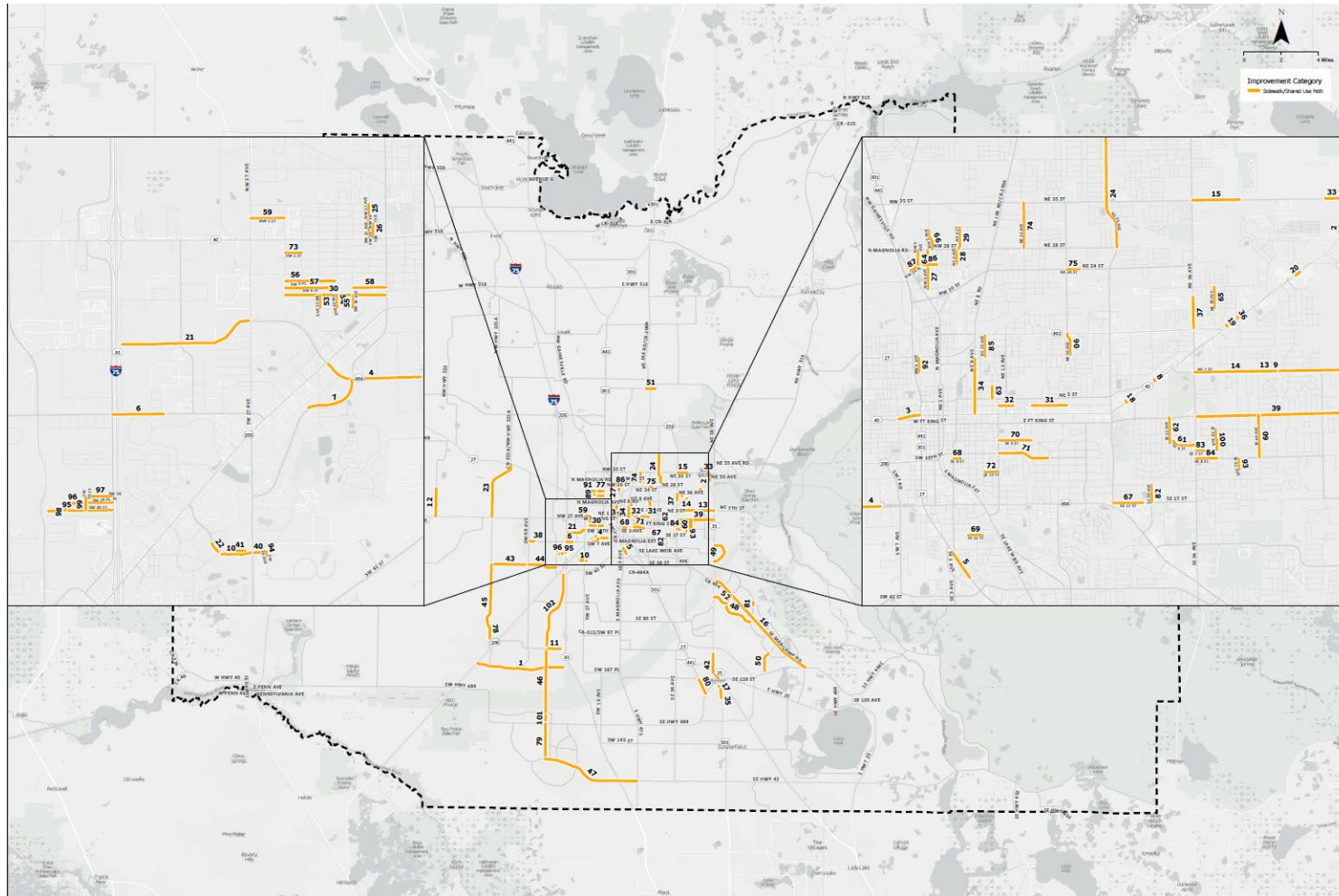


# TRAIL PROJECTS

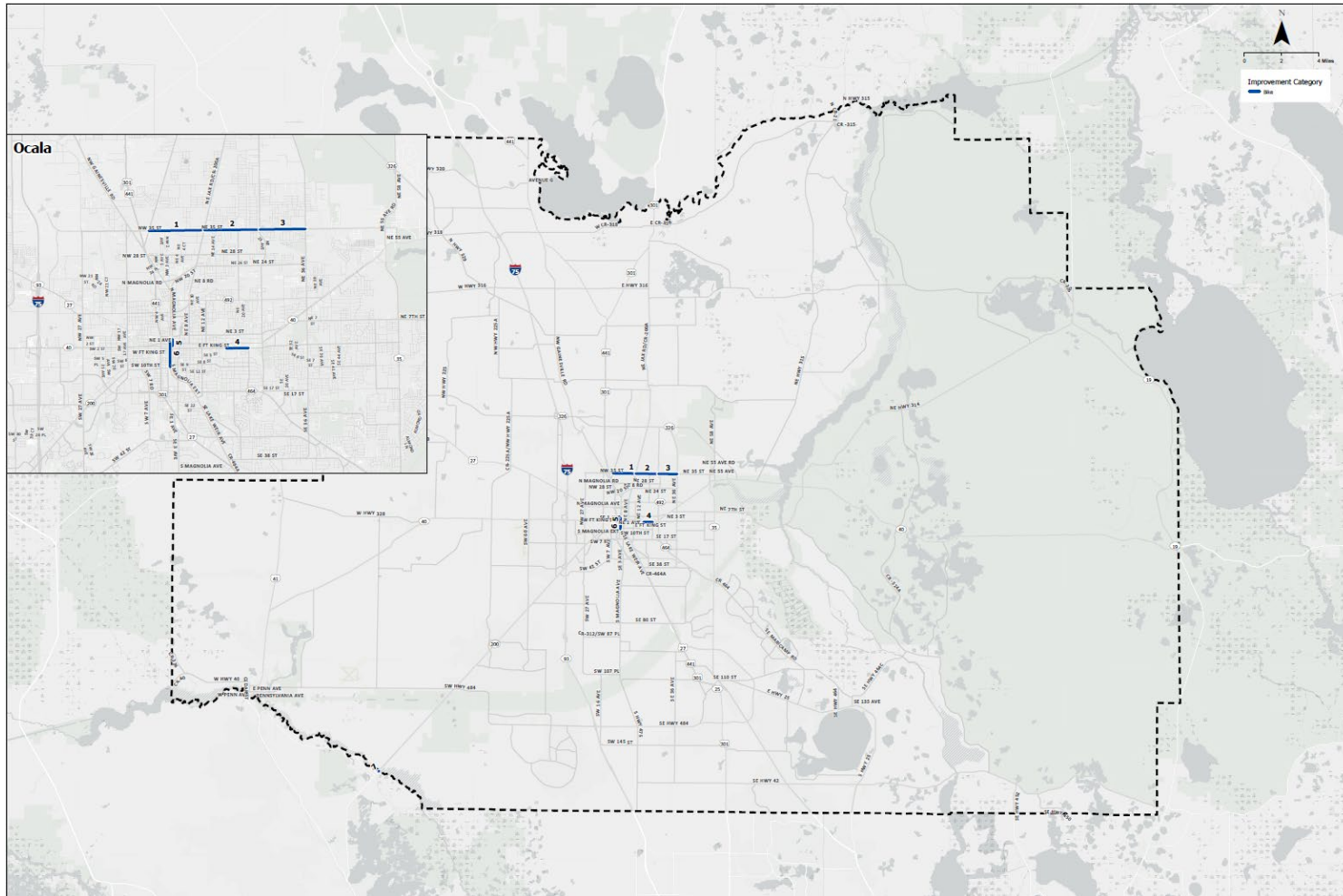




# SIDEWALK/SHARED USE PATH PROJECTS



# BIKE PROJECTS



# INITIAL PRIORITIZATION FACTORS

- **User Comfort**
  - High Stress (Level of Traffic Stress 3 or 4)
- **Safety**
  - On or Cross High Injury Network
- **Local Priority**
  - On the List of Priority Projects
- **Accessibility**
  - Top 30th Percentile Population Density
  - Accessibility (High number of destinations (top 30th percentile) within 1 mile & Average accessibility score under 25%)
- Projects get 1 point if the criterion is met
- Projects are categorized into 3 Tiers based on the total points
- The purpose of the scoring is to provide more information for the prioritization discussion. It is not intended to be used as the final ranking criteria

## NEXT STEPS

- Advance Tier I projects into TIP & local programs
- Pursue state/federal/local/private funding
- Integrate ATP into roadway projects
- Continue stakeholder & public engagement
- Monitor & update regularly

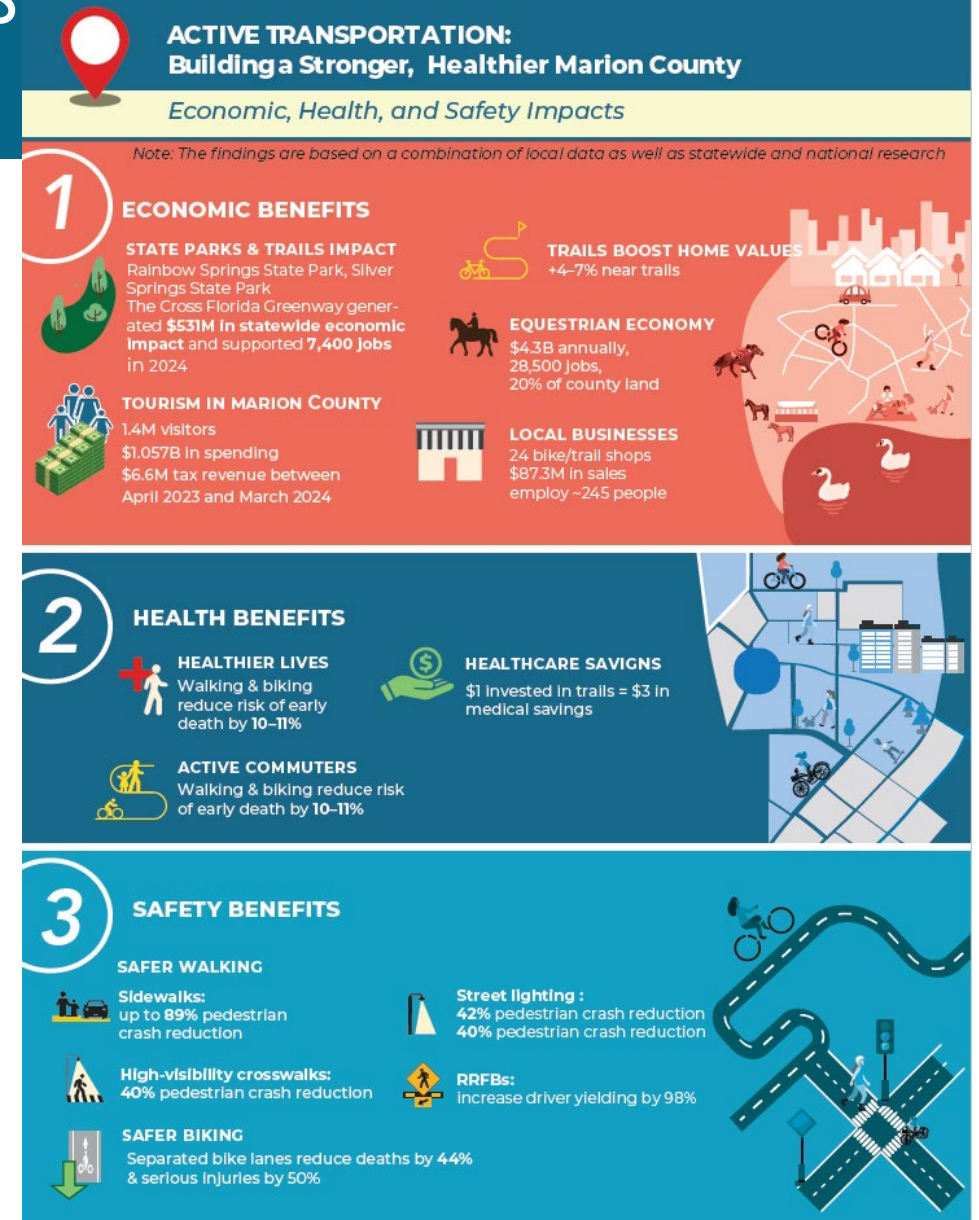


## RESOURCES

- Community and Economic Benefits
- Active Transportation Strategies

# COMMUNITY AND ECONOMIC BENEFITS

- Based on local data, statewide/national research
- **Summarizes benefits of active transportation in:**
  - Economic vitality
  - Health
  - Safety





# ACTIVE TRANSPORTATION STRATEGIES

- **Three Types of Treatments**
  - Bicycle
  - Pedestrian
  - Speed Management
- **Summary table highlights:**
  - Cost
  - Implementation timeline
  - Applicable roadway characteristics

## Shared Lane Marking



Shared lane marking in Tampa, FL

### Description

Shared lane markings indicate a shared space for bicycles and vehicles, guiding bicyclists to use the full lane and discouraging unsafe passing.

### Typical Application

- Posted speed  $\leq 35$  mph
- Residential or commercial local roads

### Design Considerations

- Should be centered in the lane
- Best used where bike lanes are not feasible and vehicles speeds are low

### Benefits

- Raises driver awareness of bicyclists
- Guides bicyclists to safe lane positioning

### Constraints

- Limited effectiveness on higher-speed ( $>45$  mph) roads
- May feel uncomfortable for less experienced riders

### Resources

[FDOT Design Manual \(FDM\) Section 223.3](#)

## Bicycle Lane



Bicycle lane in Ocala, FL

### Description

Exclusive one-way space on the roadway designated for bicyclists, traveling in the same direction as traffic.

### Typical Application

- Design speeds  $\leq 45$  mph (ideal  $\leq 30$  mph)
- Local roads and collectors with relatively low traffic volumes and speeds

### Design Considerations

- Include single white longitudinal pavement marking and bicycle lane symbol
- Option for green paint at conflict points with vehicles
- Additional buffer and/or separation desirable at speeds  $> 30$  mph

### Benefits

- Provides predictable, dedicated space for bicyclists
- Supports everyday bicycle travel in residential and commercial areas

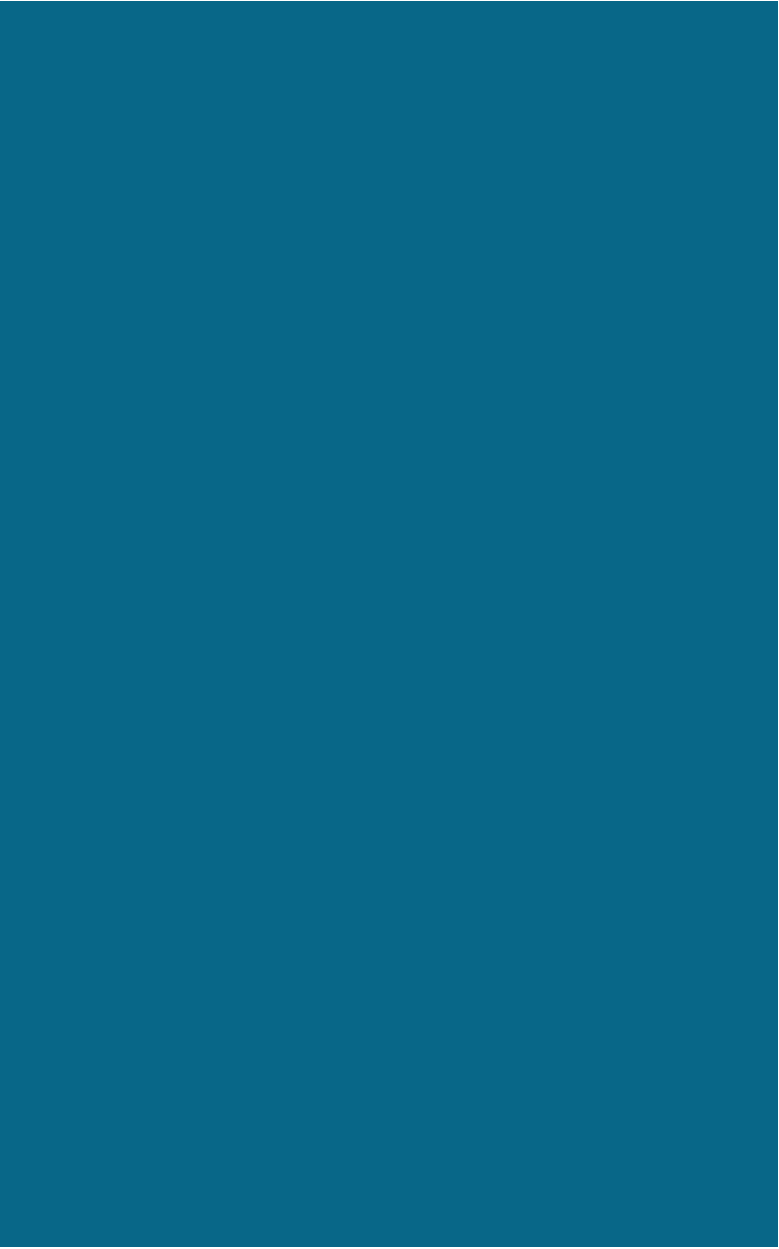
### Constraints

- Less comfortable on higher-speed or multilane roads
- No physical separation from traffic encroachment

### Resources

[FDOT Design Manual \(FDM\) Section 223.2.1](#)  
[NACTO Urban Bikeway Design Guide](#)





# FEEDBACK & QUESTIONS



# ACTIVE TRANSPORTATION: Building a Stronger, Healthier Marion County

## Economic, Health, and Safety Impacts

Note: The findings are based on a combination of local data as well as statewide and national research

1

### ECONOMIC BENEFITS

#### STATE PARKS & TRAILS IMPACT

Rainbow Springs State Park, Silver Springs State Park  
The Cross Florida Greenway generated **\$531M in statewide economic impact** and supported **7,400 jobs** in 2024

#### TOURISM IN MARION COUNTY

1.4M visitors  
\$1.057B in spending  
\$6.6M tax revenue between April 2023 and March 2024



#### TRAILS BOOST HOME VALUES

+4-7% near trails



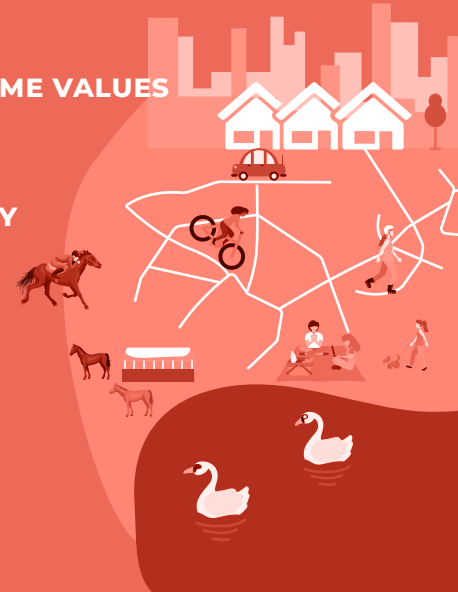
#### EQUESTRIAN ECONOMY

\$4.3B annually,  
28,500 jobs,  
20% of county land



#### LOCAL BUSINESSES

24 bike/trail shops  
\$87.3M in sales  
employ ~245 people



2

### HEALTH BENEFITS



#### HEALTHIER LIVES

Walking & biking  
reduce risk of early  
death by **10-11%**



#### HEALTHCARE SAVINGS

\$1 invested in trails = \$3 in  
medical savings



#### ACTIVE COMMUTERS

Walking & biking reduce risk  
of early death by **10-11%**



3

### SAFETY BENEFITS

#### SAFER WALKING



**Sidewalks:**  
up to **89%** pedestrian  
crash reduction



#### Street lighting :

**42%** pedestrian crash reduction  
**40%** pedestrian crash reduction



**High-visibility crosswalks:**  
**40%** pedestrian crash reduction



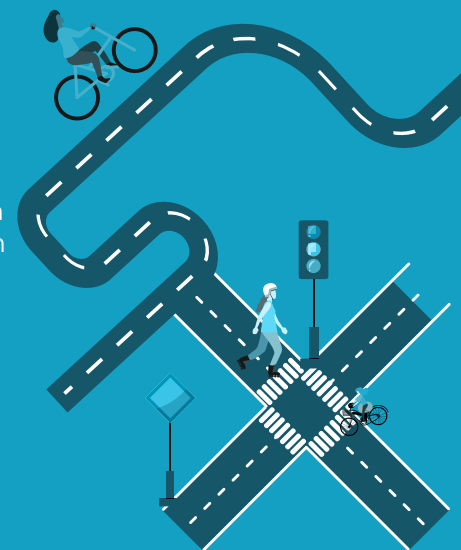
#### RRFBs:

increase driver yielding by 98%



#### SAFER BIKING

Separated bike lanes reduce deaths by **44%**  
& serious injuries by 50%



# ACTIVE TRANSPORTATION PLAN

Ocala Marion Transportation Planning Organization



OCALA MARION  
**TPO**  
Draft-September 2025

## **Ocala Marion 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  
Vice-Mayor 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



[Ocalamariontpo.org](http://Ocalamariontpo.org)

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Ocala, FL 34470  
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The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities. The TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts. Persons wishing to express their may do so by contacting the TPO.

## Acknowledgements

The development of the Ocala Marion Transportation Planning Organization (TPO) Active 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, and feedback through the public survey and online comment map.

### ***Active Transportation Plan Stakeholder Committee***

Review, recommendations and guidance on 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 priority projects.

Prepared by:



400 North Tampa Street,  
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# 1

# Introduction



# Introduction

The Ocala Marion Transportation Planning Organization (TPO) developed an Active Transportation Plan (ATP) to guide investments in walking, biking, and other nonmotorized modes throughout Marion County. While the plan primarily emphasizes improvements for people walking and bicycling, it also recognizes the county's unique equestrian heritage and the role of horses as part of the local transportation and recreation system. By expanding safe and connected networks, the ATP seeks to improve mobility options for residents, enhance access to key destinations, and support the County's broader goals for safety, health, and economic vitality.

The ATP provides a framework for identifying and prioritizing nonmotorized improvements. The plan was developed concurrently with the Navigating the Future 2050 Long Range Transportation Plan (LRTP) to ensure consistency across project lists and investment strategies.

This report outlines the development of the ATP, beginning with the guiding vision, goals, and objectives, followed by an assessment of existing conditions, including countywide demographics, existing and planned facilities, safety, and land use. Analyses of pedestrian and bicycle Level of Traffic Stress (LTS) and accessibility were

conducted to identify gaps on the roadway network and areas with higher needs of active transportation facilities. This report also highlights the economic and community benefits of walking and biking facilities.

The ATP presents proposed sidewalks, shared use paths, trails, and bicycle facilities, along with a prioritization process that organizes projects into implementation tiers. The report also highlights strategies for enhancing the safety, comfort, and connectivity of the active transportation network and concludes with a review of available funding sources to support implementation.

## What is Active Transportation?

*Active Transportation is human-powered mobility, such walking, cycling, using wheelchairs and other types of non-motorized devices. Active transportation supports more transportation options, economic opportunity, and a healthy lifestyle.*



Active transportation provides numerous benefits for communities, residents, and visitors while also supporting economic vitality. Marion County is especially known for its extensive trail system, equestrian activities, and tourism. Appendix A provides a comprehensive summary of the economic, health, and safety impacts of nonmotorized transportation, including walking, biking, equestrian riding, and transit. The findings are based on a combination of local data as well as statewide and national research.



# 2 Vision, Goals, and Objectives



# Vision, Goals, and Objectives

Vision, goals, and objectives establish the foundation for the ATP by defining what success looks like and how progress will be measured. These guiding elements ensure that the plan not only reflects community priorities but also aligns with the broader transportation and land use goals. By articulating a clear vision supported by measurable goals and objectives, this section provides a framework that connects the data and analysis presented in the **Section 4: Existing Conditions**, informs the prioritization of projects, and supports the implementation strategies outlined later in the plan.

## Vision

*Marion County will have a safe, accessible, and well-connected active transportation network, which contributes to a high quality of life and economic opportunity for people of all ages and abilities.*



To support the vision, the ATP has three main goals:



**Improve safety for all active transportation users**



**Create a well-connected and accessible active transportation network**



**Protect and enhance quality of life, economy, and recognition as the Horse Capital of the World**

Performance measures and objectives are listed for each goal in Table 1.

**Table 1.** Goals, Objectives and Performance Measures

| Goal                                                                                                                   | Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Performance Measures                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>1</b></p> <p>Improve safety for all active transportation users</p>                                              | <ul style="list-style-type: none"> <li>• Develop and implement safe crossings in high-active transportation locations.</li> <li>• Implement lighting improvements, including areas with pedestrian/bicyclist fatal and serious injury crashes, dark areas, and locations on the Commitment to Zero High Injury Network (HIN).</li> <li>• Make improvements to better support vulnerable users (elderly, disabled, children).</li> <li>• Educate the public on bicycle and pedestrian safety.</li> <li>• Ensure accessibility improvements in projects (ADA compliance, user-specific needs).</li> <li>• Reduce Level of Traffic Stress (LTS) on high-stress facilities.</li> </ul> | <ul style="list-style-type: none"> <li>• Number of fatalities and serious injuries involving pedestrians and bicyclists.</li> <li>• Number of safety improvement projects completed.</li> <li>• Number of safety workshops and meetings held throughout the county.</li> <li>• Number of accessibility features (curb ramps, tactile warning panels, etc.) added to the network.</li> <li>• LTS changes on high-stress facilities.</li> </ul> |
| <p><b>2</b></p> <p>Create a well-connected and accessible active transportation network</p>                            | <ul style="list-style-type: none"> <li>• Complete identified gaps in the network.</li> <li>• Connect more destinations to the active transportation network.</li> <li>• Implement more trail connections (including equestrian riders).</li> <li>• Create uniform wayfinding (signage, maps, kiosks).</li> <li>• Improve connectivity and access to public transit, including major stops/stations.</li> </ul>                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>• Number of gaps completed in the network.</li> <li>• Number of new destinations/connections added.</li> <li>• Mileage and number of sidewalks, bike lanes, and trails added.</li> <li>• Number of wayfinding signs installed.</li> <li>• Number of new/improved transit connections.</li> </ul>                                                                                                       |
| <p><b>3</b></p> <p>Protect and enhance quality of life, economy, and recognition as the Horse Capital of the World</p> | <ul style="list-style-type: none"> <li>• Inform and educate the public about active transportation facilities, including equestrian trails.</li> <li>• Improve amenities for all users along trails (restrooms, shelters, parking).</li> <li>• Identify opportunities for public/private partnerships to support projects, events, and activities.</li> <li>• Educate the public on economic, recreational, and health benefits of active transportation.</li> </ul>                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>• Number of new amenities funded and completed (e.g., water stations, shelters, restrooms).</li> <li>• Number of parking spaces or facilities added.</li> <li>• Number of events/activities related to trails and equestrian users.</li> <li>• Publications, maps, and apps developed and shared with the public.</li> </ul>                                                                           |



# 3 Public and Partner Engagement



# Public and Partner Engagement

The development of the Active Transportation Plan involved the engagement of citizens, partner agencies, and community stakeholders. This process included the formation of an Active Transportation Plan Stakeholder Committee. This working group was comprised of federal, state, and local government staff and leadership, along with schools, tourism, and economic development. Stakeholders from the cycling and horse farm community also participated in the process. Additionally, project updates and information were shared throughout the plan development process with the TPO Board, Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC).

Citizens were engaged during plan development at two community workshops and one public open house. Two pop-up public events were also held at the Zone Fitness Center locations in Ocala. An online survey and comment map were also created to help reach a wider audience across Marion County, and enable residents the opportunity to provide input without attending in-person workshops. The online survey focused on gaining insights into citizen's opinions on preferences for cycling, walking and equestrian improvements, spending habits and impacts on quality of life. The survey was open from September 18, 2024 to February 25, 2025. An online comment map was also made available for the public to identify specific locations in Marion County where improvements or needs should be addressed. A summary of the engagement activities and survey responses are provided in Appendix B.



*Ocala/Marion County is blessed with amazing people and a high quality of life. The development of our bicycle, pedestrian and trail facilities will contribute to a vibrant, healthy and accessible community.*

*The TPO's Active Transportation Plan provides a framework for completing new and existing facilities. The Plan also highlights the importance of active transportation to the local economy, and our social and physical wellbeing. I endorse the Active Transportation Plan as a catalyst to building a more connected multimodal network in Marion County.*

– Mayor Ben Marciano, City of Ocala



# 4 Existing Conditions



# Existing Conditions

This section provides a summary of the existing conditions analysis, including demographics, existing and planned facilities and. A detailed existing conditions analysis can be found in Appendix C.

## 4.1 County Overview

The TPO planning area covers all of Marion County, including the Cities of Belleview, Dunnellon, and Ocala. Marion County is the 5th largest county in Florida. There are over 2,000 acres of parks and more than 40 natural springs. Marion County is also home to the Ocala National Forest and has part of the Cross Florida Greenway. These natural and recreational assets highlight both the demand and opportunity for a safe and well-connected active transportation system. By linking neighborhoods, parks, and regional destinations, the ATP supports the County's goals of improving safety, expanding access, and enhancing quality of life. Investments in trails, sidewalks, and bicycle facilities not only provide connections to these community resources but also align with the ATP's broader vision of creating a healthier, more connected, and economically vibrant county.

The 2024 county population of 419,510 is projected to reach 526,500 by 2050<sup>1</sup>. Using data from the US Census Bureau's American Community Survey 5-Year Estimate Data for 2023, population density across Marion County was calculated to highlight concentrations of residents and provide insight into where active transportation investments may have the greatest impact. Figure 1 shows the population density by census tracts in Marion County. The highest density areas are shown in the darker red colors, with the lowest density areas shown in the lighter tan colors.

<sup>1</sup> BEBR medium forecast

The highest concentrations of population are found in and around the City of Ocala, particularly near the downtown district. Other notable high-density corridors include the SR 464 corridor southeast of Ocala, the SR 27 corridor northeast of Ocala, and the SR 200 corridor southwest of the city. These areas reflect the urban and suburban growth centers, where demand for walking, biking, and transit connections is greatest.

In contrast, the lower-density areas form a horseshoe around Ocala, encompassing large portions of rural Marion County. These include areas in eastern Marion County bordering the Ocala National Forest, the US 27 corridor northwest toward Williston, and the lands northeast of Ocala near the Silver Springs Forest Conservation Area. Much of this area is characterized by agricultural land, equestrian properties, and preserved green space, with population densities of fewer than 130 people per square mile.

The **county's population** is projected to grow over **100K** by **2050**.



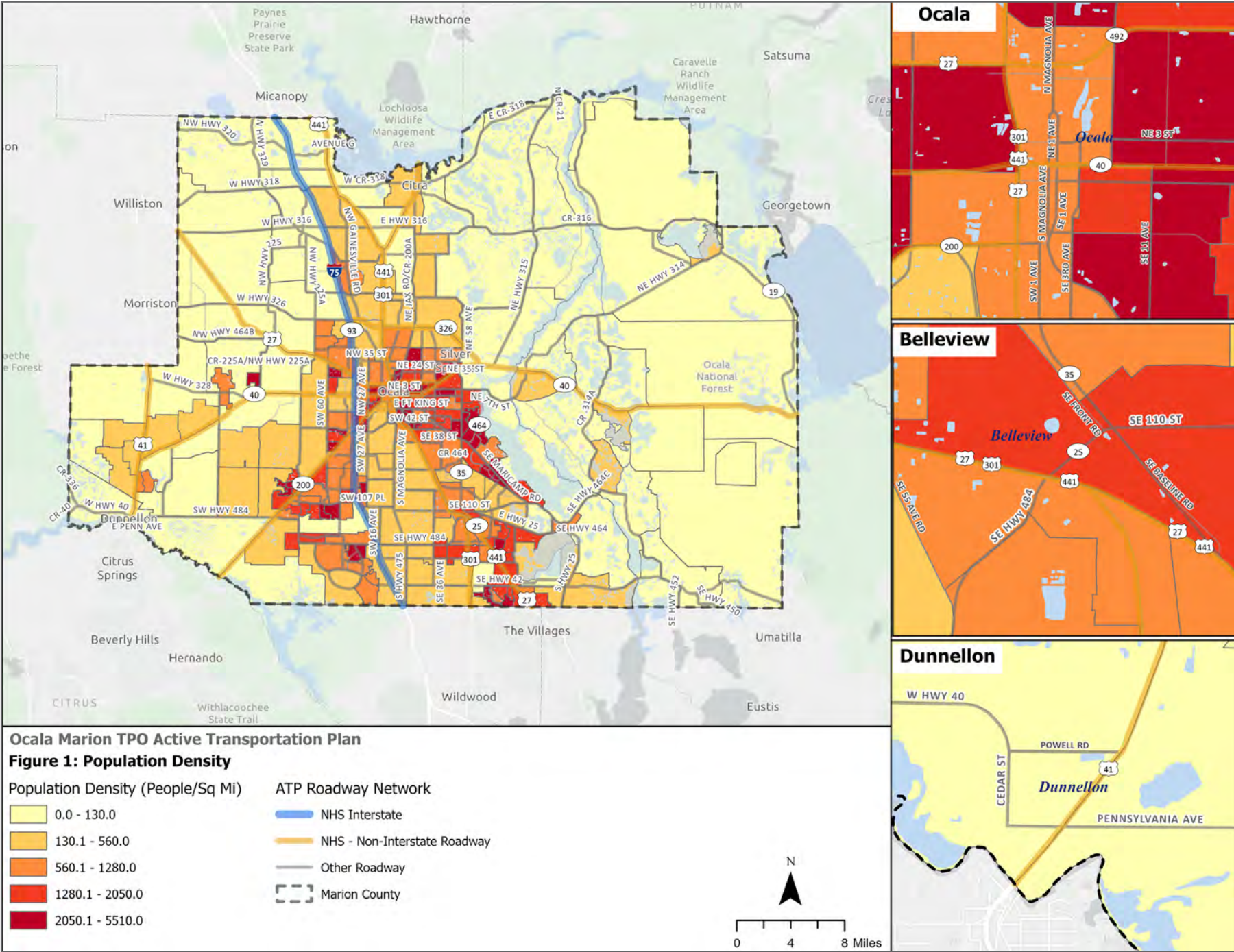
## Marion County Population

**2024:** 419,510 → **2050:** 526,500





Figure 1. Population Density



This distribution highlights the diverse contexts across Marion County. Urban neighborhoods benefit from enhanced pedestrian and bicycle facilities to support short trips and transit access, while suburban and rural communities benefit from trail systems, equestrian facilities, and safe connections to schools, parks, and regional activity center.

## 4.2 Existing and Planned Facilities

### 4.2.1 Roadway Characteristics

The roadway network selected for the ATP is based on the Congestion Management Plan (CMP) Roadway Network. The CMP is a federally required, data-driven process in large metro areas that evaluates and guides strategies to manage transportation congestion. The network consists of all existing functionally classified major roadways and roads with construction funded through 2028. This is known as an existing-plus-committed network. Table 2 and Figure 2 display the distribution of roadway types on the CMP network in Marion County.

Additional roadway data such as posted speed, number of lanes, and annual average daily traffic (AADT) were obtained from the Florida Department of Transportation (FDOT) Roadway Characteristic Inventory (RCI).

**Table 2.** ATP Roadway Network

| Roadway Type               | Miles of Roadway   |
|----------------------------|--------------------|
| NHS – Interstate           | 38.2 miles         |
| NHS – Non-Interstate       | 175.8 miles        |
| Other CMP Network Roadways | 724.6 miles        |
| <b>Total</b>               | <b>938.6 miles</b> |

### 4.2.1.1 Speed Limits

The ATP roadway network (existing and committed major road network) is characterized by relatively high travel speeds, which can have important implications for the safety and comfort of people walking, biking, or using other active modes. As shown in Table 3, more than half of the study roadway network consists of roadways with posted speed limits of 50 mph or greater, representing approximately 54% of the total system. A map of the speed limits on the ATP roadway network can be found in Appendix C.

These higher-speed roadways are generally found along major arterials and state roads that serve regional travel demands and connect Marion County to surrounding jurisdictions. While these corridors are essential for moving vehicles efficiently, they can present significant barriers for pedestrians and bicyclists due to limited crossing opportunities, wider travel lanes, and increased crash severity at higher speeds.

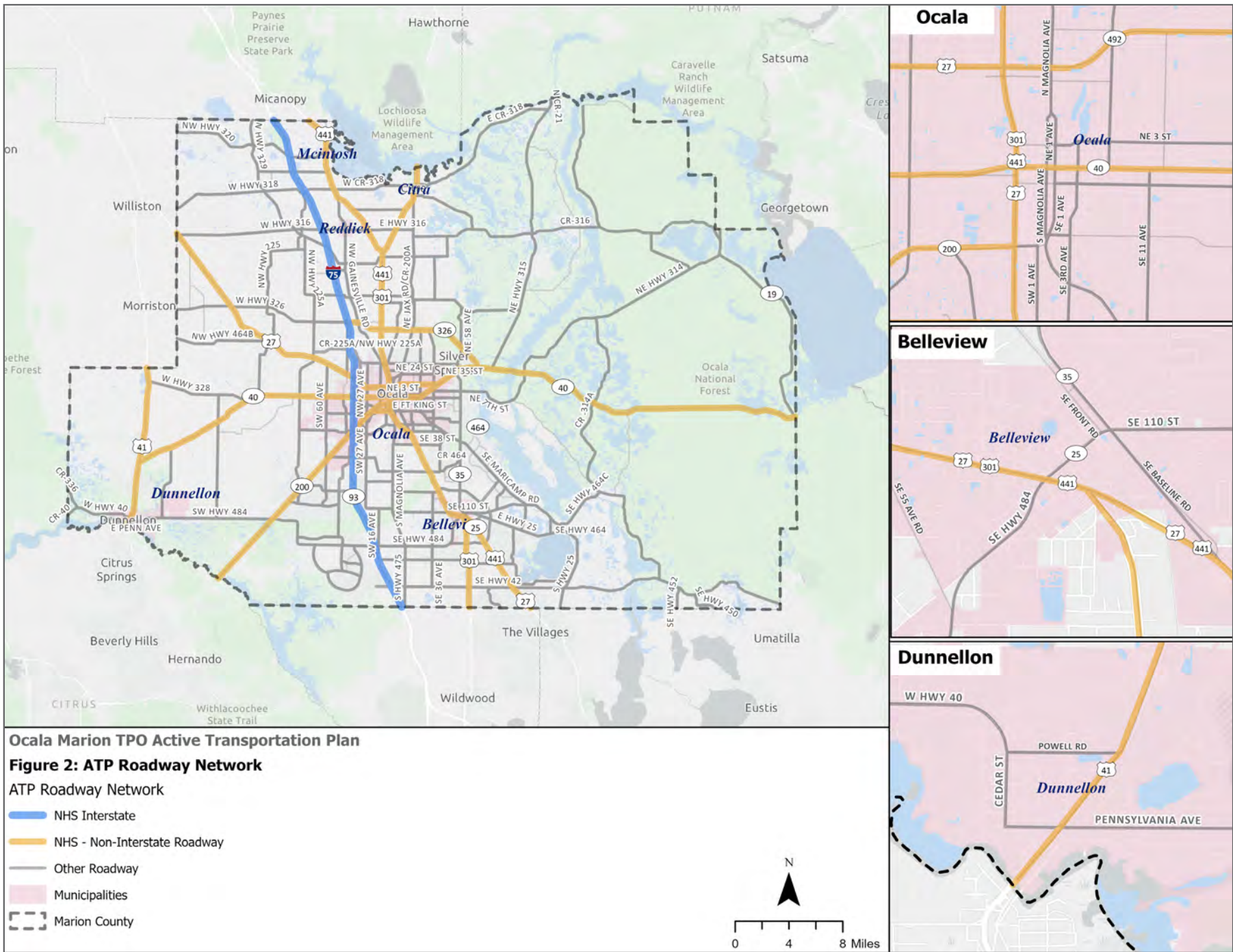
Understanding the distribution of posted speed limits across the ATP network is a key step in prioritizing active transportation projects. Areas with higher speeds may require additional investments, such as multiuse trails, buffered bike lanes, pedestrian crossings, or traffic calming measures to support safe and convenient mobility options for all users.

**Table 3.** Posted Speed Limit Distribution

| Posted Speed Limit | Miles of Roadway   |
|--------------------|--------------------|
| Under 35 mph       | 111.2 miles        |
| 40-45 mph          | 318.7 miles        |
| 50-55 mph          | 452.1 miles        |
| Above 60 mph       | 56.6 miles         |
| <b>Total</b>       | <b>938.6 miles</b> |



Figure 2. ATP Roadway Network



4.2.1.2 AADT & Number of Lanes

2023 traffic volumes were collected from 360 traffic count locations across Marion County, providing a comprehensive picture of roadway use and demand. The highest AADT volumes are observed along the county’s major corridors, including I-75, SR 200, and US Highway 441. These corridors serve as critical north-south and east-west connections, carrying both local and regional travel demands. Traffic volumes on I-75, for example, reflect its role as a vital freight and passenger corridor in Florida’s interstate system, while SR 200 and US 441 serve as primary commercial and commuter routes for the Ocala urbanized area.

As shown in Table 4, the physical design of the roadway system is dominated by two-lane roadways, which make up 72% of the total network. These facilities are common in rural and suburban areas, where development is more dispersed and traffic volumes are lower. Approximately 21% of the roadway mileage consists of four-lane facilities, many of which are key arterial routes through and around Ocala that accommodate higher volumes of regional and commuter traffic.

A smaller but significant portion of the network (52 miles) is six lanes wide, consisting primarily of I-75 and a portion of SR 200.

Maps of AADT and number of lanes on the ATP roadway network can be found in Appendix C.

Table 4. Number of Lanes Distribution

| Number of Lanes | Miles of Roadway |
|-----------------|------------------|
| Unknown         | 9.4 miles        |
| 2 lanes         | 679.5 miles      |
| 4 lanes         | 197.7 miles      |
| 6 lanes         | 52.0 miles       |
| Total           | 938.6 miles      |

4.2.1.3 Existing Transit System & Transit Ridership

Marion County is served by SunTran, the fixed-route public transportation system operating in the City of Ocala and unincorporated Marion County. SunTran operates seven routes and maintains 360 bus stops, providing mobility options for residents, workers, and visitors. Between October 2023 and September 2024, SunTran recorded a total of 238,664 passenger trips, reflecting its importance as a transportation resource for the community.

As shown in Figure 3 , ridership levels vary across the system, with higher concentrations of use along central corridors and within the downtown core. The Downtown Ocala Transfer Station serves as the system’s most active hub, facilitating connections between routes and attracting the highest ridership. Other high-demand stops include Walmart Silver Springs and the Florida Department of Health, which together demonstrate how major employers, health services, and retail destinations shape transit travel patterns.

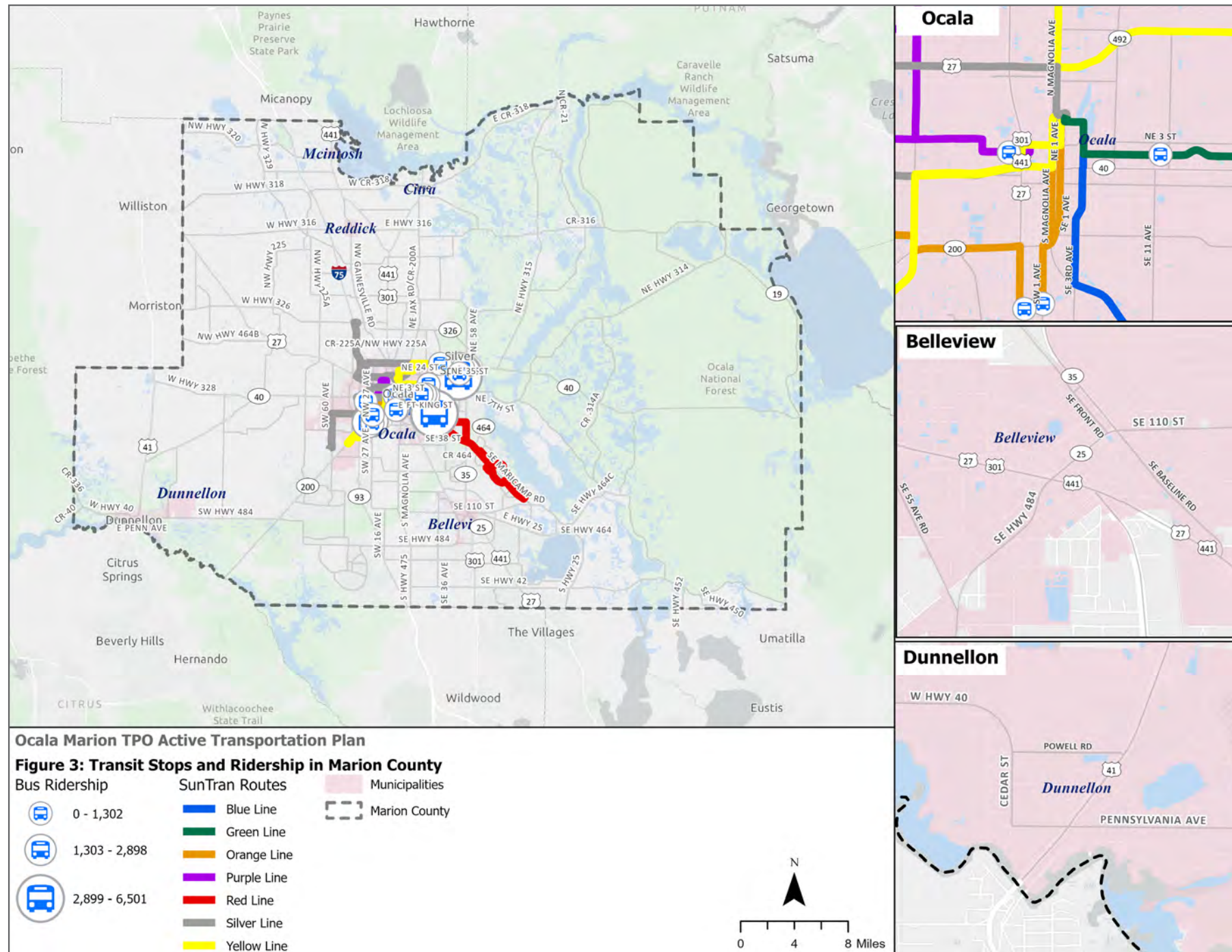
Table 5 provides data for the top 19 bus stops, where ridership ranges from over 6,500 boardings at the busiest locations to fewer than 1,000 at lower-volume stops. This distribution indicates that while transit service is geographically dispersed, demand is strongly clustered around key employment centers, shopping destinations, and civic services.

**Table 5.** Top 19 Bus Stop Ridership

| Stop Name                           | Total Ridership |
|-------------------------------------|-----------------|
| Downtown Transfer Station           | 39,982          |
| Wal-Mart Silver Springs             | 6,501           |
| Florida Department of Health        | 6,271           |
| SW 27th Ave & SW 19th Ave Rd N      | 2,898           |
| Paddock Mall                        | 1,846           |
| NE 14th St & NE 28th Ave W          | 1,302           |
| NW 2nd St & Interfaith East         | 1,257           |
| W Silver Springs Blvd & SW 33rd Ave | 1,143           |
| Marion County Public Library        | 1,133           |
| NE 36th Ave & NE 35th St W          | 1,073           |
| NE 55th Ave & NE 30th St            | 1,070           |
| SW 27th Ave & Zaxbys S              | 1,002           |
| SW 27th Ave & SW 20th St N          | 959             |
| NE 2nd St & NE 11th Ave W           | 948             |
| SW 15th Pl & SW 1st Ave             | 945             |
| NE 3rd St & NE 25th Ave W           | 941             |
| SR 40 & NE 52nd Ct E                | 933             |
| NE 3rd St & NE 22nd Ave W           | 921             |
| SW 16th St & S Pine Ave W           | 914             |



**Figure 3.** Transit Stops and Ridership in Marion County



## 4.2.2 Existing and Committed Walk and Bicycle Networks

An analysis of the existing plus committed (programmed projects) sidewalk, bicycle and trail facilities was conducted for the development of the Active Transportation Plan. Existing facilities, as reflected in the following maps, provide an understanding of the coverage and types of active transportation in Marion County.

### 4.2.2.1 Pedestrian Facilities

As shown in Figure 4, Marion County's existing sidewalk network is concentrated within its urban centers, with the most consistent and connected facilities located in the City of Ocala. Within Ocala's downtown and adjacent neighborhoods, sidewalks are generally well-connected and often present on both sides of major corridors. These areas form the county's most walkable environment, supporting both residential neighborhoods and commercial districts.

Outside of the City of Ocala, sidewalks are distributed more sporadically but remain notable in several communities. Marion Oaks and the City of Dunnellon have relatively well-connected sidewalk systems compared to surrounding areas. Sidewalk coverage in Dunnellon extends along primary streets near the downtown area, while in Marion Oaks, sidewalks are integrated within residential subdivisions, enhancing local connectivity.

In the City of Belleview, sidewalks are primarily concentrated along main thoroughfares near the center of the community. Facilities are present along US 301/441 (SE Abshier Boulevard), CR 25 (SE Hames Road), SE Robinson Road, and SE 92nd Loop, providing important connections to civic and commercial destinations. However, coverage quickly drops off beyond these core streets.

Elsewhere in the county, sidewalks appear intermittently along major corridors and near newer subdivisions, particularly



in areas southeast of Ocala near SR/CR 464. While some neighborhoods include sidewalk segments, these facilities are not continuous along the highway itself. Rural areas across Marion County generally lack sidewalk coverage, which limits safe pedestrian mobility outside of urbanized or suburbanized zones.

In addition to the existing sidewalks and shared use path, construction of new sidewalks and shared use paths are committed on SR 25/500/US 441 from SE 102nd Place to SR 200/SW 10th Street, Marion Oaks Manor, SW 9th Avenue, SW 38th Street, Belleview to Greenway Trail and SW 49th Street. Section 4.2.4 Planned Bicycle and Pedestrian Improvements provides more information on the committed segments that are included in the Transportation Improvement Program (TIP).





#### 4.2.2.2 Bicycle Facilities

As shown in Figure 5, on-street bicycle facilities in Marion County are relatively sparse compared to the sidewalk network. The strongest presence of existing facilities is concentrated within and around the Ocala downtown area, where marked lanes and designated routes provide some degree of connectivity. Notable corridors include CR 255A (SW 60th Avenue), CR 475C, SE 58th Avenue, and SR 27 (SE 10th Street). However, bicycle facilities remain limited outside of Ocala, with most communities across the county lacking designated facilities. This patchwork underscores the need for a more cohesive bicycle network to support safe and continuous travel for bicyclists throughout Marion County.

In addition to the existing bike lanes, construction of new bike lanes is committed on SR 25/500/U.S. 441 from SE 102nd Place to SR 200/SW 10th Street, NE 35th Street and SW 49th Avenue. More details on the committed segments can be found in Section 4.2.4 Planned Bicycle and Pedestrian Improvements.



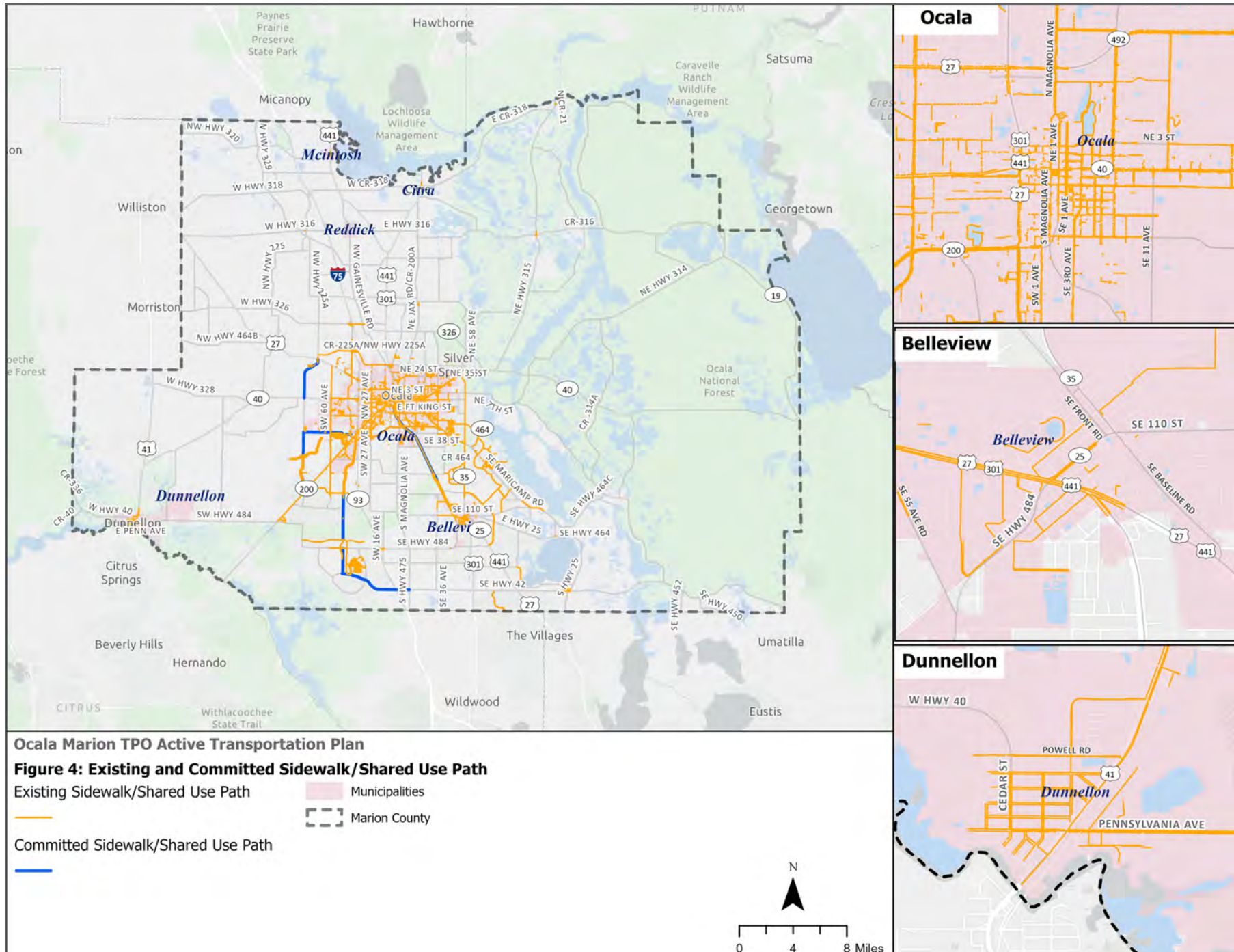
#### 4.2.2.3 Trails

Figure 6 shows the existing trails in Marion County. Within the City of Ocala, existing shared use paths are found along NW MLK Jr. Avenue north of US 27, NE 14th Street in the North Magnolia area, E Fort King Street, and N Magnolia Avenue, as well as CR 464A between SE 31st Street and SE 17th Street. These segments offer localized connectivity but remain relatively short and discontinuous.

At the regional scale, Marion County benefits from the SUNTrail network, which is a key statewide initiative to expand Florida's interconnected trail system. Within the county, the SUNTrail corridor enters from the west near Dunnellon, travels south of Ocala, and extends eastward along SR 40 toward the county boundary before turning north along Hog Valley Road. Portions of this network are already in place, while others remain in the planning or funding stages. The most notable completed segment is the Cross Florida Greenway Paved Trail, extending between SR 200 and east of CR 484, which offers a high-quality facility for both recreational users and nonmotorized commuters.

New trails were committed to be constructed on The Cross Florida Greenway. More details on the committed segments can be found in Section 4.2.4 Planned Bicycle and Pedestrian Improvements.

**Figure 4.** Existing and Committed Sidewalks





**Ocala Marion TPO Active Transportation Plan**

**Figure 5: Existing and Committed Bike Lanes**

Existing Bike Lanes      Municipalities

Committed Bike Lane      Marion County

0 4 8 Miles

**Ocala Marion TPO Active Transportation Plan**  
**Figure 6: Existing and Committed Trails**

Existing Trails  
 Committed Trails

Municipalities  
 Marion County

Scale: 0 to 8 Miles

Inset Maps:  
 - **Ocala:** Shows trails near highways 27, 301, 441, and 492.  
 - **Belleview:** Shows trails near highways 27, 301, 25, 441, and 35.  
 - **Dunnellon:** Shows trails near highways 41, 441, and 27.



#### 4.2.4 Planned Bicycle and Pedestrian Improvements

The Ocala Marion TPO's FY 2025–FY 2029 Transportation Improvement Program (TIP) includes three major bicycle and pedestrian projects, each intended to strengthen the county's nonmotorized transportation network and improve regional connectivity. These projects are strategically located to connect residential neighborhoods, commercial corridors, and regional trail systems.

**1 Cross Florida Greenway (Baseline Road to Santos Paved Trail):**

Funded for construction in FY 2026, this project will close a key gap in the regional trail network by connecting residential areas to the Santos Trailhead, one of the state's premier off-road biking destinations.

**2 Pruitt Trail (SR 200 to Pruitt Trailhead Multi-Use Trail):**

Also funded for FY 2026, this project will create a paved trail from Pruitt Trailhead across SR 200, serving both recreational users and commuters in a high-growth area of southwest Marion County.

**3 SR 25/500/US 441 (SE 102nd Place to SR 200/SW 10th Street):**

Scheduled for construction in FY 2027, this project will add a trail and sidewalk, improving multimodal access and safety on one of the county's most heavily traveled corridors.

#### Additional Planned Improvements

In addition to the TIP-funded projects, Marion County and its municipalities have identified several locally planned bicycle and pedestrian improvements that complement the regional system:

- NW/SW 44th Avenue – Install bicycle lanes to improve north-south connectivity west of Ocala.
- Emerald Road Extension – Add new sidewalks and bicycle lanes serving neighborhoods east of Ocala.
- Belleview to Greenway Trail – Construct a shared use path linking the City of Belleview with the Cross Florida Greenway, providing a regional recreation and commuting option.
- SW 49th Street – Construct sidewalks and a shared use path to serve residential areas and enhance east-west connectivity.
- CR 484/Pennsylvania Avenue – Construction of two new crosswalks, bridge pedestrian barriers on the Rainbow River bridge and shared use path connection to Blue Run Park in Dunnellon



### 4.3 Safety

Safety is a high priority in Marion County due to the significant number of crashes occurring on its roadway network. Between 2019 and 2023, there were 44,938 reported crashes in the county. These crashes resulted in 491 fatalities, of which 18% involved pedestrians and 3% involved bicyclists. Additionally, there were 1,857 serious injuries during this period, with pedestrians accounting for 5% and bicyclists for 2.7% of those injuries. These statistics highlight the vulnerability of nonmotorized travelers and underscore the importance of improving walking and bicycling facilities. Table 6 shows the five-year statistics of fatal and serious injury crashes in Marion County.

**Table 6.** Five-Year Pedestrian and Bicycle Fatalities and Serious Injuries

|                                  | 2019-2023 | 2019 | 2020 | 2021 | 2022 | 2023 |
|----------------------------------|-----------|------|------|------|------|------|
| # of Pedestrian Fatalities       | 90        | 20   | 22   | 18   | 17   | 13   |
| # of Pedestrian Serious Injuries | 100       | 24   | 16   | 16   | 16   | 28   |
| # of Bicycle Fatalities          | 15        | 1    | 2    | 3    | 5    | 4    |
| # of Bicycle Serious Injuries    | 51        | 8    | 12   | 8    | 14   | 9    |

As shown in Figure 7 and Figure 8, fatal and serious injury bicycle crashes are heavily concentrated in and around the City of Ocala, particularly along major roadways such as SR 200, SR 40, and US 301. A smaller cluster is also visible near Summerfield along US 27, where higher traffic volumes and limited bicycle facilities create conflict points. Fatal pedestrian crashes, on the other hand, are more widespread across the county compared to bicycle crashes. In addition to the overlap along Ocala's core corridors and highways, higher concentrations of pedestrian crashes are observed in the City of Belleview and Summerfield, particularly along US 27. Other critical hotspots include SR 464 near Silver Springs Shores, US 41 north of Dunnellon, and Highway 318 west of Irvine.

These crash patterns reveal the need for targeted safety interventions in both urbanized areas with higher activity and rural corridors where roadway speeds are greater and facilities for vulnerable users are limited.

**“ From 2019 to 2023, there were a total of**



**105 fatalities**

**&**

**151 serious injuries**



**involving bicyclists and pedestrians. ”**

Figure 7. Fatal and Serious Injury Pedestrian Crashes

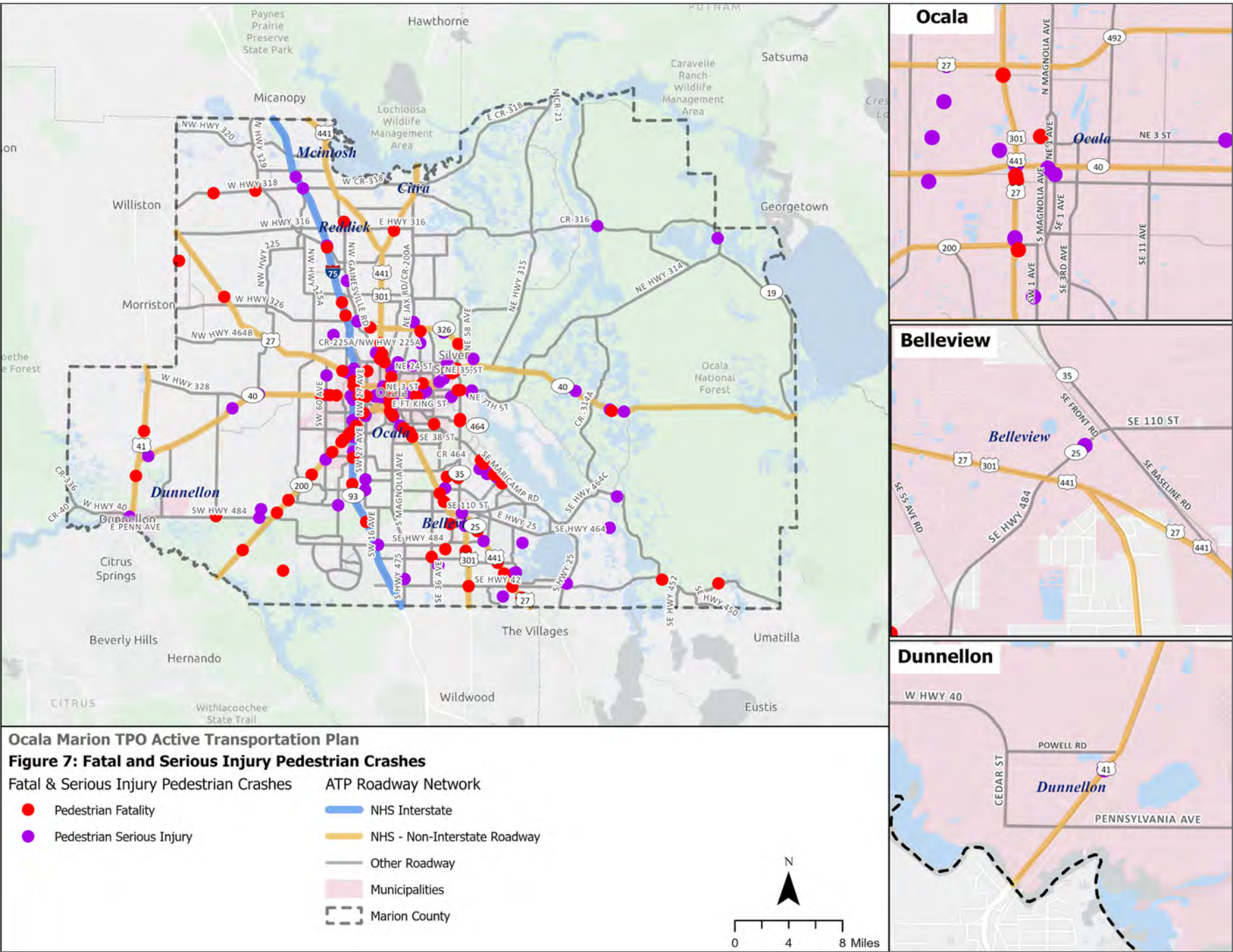
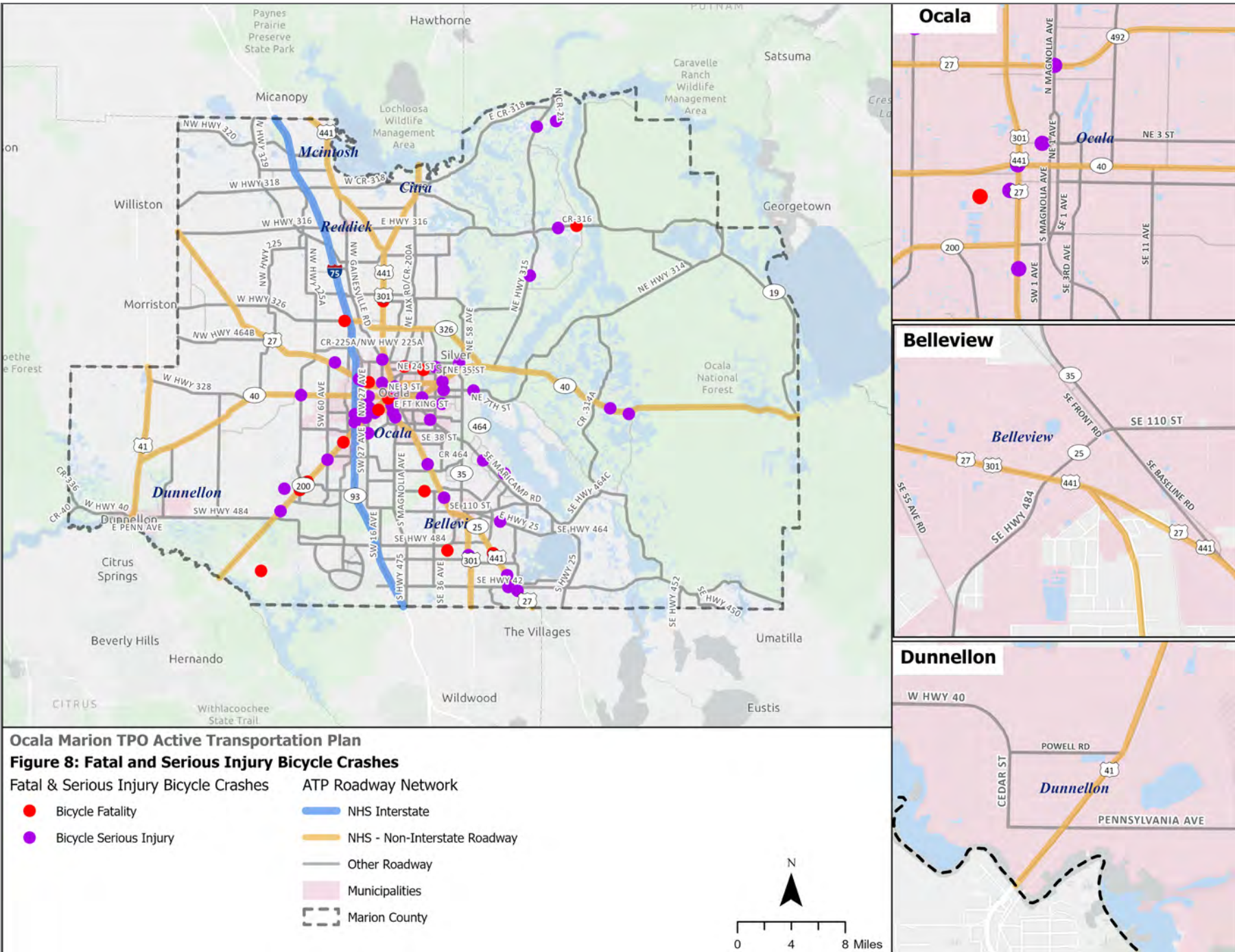




Figure 8. Fatal and Serious Injury Bicycle Crashes





# 5 Bicycle and Pedestrian Level of Traffic Stress Analysis





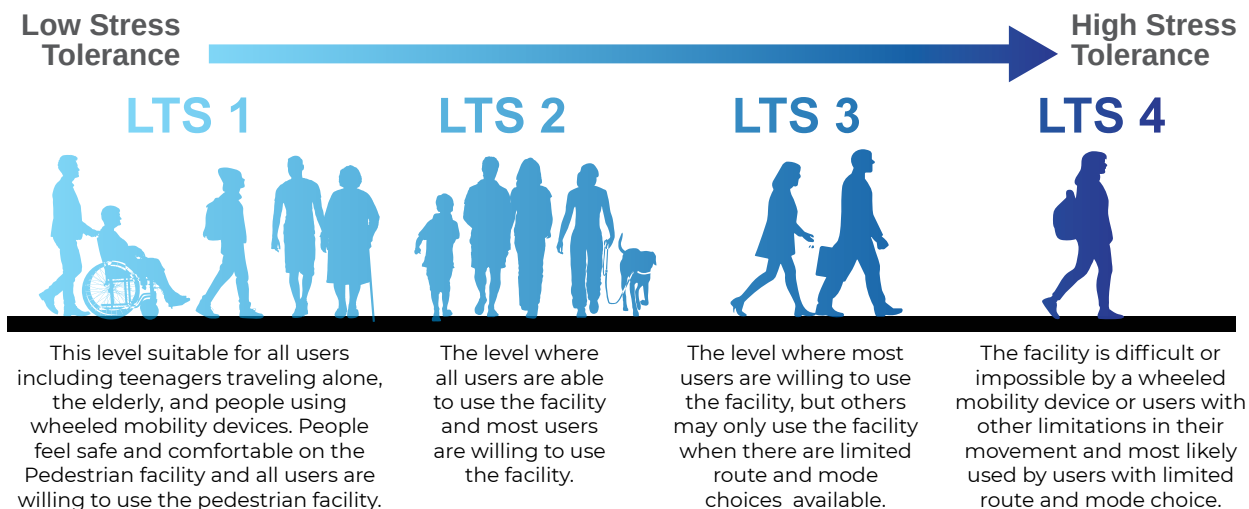
# Bicycle and Pedestrian Level of Traffic Stress Analysis

For the ATP, Level of Traffic Stress (LTS) was used in the assessment of bicycle and pedestrian facilities in Marion County. The LTS methodology is based on Florida Department of Transportation (FDOT)'s 2023 Multimodal Quality/Level of Stress Handbook. There are four LTS levels that range from LTS 1 (the most comfortable) to LTS 4 (the least comfortable). How each of these levels are determined differs slightly between walking and biking.

## 5.1 Methodology

Pedestrian LTS evaluates the quality of travel and level of comfort for people walking. This metric is determined by the presence of a sidewalk, its width and continuity, whether it is separated from the roadway, and the speed limit of the roadway. For example, a roadway with a higher speed limit (30 mph or more) requires more separation between the sidewalk and cars to be considered comfortable for pedestrians compared to a roadway with a lower speed limit (25 mph or less). This separation could be anything from a strip of grass between the sidewalk and the roadway to concrete dividers that create a vertical buffer between cars and pedestrians. Figure 9 shows what type of users would be comfortable on each LTS.

**Figure 9.** Pedestrian LTS Definition



“ Level of Traffic Stress (LTS) evaluates the quality of travel and level of comfort for people walking and biking. ”

Bicycle LTS evaluates the quality of travel and level of comfort for people biking. This metric is similar to that used for walking in how it is determined, based on the presence of a bicycle facility, its width and continuity, whether it is separated from the roadway, and the speed limit of the roadway. Bicycle LTS, however, also considers the traffic volume along a roadway. A high-traffic roadway requires more separation to be comfortable for biking compared to a roadway with low vehicle activity. Generally, the higher the speed limit and traffic volumes on a roadway, the greater the need for more separation between bicyclists and cars. Trails and shared use paths, fully separated from the roadway, are recommended for the busiest roadways to achieve a bicycle LTS of 1 or 2. The types of cyclists that would be comfortable in each level of bicycle LTS are included below in Figure 10.

An objective of the ATP is to develop a low-stress network throughout Marion County to serve pedestrians and bicyclists of all skill and confidence levels. Using the methodology described above, this includes roadways with the following characteristics:

- Local roadways with posted speed  $\leq 30$  mph
- Collectors or arterials with posted speed  $\leq 25$  mph

- Collectors or arterials with posted speed  $\leq 30$  mph with an on-street bike lane
- Separated sidewalk, bicycle facilities, and trails

This analysis evaluated the pedestrian and bicycle LTS of the study network (the major road network) using the methodology described in the 2023 FDOT Multimodal Quality/Level of Service Handbook. Roadway characteristic data from FDOT Roadway Characteristic Inventory (RCI), along with data on existing and planned pedestrian and bicycle facilities received from the local governments in the TPO area, were used as inputs (see Section 3: Existing Conditions).

## 5.2 Results

The results are shown in Figure 11 and Figure 12. Most of the roadways in the study network are categorized as LTS 3 and LTS 4. For pedestrian LTS, lower-stress roadways (LTS 1 and LTS 2) are mostly located in the City of Ocala, part of US 301 in the City of Belleview, and W Pennsylvania Ave in the City of Dunnellon. Most of the roadways in the rural areas are categorized as LTS 4.

For bicycle LTS, there are more low-stress roadways (LTS 2) in the rural areas where vehicle AADT is lower, such as the roadways in the northern area of the county.

**Figure 10.** Bicyclist LTS Definition

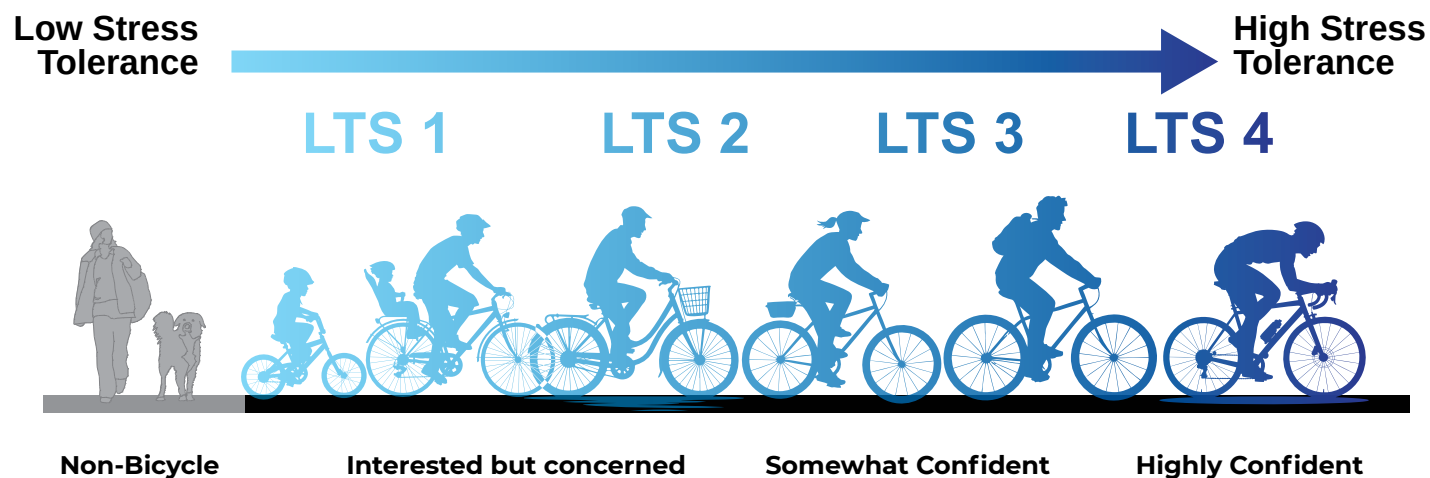


Figure 11. Pedestrian LTS

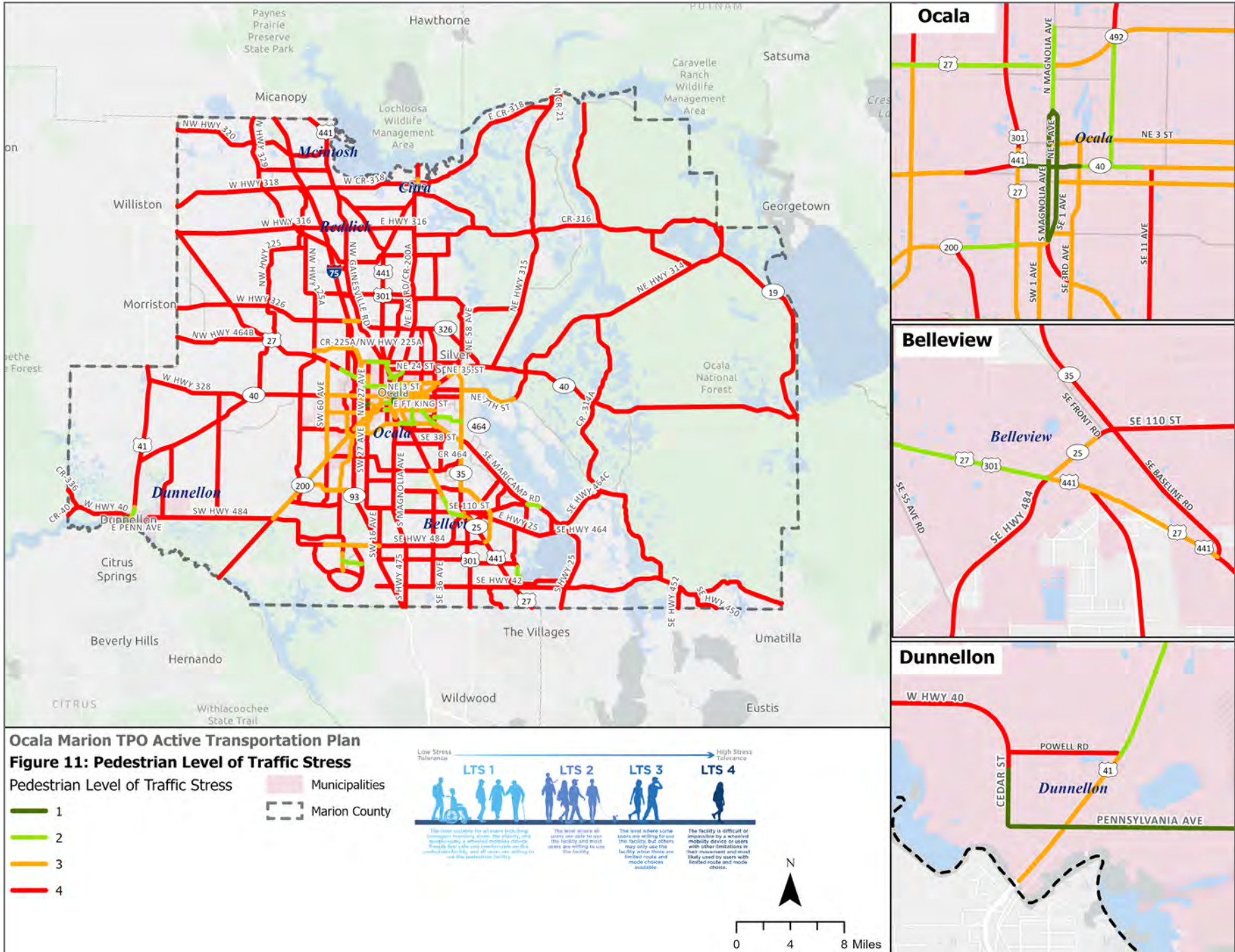
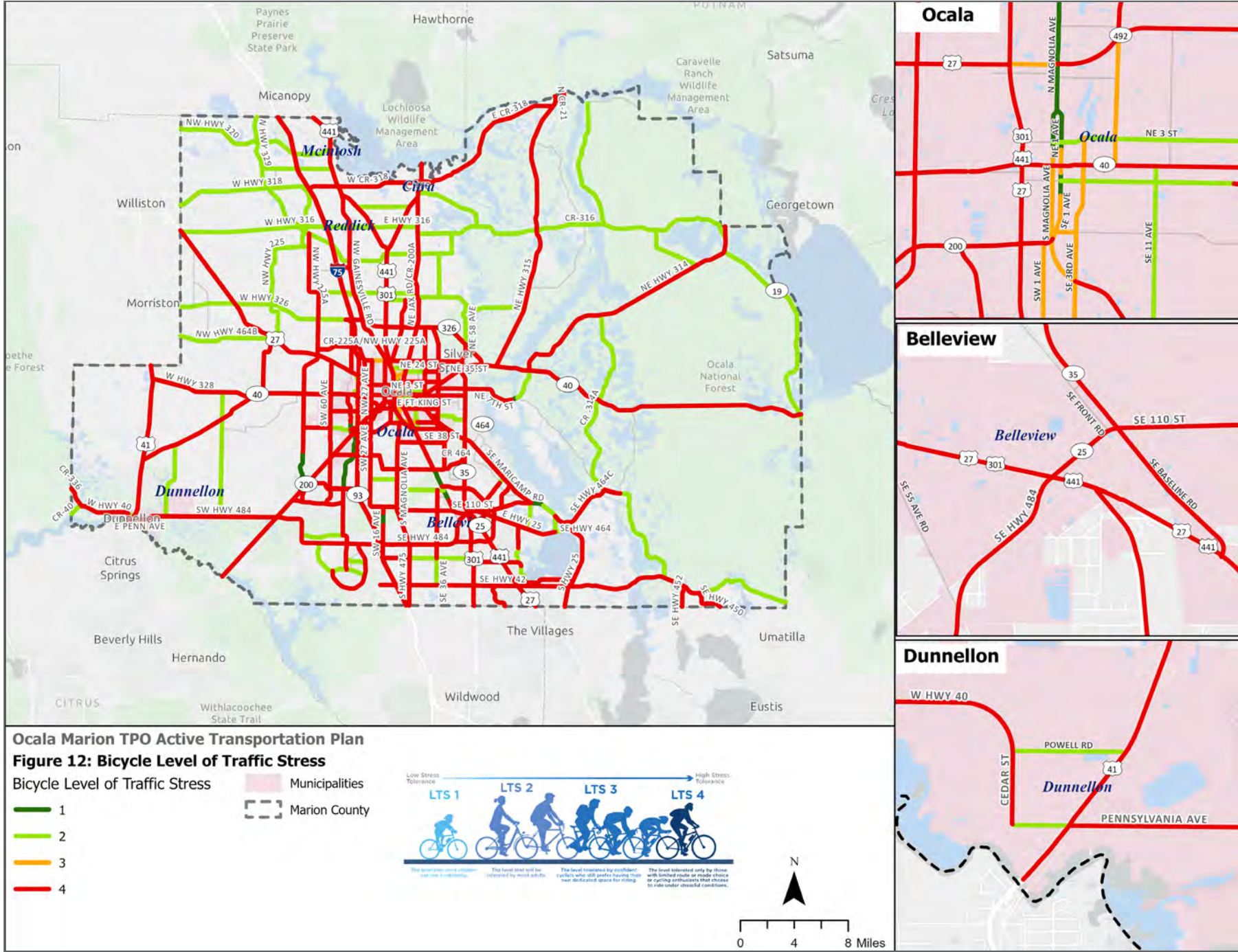




Figure 12. Bicycle LTS





# 6 Bicycle and Pedestrian Accessibility Analysis



# Bicycle and Pedestrian Accessibility Analysis

“Accessibility” refers to how easily a destination can be reached on the roadway network. ”

The quality of the pedestrian and bicycle network was evaluated around key destinations to determine how easy or difficult a destination is to access. Destinations included schools, hospitals, parks, government buildings, SNAP retailers<sup>2</sup>, shopping centers, transit stops, and community centers. The purpose of this analysis is to identify areas that could benefit from more low-stress walking and biking routes to connect people to key destinations.

## 6.1 Network Accessibility Methodology

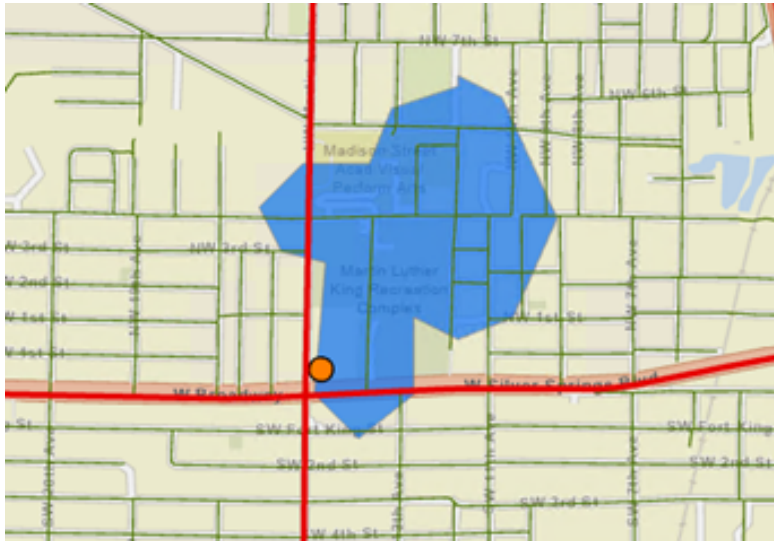
Pedestrian accessibility was evaluated within a half mile of destinations, and bicycle accessibility was evaluated within one mile of destinations. These thresholds represent an approximately 10 minute walk or bike trip. Using the LTS analysis described in **Section 5**, the population and jobs accessible within these buffers areas using only low-stress facilities (LTS 1–2) was compared to the population and jobs accessible using the full roadway network<sup>3</sup>.

Figure 13 to Figure 15 illustrate how buffer areas differ between low-stress and all-roadway networks, with high-stress roadways (LTS 3–4) acting as barriers. Accessibility scores were calculated as the ratio of population and jobs within the low-stress buffer to those within the all-roadway buffer. Higher scores indicate destinations well connected to low-stress routes, while lower scores, such as the example in Figure 15, reflect destinations surrounded by high-stress roadways with limited low-stress access.

<sup>2</sup> SNAP retailers are businesses or stores that are authorized by the US Department of Agriculture (USDA) to accept SNAP (Supplemental Nutrition Assistance Program) benefits as payment for eligible food items. These retailers must apply and be approved by the USDA's Food and Nutrition Service (FNS) to participate in the program.

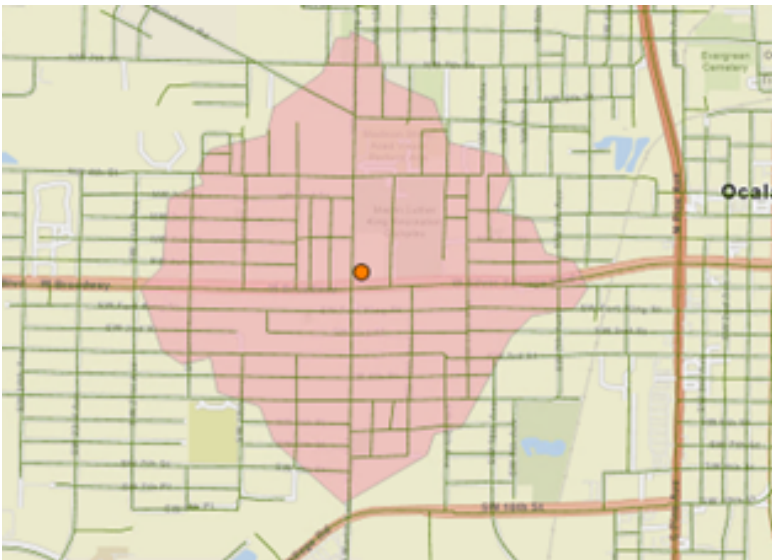
<sup>3</sup> Population data is from the US Census and job data is from the Longitudinal Employer-Household Dynamics (LEHD) data.

**Figure 13.** Pedestrian Low-Stress Roadway Buffer Area



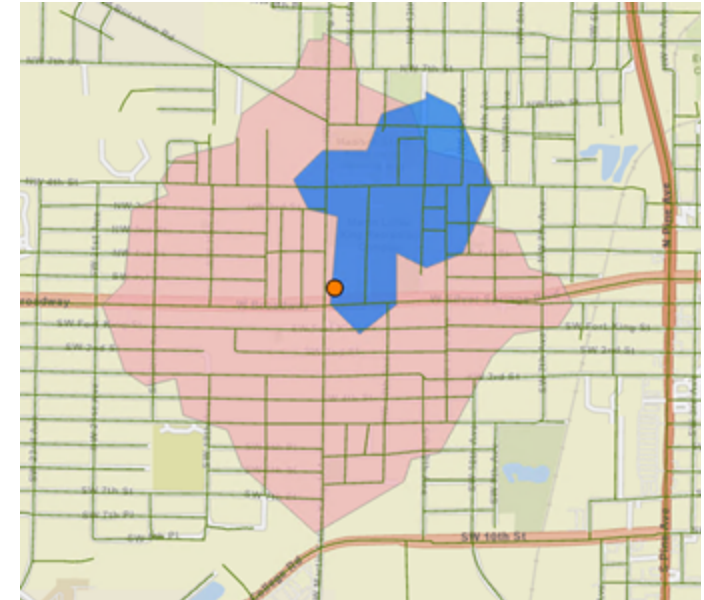
The pedestrian buffer area (represented in blue) created from a single destination (represented by the dot) along the low-stress roadways (represented in dark green). The dark red areas, representing the LTS 3 or 4 roadways, act as a barrier.

**Figure 14.** Pedestrian All-Roadway Buffer Area



The pedestrian buffer area (represented in light pink) created from a single destination (represented by the dot) along all the surrounding roadways (represented in dark green).

**Figure 15.** Pedestrian Buffer Areas Overlayed



Overlays of the two buffer areas described above. The accessibility score for the destination is the ratio of population and jobs covered by the low-stress roadway buffer to the population/jobs covered by the all-roadway buffer.



6.2 Bicycle and Pedestrian Accessibility Results

This section summarizes the results of the accessibility analysis. Figure 16 and Figure 17 map the bicycle accessibility scores, while Figure 18 and Figure 19 map pedestrian accessibility scores. The color code and categorization of the scores are explained in Table 7.

As shown in Figure 16 to Figure 19 most of the destinations in Marion County have lower accessibility (0–25%) via existing low stress walking and biking facilities from population and jobs. Destinations on major roadways have lower accessibility percentages, primarily because these roadways have higher speed (35+ mph), and therefore, higher stress for walking and biking.

The concentration of the destinations with higher accessibility scores (greater than 50%) is within the downtown Ocala area, City of Belleview, and downtown Dunnellon. Many destinations

in rural areas have higher accessibility scores for population, despite the LTS analysis indicating higher-stress roadways in these areas. This is due to the low overall roadway connectivity in rural areas. These destinations are typically located within a small concentration of local roadways (usually LTS 1 or 2) while being farther from major roadways (usually LTS 3 or 4). Maps showing the locations of each type of destination are included in Appendix D.

This analysis also examined the average accessibility scores of each type of destination. Table 8 lists the population and job accessibility by walking and biking for the ten types of destinations analyzed. In addition, the top 15 transit stops by ridership category are listed to highlight the accessibility scores of the stops that require greater focus due to higher usage.

Overall, ER, urgent care facilities, and shopping centers have the lowest average accessibility scores, while parks have the highest average accessibility score.

Table 7. Accessibility Scoring Categories

| Travel Mode              | Green                                                                                                              | Yellow                                                                                                            | Red                                                                                                                | Grey                                                                                   |
|--------------------------|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Bicycle Accessibility    | 50% or more of the population/jobs within a mile can access the destination via a low-stress bicycle facility      | 20% to 50% of the population/jobs within a mile can access the destination via a low-stress bicycle facility      | 25% or less of the population/jobs within a mile can access the destination via a low-stress bicycle facility      | No jobs within a mile can access the destination via a low-stress bicycle facility     |
| Pedestrian Accessibility | 50% or more of the population/jobs within a ½ mile can access the destination via a low-stress pedestrian facility | 20% to 50% of the population/jobs within a ½ mile can access the destination via a low-stress pedestrian facility | 25% or less of the population/jobs within a ½ mile can access the destination via a low-stress pedestrian facility | No jobs within ½ miles can access the destination via a low-stress pedestrian facility |



**Table 8.** Accessibility of Key Destinations by Facility Types

| Destination Type     | Job Accessibility by Walking | Job Accessibility by Biking | Population Accessibility by Walking | Population Accessibility by Biking | Average Accessibility |
|----------------------|------------------------------|-----------------------------|-------------------------------------|------------------------------------|-----------------------|
| Community Centers    | 41%                          | 31%                         | 56%                                 | 40%                                | 42%                   |
| ERs and Urgent Cares | 41%                          | 24%                         | 39%                                 | 14%                                | 30%                   |
| Government Offices   | 47%                          | 24%                         | 48%                                 | 24%                                | 36%                   |
| Hospitals            | 71%                          | 27%                         | 50%                                 | 18%                                | 41%                   |
| Libraries            | 42%                          | 45%                         | 53%                                 | 36%                                | 44%                   |
| Parks                | 30%                          | 30%                         | 66%                                 | 58%                                | 46%                   |
| Schools              | 36%                          | 30%                         | 56%                                 | 41%                                | 41%                   |
| Shopping Center      | 31%                          | 21%                         | 44%                                 | 24%                                | 30%                   |
| SNAP Retailers       | 35%                          | 27%                         | 43%                                 | 32%                                | 34%                   |
| Transit Stops        | 42%                          | 21%                         | 45%                                 | 27%                                | 34%                   |
| Top 15 Transit Stops | 29%                          | 17%                         | 32%                                 | 15%                                | 24%                   |



*Hospitals, ERs, and urgent care facilities have higher accessibility to jobs than to population, while parks, schools, and community centers have higher accessibility to population than to jobs.*

Figure 16. Job Accessibility via Biking

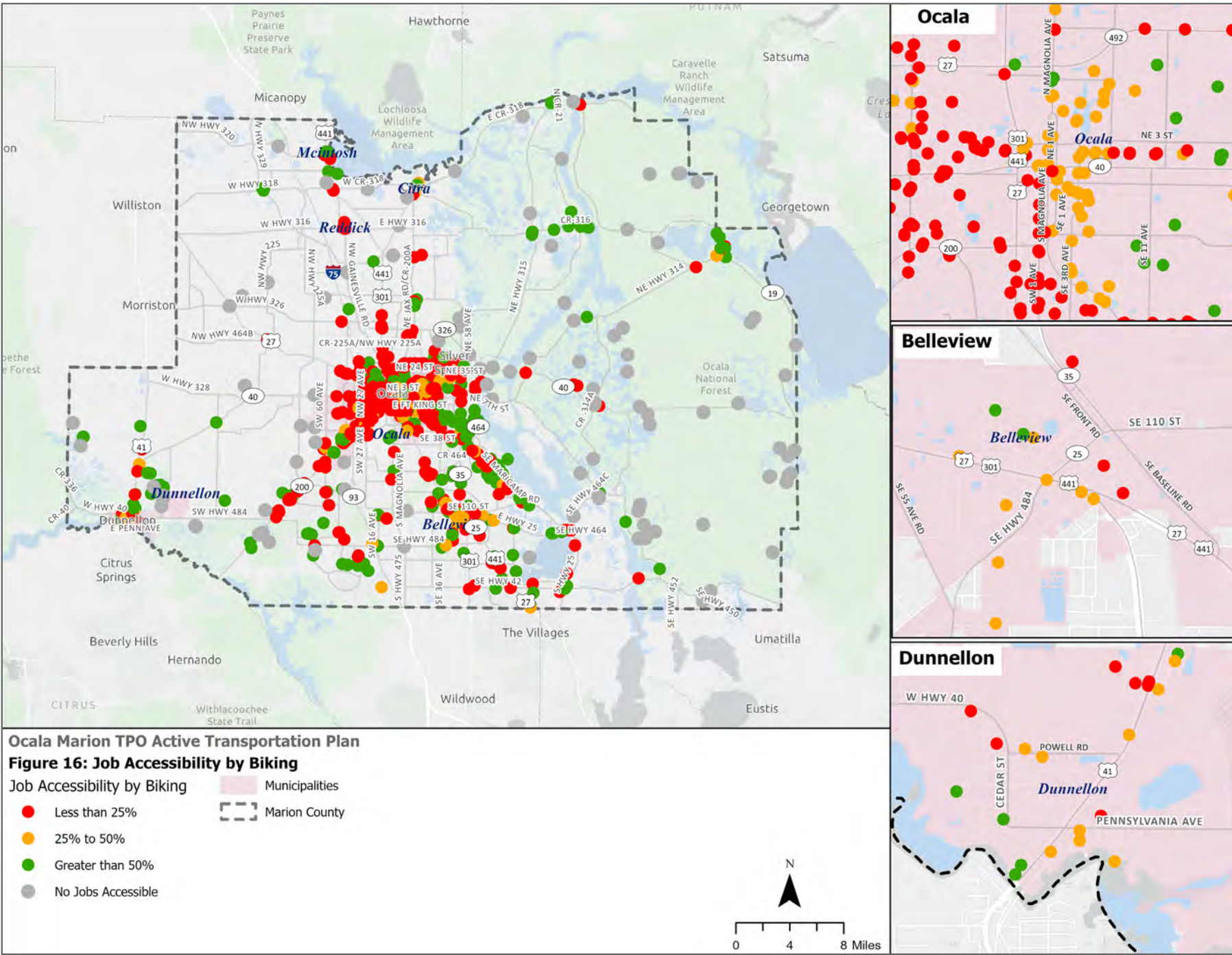




Figure 17. Population Accessibility via Biking

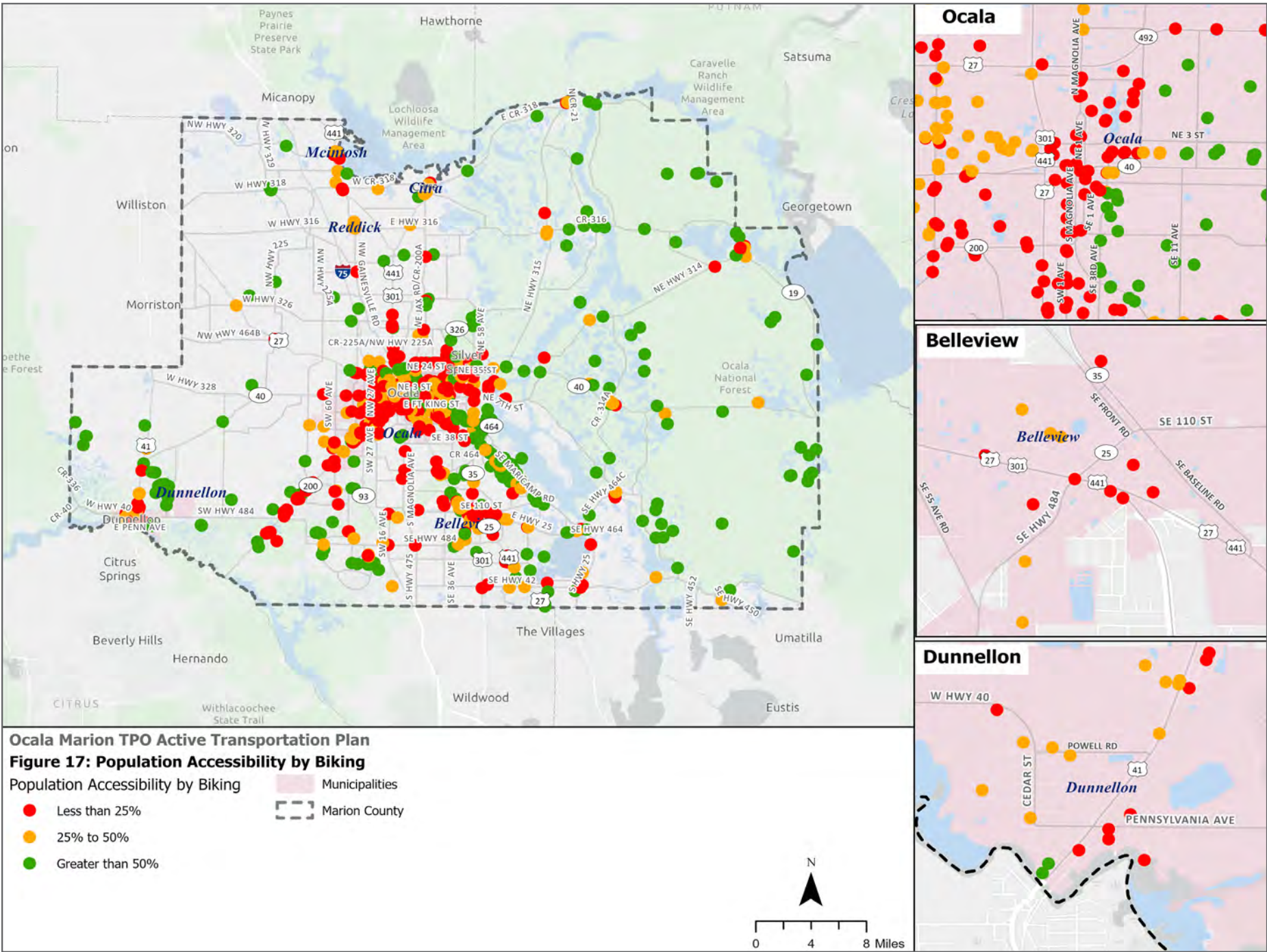




Figure 18. Job Accessibility via Walking

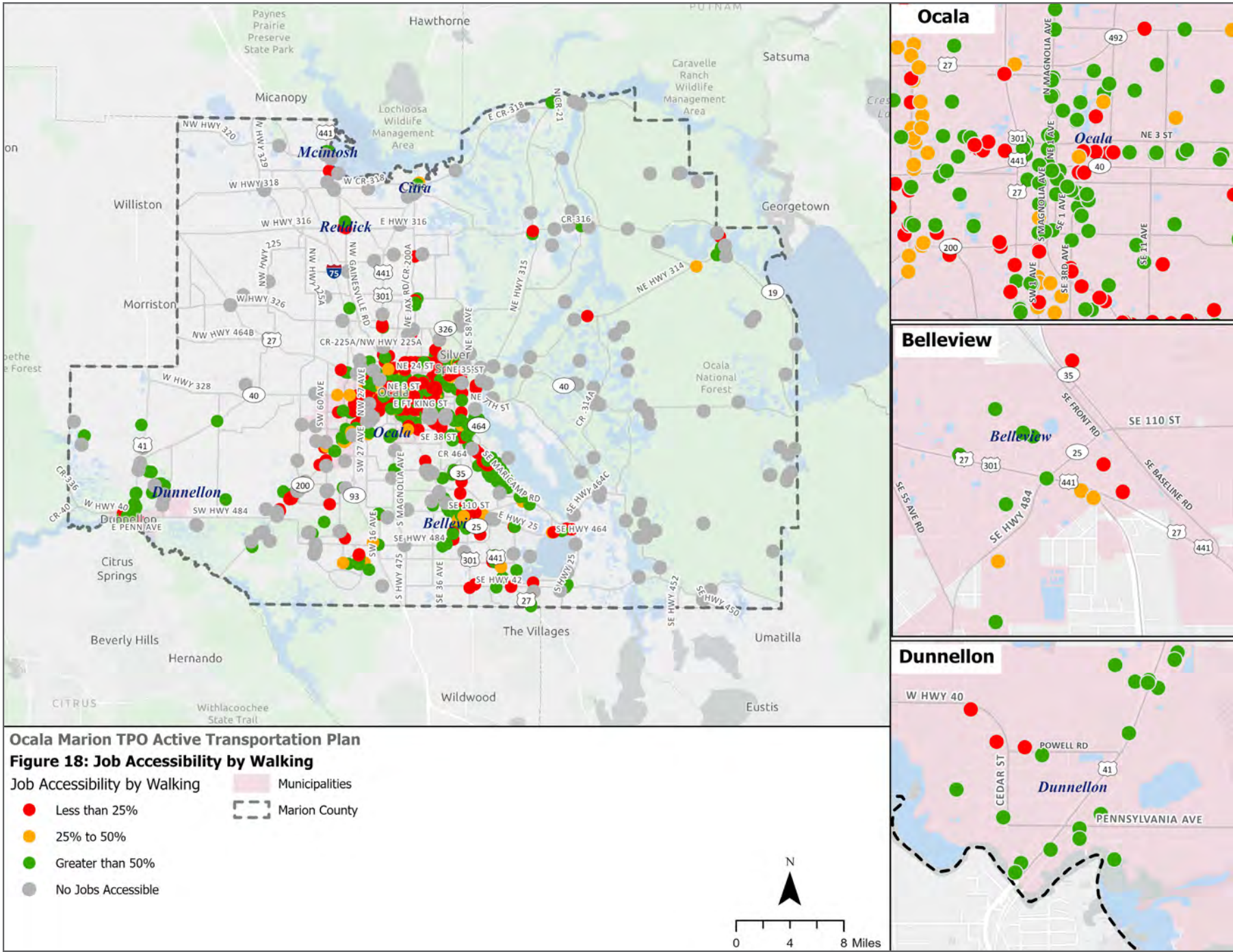
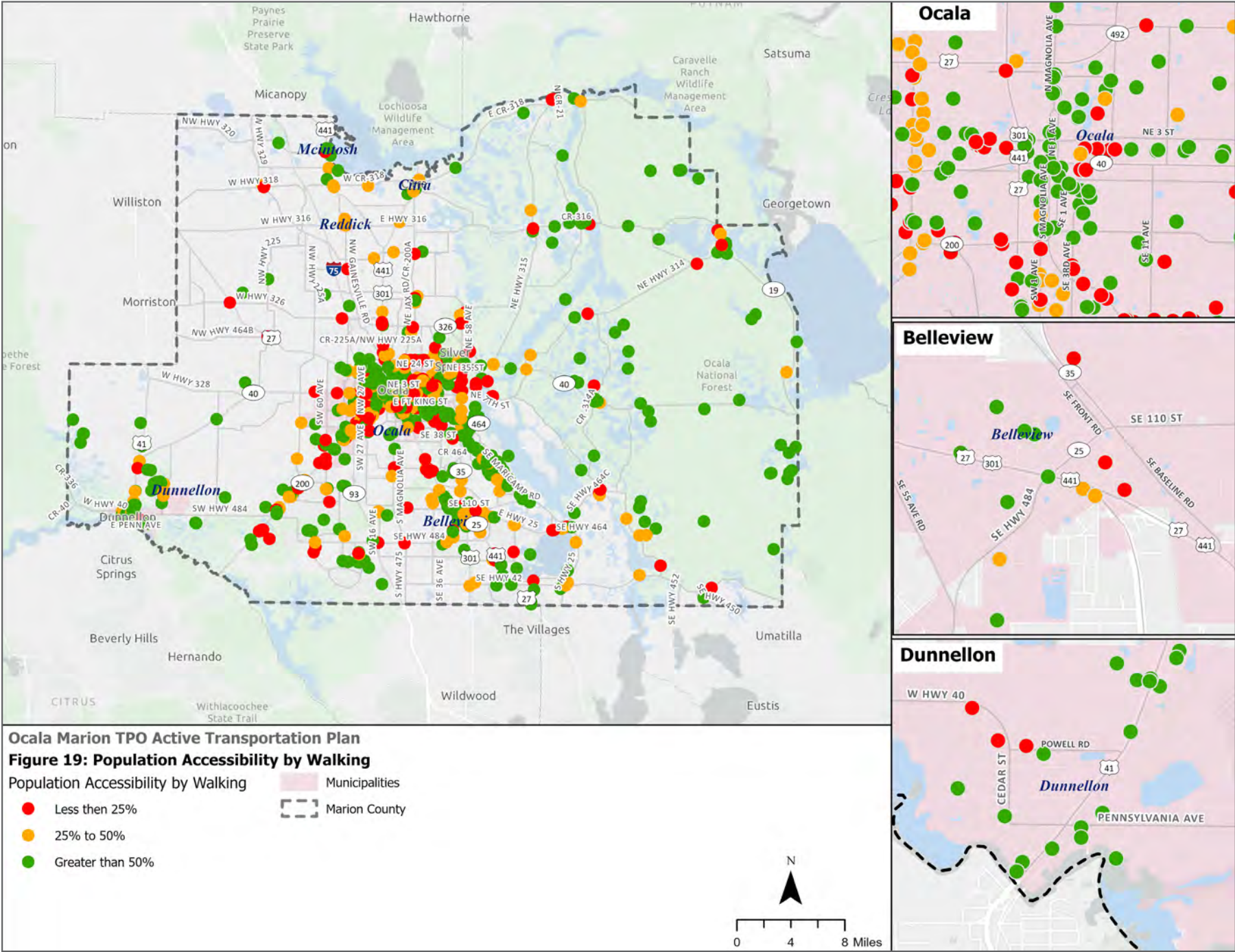




Figure 19. Population Accessibility via Walking





# 7 Needs Assessment



# Needs Assessment

**Sections 5** and **6** inform the pedestrian and bicycle needs across Marion County. These analyses supported the identification of projects for future prioritization. This includes roadways that are high-stress for pedestrians and bicyclists and areas where accessibility to destinations is low, indicating a need for more low-stress roadways.

As shown in the LTS analysis (**Section 5. Bicycle and Pedestrian Level of Traffic Stress Analysis**), most roadways in the study network are LTS 3 or 4 for pedestrians and bicyclists, especially in rural areas. These higher-stress roadways coincide with locations lacking a well-connected walking and biking facility network (4.2.2 Existing Walk and Bicycle Networks), as most sidewalks and designated bike lanes are concentrated in City of Ocala, City of Belleview, and the City of Dunnellon.

Based on the accessibility scores of the key destinations (**Section 6 Bicycle and Pedestrian Accessibility Analysis**), many destinations in rural areas have low accessibility scores, particularly for job accessibility. However, since most of these low-accessibility destinations in rural areas are not surrounded by a large number of jobs or population, low-accessibility destinations within or near the urban areas, such as the City of Ocala, may benefit more when lower-stress walking and biking facilities are provided. These destinations are more concentrated along major roadways, such as SR 200, SR 40, and US 301.

The bicycle LTS analysis shows more low-stress biking roadways in rural areas due to lower traffic volumes. However, building a lower-speed or more separated biking network in these areas could make the roadways safer and more comfortable for bicyclists. Additionally, areas near the low-stress bicycle roadways could see increased accessibility to jobs with the addition of low-stress roadways. Some of these areas include CR 329 near Sparr and the intersection of Hwy 316 and CR 25A near Reddick.

**(Section 6: Bicycle and Pedestrian Accessibility Analysis).** Therefore, providing more low-stress walking and biking facilities in these areas could enhance both community safety and accessibility.

Additionally, the projects identified by Marion County and the municipalities were also included in the project prioritization process.



*Areas with a higher-stress roadway network and lower accessibility destinations also coincide with where fatal and serious injury crashes occur more frequently for people walking and biking.*



# 8 Proposed Improvements





# Proposed Improvements

Proposed active transportation improvements were identified through a combination of technical analysis and stakeholder input. Local agencies provided project lists and plans, which were supplemented by locations identified as network gaps through the LTS and accessibility analyses (see **Section 5** and **6**). Additional input was gathered through outreach to local stakeholders, advisory committees, and the TPO Board. This collaborative approach ensured that the identified improvements reflect both data-driven needs and community and agency priorities.

The proposed improvements were organized into three categories to reflect the primary mode or facility type addressed:



## 1. Trail Improvements



## 2. Bicycle Improvements



## 3. Sidewalk/Shared Use Path Improvements

This organization supported a clear understanding of the range of projects identified and highlights how each type of improvement contributes to advancing the overall goals of the ATP. Figure 20 through Figure 22 illustrate the locations of the proposed improvements by category, providing a visual overview of the opportunities for enhancing safety, connectivity, and accessibility across the network.

Marion County is assessing future plans for trail connectivity in the Marion Oaks area. Appendix E contains a map of a concept for public and preservation lands for future trail connections.

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Figure 21. Proposed Bike Projects

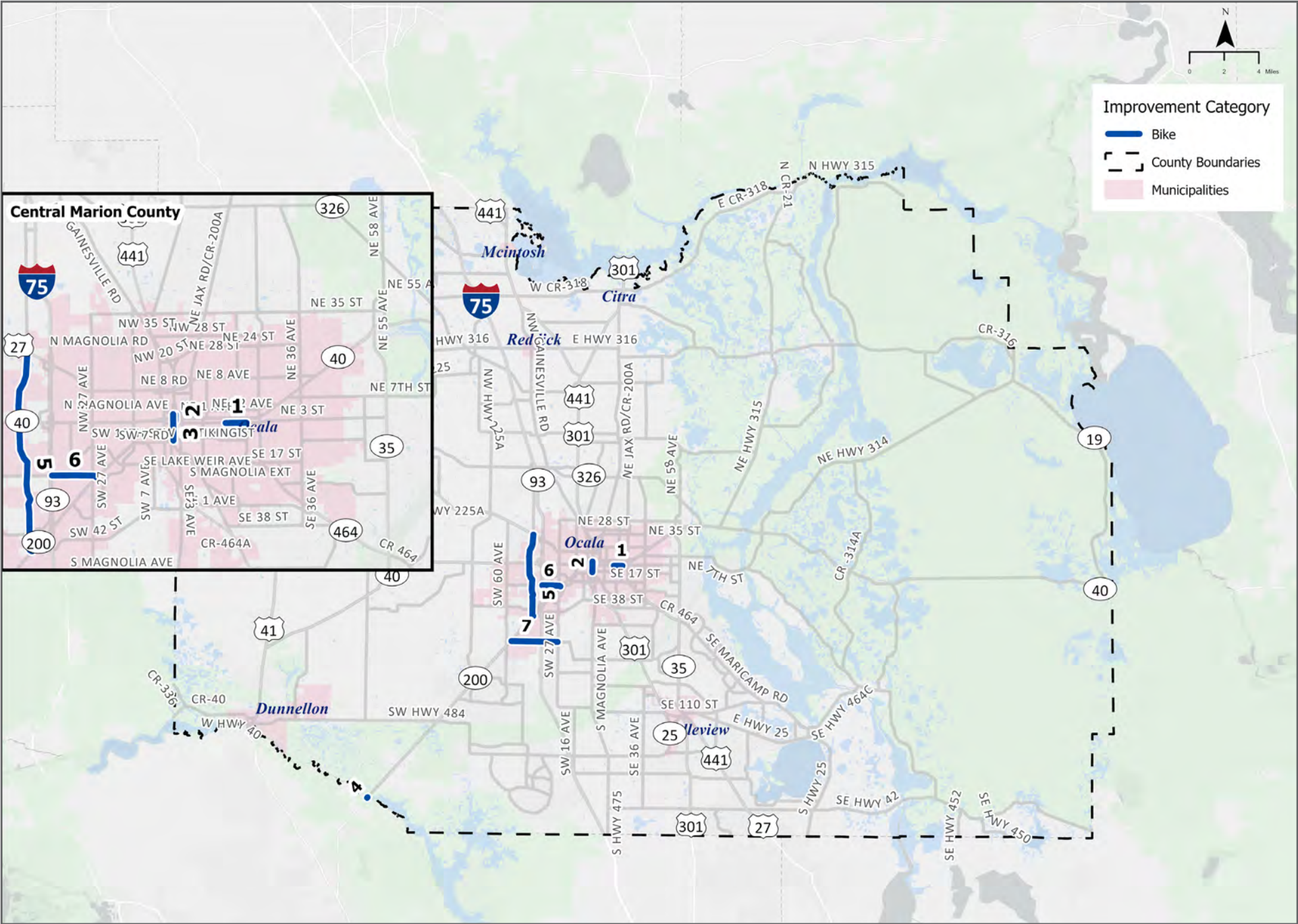
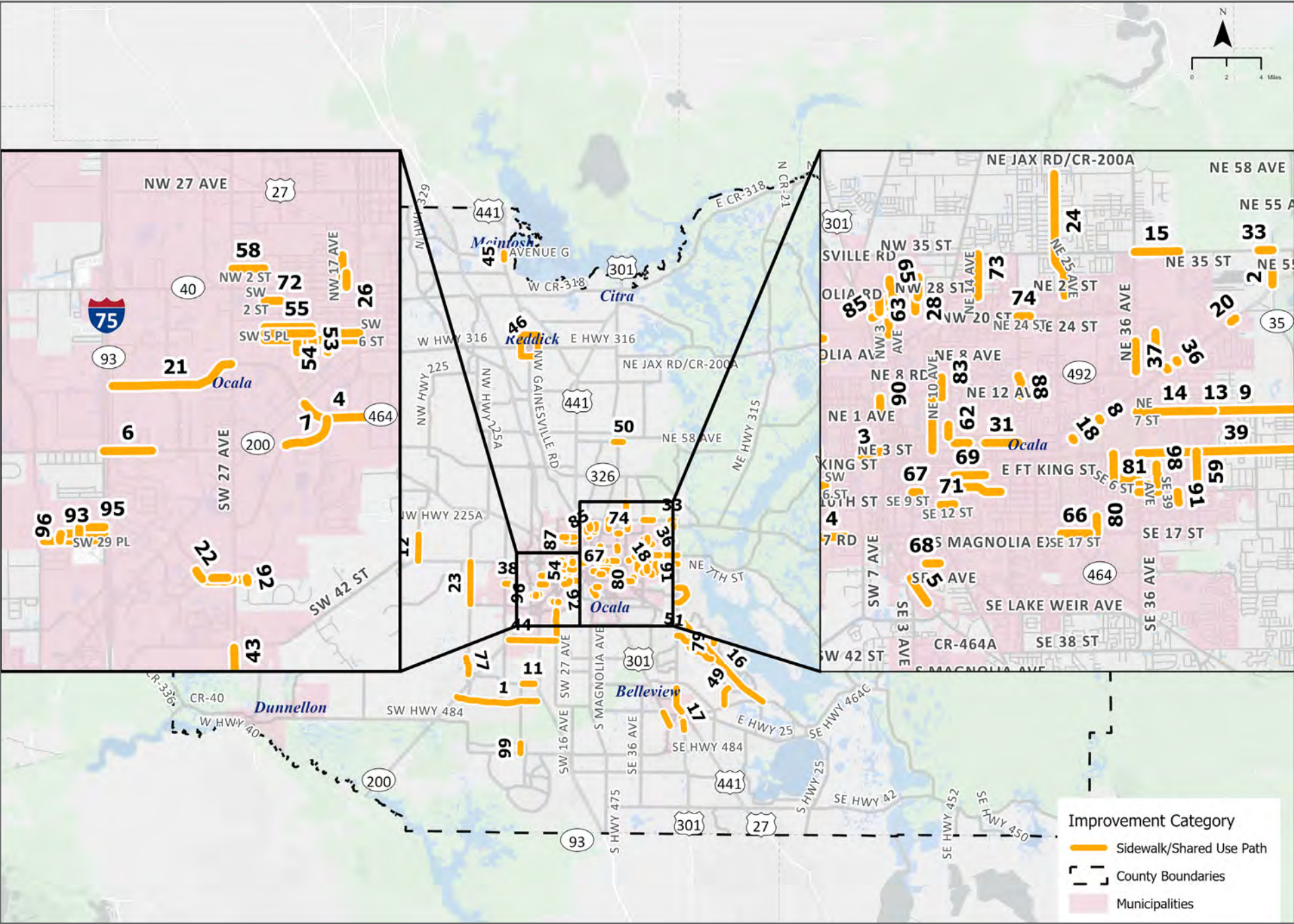




Figure 22. Proposed Sidewalk/Shared Use Path Projects





# 9 Project Prioritization



# Project Prioritization

The project prioritization process is intended to provide a structured, data-informed approach to identifying priority projects. This process was informed by previous analyses, including measures such as LTS, accessibility to key destinations, and the TPO commitment to the Zero High Injury Network (HIN). It considers the potential impact on safety and accessibility. In addition, the TPO's Priority Project list and stakeholder input regarding feasibility were incorporated to reflect the perspectives and on-the-ground knowledge of local partners.

The criteria used for the prioritization process are:

- *Located on high stress (LTS 3 or 4) pedestrian or bicycle roadways*
- *Located on or crossing the HIN*
- *Included in the TPO's List of Priority Projects*
- *Located in the census block group with top 30th percentile population density*
- *The number of key destinations within 1 mile is within the top 30th percentile and average accessibility score under 25%*

Each project received one point for each of the criteria if the conditions are met.

The resulting prioritization framework organizes projects into three tiers that highlight relative opportunities for advancing safety, connectivity, and accessibility within the transportation system. In addition to assigning tiers according to the prioritization criteria listed above, adjustments were made based on local stakeholder

input. Table 9 to Table 11 show the proposed projects in each category and their corresponding tiers.

It is important to note that the prioritization tiers are not prescriptive. Instead, they are a tool to support decision-making by local governments, partner agencies, and community stakeholders. Funding availability, community preferences, and implementation considerations will continue to play a critical role in determining which projects advance in the near and long term. By providing a transparent and consistent prioritization process, the plan offers a foundation to guide future investments while maintaining flexibility for local decision-making.



**Table 9.** Proposed Trail Projects

| 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                | Tuscawillia 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  | Withlacochee 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    |
| 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    |

| ID | Facility Name                                | From                      | To                        | Improvement Type         | Tier |
|----|----------------------------------------------|---------------------------|---------------------------|--------------------------|------|
| 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)  | 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    |

Note: The ID numbers are for identification only, and do not correspond to specific rankings of projects.

**Table 10.** Proposed Bike Projects

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

Note: The ID numbers are for identification only, and do not correspond to specific rankings of projects.

**Table 11.** Proposed Sidewalk/Shared Use Path Projects

| 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 | U.S. 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  | U.S.. 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    |
| 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    |



| ID | Facility Name                  | From                                                       | To                                              | Improvement Type                                                                                                                                        | Tier |
|----|--------------------------------|------------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| 17 | U.S. 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                          | Xonnection from north side to south side at NE 40th Avenue |                                                 | Sidewalk to connect north and south side of SR 40                                                                                                       | 2    |
| 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    |
| 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    |

| ID | Facility Name       | From                                   | To                                               | Improvement Type                               | Tier |
|----|---------------------|----------------------------------------|--------------------------------------------------|------------------------------------------------|------|
| 34 | NE 8th Ave          | NE 10th St                             | E Silver Springs Blvd                            | Sidewalk                                       | 2    |
| 35 | U.S. 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    |
| 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 | U.S. 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    |
| 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    |

| ID | Facility Name     | From               | To                                                        | Improvement Type                                      | Tier |
|----|-------------------|--------------------|-----------------------------------------------------------|-------------------------------------------------------|------|
| 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    |
| 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    |
| 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 | U.S. 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    |



| ID | Facility Name  | From               | To             | Improvement Type | Tier |
|----|----------------|--------------------|----------------|------------------|------|
| 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    |
| 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    |
| 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    |

*Note: The ID numbers are for identification only, and do not correspond to specific rankings of projects.*

# 10 Conclusion and Next Steps



# Conclusion and Next Steps

The ATP establishes a framework for enhancing safety, connectivity, and quality of life through strategic investments in walking, bicycling, equestrian, and other nonmotorized modes. By identifying existing conditions, gaps, and opportunities, and by developing prioritized project lists and supportive strategies, this plan provides Marion County and its partners with a roadmap for creating a safer and more accessible network for all users.

Moving forward, successful implementation of the ATP will depend on close coordination among local governments, the TPO, FDOT, community partners, and residents. The prioritized projects and strategies outlined in this plan are intended to guide decisions on funding, programming, and design, while remaining flexible enough to adapt to emerging needs and opportunities.

Next steps include:

- ✓ *Advancing high-priority projects into the TIP and local capital improvement programs.*
- ✓ *Pursuing available state, federal, and local funding sources to support plan implementation.*
- ✓ *Integrating ATP strategies and design guidance into ongoing roadway projects to ensure consistent support for all modes.*
- ✓ *Continuing engagement with community members, stakeholders, and advocacy groups to maintain momentum and build support.*
- ✓ *Regularly monitoring progress through the performance measures identified in this plan and updating the ATP as needed to reflect changing conditions and goals.*

Through these actions, the ATP will serve as a living document that not only informs project decisions today but also guides long-term investments in a safe, connected, and equitable active transportation system for Marion County's residents and visitors.

## 10.1 Active Transportation Strategies

Appendix F provides a toolbox of treatments that can be applied to improve safety, comfort, and connectivity for all road users in Marion County. These tools are intended to provide planners, engineers, and community partners with practical strategies to address specific needs identified through the ATP. Treatments are not intended to function in isolation; rather, they are most effective when combined with and tailored to the surrounding context.

By incorporating bicycle, pedestrian, and speed management treatments, the toolbox supports the TPO's broader goals of creating safer, more accessible, and more comfortable travel options for people of all ages and abilities. These treatments complement the street typologies described earlier (4. Existing Conditions) and help establish priorities for multimodal facilities across the network.



## 10.2 Funding Sources

Funding for the implementation of active transportation projects may be derived from a variety of sources, including federal and state grants, local contributions, and private-public investments. The pursuit of funding for a project may involve multiple sources to ensure flexibility and timely implementation. Projects can be planned and developed as standalone improvements or in conjunction with a new roadway, roadway extension, resurfacing, or widening. Appendix G summarizes key funding sources for active transportation projects.



**TO:       Committee Members**

**FROM:   Rob Balmes, Director**

**RE:       Florida Department of Transportation (FDOT) Office of Safety  
            Presentation**

---

Loreen Bobo, FDOT District Five Office of Safety Administrator, will deliver a presentation on safety initiatives in the Central Florida region.

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

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

---

2710 E. Silver Springs Blvd. • Ocala, Florida 34470  
Telephone: (352) 438 - 2630 • [www.ocalamariontpo.org](http://www.ocalamariontpo.org)



**TO: Committee Members**

**FROM: Rob Balmes, Director**

**RE: Draft 2050 Long Range Transportation Plan (LRTP)**

---

The TPO released a draft of Navigating the Future 2050 Long Range Transportation Plan on September 29, 2025. The draft Plan is available for a 30-day public review and comment through October 28. The draft 2050 LRTP will be presented to the TPO Board at a Public Hearing meeting on October 28.

The Kimley-Horn and Associates team will provide a presentation of the draft 2050 LRTP at the CAC and TAC meetings on November 4. TPO staff will request committee endorsements of the 2050 LRTP. Attached to this memo are the draft 2050 LRTP document and corresponding appendix. The documents may also be accessed at the 2050 LRTP project page:

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

**Attachment(s)**

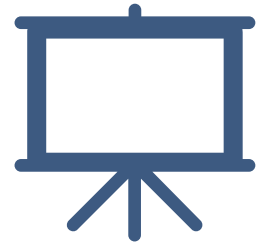
- 2050 LRTP Review and Adoption Schedule
- Draft Navigating the Future 2050 LRTP
- Draft 2050 LRTP Appendix

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



# Upcoming 2050 LRTPO Meetings & Events

- October 28 – TPO Board LRTP Public Hearing
- November 4 – CAC/TAC Endorsements
- November 14 – TPO Board (Adopt 2050 LRTP)



**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

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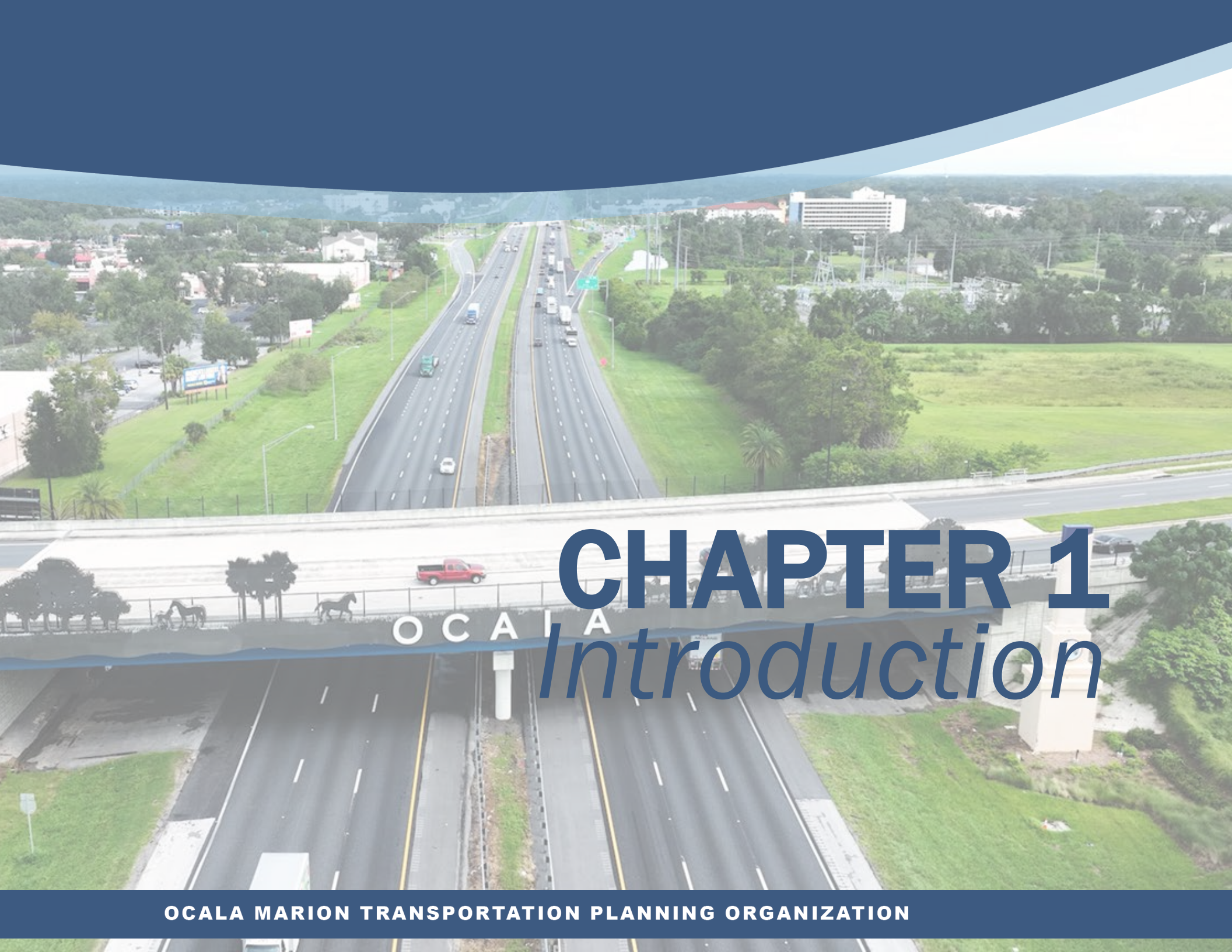
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# CHAPTER 1

## *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.

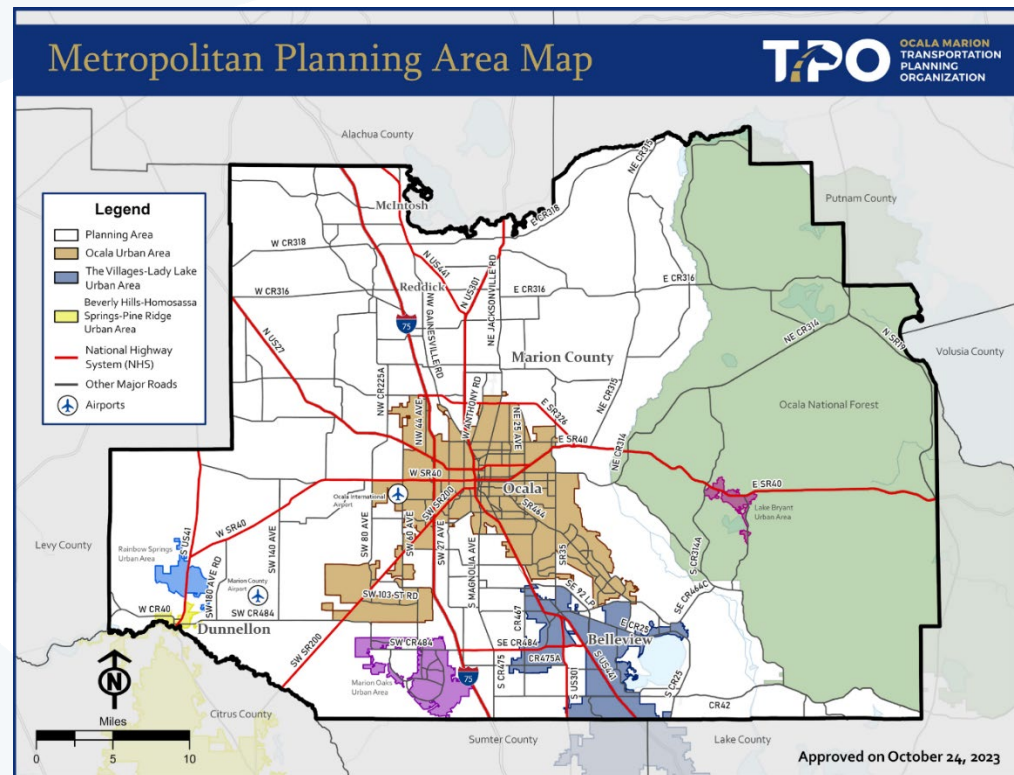


Figure 1-1. Ocala Marion TPO Planning Area

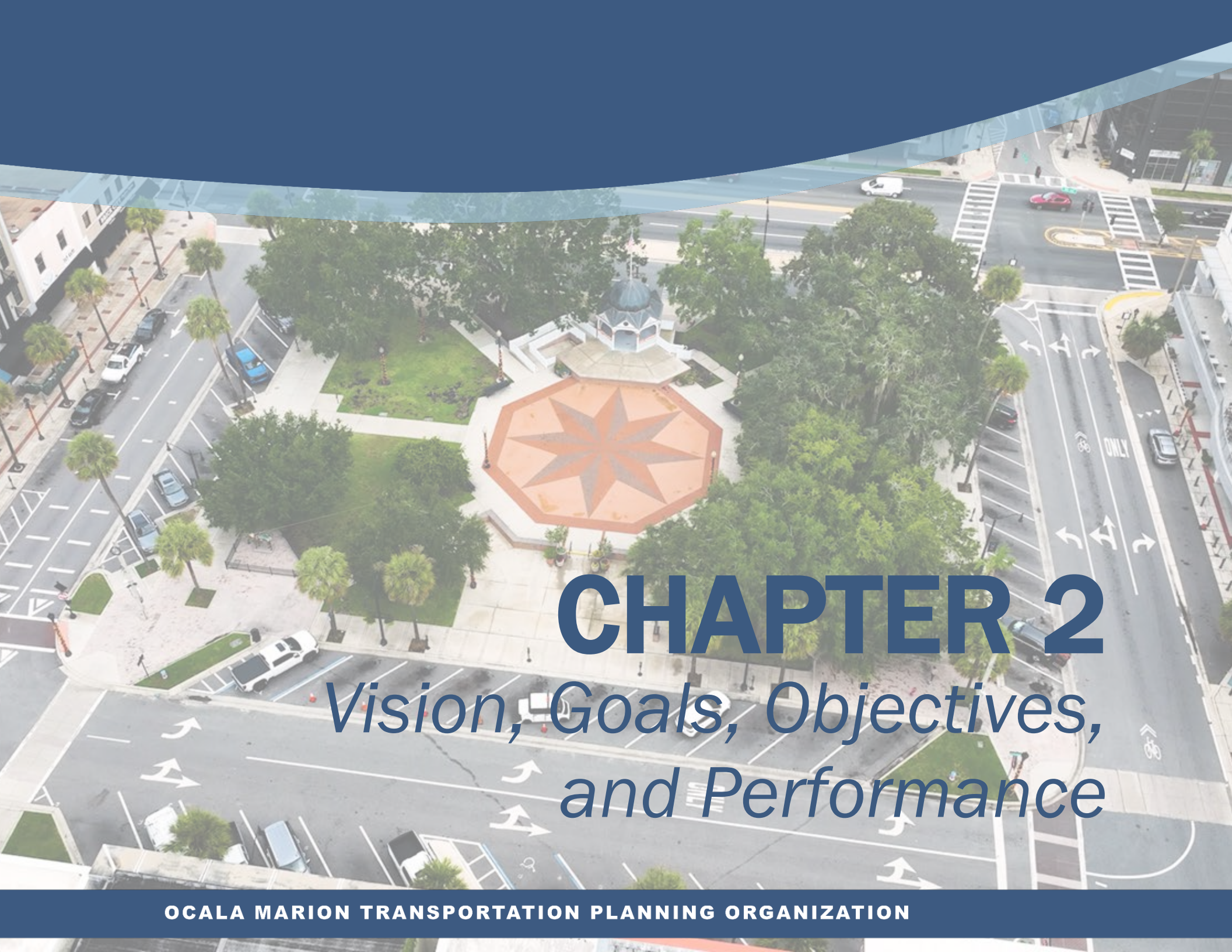


Two core elements guide the plan: the **Needs Plan** and the **Cost Feasible Plan**. The Needs Plan identifies projects that respond to community priorities, reflect local and regional planning efforts, and address future transportation demands. From there, projects are prioritized based on available 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.

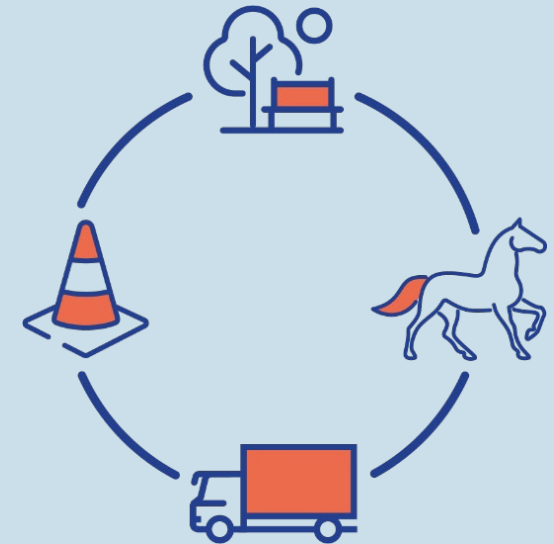


## 2.1 Vision, Goals, and Objectives

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



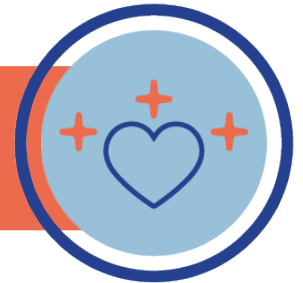


## Goal 4 Economic Development



- 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

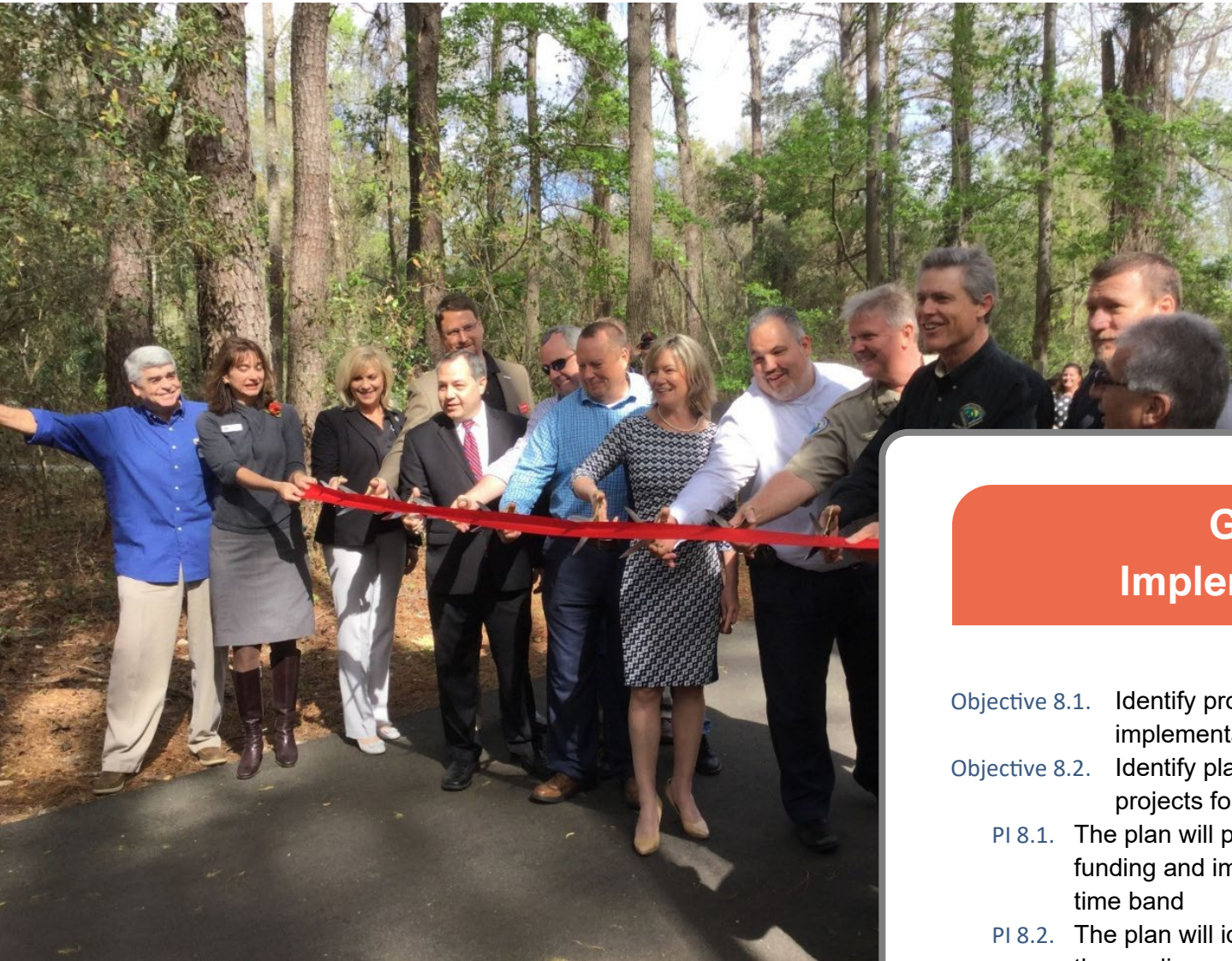


## Goal 7 Quality Places

- 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)<sup>1</sup>. 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.

<sup>1</sup> 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<br>(Scenario 1) |               |
|-----------------------|----------------|--------------------------------|---------------|
|                       | 2025           | 2050                           | Growth        |
| <b>Dwelling Units</b> |                |                                |               |
| <b>Single Family</b>  | 177,804        | 224,032                        | 46,228        |
| <b>Multi Family</b>   | 29,256         | 55,212                         | 25,956        |
| <b>Total</b>          | <b>207,060</b> | <b>279,244</b>                 | <b>72,184</b> |

### Scenario 1 Bottom Line:

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





### 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.

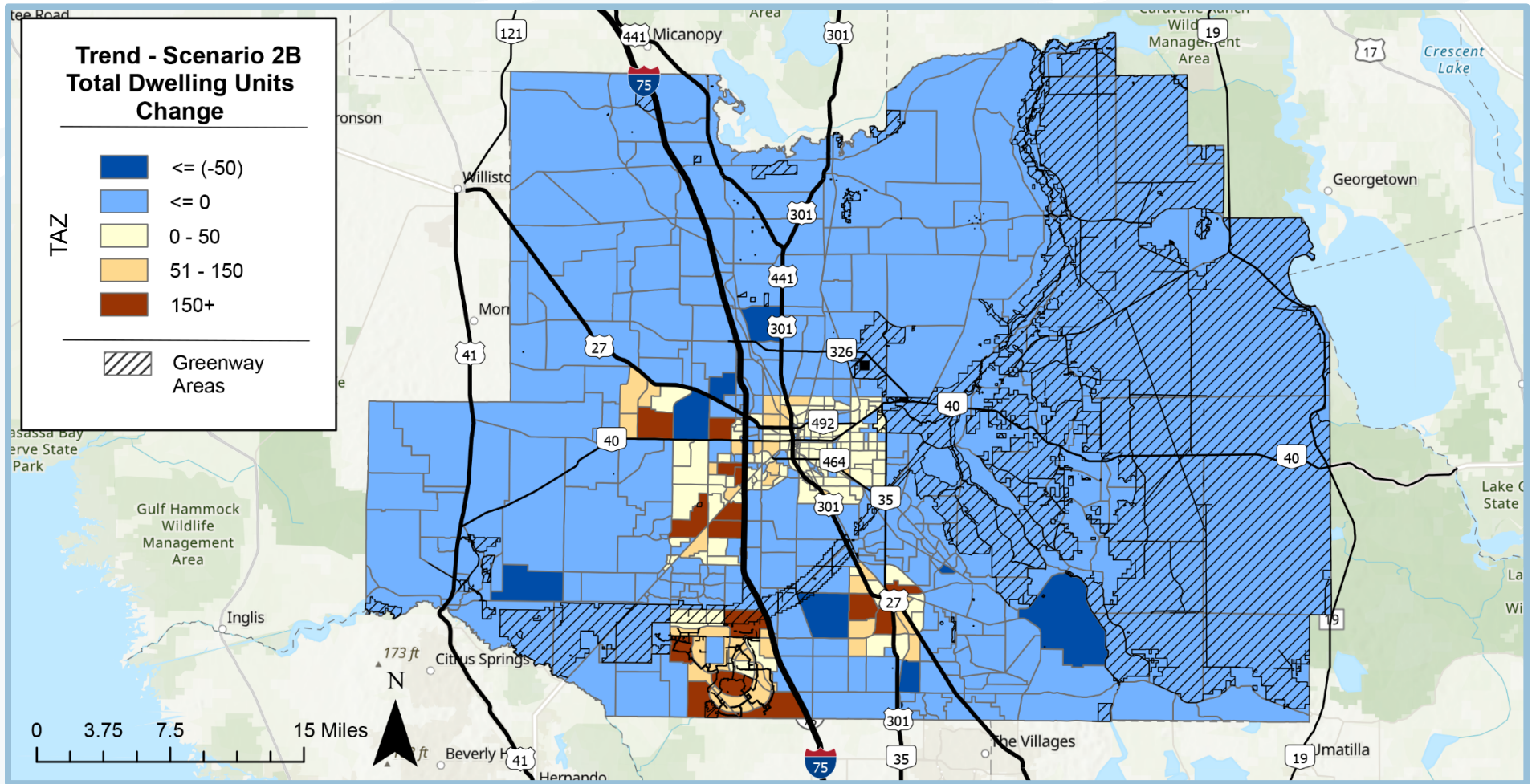
Table 3-4. Scenario 2 Dwelling Unit Growth

|                | Base Year | Reduced Growth Forecast<br>(Scenario 2) |        | Difference From Trend<br>(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

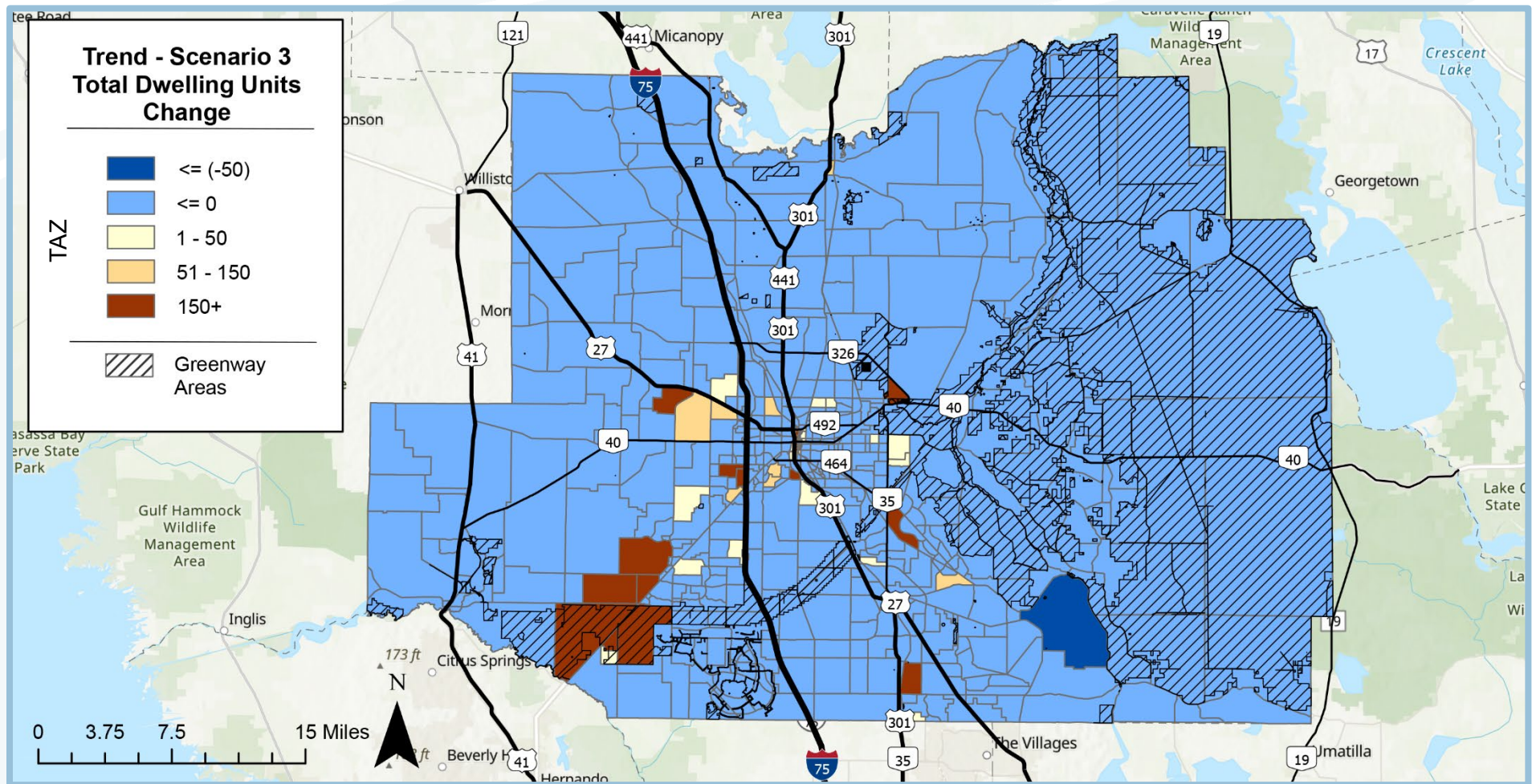
|                | Base Year | Reduced Growth Forecast<br>(Scenario 3) |        | Difference From Trend<br>(Growth) |        |
|----------------|-----------|-----------------------------------------|--------|-----------------------------------|--------|
|                | 2025      | 2050                                    | 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:

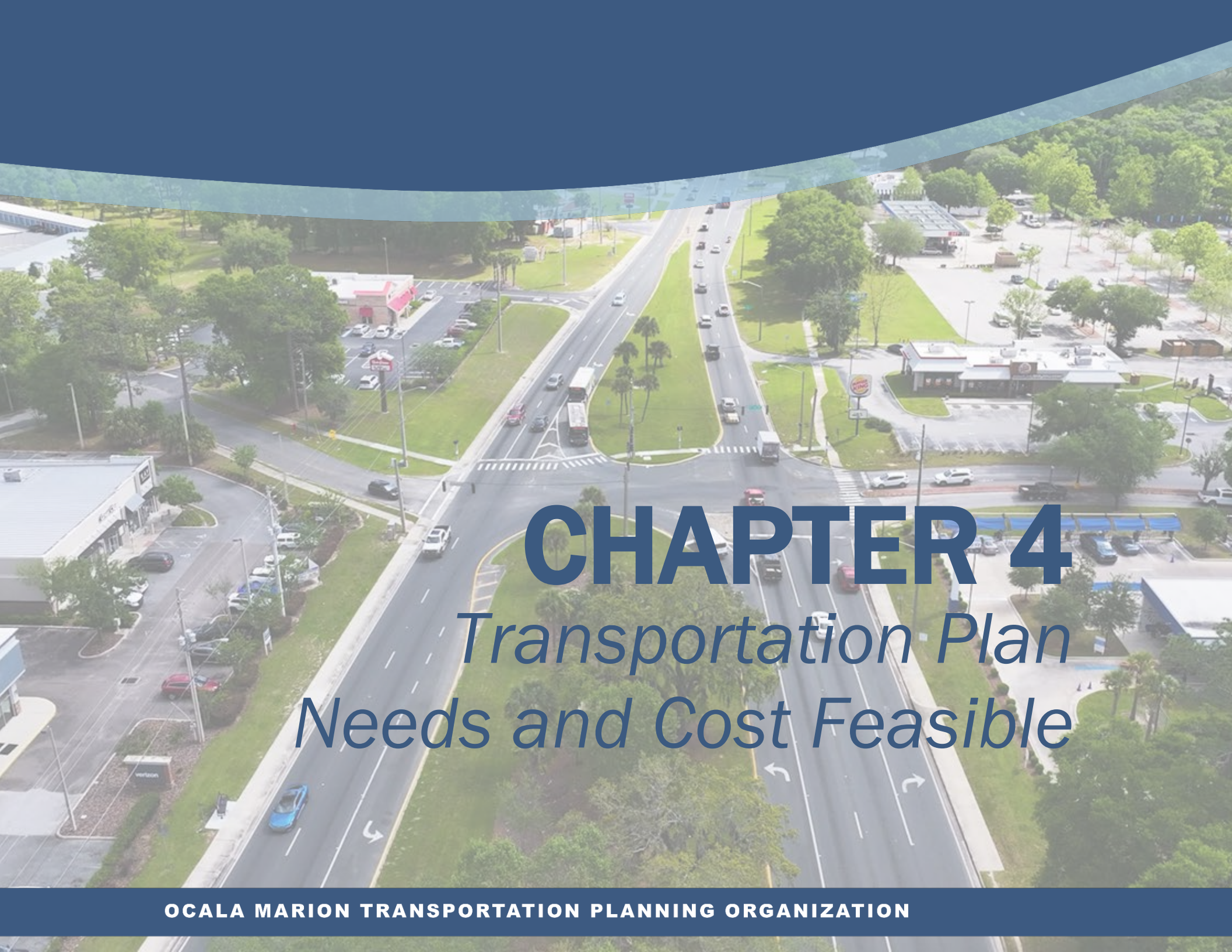
Population is distributed to show large increases along SR 200 (southwest Marion County) and US 27 (near the Equestrian Center)



Figure 3-3. Scenario 3 Population Growth







# CHAPTER 4

*Transportation Plan  
Needs and Cost Feasible*

## 4 THE TRANSPORTATION PLAN - NEEDS & COST FEASIBLE

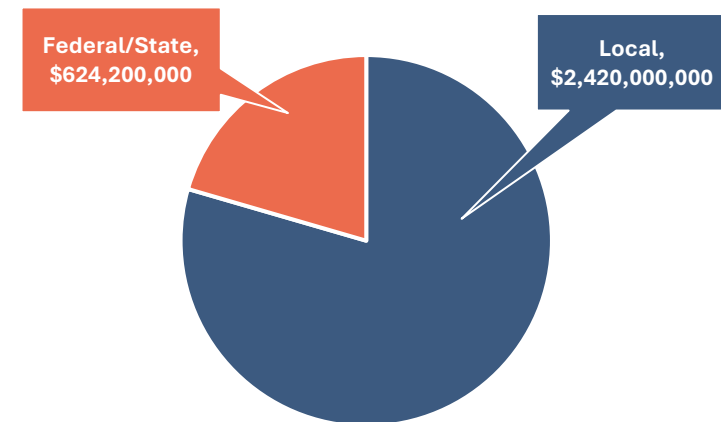
The Transportation Plan provides the foundation of the 2050 LRTP, presenting a fiscally constrained and forward-thinking approach to meet mobility needs through the planning horizon. The plan builds on the Existing and Committed Roadway Needs for future investment opportunities. The plan incorporates 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           |
| <b>Subtotal Federal/State Revenues</b>                    |                             | <b>\$160,857,104</b> | <b>\$132,160,677</b> | <b>\$331,174,502</b>   | <b>\$624,192,283</b>   |
| 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           |
| <b>Subtotal Local Revenues</b>                            |                             | <b>\$490,474,680</b> | <b>\$585,484,560</b> | <b>\$1,339,602,640</b> | <b>\$2,415,561,880</b> |
| <b>Grand Total</b>                                        |                             | <b>\$651,331,784</b> | <b>\$717,645,237</b> | <b>\$1,670,777,142</b> | <b>\$3,039,754,163</b> |

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 <sup>th</sup> 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

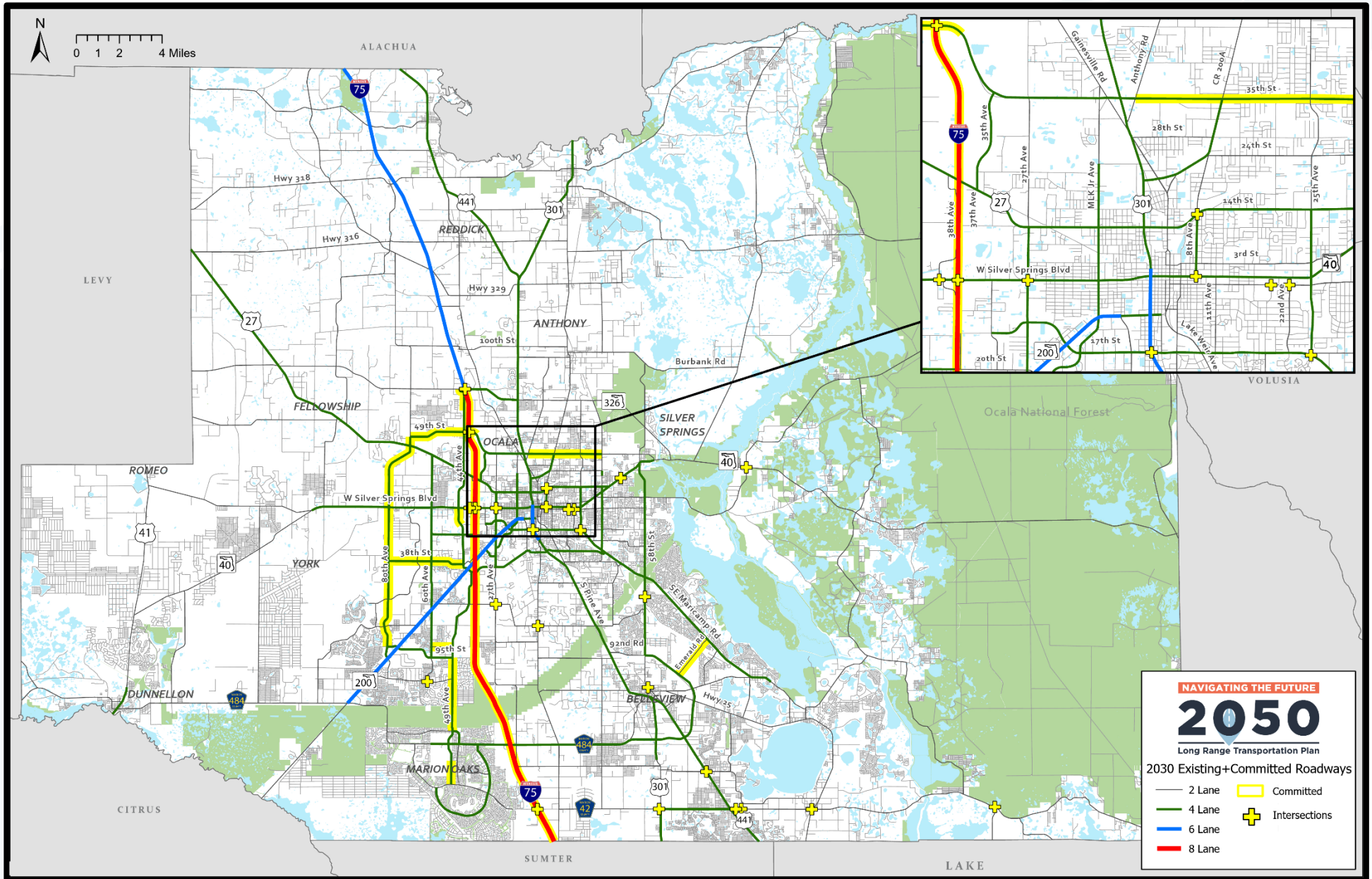


Figure 4-2: Tier 1 - Existing and Committed Roadways (Constructed by 2030)



## 4.1.2 Prioritization Considerations

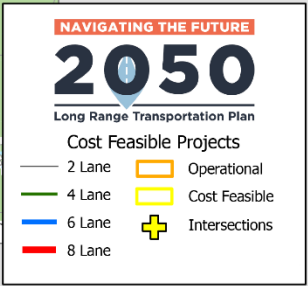
*Navigating the Future* approached project prioritization with the understanding that there is no one-size-fits-all prioritization process. Rather than applying a rigid scoring system, a variety of factors we've considered to help guide investment decisions. Additional prioritization was often given 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 &amp; 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       |

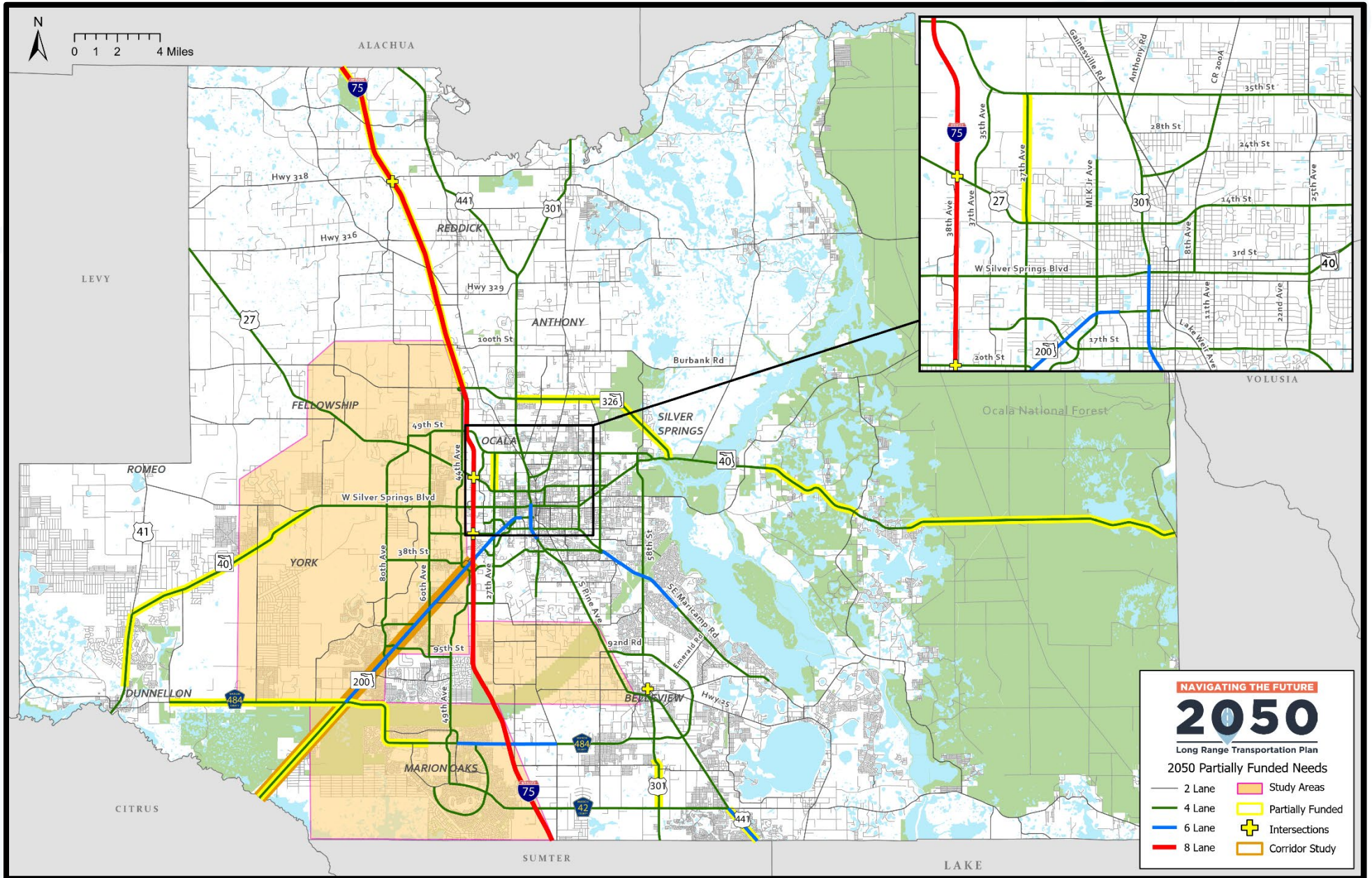


Figure 4-4: Tier 4 - Partially Funded Projects



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            |

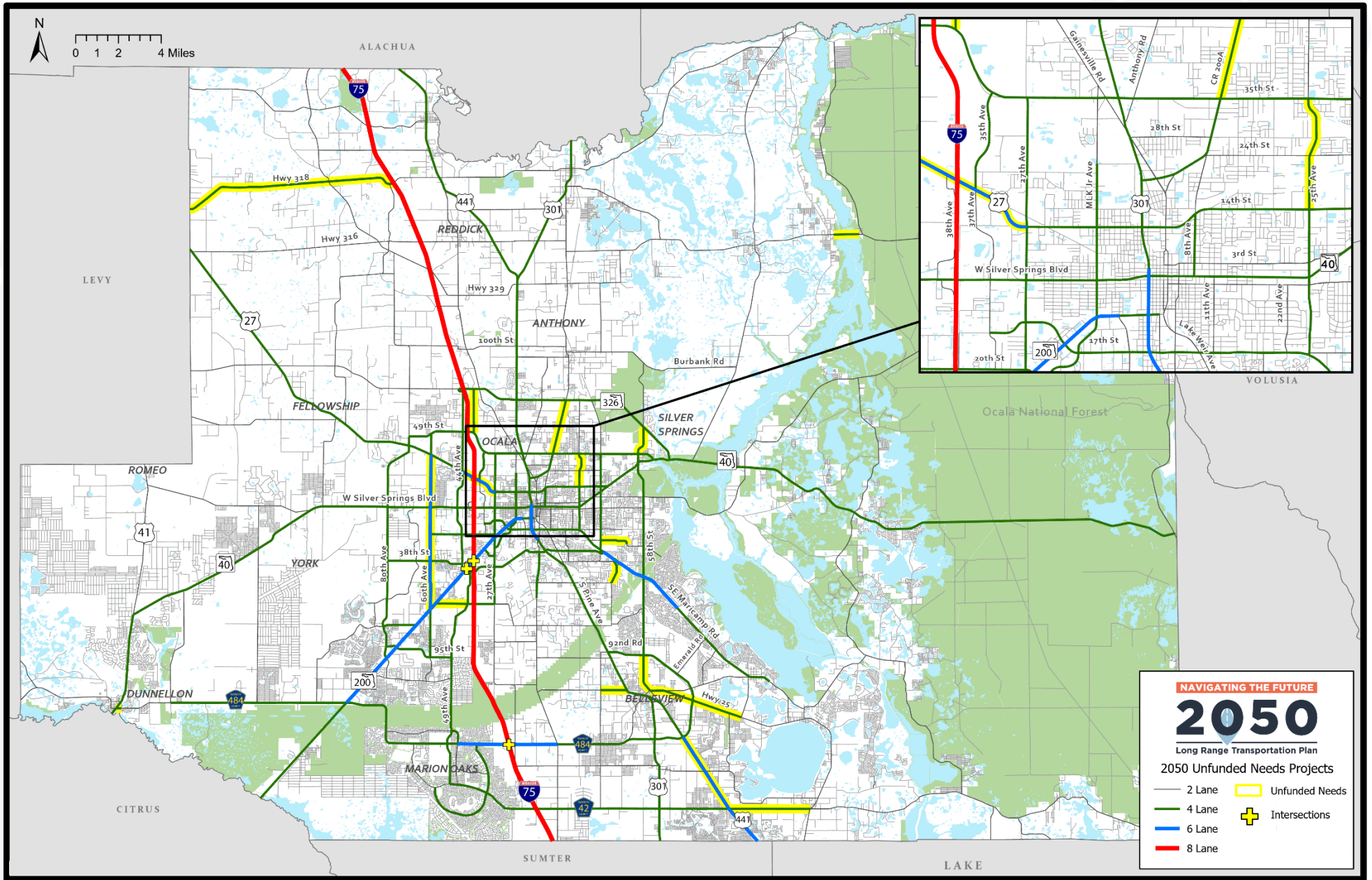


Figure 4-5: Tier 5 - Unfunded Needs

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.



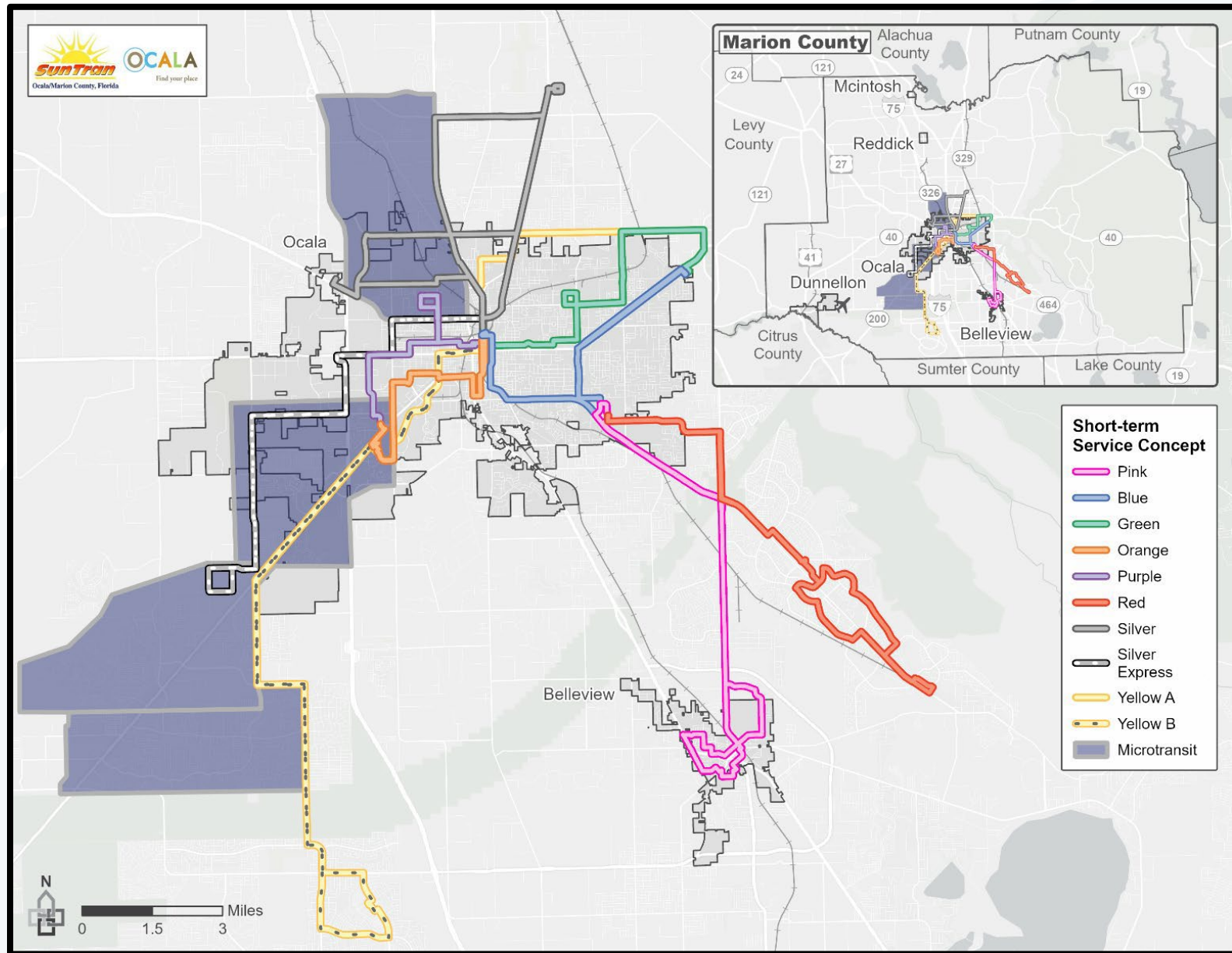


Figure 4-6: SunTran TDP Short-Term Service Concept (from FY2023-2032 TDP)



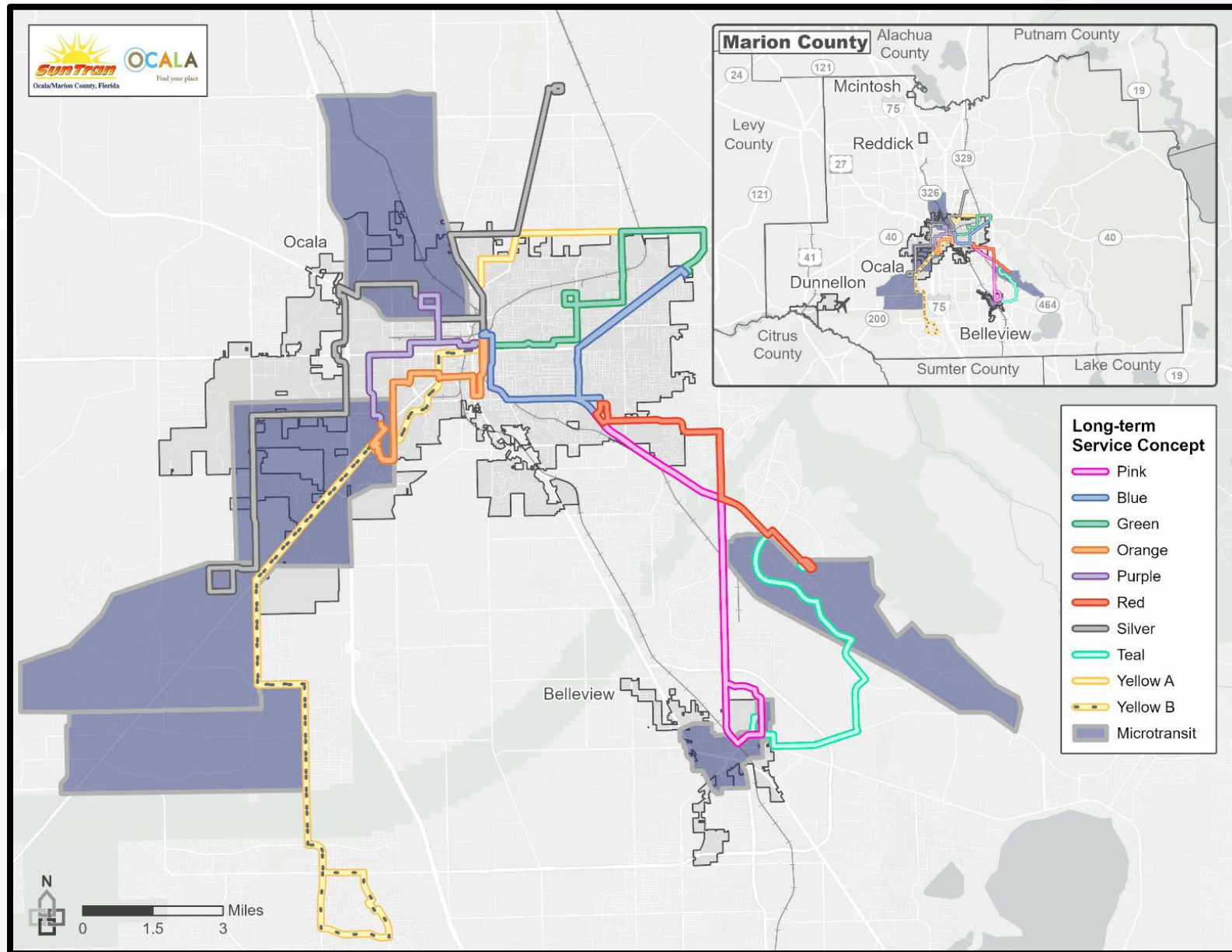


Figure 4-7: SunTran TDP Long-Term Service Concept (from FY2023-2032 TDP)



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.





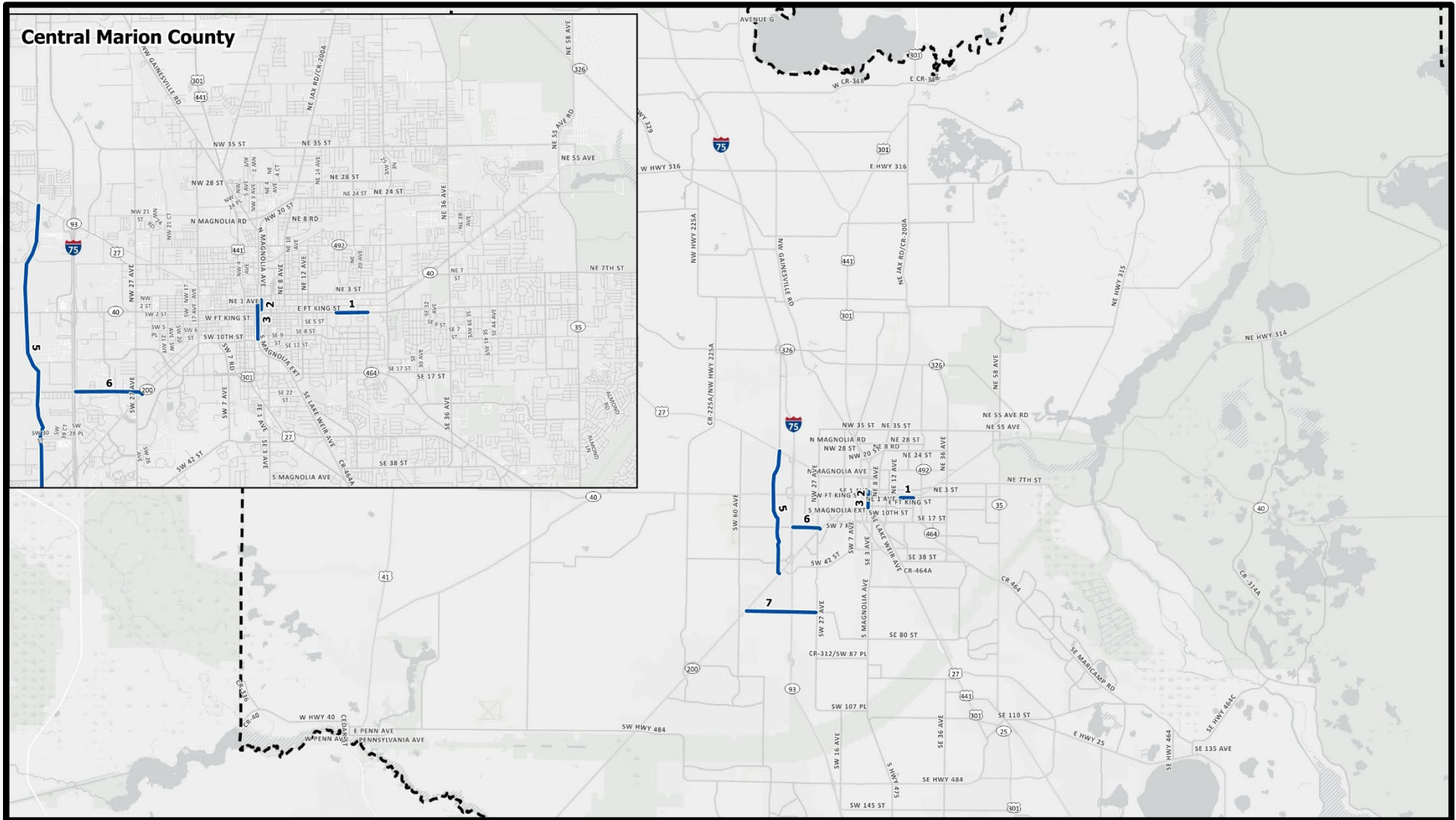


Figure 4-8: 2050 Bicycle Projects (from Draft 2025 ATP)



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    |

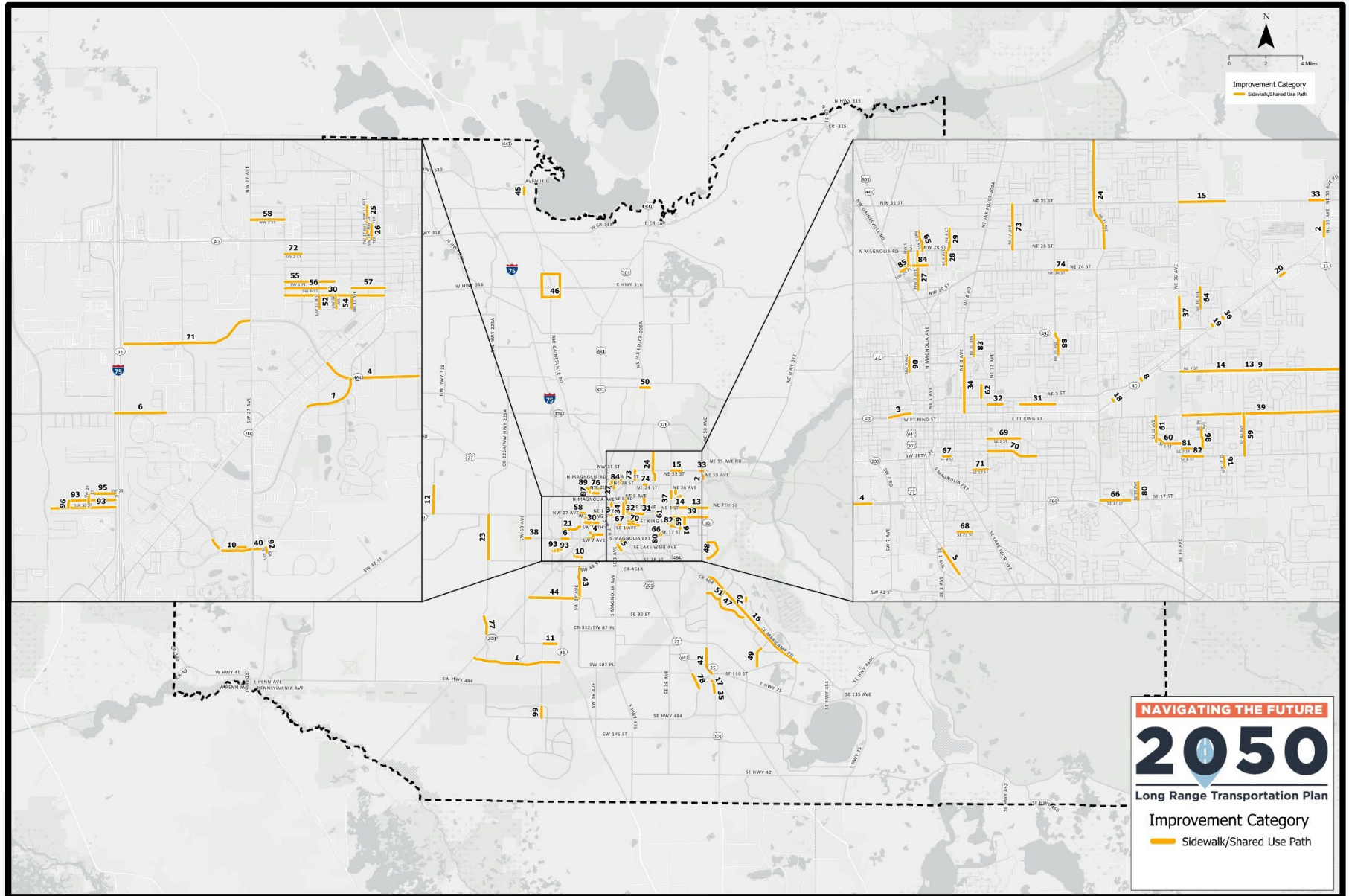


Figure 4-9: 2050 Sidewalk and Shared Use Path Projects (from Draft 2025 ATP)

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/<br>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<br>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    |



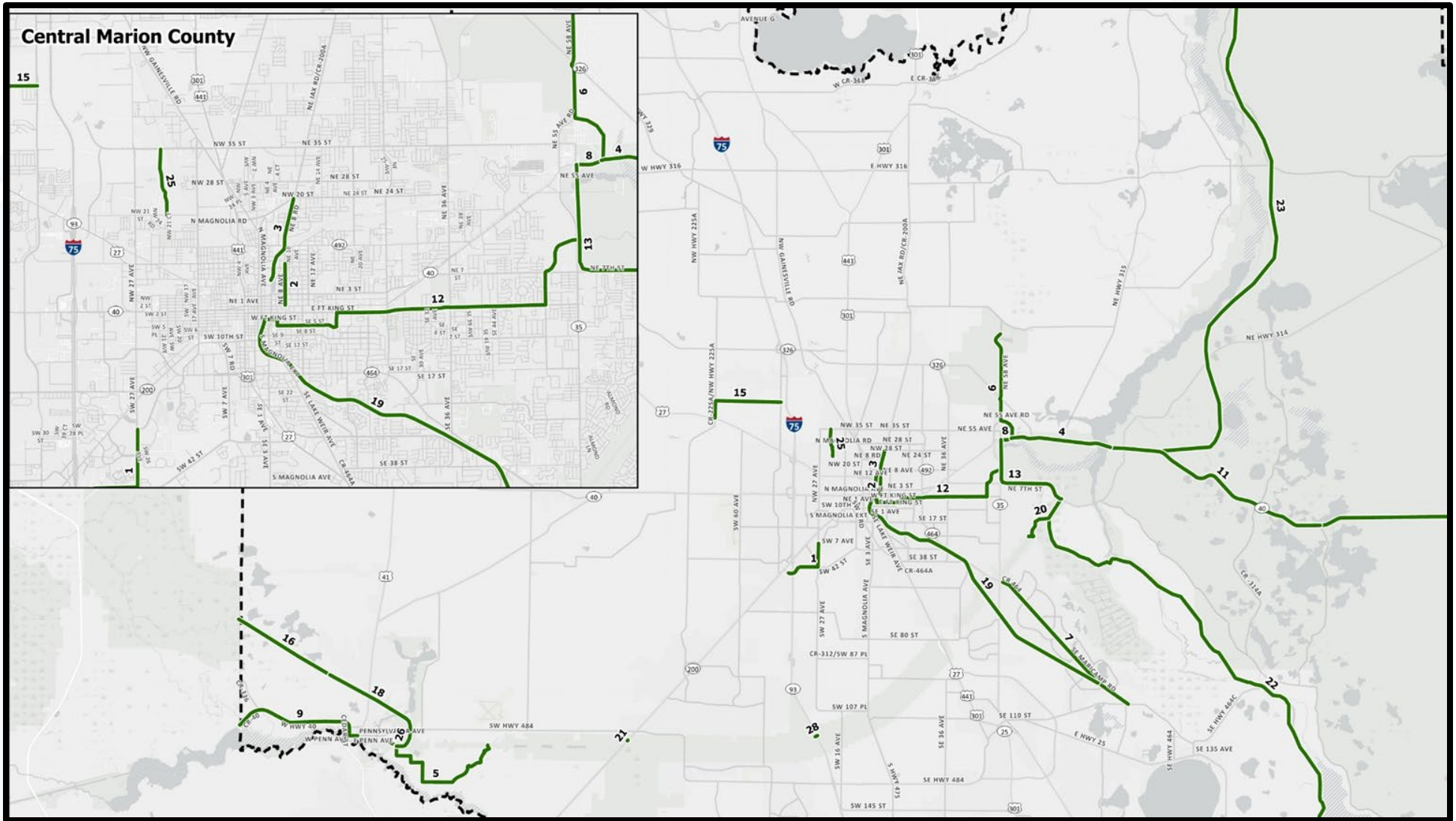


Figure 4-10: 2050 Trail Needs (from Draft 2025 ATP)

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)

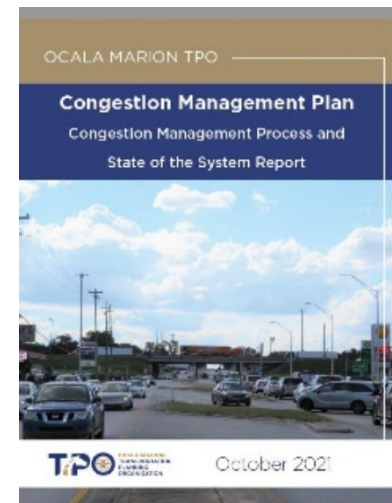
This project will use wildlife detection sensors and warning beacons to alert drivers when animals are present on or near the roadway. Data collected will be stored for performance evaluation and integrated with FDOT's statewide Connected and Automated Vehicle services. This system aims to reduce animal-vehicle 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)





|                                                            |                       |        |
|------------------------------------------------------------|-----------------------|--------|
| FIGURE 1 - PROJECT STUDY AREA                              |                       |        |
| WEST MARION TRANSPORTATION STUDY<br>MARION COUNTY, FLORIDA |                       |        |
| Not To Scale                                               | Project No. 040997145 | Page 2 |

### 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.





## 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.

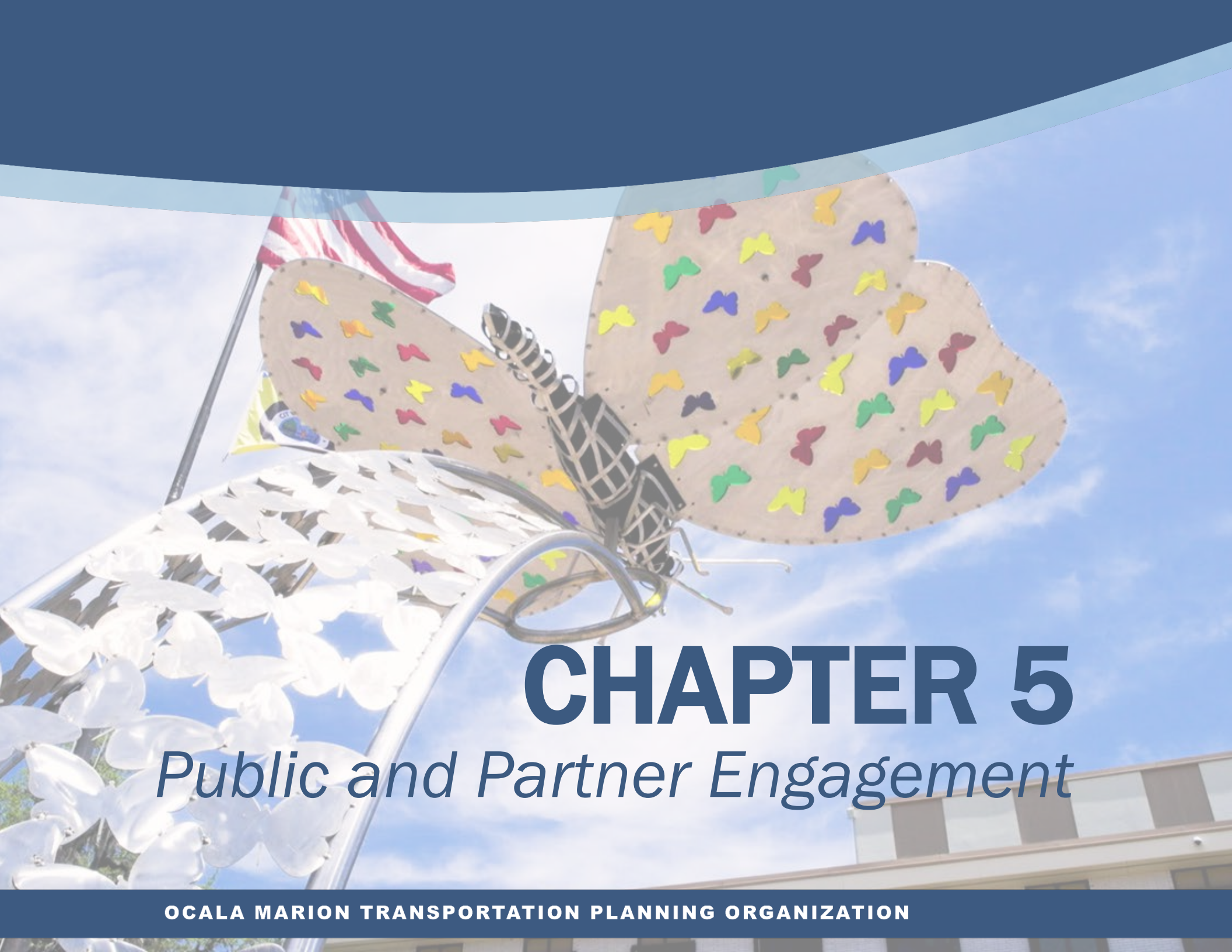


An Action Plan >>> for Safer Streets in Ocala Marion



Adopted November 29, 2022  
Amended June 27, 2023

**TPO** OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION



# CHAPTER 5

## *Public and Partner Engagement*

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

## 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.

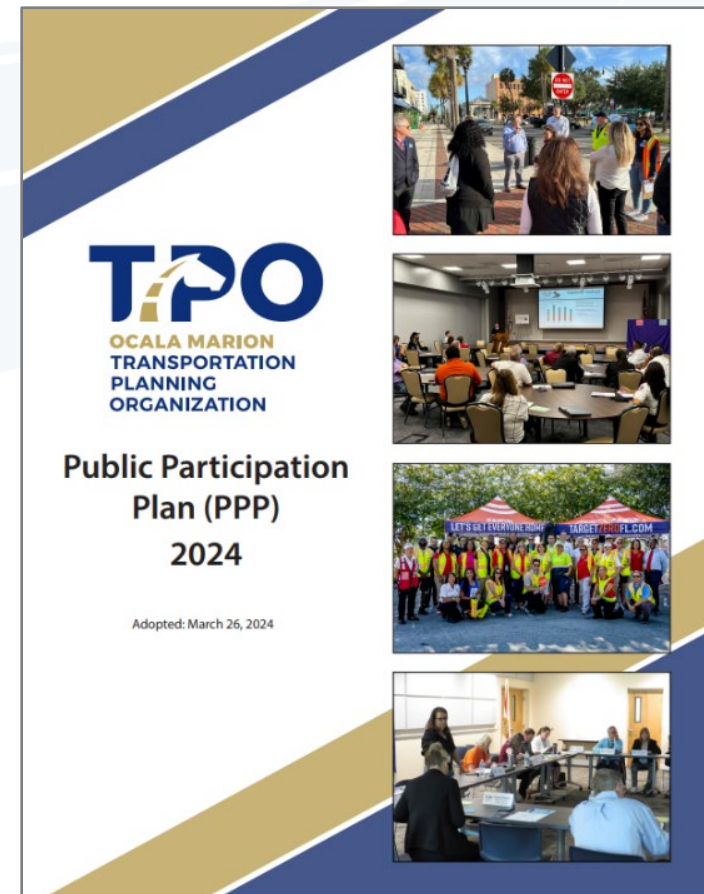
## 5.3 Summary of Public Comments

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.



An aerial photograph of a green field with several brown horses. One horse is in the lower left, another in the center, and a group of three is on the right near a white water trough. A wooden fence runs across the bottom of the frame. The top of the image has a dark blue curved overlay.

# 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) |
|-----------------------------------------------------------|----------------------------------|---------------------|-------------------|----------------------------------|
| <b>Pavement Condition</b>                                 |                                  |                     |                   |                                  |
| 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%                             |
| <b>Bridge Condition</b>                                   |                                  |                     |                   |                                  |
| 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 |
|------------------------------------------------|------------------|-------------|-------------|-------------|-------------|-------------|
| <b>Rolling Stock</b>                           |                  |             |             |             |             |             |
| <b>Buses</b>                                   | 0%               | 0%          | 0%          | 0%          | 0%          | 0%          |
| <b>Cutaways</b>                                | 100%             | 0%          | 0%          | 0%          | 0%          | 0%          |
| <b>Equipment</b>                               |                  |             |             |             |             |             |
| <b>Non-Revenue Vehicles</b>                    | 0%               | 0%          | 0%          | 0%          | 0%          | 0%          |
| <b>Facilities</b>                              |                  |             |             |             |             |             |
| <b>Administrative and Maintenance Facility</b> | 0%               | 0%          | 0%          | 0%          | 0%          | 0%          |

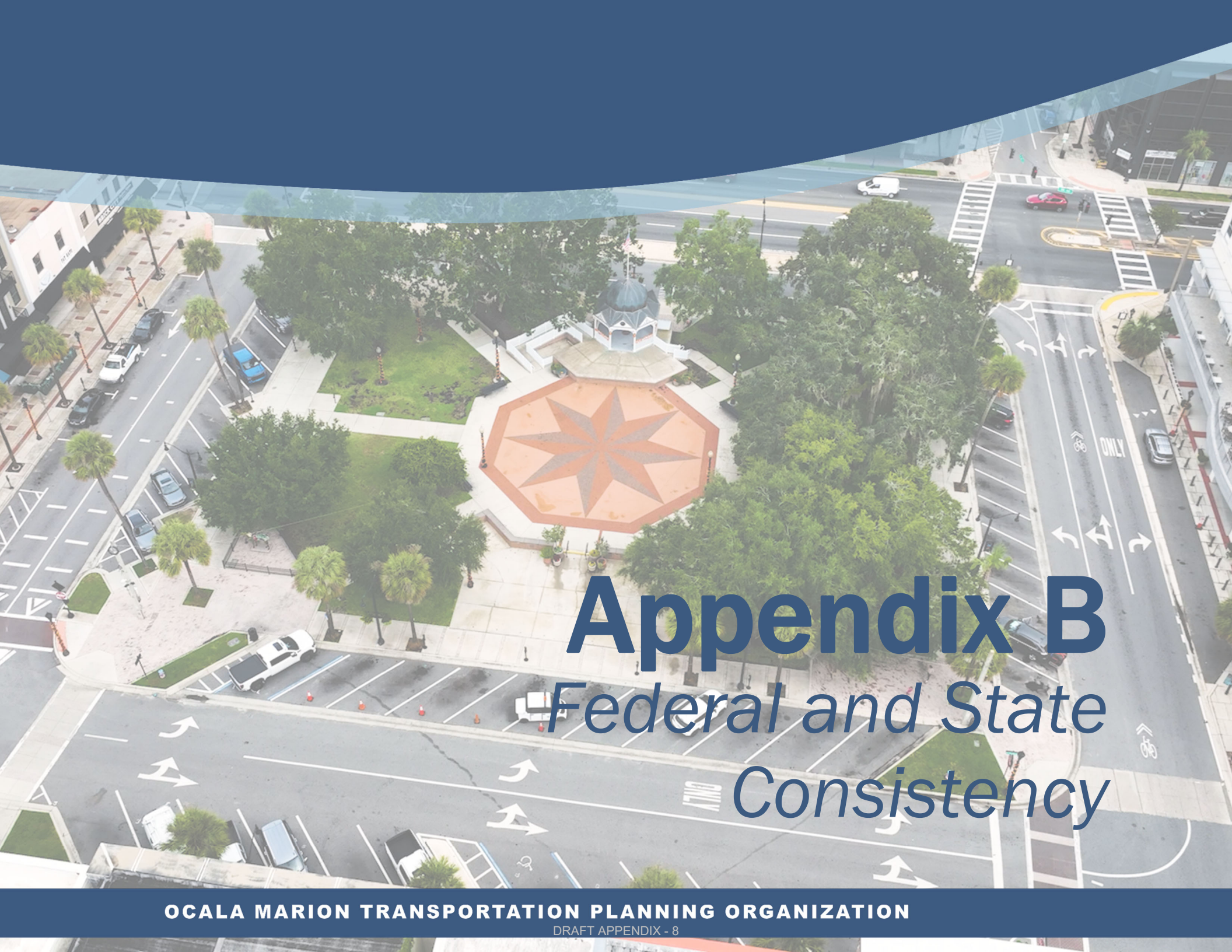
## OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

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                               | ●                            | ●                                    |                     |                      | ●               | ●                        | ●              | ●              |

## OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

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

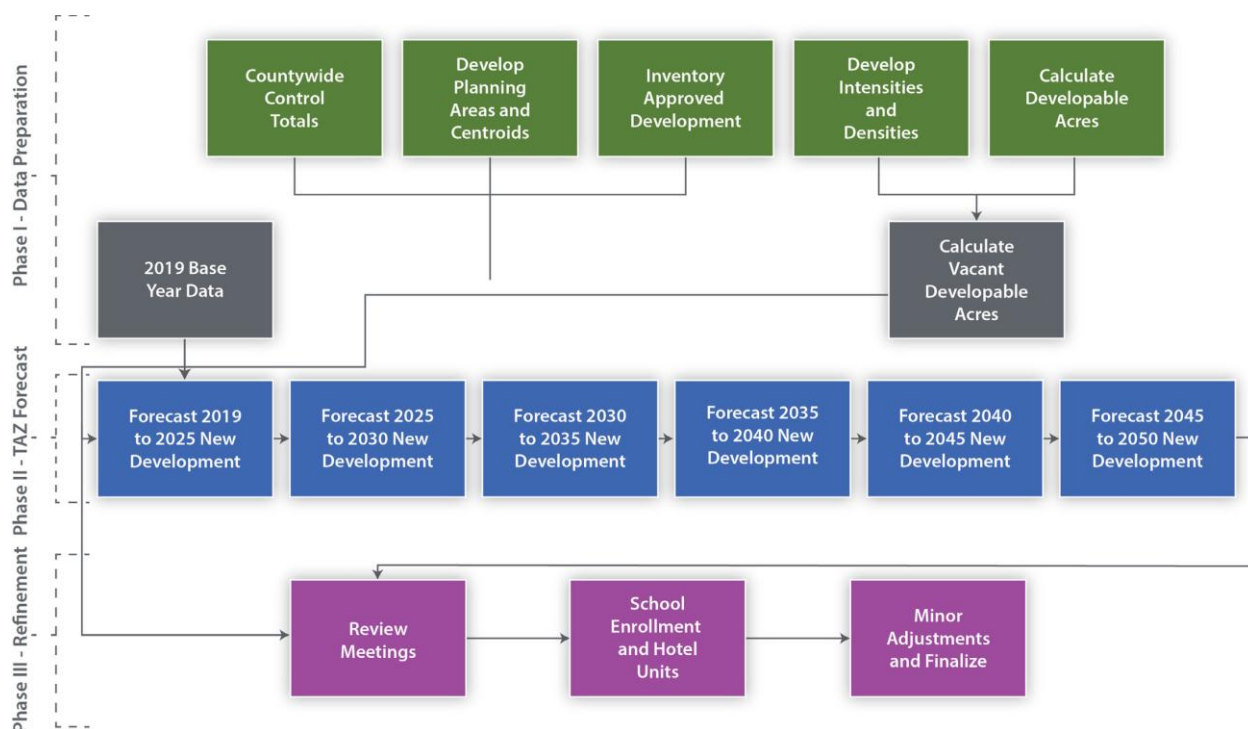
|                            | 2015    | 2022    | 2025    | 2030    | 2035    | 2040    | 2045    | 2050    | 22->50  |
|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Household Population       | 333,186 | 372,285 | 419,504 | 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**

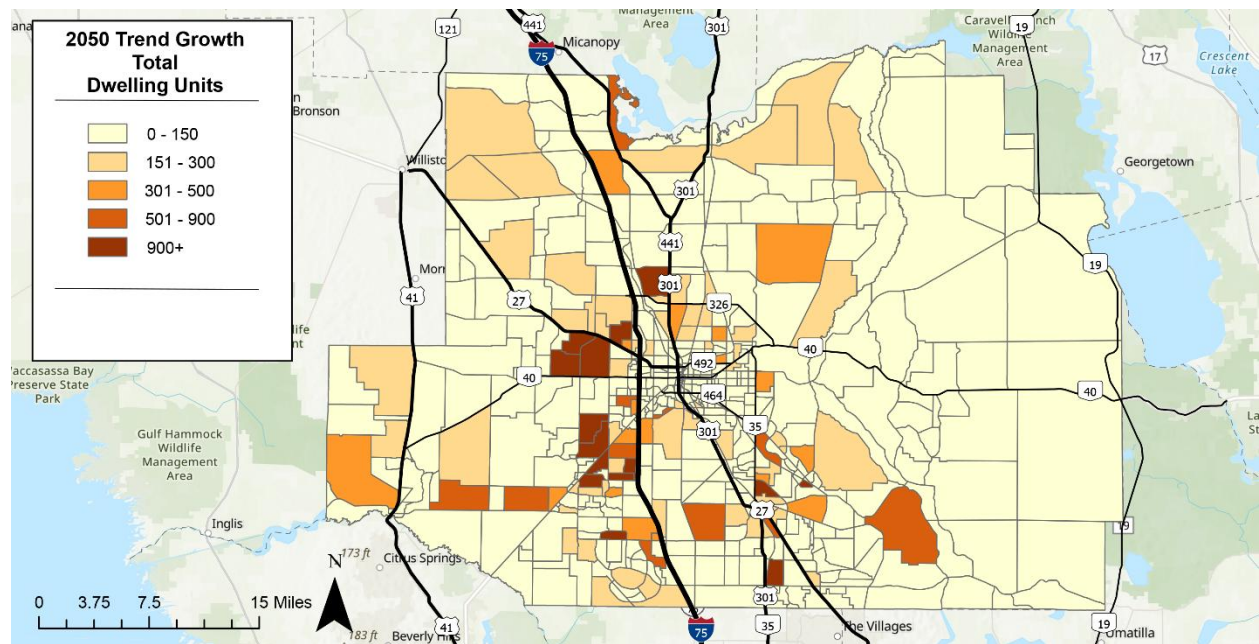


For the forecasted data we have considered the 2015 base year data with considerations from the Department of Transportation (DOT) 2022 Model that was in development. The forecasted 2050 population and dwelling units are summarized in **Table 4**, while **Figure 2** shows the difference between the base 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        |
| <b>Dwelling Units</b> |                |                               |               |
| Single Family         | 177,804        | 224,032                       | 46,228        |
| Multi Family          | 29,256         | 55,212                        | 25,956        |
| <b>Total</b>          | <b>207,060</b> | <b>279,244</b>                | <b>72,184</b> |

**Figure 2:** Marion County Trend Population Growth



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

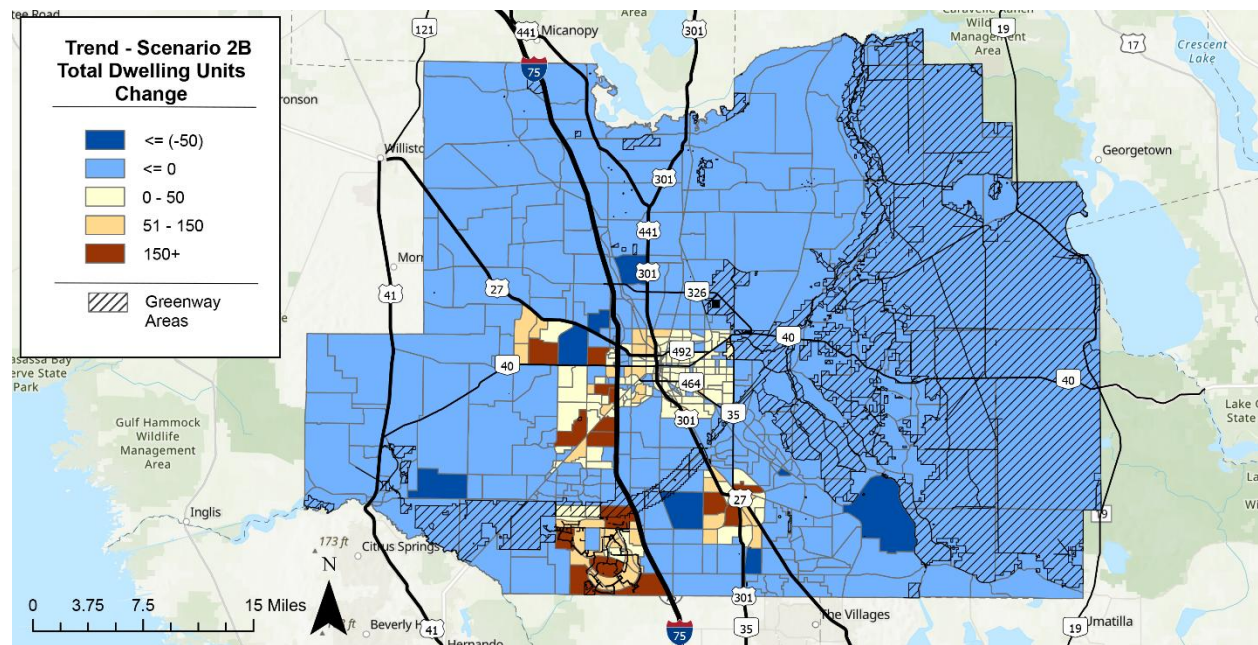
## SCENARIO 2

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                     |              |
| <b>Dwelling Units</b> |                |                                    |               |                                |              |
| Single Family         | 177,804        | 223,899                            | 38,478        | -133                           | -0.06%       |
| Multi Family          | 29,256         | 55,415                             | 22,894        | 203                            | 0.37%        |
| <b>Total</b>          | <b>207,060</b> | <b>279,314</b>                     | <b>61,372</b> | <b>70</b>                      | <b>0.02%</b> |

**Figure 3:** Scenario 2 Population Growth





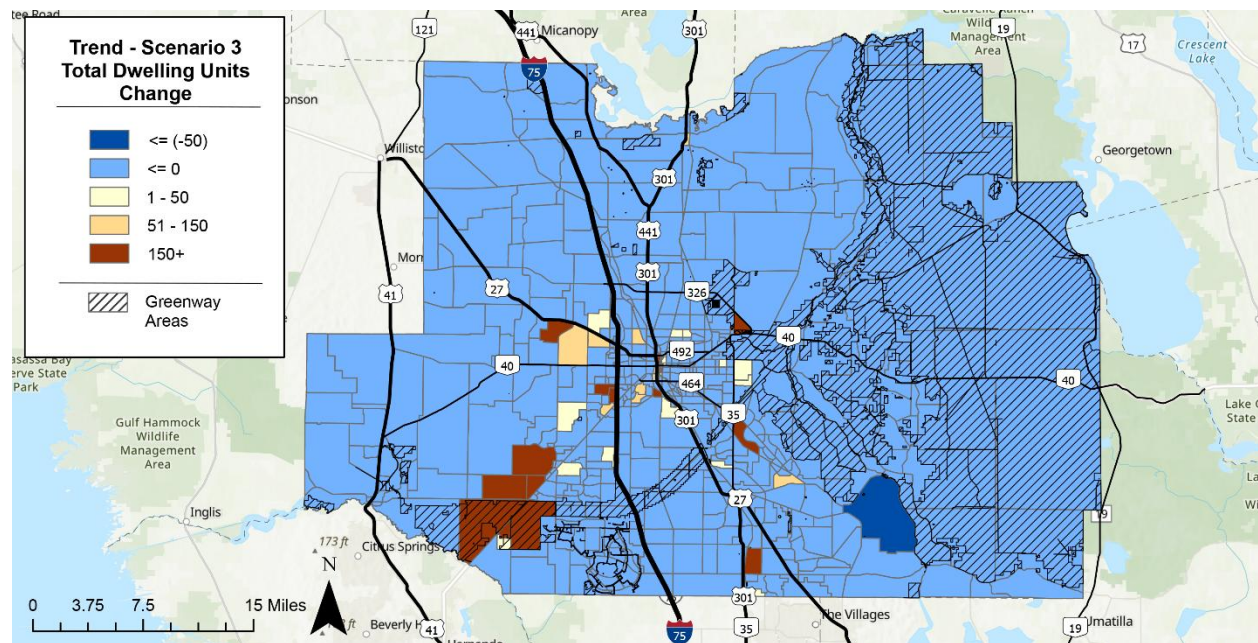
### SCENARIO 3

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.

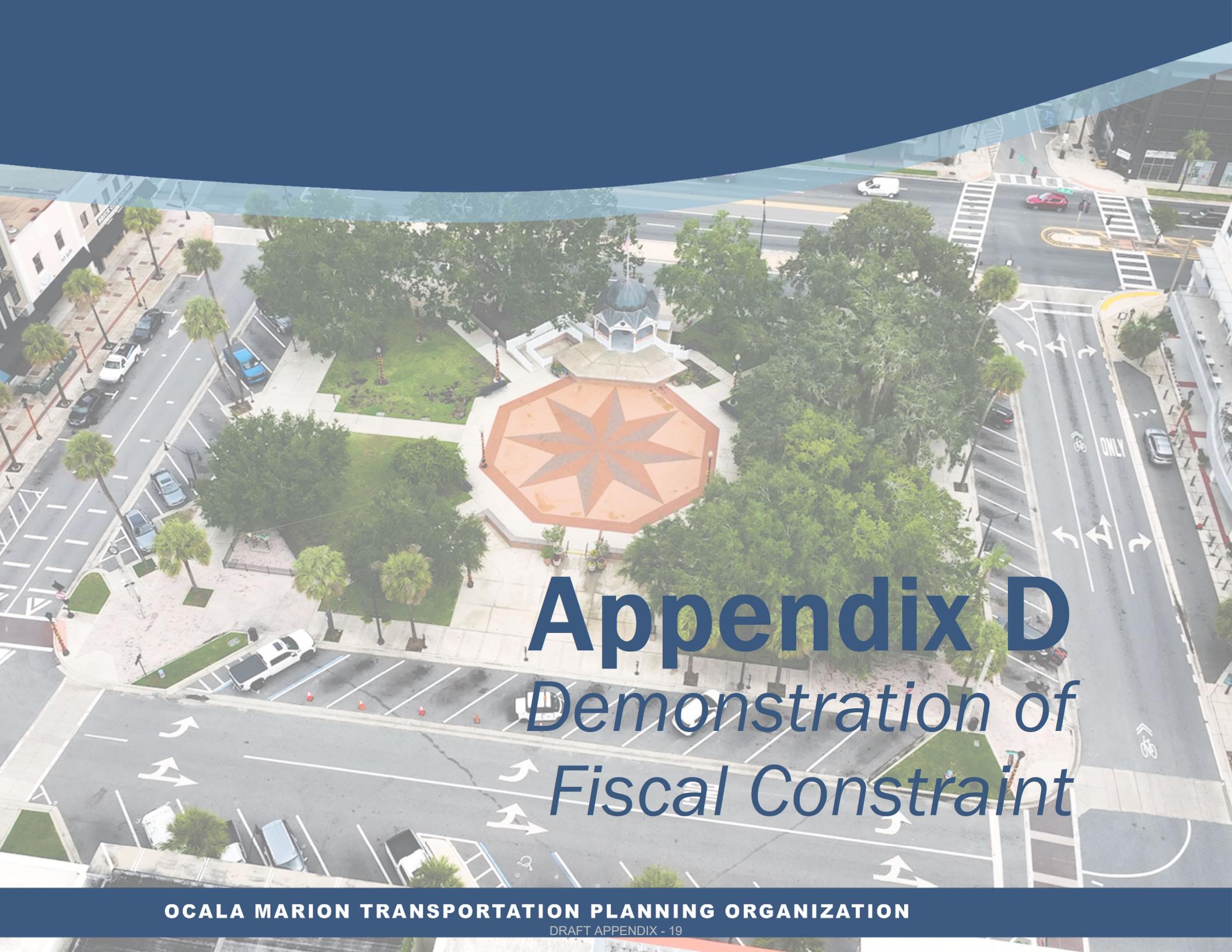
**Table 6: Scenario 3 Population Growth**

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

**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 -<br>2024/25 | 2025/26 -<br>2029/30 | 2030/31 -<br>2034/35 | 2035/36 -<br>2039/40 | 2040/41 -<br>2049/50 | Total:<br>2025/26 -<br>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<br>(District 5)      | 2023/24 -<br>2024/25 | 2025/26 -<br>2029/30 | 2030/31 -<br>2034/35 | 2035/36 -<br>2039/40 | 2040/41 -<br>2049/50 | Total:<br>2025/26 -<br>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                       |
| <b>District 5 Total</b> | <b>\$ 19.34</b>      | <b>\$ 47.40</b>      | <b>\$ 50.34</b>      | <b>\$ 50.34</b>      | <b>\$ 100.70</b>     | <b>\$ 201.38</b>               |

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<br>(District 5)     | 2023/24 -<br>2024/25 | 2025/26 -<br>2029/30 | 2030/31 -<br>2034/35 | 2035/36 -<br>2039/40 | 2040/41 -<br>2049/50 | Total:<br>2025/26 -<br>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                       |
| <b>District 5 Total</b> | <b>\$ 6.17</b>       | <b>\$ 11.69</b>      | <b>\$ 11.71</b>      | <b>\$ 11.71</b>      | <b>\$ 23.43</b>      | <b>\$ 46.85</b>                |

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:<br>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%                 |
| <b>District 5 Total</b> | <b>4,926,700</b> | <b>5,309,900</b> | <b>5,618,900</b> | <b>5,864,900</b> | <b>6,260,400</b> | <b>27.07%</b>          |

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

| County           | %2025   | %2030   | %2035   | %2040   | %2050   | Growth Avg.:<br>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:<br>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.:<br>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.

Districtwide (D5) Funds for Any Area

x

MPO/TPO Percentage of District 5 Population

=

Proportionate Share for 2050 Planning Purposes

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

Districtwide (D5) Funds for areas with pop. < 200,000

x

Percentage of Eligible MPO/TPO Population

=

Proportionate Share for 2050 Planning Purposes

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                            | \$ -              | \$ -              | \$ -              | \$ -              | \$ -              | \$ -                     |
| <b>MPO Subtotal</b>              | <b>\$ 53.92</b>   | <b>\$ 146.78</b>  | <b>\$ 173.38</b>  | <b>\$ 173.43</b>  | <b>\$ 346.68</b>  | <b>\$ 840.28</b>         |

**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                 |
| <b>MPO Subtotal</b>              | <b>\$ 34.29</b>   | <b>\$ 102.29</b>  | <b>\$ 112.77</b>  | <b>\$ 114.47</b>  | <b>\$ 231.40</b>  | <b>\$ 560.94</b>         |

**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                            | \$ -              | \$ -              | \$ -              | \$ -              | \$ -              | \$ -                     |
| <b>TPO Subtotal</b>              | <b>\$ 15.75</b>   | <b>\$ 43.00</b>   | <b>\$ 50.04</b>   | <b>\$ 49.70</b>   | <b>\$ 99.03</b>   | <b>\$ 241.77</b>         |

**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                            | \$ -              | \$ -              | \$ -              | \$ -              | \$ -              | \$ -                     |
| <b>TPO Subtotal</b>              | <b>\$ 14.29</b>   | <b>\$ 38.44</b>   | <b>\$ 44.34</b>   | <b>\$ 43.71</b>   | <b>\$ 86.50</b>   | <b>\$ 213.00</b>         |

**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                 |
| <b>TPO Subtotal</b>              | <b>\$ 25.09</b>   | <b>\$ 70.94</b>   | <b>\$ 75.23</b>   | <b>\$ 74.44</b>   | <b>\$ 147.94</b>  | <b>\$ 368.55</b>         |

**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                |
| <b>Subtotal</b>                  | <b>\$ 143.34</b>  | <b>\$ 401.46</b>  | <b>\$ 455.76</b>  | <b>\$ 455.76</b>  | <b>\$ 911.56</b>  | <b>\$ 2,224.54</b>       |

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<br>25/26 - 49/50 |
|---------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                     | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|---------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                     | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|---------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                     | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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<br>25/26 - 49/50 |
|------------------|--------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------------|----------------------------|------------------------|------------------------|
|                  | MPO Population<br>(2020) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2025) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2030) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2035) | % District 5<br>Population | Proportionate<br>Share | MPO Population<br>(est 2040) | % District 5<br>Population | Proportionate<br>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

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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 (MPOs<sup>1</sup>) to contain a financial plan in their Long Range Transportation Plan (LRTP<sup>2</sup>). 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.

<sup>1</sup> 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).

<sup>2</sup> 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 factors<sup>3</sup> 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 factors<sup>4</sup> to convert present day project costs to project costs in YOE dollars. Therefore, all amounts in the forecast are expressed in YOE dollars.

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

<sup>4</sup> 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

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### *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 L RTPs<sup>5</sup>;
- 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.

<sup>5</sup> The purpose of the *Financial Guidelines for Florida MPO 2050 L RTPs* is to provide uniformity in financial reporting within the MPO L RTP 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 L RTPs. 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 L RTPs* 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                                                                        |
|--------------------------|------------------------------------------------------------------------------|
| <b>November 16, 2021</b> | Kick-off Meeting; discuss purpose and charge                                 |
| <b>December 14, 2021</b> | Review previous forecast/discuss current approach                            |
| <b>January 11, 2022</b>  | Discuss draft financial guidelines                                           |
| <b>February 8, 2022</b>  | Review draft financial guidelines                                            |
| <b>March 8, 2022</b>     | Finalize financial guidelines; discuss forecast table templates              |
| <b>April 5, 2022</b>     | Discuss changes to release schedule; finalize forecast table templates       |
| <b>June 7, 2022</b>      | Provide process update on forecast preparation; discuss boundary assumptions |
| <b>October 6, 2022</b>   | Provide process update on forecast preparation                               |
| <b>April 10, 2023</b>    | Provide process update on forecast preparation; discuss draft handbook       |
| <b>May 22, 2023</b>      | 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                                                                     |
|--------------------------|---------------------------------------------------------------------------|
| <b>November 17, 2021</b> | Kick-off Meeting; discuss purpose and charge                              |
| <b>December 16, 2021</b> | Review previous forecast/receive input on current approach                |
| <b>January 18, 2022</b>  | Discuss draft financial guidelines                                        |
| <b>April 7, 2022</b>     | Provide input on financial guidelines; provide update on release schedule |
| <b>June 22, 2022</b>     | Provide update on boundary assumptions; discuss forecast table templates  |
| <b>October 14, 2022</b>  | Provide process update on forecast preparation                            |
| <b>April 17, 2023</b>    | Provide process update on forecast preparation; discuss draft handbook    |
| <b>May 22, 2023</b>      | Review revenue forecast details with District Liaisons and MPO staff      |

**Table 3. MPOAC Quarterly Meetings**

| DATE                    | TOPIC                                                               |
|-------------------------|---------------------------------------------------------------------|
| <b>January 27, 2022</b> | Review revenue forecast update process; creation of working groups  |
| <b>April 28, 2022</b>   | Review financial guidelines                                         |
| <b>July 28, 2022</b>    | Provide process update on release schedule and forecast assumptions |
| <b>October 27, 2022</b> | Provide process update on forecast preparation                      |
| <b>January 31, 2023</b> | Provide process update on continued forecast preparation            |
| <b>April 27, 2023</b>   | 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

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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 snapshot<sup>6</sup> 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

<sup>6</sup> 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.

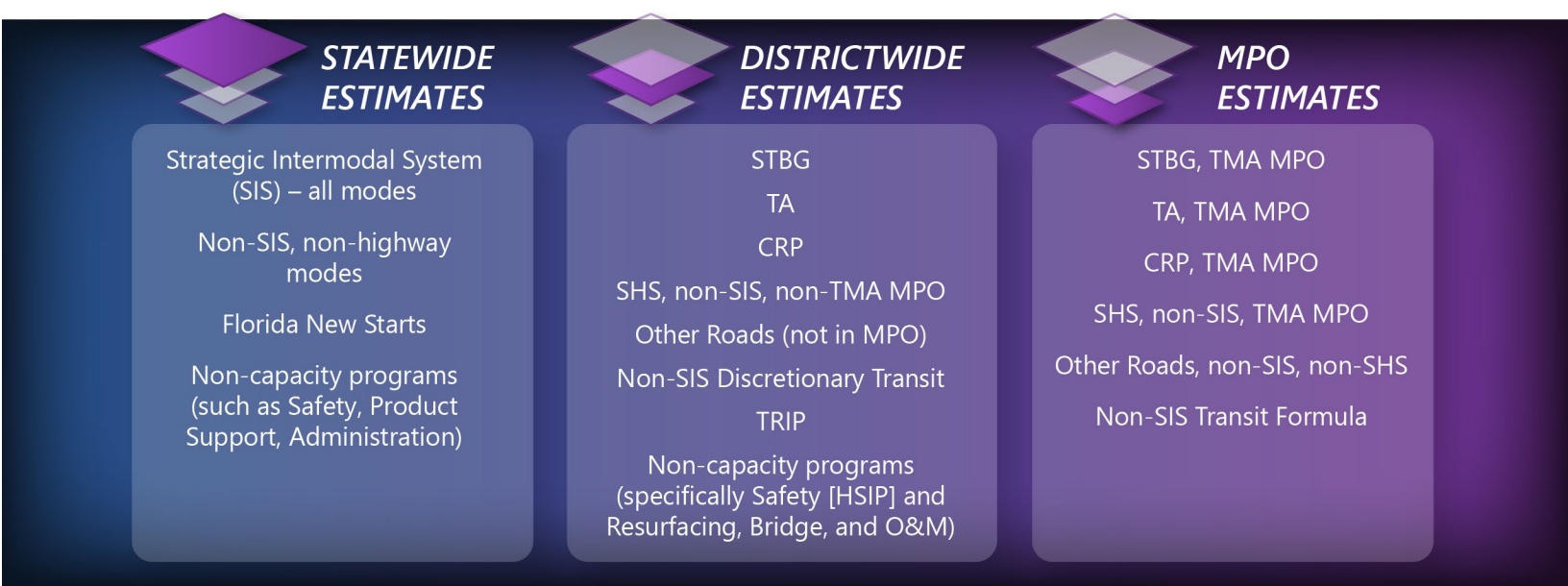


reporting within the MPO LRTP update process and provided information for preparing the long-range revenue forecast to be used by all MPOs for financial planning in their plan updates.

## 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 (TMA<sup>7</sup>) 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.

<sup>7</sup> 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.

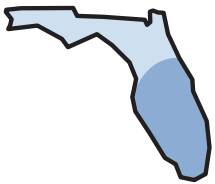
## *DETERMINING THE GROWTH RATES*

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.

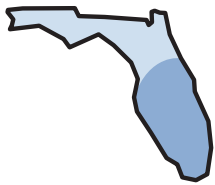
## *OTHER FACTORS IMPACTING THE REVENUE FORECAST*

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<br>REVENUE<br>SOURCES<br>(MILLIONS OF \$) | TIME PERIOD (FISCAL YEARS) |                     |                     |                     |                     |                     |
|-------------------------------------------------|----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
|                                                 |                            |                     |                     |                     |                     | 27-YEAR TOTAL       |
|                                                 | 2023/24-<br>2024/25        | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>2049/50 | 2024/25-<br>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<br>TOTAL<br>FOR SIS<br>2032/33-<br>2049/50 | OVERALL<br>27-YEAR<br>TOTAL<br>2024/25-<br>2049/50 |
|---------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------------|----------------------------------------------------|----------------------------------------------------|
|                                 | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2031/32 | 2032/33-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2044/45 | 2045/46-<br>2049/50 |             |                                                    |                                                    |
| Highway Share<br>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<br>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<br>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<br>FUNDING SOURCE              | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|-----------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
|                                         | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 |                                      |
| Aviation<br>Federal/State               | \$259.72                    | \$702.40            | \$782.88            | \$818.26            | \$1,669.10          | \$4,232.36                           |
| Rail<br>Federal/State                   | \$282.69                    | \$398.15            | \$415.91            | \$432.51            | \$880.30            | \$2,409.56                           |
| Intermodal Access<br>Federal/State      | \$41.85                     | \$144.66            | \$167.43            | \$172.27            | \$348.99            | \$875.18                             |
| Seaport<br>Development<br>Federal/State | \$54.87                     | \$213.67            | \$235.04            | \$245.71            | \$501.22            | \$1,250.51                           |
| SUN Trail<br>State                      | \$50.00                     | \$125.00            | \$125.00            | \$125.00            | \$250.00            | \$675.00                             |
| <b>Statewide Total</b>                  | <b>\$689.13</b>             | <b>\$1,583.87</b>   | <b>\$1,726.26</b>   | <b>\$1,793.75</b>   | <b>\$3,649.61</b>   | <b>\$9,442.61</b>                    |

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 year<sup>8</sup>. 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.

<sup>8</sup> 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<br>FUNDING<br>SOURCE          | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|----------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
|                                        | 2023/24-<br>2024/25         | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>2049/50 |                                      |
| Florida New Starts<br>Program<br>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 engineering<sup>9</sup>, 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."

<sup>9</sup> 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<br>FUNDING SOURCE                      | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|-------------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
|                                                 | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 |                                      |
| Safety<br>Federal/State                         | \$412.34                    | \$997.74            | \$1,017.10          | \$1,017.78          | \$2,036.18          | \$5,481.13                           |
| Resurfacing*<br>Federal/State                   | \$3,034.12                  | \$7,998.73          | \$8,034.39          | \$8,184.54          | \$16,507.27         | \$43,759.05                          |
| Bridge*<br>Federal/State                        | \$522.15                    | \$2,357.27          | \$1,954.68          | \$1,999.65          | \$4,040.69          | \$10,874.45                          |
| Product Support<br>Federal/State                | \$3,352.75                  | \$6,280.84          | \$6,346.05          | \$6,536.36          | \$13,247.86         | \$35,763.87                          |
| Operations and<br>Maintenance*<br>Federal/State | \$2,465.76                  | \$6,893.87          | \$7,525.73          | \$7,851.74          | \$16,003.51         | \$40,740.62                          |
| Administration and<br>Other Federal/State       | \$396.17                    | \$919.48            | \$994.11            | \$1,039.02          | \$2,119.36          | \$5,468.14                           |
| <b>Statewide Total</b>                          | <b>\$10,183.28</b>          | <b>\$25,447.94</b>  | <b>\$25,872.07</b>  | <b>\$26,629.10</b>  | <b>\$53,954.88</b>  | <b>\$142,087.26</b>                  |

\*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<br>TOTAL<br>2024/25-<br>2049/50 |
|-----------------------------------|-------------------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------------|
|                                   | Programs<br>Funding Source: Federal | 2023/24-<br>2024/25 | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>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<br>FUNDING SOURCE: FEDERAL | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR<br>TOTAL<br>2024/25-<br>2049/50 |
|-------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------------|
|                                     | 2023/24-<br>2024/25         | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>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 (CO<sub>2</sub>) 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 \$)**

|                                     |                     | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |          | 27-YEAR<br>TOTAL<br>2024/25-<br>2049/50 |
|-------------------------------------|---------------------|-----------------------------|---------------------|---------------------|---------------------|----------|-----------------------------------------|
| PROGRAMS<br>FUNDING SOURCE: FEDERAL | 2023/24-<br>2024/25 | 2025/26-<br>2029/30         | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>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<br>FUNDING<br>SOURCE: STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|--------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
|                                      | 2023/24-<br>2024/25         | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>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                             |
| <b>Statewide Total</b>               | <b>\$17.72</b>              | <b>\$114.60</b>     | <b>\$100.17</b>     | <b>\$104.33</b>     | <b>\$212.50</b>     | <b>\$549.32</b>                      |

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<br>FUNDING<br>SOURCE: STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|--------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
|                                      | 2023/24-<br>2024/25         | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>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                           | \$-                         | \$-                 | \$-                 | \$-                 | \$-                 | \$-                                  |
| <b>Statewide Total</b>               | <b>\$102.51</b>             | <b>\$123.62</b>     | <b>\$171.51</b>     | <b>\$179.29</b>     | <b>\$365.74</b>     | <b>\$942.68</b>                      |

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<br>FUNDING<br>SOURCE: STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|--------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
|                                      | 2023/24-<br>2024/25         | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>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                           |
| <b>Statewide Total</b>               | <b>\$383.26</b>             | <b>\$803.73</b>     | <b>\$872.02</b>     | <b>\$889.80</b>     | <b>\$1,795.97</b>   | <b>\$4,744.78</b>                    |



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<br>FUNDING SOURCE:<br>STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|--------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
|                                      | 2023/24-<br>2024/25         | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>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                             |
| <b>Statewide Total</b>               | <b>\$93.48</b>              | <b>\$221.27</b>     | <b>\$249.39</b>     | <b>\$260.70</b>     | <b>\$531.82</b>     | <b>\$1,356.66</b>                    |

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<br>FUNDING SOURCE:<br>FEDERAL/STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|----------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
|                                              | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>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                             |
| <b>Statewide Total</b>                       | <b>\$305.98</b>             | <b>\$529.70</b>     | <b>\$508.08</b>     | <b>\$508.08</b>     | <b>\$1,016.16</b>   | <b>\$2,868.01</b>                    |

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<br>FUNDING SOURCE:<br>FEDERAL/STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     | 27-YEAR<br>TOTAL<br>2024/25-<br>2049/50 |
|----------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------------|
|                                              | 2023/24-<br>2024/25         | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>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<br>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                             |
| <b>Statewide Total</b>                       | <b>\$6,022.03</b>           | <b>\$17,249.87</b>  | <b>\$17,514.80</b>  | <b>\$18,035.94</b>  | <b>\$36,551.47</b>  | <b>\$95,374.12</b>                      |

*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**

| PROGRAMS<br>FUNDING SOURCE:                 | TIME PERIODS (FISCAL YEARS)               |                     |                     |                     |                     | 27-YEAR TOTAL       |
|---------------------------------------------|-------------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
|                                             | 2023/24-<br>2024/25                       | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>2049/50 | 2024/25-<br>2049/50 |
| STBG (SU, in TMA with<br>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<br>FUNDING SOURCE:                 | TIME PERIODS (FISCAL YEARS) |                     |                                       |                     |                     | 27-YEAR TOTAL<br>2024/25-<br>2049/50 |
|---------------------------------------------|-----------------------------|---------------------|---------------------------------------|---------------------|---------------------|--------------------------------------|
|                                             | 2023/24-<br>2024/25         | 2025/26–<br>2029/30 | 2030/31–<br>2034/35                   | 2035/36–<br>2039/40 | 2040/41–<br>2049/50 |                                      |
| FEDERAL                                     |                             |                     |                                       |                     |                     |                                      |
| TA (TALU, in TMA with<br>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 (CO<sub>2</sub>) 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<br>FUNDING SOURCE:                  | TIME PERIODS (FISCAL YEARS)           |                     |                     |                     |                     | 27-YEAR TOTAL       |
|----------------------------------------------|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
|                                              | 2023/24-<br>2024/25                   | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>2049/50 | 2024/25-<br>2049/50 |
| FEDERAL                                      |                                       |                     |                     |                     |                     |                     |
| CAR (CARU, in TMA with<br>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<br>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<br>FUNDING SOURCE:<br>FEDERAL/STATE | TIME PERIODS (FISCAL YEARS)           |                     |                     |                     |                     | 27-YEAR TOTAL       |
|----------------------------------------------|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
|                                              | 2023/24-<br>2024/25                   | 2025/26–<br>2029/30 | 2030/31–<br>2034/35 | 2035/36–<br>2039/40 | 2040/41–<br>2049/50 | 2024/25-<br>2049/50 |
|                                              |                                       |                     |                     |                     |                     |                     |
| Other Roads<br>(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<br>FUNDING SOURCE:<br>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

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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<br>· 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<br>· 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<br>· 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<br>· 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<br>· 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

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#### 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 2<sup>nd</sup> 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

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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

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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

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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

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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

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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**

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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

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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.

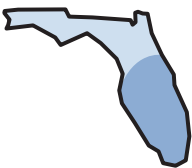
All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

## GROWTH RATES

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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<br>PLANNED PROJECT OR<br>PROJECT PHASE | MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS |                                   |                                   |
|-------------------------------------------------------|--------------------------------------------------------------|-----------------------------------|-----------------------------------|
|                                                       | PROJECT COST IN<br>2022/23 PDC \$                            | PROJECT COST IN<br>2023/24 PDC \$ | PROJECT COST IN<br>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

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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 (CO<sub>2</sub>) 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.

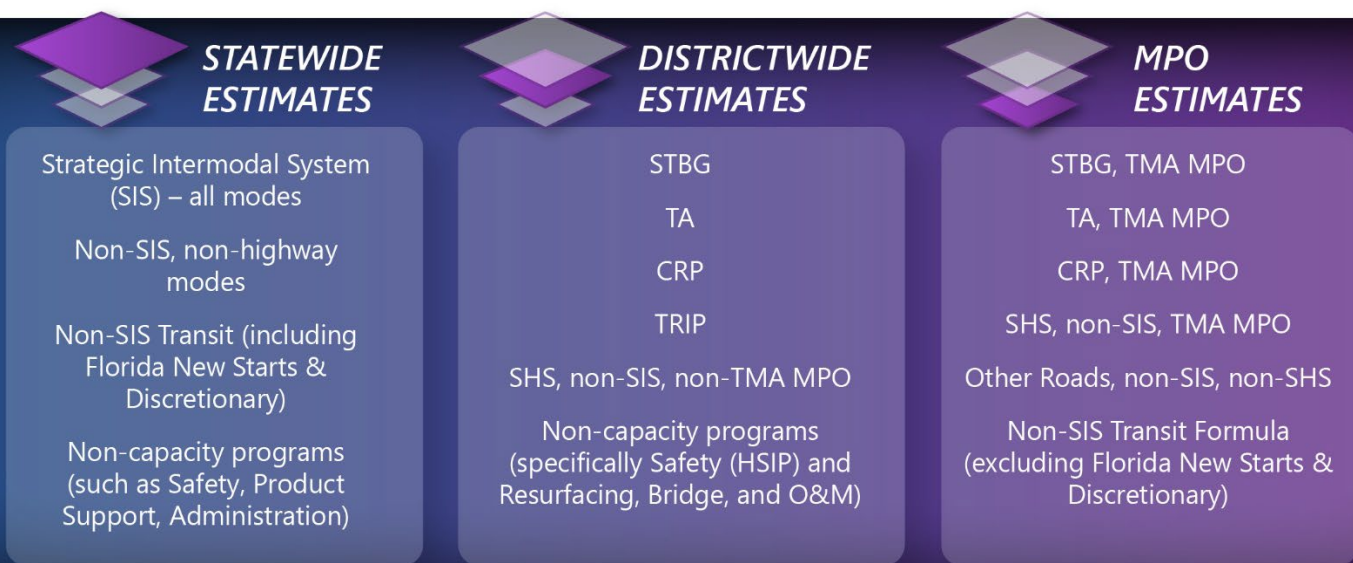
This document only provides forecasts for state and federal funds that “flow through” the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#). In addition, forecasts for local resources are 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<br>FUNDING SOURCE:<br>FEDERAL/STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     |                                   |
|----------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
|                                              | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 | 27-YEAR TOTAL<br>2024/25- 2049/50 |
| Other Roads<br>(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<br>FUNDING SOURCE:<br>FEDERAL/STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     |                                   |
|----------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
|                                              | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 | 27-YEAR TOTAL<br>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<br>FUNDING SOURCE:                 | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     |                                   |
|---------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
|                                             | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 | 27-YEAR TOTAL<br>2024/25- 2049/50 |
| STBG (SU, in TMA with<br>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<br>FUNDING SOURCE:                 | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     |                                   |
|---------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
|                                             | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 | 27-YEAR TOTAL<br>2024/25- 2049/50 |
| TA (TALU, in TMA with<br>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 (CO<sub>2</sub>) 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<br>FUNDING SOURCE:               | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     |                                   |
|-------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
|                                           | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 | 27-YEAR TOTAL<br>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<br>FUNDING SOURCE: | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     |                                   |
|-----------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
|                             | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 | 27-YEAR TOTAL<br>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<br>FUNDING SOURCE:<br>FEDERAL/STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     |                                   |
|----------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
|                                              | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 | 27-YEAR TOTAL<br>2024/25- 2049/50 |
| Other Roads<br>(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<br>FUNDING SOURCE:<br>FEDERAL/STATE | TIME PERIODS (FISCAL YEARS) |                     |                     |                     |                     |                                   |
|----------------------------------------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
|                                              | 2023/24-<br>2024/25         | 2025/26-<br>2029/30 | 2030/31-<br>2034/35 | 2035/36-<br>2039/40 | 2040/41-<br>2049/50 | 27-YEAR TOTAL<br>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](http://www.fdot.gov/planning/fto)***

***Office Of Policy Planning***

***[www.fdot.gov/planning/policy](http://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 <sup>th</sup> St | End of 49 <sup>th</sup> St | End of NW 35 <sup>th</sup> 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 <sup>th</sup> 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

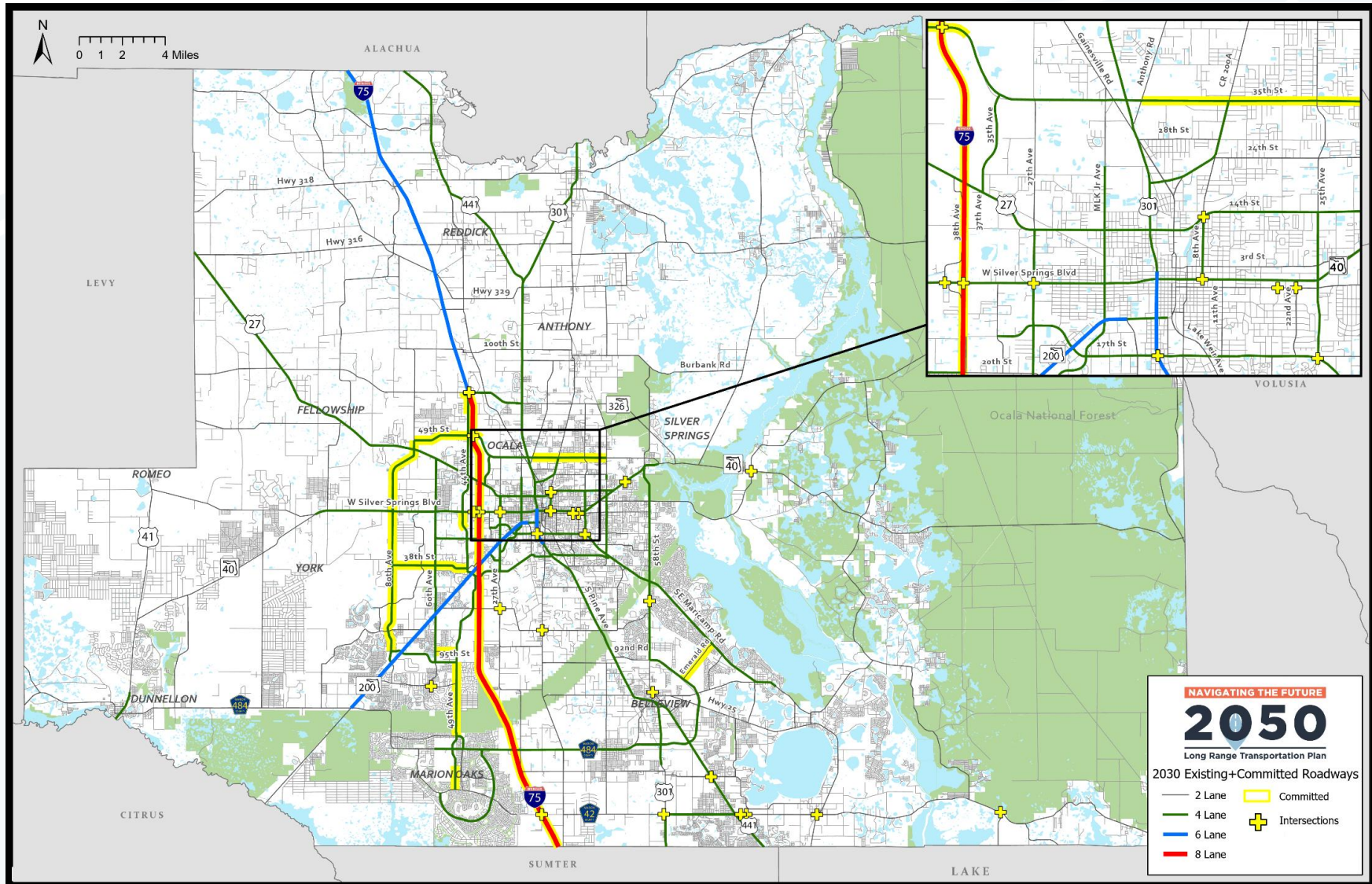
| Project                              | From Street        | To Street            | Improvement Type          | Phase   | Fully Funded? | Total Cost  |
|--------------------------------------|--------------------|----------------------|---------------------------|---------|---------------|-------------|
| SR 40 at SW 27 <sup>th</sup> Ave     |                    |                      | Safety                    | CST     | Yes           | \$1,822,492 |
| SR 40                                | US 441             | 25 <sup>th</sup> Ave | Intersection improvements | CST     | Yes           | \$716,993   |
| SW SR 200 at SW 60 <sup>th</sup> 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 <sup>th</sup> Ave               | SR 40              | SR 492               | Roundabout                | CST     | Yes           | \$5,222,469 |
| SE 100 <sup>th</sup> 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:  
 $Contingency_T = Contingency_{T-1} \times (Inflation_T / Inflation_{T-1})$ .

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

Tier 2 & 3 - 2050 Cost Feasible Projects (2031 - 2050)  
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<br>(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<br>(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<br>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

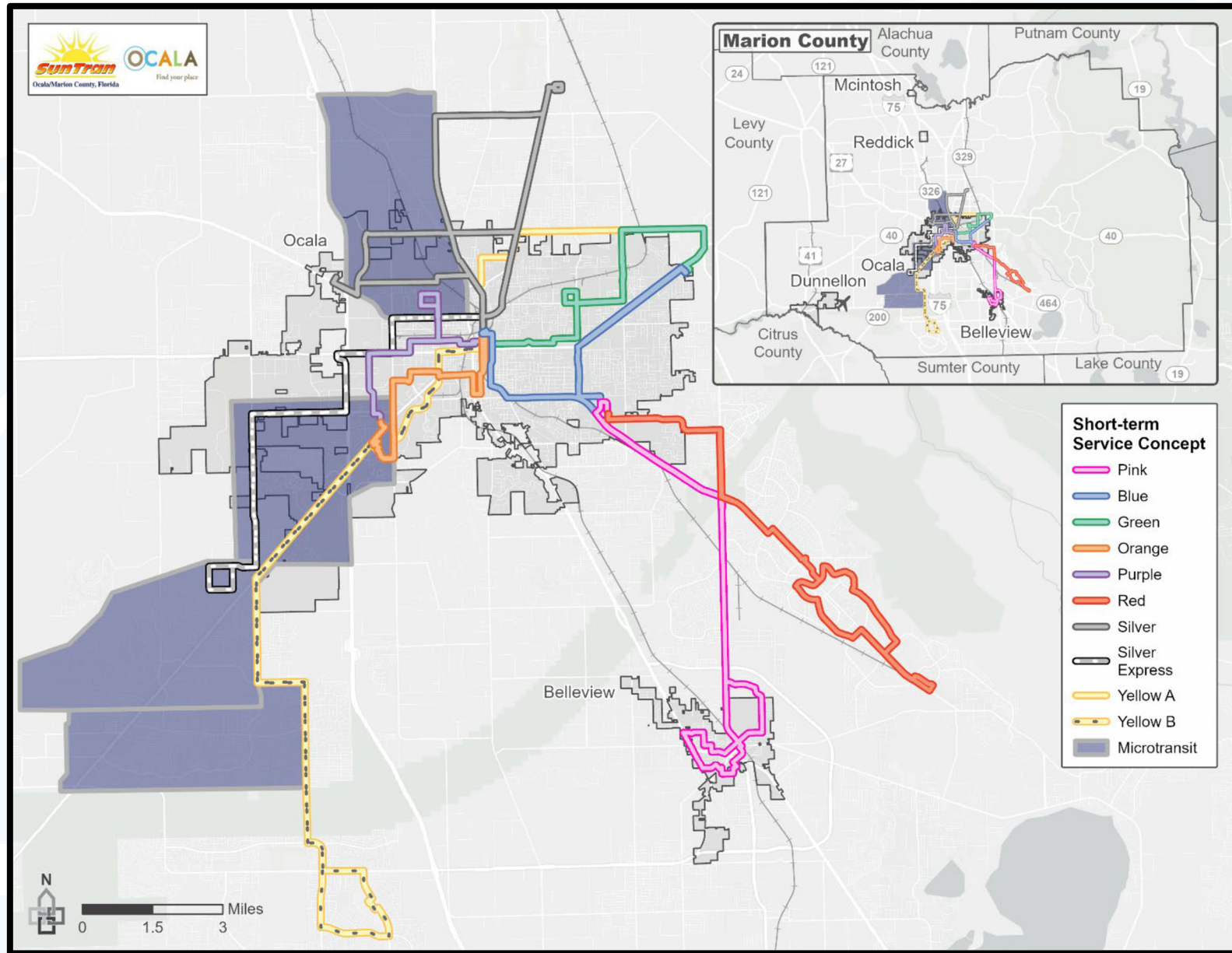


Figure 1: SunTran TDP Short-Term Service Concept (from FY2023-2032 TDP)

## 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

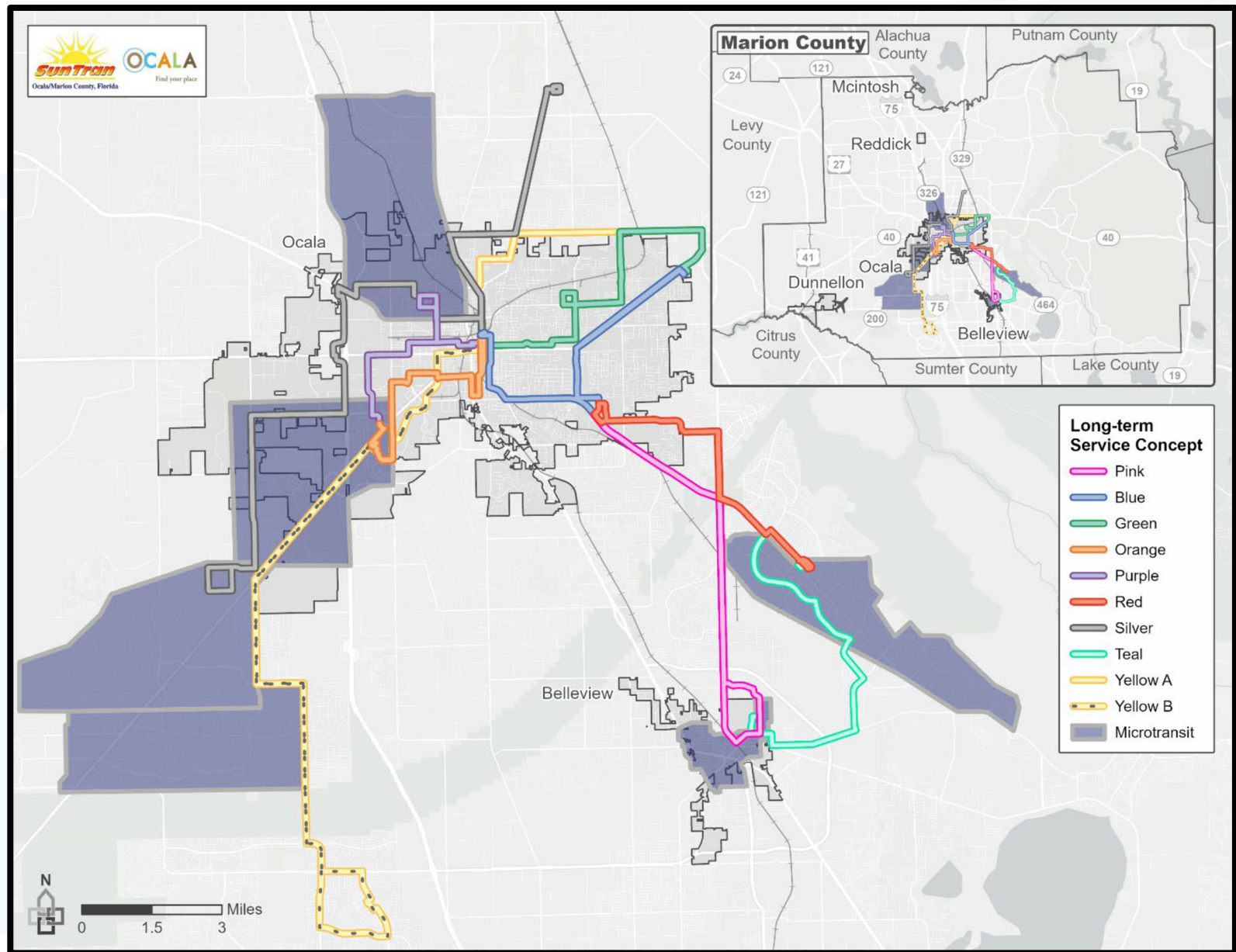


Figure 2: SunTran TDP Long-Term Service Concept (from FY2023-2032 TDP)



# 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                  |
|---------------------------------------------|--------------------|--------------------|--------------------|----------------------|----------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| <b>Federal</b>                              |                    |                    |                    |                      |                      |                      |                       |                       |                       |                       |
| 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                   |
| <b>State</b>                                |                    |                    |                    |                      |                      |                      |                       |                       |                       |                       |
| 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                   |
| <b>Local</b>                                |                    |                    |                    |                      |                      |                      |                       |                       |                       |                       |
| 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               |
| <b>Carbon Reduction Program</b>             |                    | \$333,970          | \$333,970          | \$333,970            | \$333,970            |                      |                       |                       |                       |                       |
| <b>TOTAL REVENUE</b>                        | <b>\$7,497,129</b> | <b>\$8,719,763</b> | <b>\$7,956,174</b> | <b>\$7,363,745</b>   | <b>\$8,377,901</b>   | <b>\$7,799,876</b>   | <b>\$7,677,370</b>    | <b>\$7,827,878</b>    | <b>\$7,457,595</b>    | <b>\$7,593,963</b>    |
| <b>SURPLUS (DEFICIT)</b>                    | <b>\$304,822</b>   | <b>\$333,970</b>   | <b>\$333,970</b>   | <b>(\$1,871,418)</b> | <b>(\$2,906,740)</b> | <b>(\$4,007,257)</b> | <b>(\$7,259,706)</b>  | <b>(\$5,843,431)</b>  | <b>(\$13,112,446)</b> | <b>(\$8,676,314)</b>  |
| <b>CARRYOVER SURPLUS/SHORTFALL</b>          | <b>\$304,822</b>   | <b>\$638,792</b>   | <b>\$972,762</b>   | <b>(\$898,655)</b>   | <b>(\$3,805,395)</b> | <b>(\$7,812,652)</b> | <b>(\$15,072,358)</b> | <b>(\$20,915,789)</b> | <b>(\$34,028,235)</b> | <b>(\$42,704,549)</b> |

# 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            |
| <b>TOTAL EXPENSES</b>                   | <b>\$7,192,307</b> | <b>\$8,385,792</b> | <b>\$7,622,204</b> | <b>\$9,235,161</b> | <b>\$11,284,642</b> | <b>\$11,807,132</b> | <b>\$14,937,077</b> | <b>\$13,671,378</b> | <b>\$20,570,042</b> | <b>\$16,270,276</b> | <b>\$120,976,011</b> |



## OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

**Table 4: Transit Fiscal Constraint Summary Table**

| Revenue Sources                       | 2031-2035      | 2036-2040     | 2041-2050      | Total          |
|---------------------------------------|----------------|---------------|----------------|----------------|
| <b>Federal</b>                        | \$19,586,661   | \$27,784,850  | \$57,085,822   | \$104,457,333  |
| <b>State</b>                          | \$11,994,021   | \$14,274,733  | \$32,460,550   | \$58,729,304   |
| <b>Local</b>                          | \$5,669,161    | \$6,287,207   | \$14,605,654   | \$26,562,022   |
| <b>Revenue</b>                        | \$37,249,843   | \$48,346,790  | \$104,152,026  | \$189,748,659  |
| <b>Total Cost <sup>1</sup></b>        | \$67,335,906   | \$50,592,316  | \$134,163,945  | \$252,092,168  |
| <b>Surplus (Deficit) <sup>2</sup></b> | (\$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

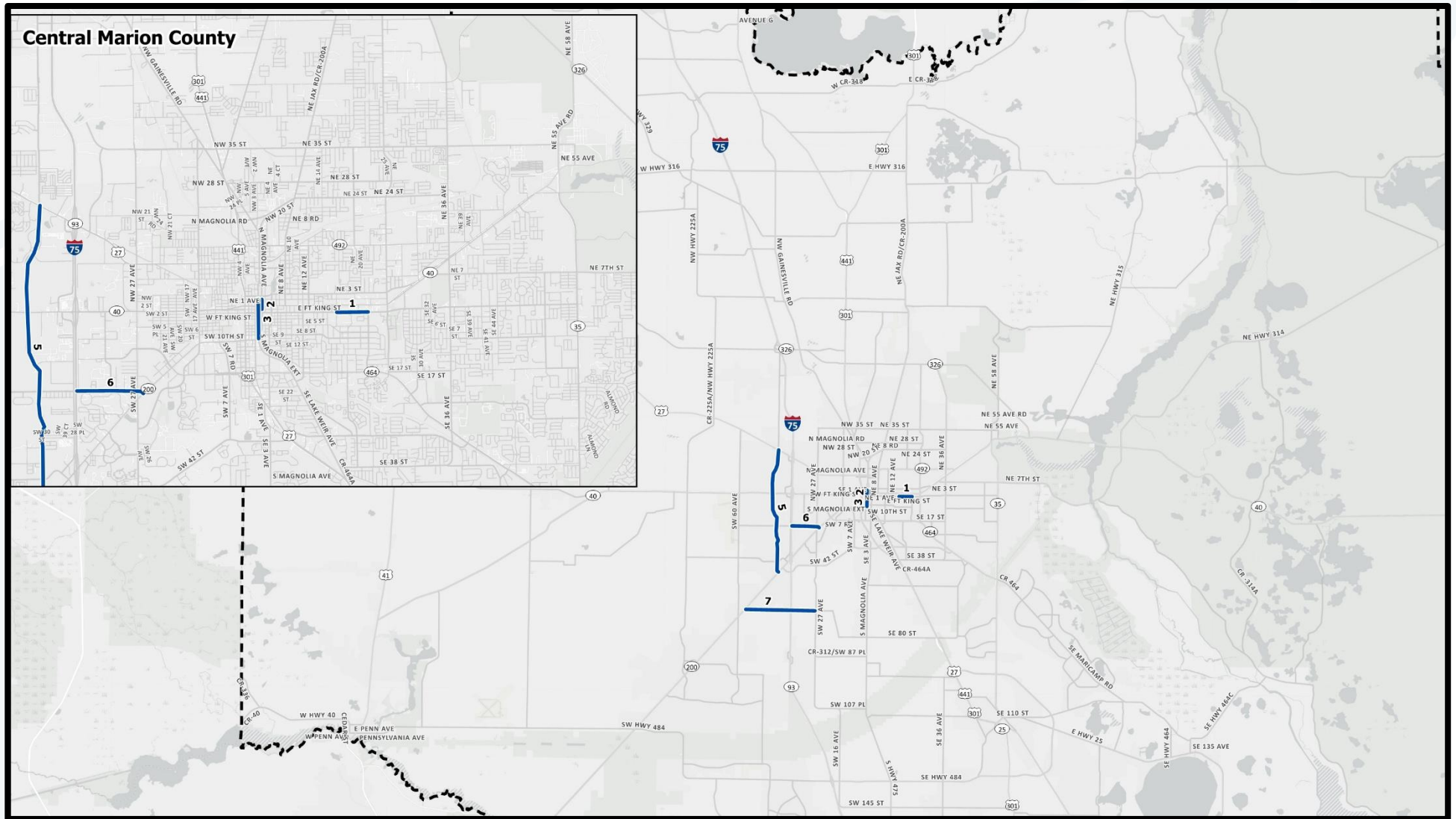


Figure 1: 2050 Bicycle Projects (from Draft 2025 ATP)



# 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

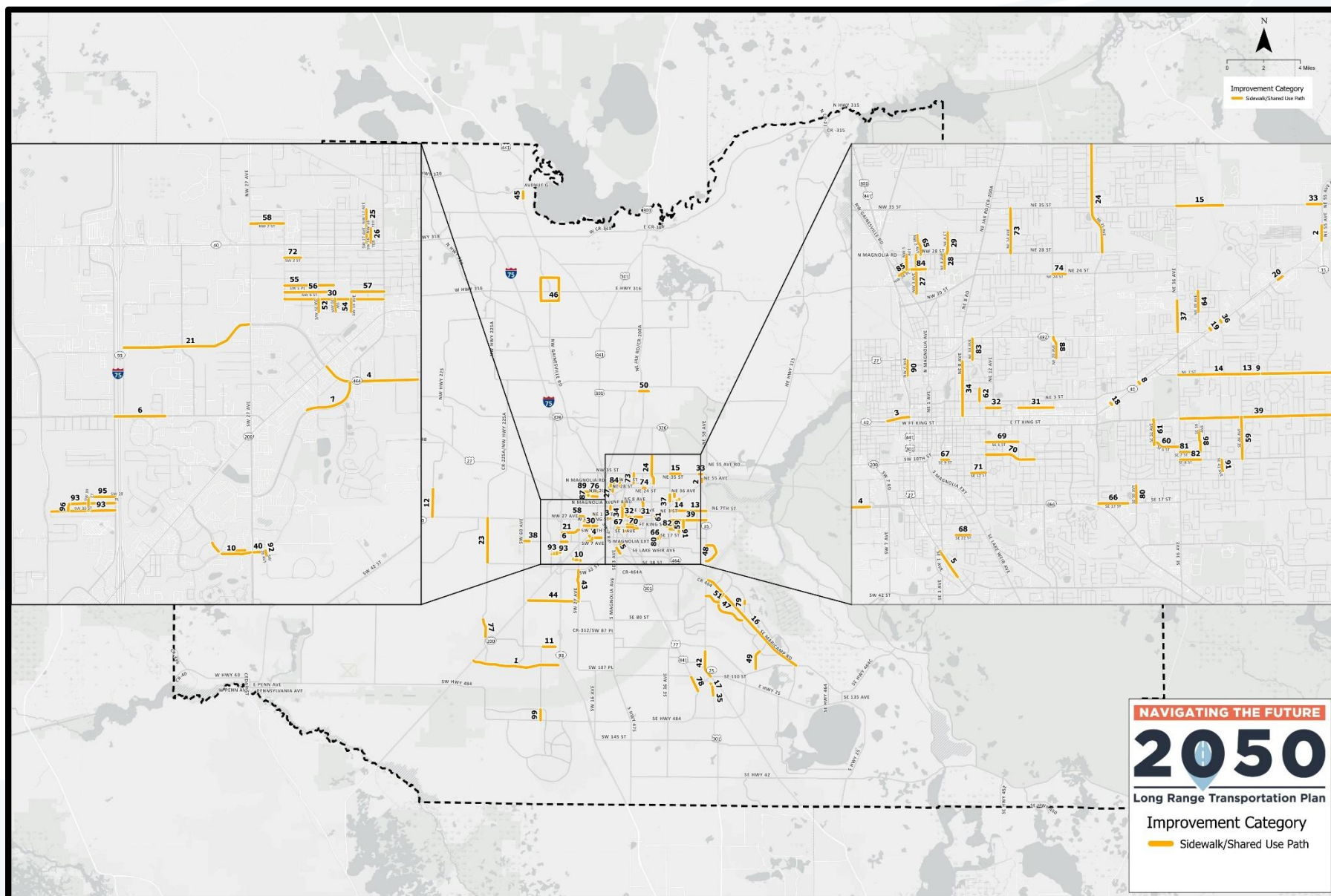


Figure 2: 2050 Sidewalk and Shared Use Path Projects (from Draft 2025 ATP)

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

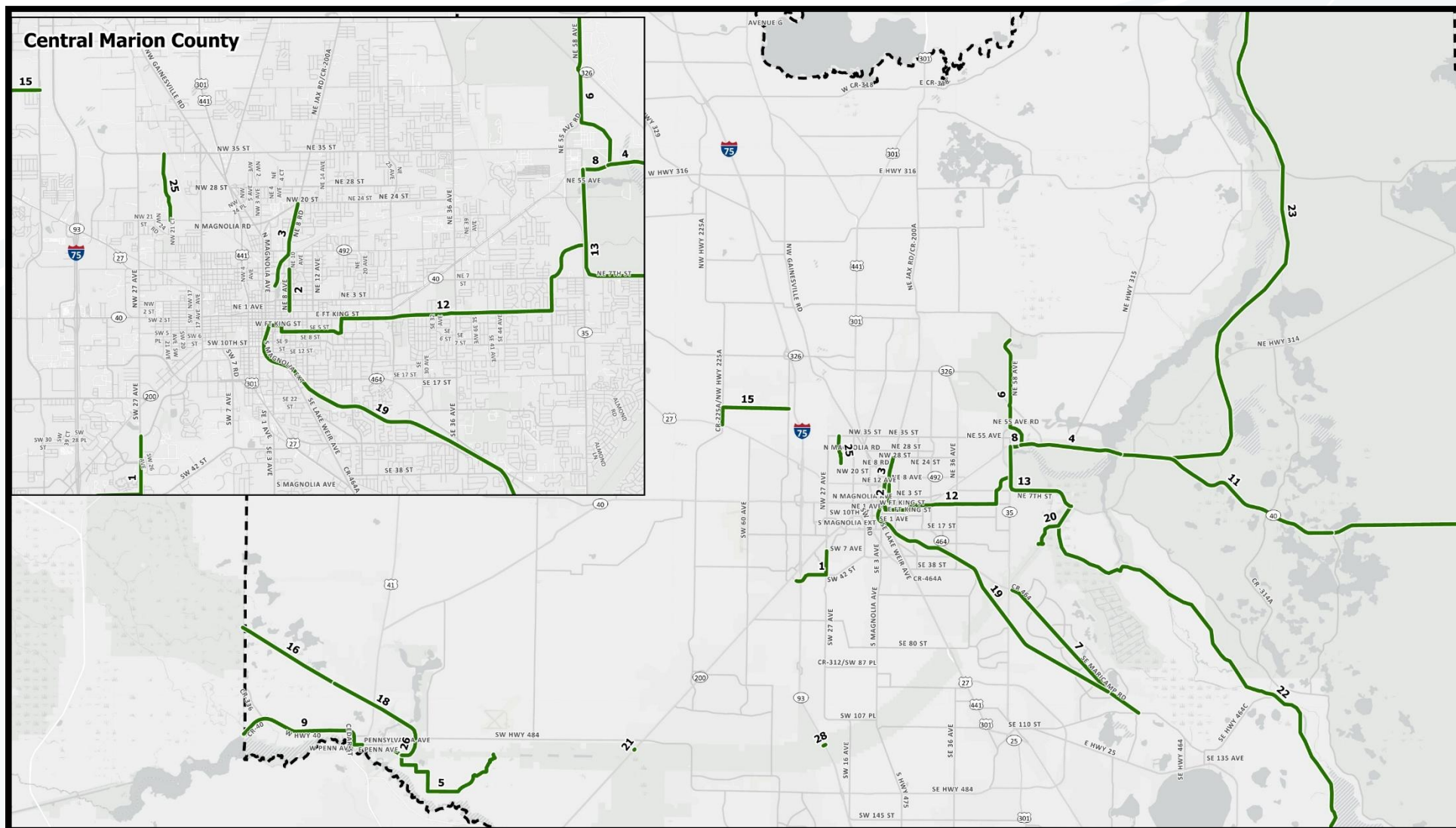
| ID | Facility Name  | From           | To             | Improvement Type | Tier |
|----|----------------|----------------|----------------|------------------|------|
| 86 | NW 24th Road   | NW 21st Avenue | NW 21st Street | Sidewalk         | 3    |
| 87 | NW 21st Court  | NW 24th Road   | NW 23rd 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:       Marion County Public Schools Safety Planning**

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Casey Griffith, Director of Government and Community Relations of Marion County Public Schools, has requested a school safety planning discussion at the TAC meeting.

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



# Five – Year Work Program Public Hearing

**Fiscal Year 2026/27 to Fiscal Year 2030/2031**

(projects to be programmed July 1, 2026 through June 30, 2031)



## **VIRTUAL PUBLIC HEARING**

Oct. 20, 2025 – Oct. 24, 2025

Visit [www.fdot.gov/WPPH/District5](http://www.fdot.gov/WPPH/District5)



## **IN-PERSON OPEN HOUSE**

Tuesday, Oct. 21, 2025 | 3:00 – 5:30 p.m.

FDOT District 5 Office  
719 South Woodland Boulevard  
DeLand, FL 32720

Public Comments Due: Nov. 7, 2025

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Melissa McKinney by email at [Melissa.McKinney@dot.state.fl.us](mailto:Melissa.McKinney@dot.state.fl.us)*

*Para preguntas en Español: Por favor comuníquese con Katherine Alexander-Corbin al correo electrónico [D5-WPPH@dot.state.fl.us](mailto:D5-WPPH@dot.state.fl.us)*

## **FLORIDA DEPARTMENT OF TRANSPORTATION**

**DISTRICT FIVE**

Katherine Alexander-Corbin

FDOT D5 Program Management Administrator

[D5-WPPH@dot.state.fl.us](mailto:D5-WPPH@dot.state.fl.us) | (386) 943-5168



[www.fdot.gov/WPPH/District5](http://www.fdot.gov/WPPH/District5)



NASA Causeway Bridge, Brevard County



S.R. A1A Buried Sea Wall, Volusia and Flagler Counties



U.S. 92 Bike/Ped, Daytona Beach, Volusia County



Orlando International Airport, Orange County



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.  
SECRETARY

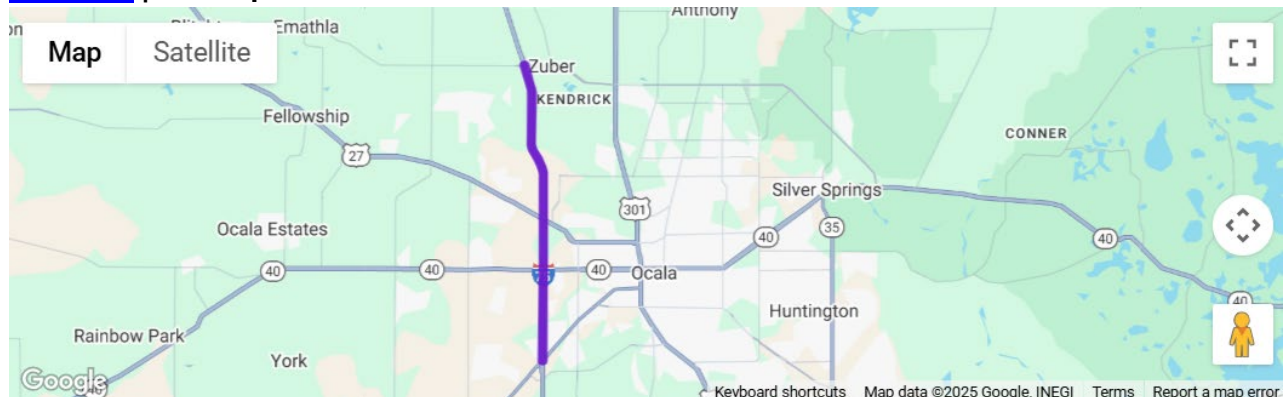
### Marion County Project Status Update as of September 30, 2025

The following is a brief status update on major FDOT road construction projects in Marion County as of the Sept. 30 cutoff date. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us).

## MARION COUNTY

### NEW PROJECTS:

#### [452074-1](#) | I-75 Improvements from S.R. 200 to S.R. 326



- Contract: E54F5
- Design /Build Team: RK&K / Lane Construction
- Start Date: October – November 2025
- Estimated Completion Date: Fall 2028
- Total Contract Amount: \$238 million

#### **Description:**

The planned improvements to I-75 in Marion County involve the addition of auxiliary lanes in both northbound and southbound directions between S.R. 200 and S.R. 326 to enhance traffic capacity and operational efficiency. The project includes comprehensive interchange modifications, notably the construction of a diverging diamond interchange (DDI) at NW 49th Street, and the implementation of a displaced left turn (DLT) at the S.R. 326 interchange to optimize left-turn movements and reduce conflict points. Milling and resurfacing activities will be conducted along the corridor to improve pavement conditions. Upgrades to NW 44th Avenue will support the integration of the new diverging diamond interchange and a new jug handle intersection at NW 44th Street, located north of NW 49th Street, facilitating improved traffic distribution and access management. Collectively, these improvements aim to mitigate congestion, enhance traffic flow, and improve safety on I-75 and its adjacent interchanges.

#### **Moving Florida Forward Infrastructure Initiative.**

*Improve Safety, Enhance Mobility, Inspire Innovation*

[www.fdot.gov](http://www.fdot.gov)

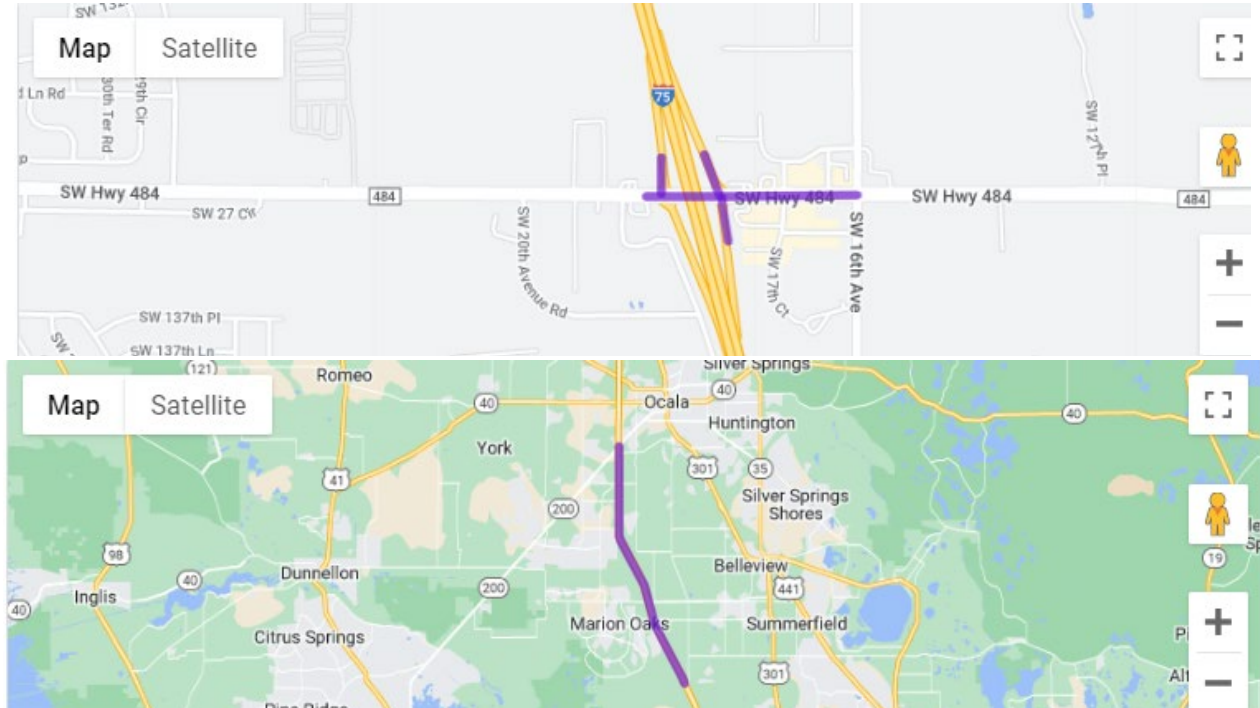


**Update:** The pre-construction meeting was held on Wednesday, Sept. 24, and the utility coordination kick-off meeting is scheduled for next month.

## **CURRENT PROJECTS:**

**[433651-1](#) | C.R. 484 and I-75 Interchange Roadway Improvements**

**[443170-1](#) | I-75 Resurfacing from Sumter County line to S.R. 200**

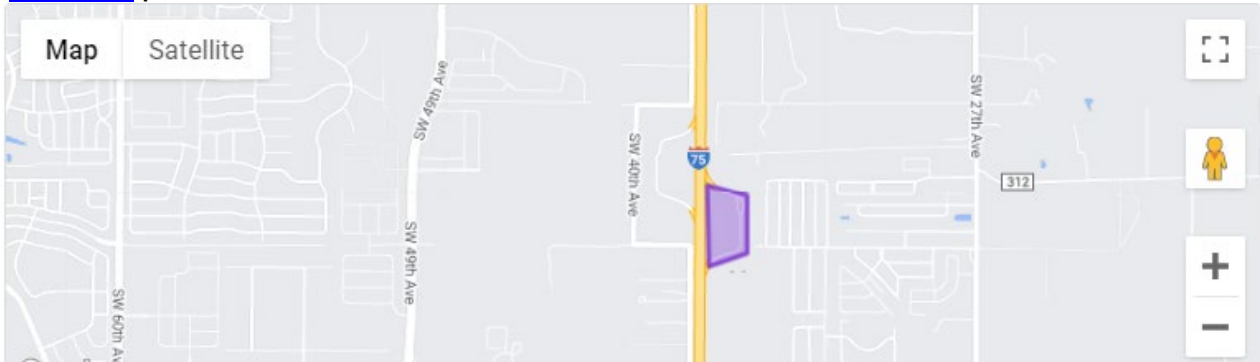


- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start Date: January 4, 2023
- Estimated Completion Date: Early 2026
- Construction Cost: \$40 million

**Description:** The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484, from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.

**Update:** (433651-1) This project has encountered constraints that require redesign work. Construction will resume once the redesign is complete. (443170-1) The contractor is working on punch list items.

**[438562-1](#) | I-75/S.R. 93 Northbound Rest Area north of S.R. 484 to south of S.R. 200**



- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023

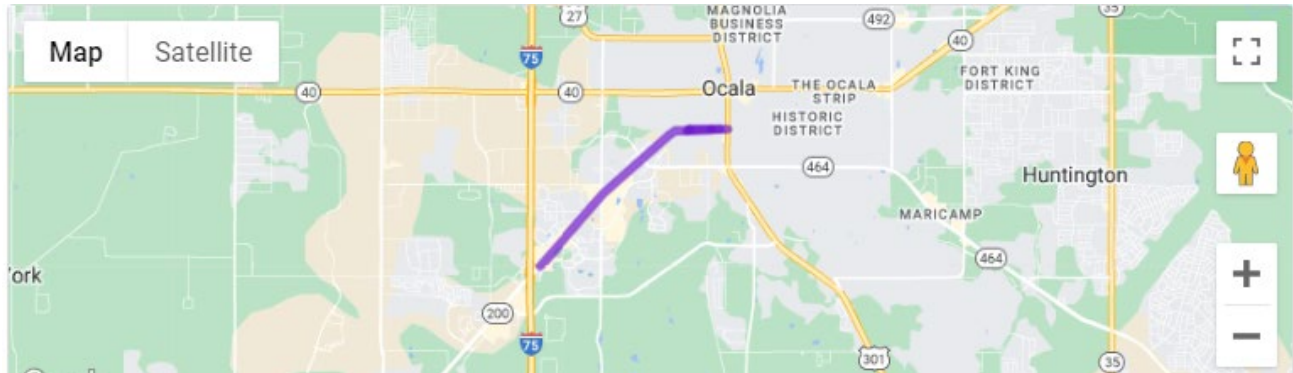


- Estimated Completion Date: Summer 2026
- Construction Cost: \$31 million

**Description:** This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to meet current standards. Parking will be expanded for passenger vehicles, RVs, and trucks. Work will include resurfacing the truck parking to become the car parking lot and constructing a new truck parking and ramps. The rest area will be closed to the public until the project is complete.

**Update:** Additional improvements are required before the facility can reopen, which has extended the project timeline.

#### [439234-1](#) | S.R. 200 Resurfacing from east of I-75 to U.S. 301

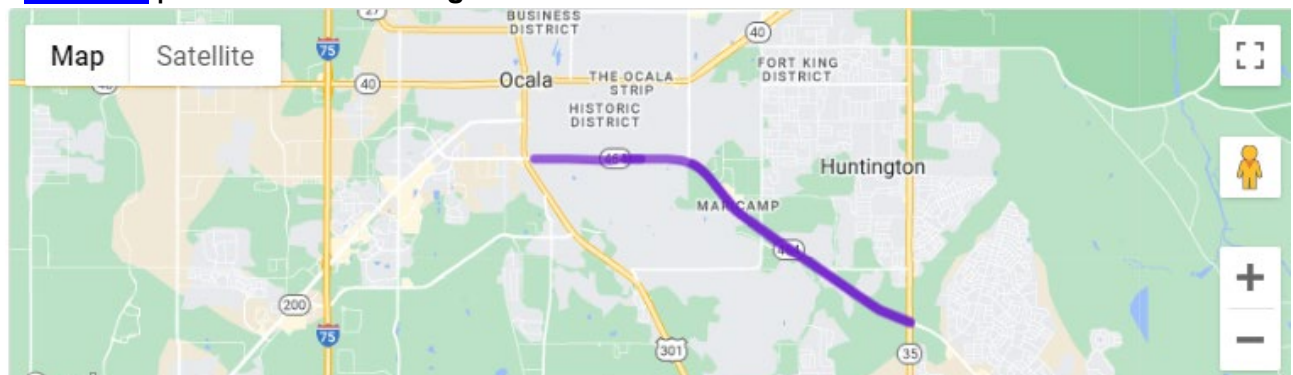


- Contract: E51F6
- Contractor: Anderson Columbia Co., Inc.
- Start Date: September 3, 2024
- Estimated Completion Date: Late 2025
- Construction Cost: \$16.6 million

**Description:** The purpose of this project is to provide safety and operational enhancements on State Road 200 (Southwest (SW) College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. To enhance safety, raised concrete medians will be constructed throughout the corridor to reduce vehicle conflict points while encouraging safer driving speeds. Also, three Pedestrian Hybrid Beacons (PHBs) will be constructed at the following locations: between SW 35th Terrace and SW 34th Avenue, between SW 32nd Avenue and SW 26th Street, and between SW 12th Avenue and SW 10th Avenue. A PHB provides increased visibility and safer crossings for vulnerable road users at midblock locations. The corridor will be milled and resurfaced to extend the life of the existing roadway. Sidewalk and pedestrian features will be installed at intersections for added safety and to comply with ADA (Americans with Disabilities Act). Other improvements include traffic signal and lighting upgrades, drainage enhancements, and new signs, striping, pavement markings, and landscaping.

**Update:** The pedestrian hybrid beacons are currently scheduled to go live on Oct. 8. Additionally, the contractor has been working on striping, lighting, punch list items, and permanent sign installations.

#### [441141-1](#) | S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35



- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 23, 2023
- Estimated Completion Date: Fall 2025
- Construction Cost: \$26.1 million

**Description:** The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to Baseline Road (S.R. 35). The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps and constructing new sidewalks to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic signal adjustments and drainage upgrades are also included.

**Update:** Contractor is working on punch list items.

**[448526-1](#) | U.S. 41 from north of Citrus County line to SW 110th Street**



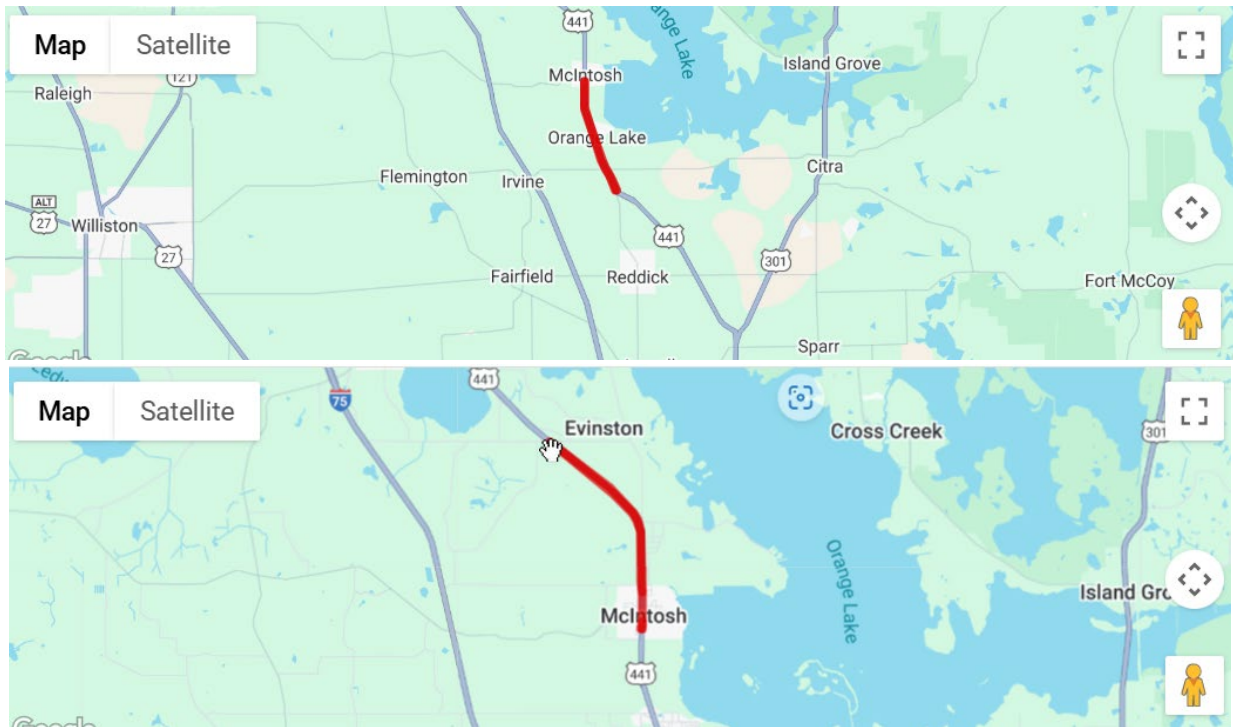
- Contract: T5831
- Contractor: Superior Asphalt, Inc.
- Start Date: May 28, 2025
- Estimated Completion Date: Early 2026
- Construction Cost: \$3.9 million

**Description:** The Florida Department of Transportation (FDOT) is making improvements U.S. 41 (Williams Street) from north of the Citrus County line to Southwest 110th Street in Dunnellon. The 1.41 miles project includes resurfacing the roadway to extend its life and reconstructing the intersection of U.S. 41 and Pennsylvania Avenue (County Road 484) to allow for a free-flowing right turn. A designated right turn lane will be added, bringing all turning movements under signal control for improved safety. Other improvements include traffic signal upgrades on U.S. 41 at Pennsylvania Avenue, Powell Road, Brooks Street, and Southwest 110th Street. Pedestrian crosswalks and curb ramps will also be installed to enhance pedestrian safety and meet current Americans with Disabilities Act (ADA) standards.

**Update:** The contractor is working on drainage, concrete flatwork, lighting, and signalization.

**[448635-1](#) | U.S. 441 (S.R. 25) from north of C.R. 25A to Avenue I**

**[445218-1](#) | U.S. 441 (S.R. 25) from Avenue I to the Alachua County Line**

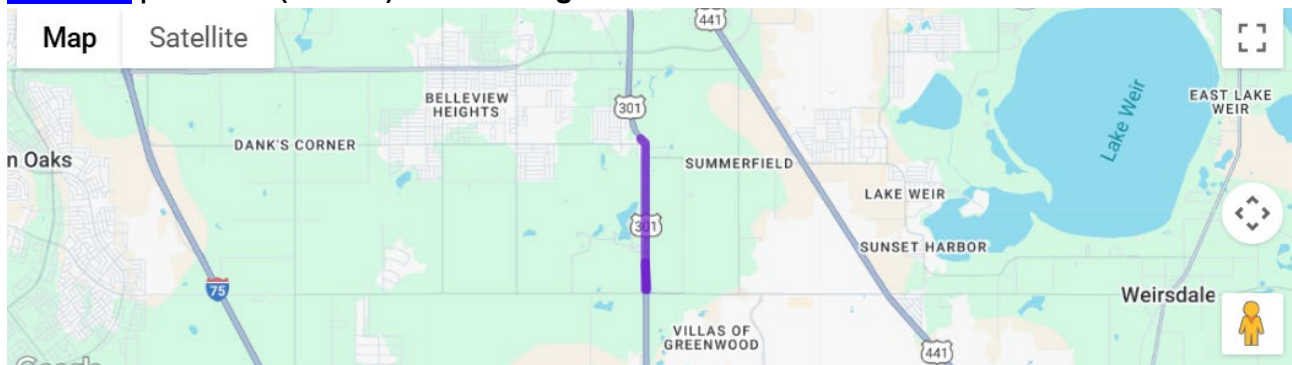


- Contract: T5847
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 11, 2025
- Estimated Completion Date: Summer 2026
- Construction Cost: \$16.2 million

**Description:** The Florida Department of Transportation (FDOT) is resurfacing a 3.1-mile-long segment U.S. 441 (State Road (S.R.) 25) from north of County Road (C.R.) 25A to Avenue I and from Avenue I to the Alachua County line. This project is designed to help enhance safety by adding paved shoulders and provide paved turnouts and aprons along the corridor.

**Update:** Contractor is performing drainage work, grading, signal work, shoulder reconstruction, milling, and paving during the day.

#### [445302-1](#) | U.S. 301 (S.R. 35) Resurfacing from north of C.R. 42 to north of SE 144<sup>th</sup> Place Road



- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: August 28, 2024
- Estimated Completion Date: Fall 2025
- Construction Cost: \$5.6 million

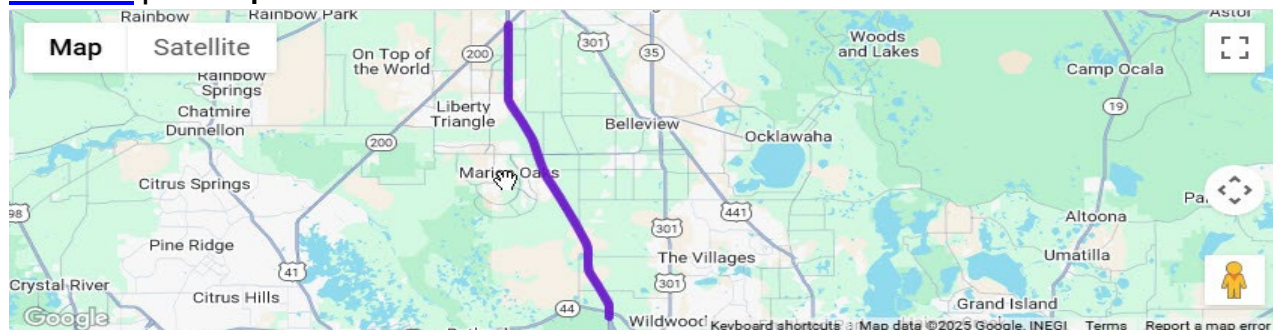
**Description:** This Florida Department of Transportation (FDOT) project will mill and resurface U.S. 301 (also known as State Road 35) from north of County Road (C.R.) 42 to north of Southeast 144th Place Road to extend the life of the existing roadway. Safety and operational improvements will be added, including constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional



improvements include widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as keyholes) next to right turn lanes, guardrail reconstruction, and new lighting at the curve from north of Southeast 147th Street to Southeast 144th Place Road. Audible and vibratory pavement markings will be added along the shoulders in specific areas to enhance safety. New signs and pavement markings will be placed throughout the corridor.

**Update:** The original contract work is complete. The contractor had been working on installing a new drainage structure to enhance drainage in the project area. The project is currently estimated to be complete by mid-October.

#### [452074-2](#) | I-75 improvements from south of S.R. 44 to S.R. 200



- Contract: E54F4
- Contractor: Anderson Columbia Co., Inc.
- Start Date: February 19, 2025
- Estimated Completion Date: Fall 2028
- Construction Cost: \$230 million

**Description:** The Florida Department of Transportation (FDOT) is making improvements along Interstate 75 (I-75) from south of State Road (S.R.) 44 to S.R. 326 in Sumter and Marion counties. This first phase will focus on I-75 from S.R. 44 to S.R. 200. A second project will focus on S.R. 200 to S.R. 326 (FPID No. 452074-1). Both projects include the addition of auxiliary lanes between interchanges. Improvements to several interchanges are also proposed, including S.R. 326 and S.R. 40. The project is a **Moving Florida Forward Infrastructure Initiative**.

**Update:** The SW 66th Street bridge is still down to one lane of operation at a time across I-75. Temporary traffic signals allow both directions of traffic to use the bridge, alternating directions in a manner similar to a flagging operation. Our team is actively working on next steps. The SW 66th Street bridge was already slated for replacement as part of the I-75 Moving Florida Forward project. In light of this, FDOT is in the preliminary stages of evaluating the possibility of accelerating the replacement of the bridge, rather than repairing a bridge that's set to be reconstructed. Early Works Package #2 (ITS and preliminary site work) and Early Works Package #3 (deep milling of the existing C.R. 475 shoulder) activities have started with daytime northbound shoulder closures between County Road 484 and State Road 200 and nighttime double lane closures on northbound I-75 between County Road 462 and County Road 484.

### **COMPLETED PROJECTS:**

#### [426179-1](#) | Silver Springs State Park Pedestrian Bridges





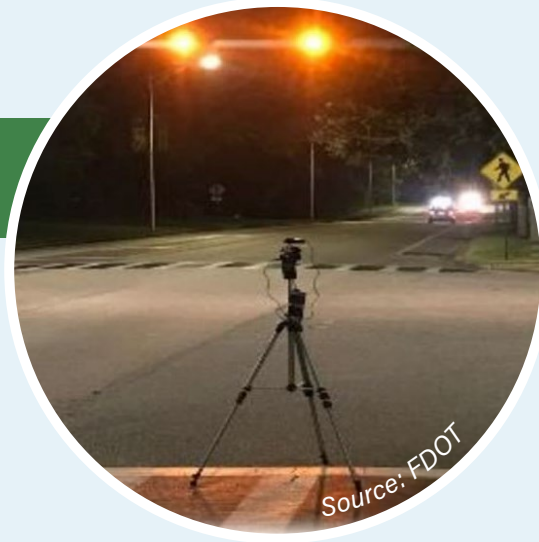
- Contract: T5796
- Contractor: Lambert Bros., Inc.
- Start Date: January 8, 2024
- Estimated Completion Date: Summer 2025
- Construction Cost: \$3.4 million

**Description:** The Florida Department of Transportation (FDOT) will construct two 8-foot-wide boardwalks within Silver Springs State Park, the Half Mile Creek boardwalk to the north and the Fort King Waterway boardwalk to the south. The 748-foot Half Mile Creek boardwalk will connect to an existing path on the west side of the park before stretching across the creek and meeting an underutilized trail to the east. The other, a 550-foot boardwalk, will run south from the existing Ross Allen Island boardwalk before crossing the Fort King Waterway with a 65-foot timber bridge. After the bridge, the boardwalk will continue for approximately 120 feet south before meeting a 180-foot lime rock trail leading to an existing group campsite. All boardwalks and trails associated with this project will comply with the Americans with Disabilities Act (ADA).

**Update:** The project was final accepted on 8/6/25.

## What about **lighting**?

- Improving safety on our roads; it's as simple as **turning on the lights**.
- Across the country, LED lights are replacing traditional sodium lights to make our roads brighter.



## Why is adequate lighting so important?



Fatalities are **3x** likelier to occur at night than during the day.



**80%** of pedestrian fatalities in Florida occur in dark conditions.



Higher speeds at night become **dangerous** when cars can't stop within the distance illuminated by headlights

## Did you know?

New lighting technology can be directed exactly where it is needed and not more, so that:

**Lighting can reduce the crashes with fixed objects, such as poles, trees and barriers.**

**Lighting can be precisely aimed, protecting the night sky and avoiding adjacent homes.**



## Does better lighting even **work**?

Yes!

**Improved lighting leads to fewer...**

**42%** ↓ pedestrian intersection crashes after dark

**33-38%** ↓ crashes at rural and urban intersections after dark

**28%** ↓ rural and urban highway injury crashes after dark



## Why LEDs?

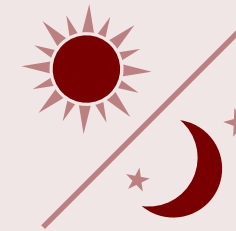
**Compared to traditional lighting, LEDs...**



Use 25-50% less energy



Last 10x longer



Adaptive color temperature can maximize visibility and increase safety (traditional lights only have one color temperature)



## LEDs have already **saved lives** in Florida

**Statewide Lighting Retrofit** on 2,500 intersections from 2015-2021

Improve lighting could cut nighttime crashes by **nearly 80%**

**Busch Blvd in Tampa** pedestrian crosswalk lighting

Reduced **over 50%** of nighttime fatality and injuries

**State Road 30** near Pensacola Bay lighting retrofit

Reduced **over 70%** of bike/ped fatalities and **100%** of vehicle fatalities over 6-year period

Scan to read more information on the benefits of improved lighting at <https://tinyurl.com/FHWASafetyLighting>



## What are leading pedestrian intervals (LPIs)?

LPI, sometimes called “pedestrian head start” or “delayed vehicle green”, is a simple signal timing change that gives people walking 3 to 7 seconds earlier to begin crossing the street before cars get a green light.



## How do LPIs improve safety?



Reduces potential conflicts between pedestrians and turning vehicles



Increases visibility of crossing pedestrians, especially children or people using wheelchairs, as they enter the intersection.



Increases chance of cars yielding to pedestrians.

### Low-Cost & High-Impact Solution

LPIs are a low-cost safety fix—just a quick signal timing change that makes streets safer without building anything new.



## Where are LPIs appropriate?

- A lot of people walking near schools, transit or busy areas
- High volumes of vehicles turning at crosswalks
- History of crashes between cars and people crossing
- Skewed intersections with poor visibility
- Slower walkers or children



## Did you know?

LPI implementation has led to



**13%**  
Reduction in  
pedestrian  
crashes

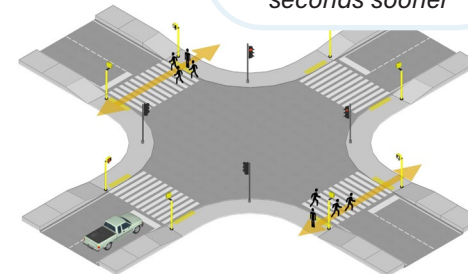
No LPI

1. Pedestrians and vehicle enter the intersection at the same time and increase risk of conflict.

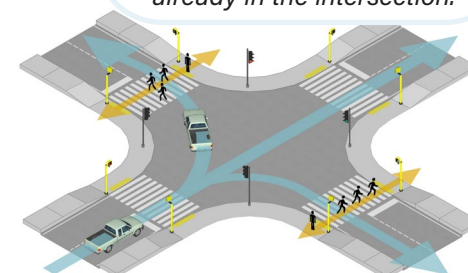


With LPI

2a. Pedestrians enter the crosswalk a few seconds sooner



2b. Drivers get green light later and can see and yield to crossing pedestrian already in the intersection.



## Do LPIs increase congestion?

No!



Even potential crashes can lead to delays. Smooth pedestrian crossings offset slightly shorter green lights for drivers.



## How have LPIs changed Florida intersections?

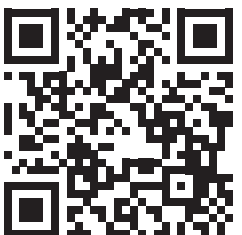
### Tampa

- LPIs were installed at two busy intersections.
- During the LPI phase, **10% to 25%** more drivers stopped for people crossing.
- Overall 3 to 5% more drivers yielded during the full Walk signal.

### Miami

- LPIs were installed at two downtown intersections.
- **9-18% more** left turning drivers stopped for pedestrians.
- **21-31% more** pedestrians started crossing in the first 4 seconds of the Walk signal.

Learn more about LPIs at:  
<https://tinyurl.com/LPISafety>

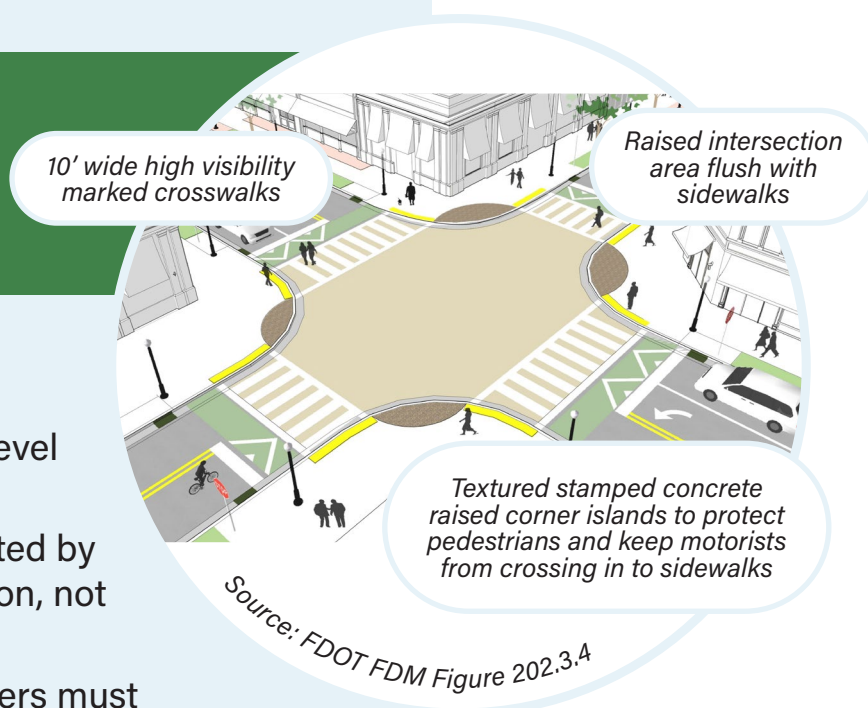




# RAISED CROSSWALKS & INTERSECTIONS

## What are **raised crosswalks and intersections**?

- Raised crosswalks are built higher than the roadway surface, usually at the same level as the sidewalks.
- Raised Intersections are created by elevating the entire intersection, not just the crosswalk.
- Like a wide speed bump, drivers must slow down to go over them.



How can raised crosswalks and intersections improve **safety**?



*They slow drivers in areas of high pedestrian activity.*



*They bring crossing pedestrians and wheelchair users closer to driver eye level, making them easier to see.*



*They give everyone, especially people with mobility or vision challenges, a safer and more accessible way to cross.*

## Did you know?



Raised crosswalks can cut pedestrian crashes by **45%**

## Where are raised crosswalks and intersections most **appropriate**?



Areas with high walking traffic.



Roadways with low speeds and light to moderate traffic (ex. State roads with 25 mph design speeds).



Places where many people use wheelchairs or strollers, or need easier crossings.



Areas without truck routes, emergency routes or bus corridors.

## Where has this been done in Florida?

### University Ave , Gainesville



- Before installation of a raised crosswalk, this street had over 100 crashes and two fatalities in 2024 alone.
- Early results show slower traffic, reduced crashes and no new fatalities.

Scan to explore online



### Orange Blossom Trail, Orlando



- Before installation of 3 new raised mid-block crossings, 55% of fatal and serious injury crashes involved a pedestrian.
- Early results show zero reported fatalities or serious injuries.

Scan to explore online



Learn more about raised crosswalks and intersections at:  
<https://tinyurl.com/raisedcrosswalksafety>





Proven Safety Solutions

# ROUNDAABOUTS



## What is a roundabout?

A roundabout is a **proven, modern solution** to make our roads **safer, smoother, and more cost-effective**. Vehicles flow in a counterclockwise direction around a central island, with drivers yielding on entry. Roundabouts can be an **attractive community focal point that lowers long-term maintenance costs, enhances safety** and **cuts congestion and delays**.



## When are roundabouts good solutions?

-  At dangerous intersections where they can significantly reduce crashes that result in fatalities and serious injuries.
-  On roads where drivers speed, they can naturally slow traffic.
-  When there is enough room to safely reach nearby driveways or buildings.
-  Where they can function as landmarks/gateways to create a sense of identity for a community.
-  In locations with moderate, balanced traffic flow.
-  Where intersections are close together, they keep traffic moving and can reduce the need for extra lanes or road widening.

## Safer Intersections Save Lives

On Florida's roadways, crashes at intersections represent:



**More than 1 in 4 (28%) fatalities**

**More than 1 in every 3 (36%) serious injuries**

(Source: SHSP, 2020-2024 data)



## Are roundabouts safe for **drivers**?

Yes!

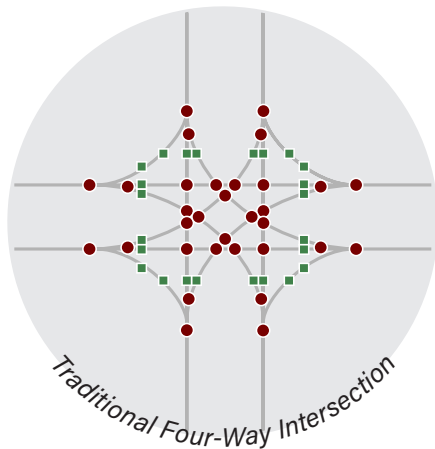
**90% fewer fatalities**  
**75% fewer injuries**



*Compared to traditional four-way signalized intersections*

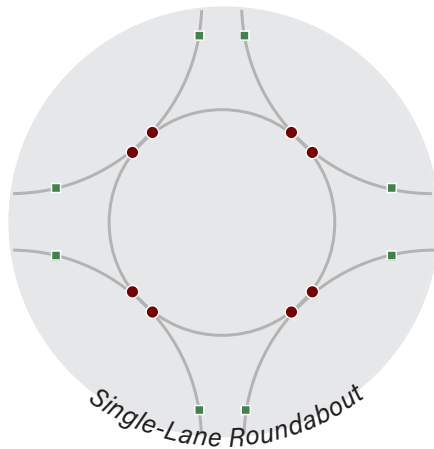
Cars can have **potential conflicts in 32 spots** at **traditional four-way intersections** and crashes can be more severe.

**16** Angle Conflict Points  
**• 32** Vehicle-to-Vehicle Conflict Points  
**■ 24** Vehicle-to-Pedestrian Conflict Points



Cars can have potential **conflicts in 8 spots** at **single-lane modern roundabouts** and crashes are typically less severe.

**0** Angle Conflict Points  
**• 8** Vehicle-to-Vehicle Conflict Points  
**■ 8** Vehicle-to-Pedestrian Conflict Points



## Are roundabouts safe for **pedestrians**?

Yes!

Both drivers and pedestrians have improved views of one another, and islands provide safe waiting areas for people crossing one direction of traffic at a time.

*Because roundabouts slow vehicles, crashes that do occur are less severe.*

*If hit at 40 mph, pedestrians have a chance*

**20%**

*of survival of  
But at 20 mph, this  
chance increases to*

**95%**



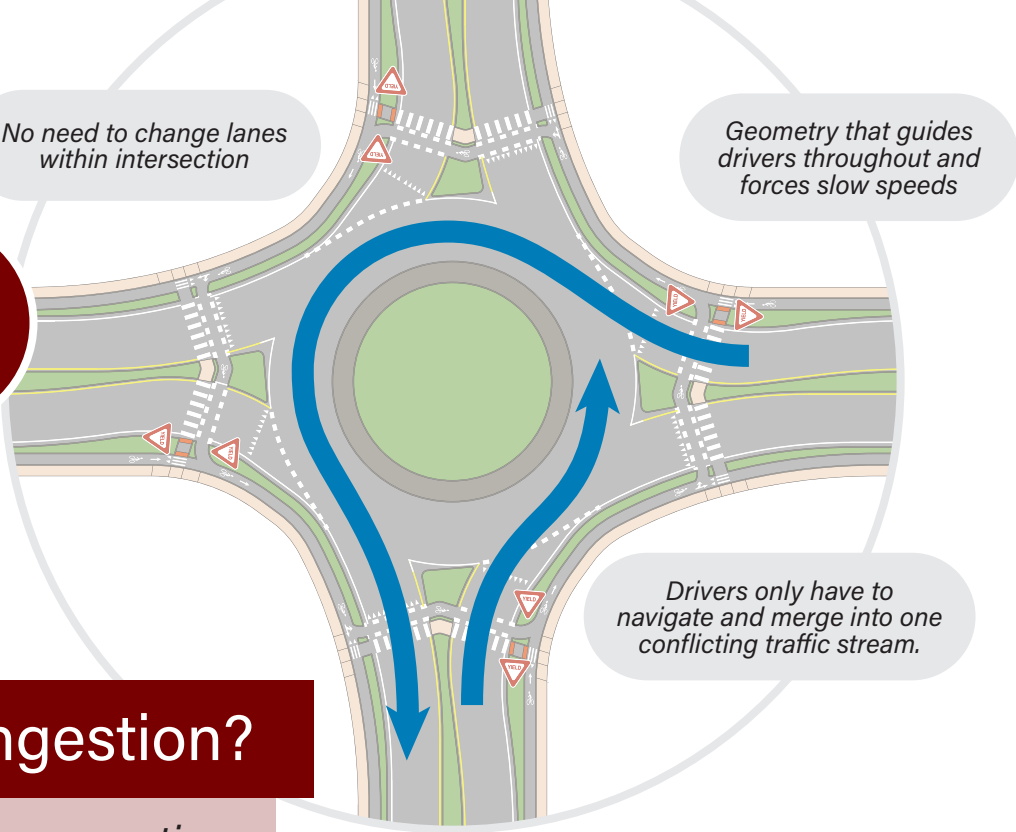
Roundabouts

Are roundabouts difficult to drive in?



Not at all!

Once you know the rules, roundabouts make driving safer and smoother.



Do roundabouts cause congestion?

Well-designed roundabouts do not cause congestion.

 All directions of traffic are kept open, rather than stopping two or more at a time like at a traditional intersection.

 This increases traffic capacity by 30-50% compared to a signalized intersection.

 Roundabouts are particularly beneficial at intersections with similar cross traffic and lots of left turns.

Are roundabouts more expensive?



It depends!

Roundabouts often end up being less expensive over a 2-year period than traffic signals. Here's why:

| Factor                                                                                                | Roundabouts                                                                                                                                     | Traffic Signal                                            |
|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
|  Construction Cost | Sometimes higher, depending on site conditions and design features.                                                                             | Can be high if turn lanes or signal are needed.           |
|  Maintenance Cost  | Very low for sigle-lane roundabouts; no electronics or signal timing to maintain.                                                               | Ongoing costs for electricity, repairs, and updates.      |
|  Land Aquisition   | Roundabouts may need more space at corners, but they can reduce the need for extra lanes, helping limit property impacts between intersections. | Depends on size, turn lanes, signal poles, and equipment. |
|  Societal Costs    | Lower due to minimal upkeep and fewer crashes.*                                                                                                 | Higher due to maintenance and crash severity.*            |

\* Indirectly, the cost associated with a fatal crash (\$10,670,000), more common in traditional signalized intersections, is over 100 times higher than one associated with a minor injury crash (\$106,600).

Floridians already use roundabouts everyday.

Florida leads the nation in number of roundabouts.

Rural Roundabout:



SR 17 and Hunt Brothers Rd in Polk County

Scan to explore online



Urban Roundabout:



Ponce de Leon Blvd, Greco Ave, and Ruiz Ave in Coral Gables

Scan to explore online



Suburban Roundabout:

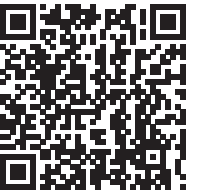


40th St and Riverhills Dr in Tampa

Scan to explore online



Scan to learn more about roundabouts and their benefits





## What are rumble strips and stripes?

- Rumble strips are a **simple, low-cost safety feature** with a powerful impact. Installed along the centerline or edge of a roadway, they create **audible and vibratory feedback** when a driver drifts from their lane. That instant alert helps **prevent crashes** caused by drowsiness, distraction, or inattention.
- Rumble strips **save lives, cost little**, and require **almost no maintenance**, making them one of the most effective roadway safety tools available.



## How do they improve safety?

Grooves or raised elements on the road surface create noise and vibration to **alert drivers** who drift out of their lane.



## Where are they used?

On the shoulder, along the edge line, or along the center of undivided roads.

Rumble strips are particularly effective on **rural roads** with high-speed limits and low visibility.



## Did you know?

Lane departure crashes, or when vehicles veer off the road, cause **over 30% of Florida roadway fatalities and serious injuries**. Studies show that rumble strips can help prevent:



**44% to 64%**

of fatal and injury head-on crashes on two-lane rural roads

**13% to 51%**

in single-vehicle, run-off-road crashes on two-lane rural roads

(Source: [FHWA](#))



## Are they easy to install?

Yes, especially when bundled with resurfacing projects.

**Adding rumble strips to planned resurfacing work** makes them **affordable** and **easy** by eliminating the need for separate crews or setup.



Rumble strips can also be installed as a standalone project **on roads where improvements are urgently needed** to address lane departure crashes.

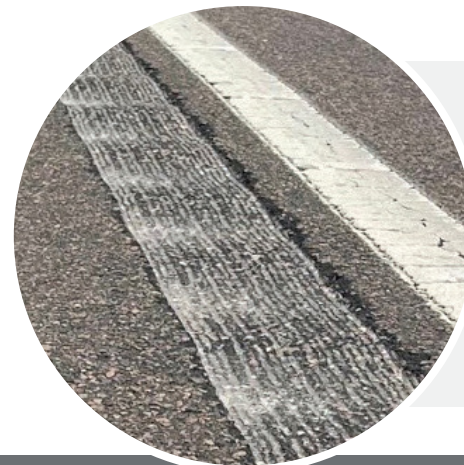


## Are they expensive?

They are relatively low cost but have outsized benefits, with a **benefit-to-cost ratio of 100:1**.



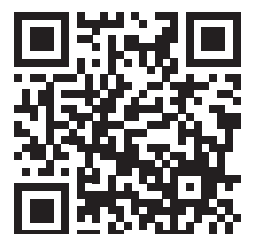
Milled rumble strips typically require **little to no maintenance** over the life of the pavement.



### Innovations in Rumble Strips

Newer "mumble strips" are designed with a wavy pattern that reduces any noise outside of the vehicle, minimizing unintended noise for the surrounding community and environment.

Scan to learn about Florida's Rumble Strips





**TO:       Committee Members**

**FROM:   Rob Balmes, Director**

**RE:       November Committee Meetings**

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As a general reminder, the next Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings will be held on November 4, 2025, at 1:00 pm and 2:30 pm. This schedule revision was made in January due to the national Veterans holiday and adoption schedule for the 2050 Long Range Transportation Plan (LRTP).

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