



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

**October 28, 2025
3:00 PM**

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. [Board Meeting Minutes September 23, 2025](#) (Page #3)
 - B. [TPO Position Reclassifications](#) (Page #12)
- 5. ACTION ITEMS**
 - A. [Draft Active Transportation Plan](#) (Page #22)
Recommended Action: Adoption of the Active Transportation Plan
 - B. [Fiscal Years \(FY\) 2026 to 2030 Transportation Improvement Program Amendment #2](#) (Page #213)
Recommended Action: Approval of TIP Amendment #2
- 6. COMMENTS BY FDOT**
 - A. [FDOT Construction Report](#) (Page #436)
- 7. COMMENTS BY TPO STAFF**
 - A. [November TPO Board Meeting](#) (Page #443)
 - B. [Central Florida MPO Alliance Update](#) (Page #444)
 - C. [Safety Matters Series Update](#) (Page #459)
- 8. COMMENTS BY TPO BOARD MEMBERS**
- 9. PUBLIC COMMENT (Limited to 2 minutes)**
- 10. ADJOURNMENT**

All meetings are open to the public, the TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@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 Ocala Marion Transportation Planning Organization (TPO)
will be held on November 13, 2025



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
September 23, 2025
3:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea, Sr.
Commissioner Craig Curry
Councilmember Kristen Dreyer
Councilman Tim Inskeep
Mayor Ben Marciano
Commissioner Matt McClain
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Kathy Bryant
Commissioner Ray Dwyer
Councilmember James Hilty
Councilmember Barry Mansfield

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Noel Cooper, City of Ocala
Aubrey Hale, City of Ocala
Darren Park, City of Ocala
Sean Lanier, City of Ocala
Mike McCammon, FDOT
Loreen Bobo, FDOT
Jim Stroz, FDOT
Jon Scarfe, FDOT
Matthew Richardson, FDOT
William Roll, Kimley-Horn and Associates

Approved –

Hugh Lochrane

James Wilson

Ernie Carcas

Ed Krebs

Ric Wattier

Matt Peltz

Leo Daigle

Doug Conklin

Charlotte Conklin

Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Carl Zalak called the meeting to order at 3:00pm and led the board in the Pledge of Allegiance.

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 16, 2025. The meeting had also been published to the TPOs Facebook and X pages.

Item 4. Consent Agenda

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

Item 5A. Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP) Amendment #1 with Roll Forward

Mr. Balmes presented the Amendment #1 to the Fiscal Year (FY) 2026–2030 TIP for the roll-forward report. He explained that each year, the TPO works with FDOT District Five to review projects in the work program that typically carry over from year to year, particularly those that are not fully authorized. The roll-forward ensures consistency between the newly adopted TIP and the previous TIP by carrying forward projects and associated funding into the new fiscal year.

He noted that for this year, the roll-forward amendment totaled \$123.2 million, covering 43 projects and programs, including grant programs. With \$25.3 million already programmed to projects included in the roll-forward, the revised TIP amounted to \$148.5 million.

Key projects included:

- I-75 at NW 49th Street Interchange
- I-75 Auxiliary Lanes from SR 200 to SR 326
- *SR 40 from US 441/Pine to 25th Avenue – Mr. Balmes noted that FDOT had notified that the crosswalk improvement project was removed from the roll-forward.*
- NW 49th Street from NW 70th to NW 44th
- Baseline to Santos Paved Trail
- SunTran FTA 5307 Fixed Route
- SunTran Section 5339 Small Urban Capital
- SunTran Section 5307 ARP Small Urban
- SunTran Low-No Award

Mr. Balmes stated that the Technical Advisory Committee recommended approval, the Citizens Advisory Committee supported the amendment by consensus due to a lack of quorum, and staff recommended board approval of the amendment.

Mr. Bethea asked for clarification of the SR 40 from US 441/Pine to 25th Avenue project.

Mr. Balmes stated that the programmed project included \$728,000 in City of Ocala local funding per intersection, covering intersection improvements as well as crosswalk enhancements the city planned to implement. He noted that, due to directives from the Governor and the state, these types of projects, including certain paint work, would not be moving forward at this time.

Mr. McClain made a motion to approve the FY 2026–2030 TIP Amendment #1 with Roll Forward. Ms. Dreyer seconded the motion, a roll-call vote was called, and the motion passed unanimously.

Item 6A. Florida Department of Transportation (FDOT) Office of Safety Presentation

Loreen Bobo, Safety Administrator for FDOT District Five, provided an update on safety initiatives, infrastructure projects, and outreach efforts across the nine counties in Central Florida. She reported that the previous year, District Five recorded 650 fatalities, down from approximately 740 the year before, and emphasized FDOT's goal of zero fatalities and serious injuries. Nearly 30% of these fatalities involved pedestrians and bicyclists. In the Ocala Marion TPO area, there were 115 fatalities and 316 serious injuries. The primary contributing factors were lane departures, impaired driving, intersection crashes, aging road users, and occupant protection issues. The most affected age groups were drivers and pedestrians aged 25–34 and 65 and older.

Ms. Bobo highlighted infrastructure projects aimed at improving safety, explaining FDOT's use of lane narrowing, raised crosswalks, roundabouts, and deflection techniques to reduce vehicle speeds and minimize conflicts. She cited examples from Brevard County and State Road 200, where lane reductions and other safety features had led to fewer crashes, serious injuries, and fatalities. She also provided statistics on roundabouts in District Five, noting that 11 had been completed and one was under construction.

Prior to these projects, there had been 13 fatalities and 17 serious injuries at these intersections. Since their implementation, there had been only one fatality, involving a driver traveling at 120 mph an incident unlikely to have been prevented by any intersection control.

Ms. Bobo also discussed behavioral and outreach initiatives. She highlighted the significant growth of Vision Zero adoption across Central Florida, with nearly all counties and communities now committed to the zero-fatality goal. She described ongoing partnerships, including Stop on Red events and digital campaigns using geofencing, which reached over 3.5 million people in Osceola County. FDOT collaborated with local law enforcement on high-visibility enforcement programs and traffic safety grants addressing speeding, aggressive driving, and occupant protection, with participation from both the Marion County Sheriff's Office and the Ocala Police Department. She also discussed educational initiatives, including middle school poster contests, college smart driving challenges, and public outreach through minor league baseball events.

Ms. Bobo recognized the Ocala Marion TPO for winning the outreach award at the Central Florida Safety Summit for its Safety Matters video series, highlighting the impact of their public safety messaging. She provided an update on the Central Florida Safety Strategic Plan, now in its second year, with a steering committee and monthly focus groups implementing action steps such as school zone speed management and community safety education. She concluded by emphasizing the importance of individual responsibility, noting Child Passenger Safety Week and the proper use of age- and size-appropriate car seats and booster seats.

Mr. Marciano asked Ms. Bobo for updates regarding State Road 200, specifically requesting information on infrastructure improvements along that corridor.

Ms. Bobo explained that hearing directly from constituents was valuable. She noted that one issue involved U-turns at traffic signals, where previously drivers could turn freely. FDOT was working with the engineer to remove some planters at key locations to improve turning movements, and she said she would follow up with specifics. She also addressed concerns about mid-block median access points, noting that implementing those would take longer and would be considered after the current construction project, with opportunities identified at optimal locations.

Chairman Zalak acknowledged the concern, noting that drivers in larger vehicles, such as pickup trucks or trucks with horse trailers, often cannot make the turns safely. He observed visible tire tracks over the curb from these maneuvers and thanked Ms. Bobo for addressing the issue, expressing hope that the planned adjustments would reduce these challenges.

Item 6B. Navigating the Future 2050 Long Range Transportation Plan (LRTP) Draft Cost Feasible

William Roll with Kimley Horn and Associates presented the draft Cost Feasible Plan, emphasizing its importance in enabling project implementation. He reviewed multimodal priorities and explained the revenue forecast, noting that while the plan identifies approximately \$2.4 billion in projects through 2050, funding will be received over time, reducing the present value of later expenditures.

Mr. Roll reported that there was a significant number of projects committed for improvements within the next five years, including two I-75 projects: the 49th Street interchange and the Moving Florida Forward initiative supported by the Governor.

He explained that the cost feasible plan began with these committed improvements already in place. Fully funded state highway projects included widening portions of SR 40 to SR 314, an area near Levy Hammock Road, and SR 464 (Maricamp Road). The remaining projects were identified in collaboration with county staff, the Technical Advisory Committee, and the Steering Committee, focusing on non-state projects funded primarily through local sales tax commitments.

Mr. Roll noted that some projects were only partially funded or under study, while others—such as sections of I-75 north of Ocala, SR 40 west, SR 326, US 41, SR 200, CR 484, and portions of US 301—remained unfunded due to limited resources. He also highlighted four key study areas: the East-West Corridor (I-75 to US 441 north of Belleview), SR 200, the West Beltway (SR 200 to I-75), and the Southeast Connector (SR 200 across I-75), emphasizing that the west-side studies should be coordinated for feasible solutions.

He added that partially funded projects were structured to ensure progress by identifying funds for the next project phases. The plan also assumed continuation of current public transportation services, recognized future transit needs from the Transit Development Plan, and reserved funding for bicycle, pedestrian, and trail improvements prioritized annually. Additionally, funds were set aside for intersection and operational improvements where widening was not feasible.

Mr. Roll stated that the cost feasible plan tables and maps were included in the agenda packet and would be combined with prior materials—such as goals, objectives, performance measures, forecasts, and needs assessments—into a complete report. The public comment period was scheduled to open on September 29, followed by a public open house on September 30, CAC and TAC meetings on October 14, and Board adoption on November 13, which was the required deadline for plan approval.

Mr. Curry asked if material availability and costs appeared to be stabilizing and inquired about the current status of those factors.

Mr. Roll responded that he was not an expert on materials but noted that labor shortages were becoming particularly challenging. He explained that approximately 20 Moving Florida Forward projects, including I-4 in District 5, were multi-billion-dollar efforts, and FDOT had been hosting job fairs to attract enough workers. He added that steel prices had increased by about 40% over the past six months, creating uncertainty and variability in costs. Mr. Roll emphasized that the combination of material fluctuations and labor shortages had resulted in a cost-challenging environment for contractors.

Item 6C. Draft Active Transportation Plan

Mr. Balmes provided a brief update on the draft Active Transportation Plan, noting that the document was on track to be released that week for a 30-day public review period.

He shared that an open house for both the Active Transportation Plan and the Long Range Transportation Plan was scheduled for Tuesday, the 30th, at the Mary Sue Rich Center from 4:00 to 6:30 p.m., allowing the public to review the plans and project maps and provide in-person comments and feedback.

Mr. Balmes added that the document would be distributed soon, and that the consultant team from Kittelson and Associates would present the full plan to the TPO board the following month, after which board approval of the plan would be sought.

Item 7. Comments by FDOT

Jon Scarfe, MPO Liaison Administrator for District Five, attended on behalf of Ms. Kia Powell. He commended the TPO on their work on the Long Range Transportation Plan, noting that his group reviewed the draft and that the documents posted so far had been well-prepared. He expressed anticipation for reviewing the full draft once it was uploaded.

Mr. Scarfe distributed flyers containing newly released information and provided an update on upcoming public hearings and program activities. He noted that on November 13th, a member of FDOT's Program Management team would present the final tentative work program.

He also detailed the virtual public hearing, which ran from October 20th at midnight through November 7th, allowing the public to view presentations and projects in the tentative work program and submit comments for the official record. Additionally, an in-person meeting was scheduled on Tuesday, October 21st, from 3:00 to 5:30 p.m. at the District Headquarters in DeLand, located at 719 South Woodland Boulevard.

Mr. Scarfe acknowledged that his familiarity with the Ocala-Marion region was limited, as he primarily worked in Orlando, and introduced Mike McCammon to address any region-specific questions.

Mr. McCammon provided updates on several FDOT projects. He reported that last month, the intersection improvement project at U.S. 441 and SR 40 was sent out to bid but did not receive a qualifying bid. Discussions with contractors revealed that some were unavailable within the original timeframe.

FDOT planned to adjust the bid period and modify certain project elements before reissuing the bid in October. He noted that the project, originally expected to be completed by year-end, might now finish in February or March, depending on the bid outcome.

He stated that the U.S. 441 resurfacing project near the Alachua County line and the resurfacing on U.S. 41 in Dunnellon were progressing well. The CR 464 project, under construction for nearly two years, was nearing completion, and for the CR 484 project, weekly meetings with the design team were ongoing, with plans expected within two weeks, after which contractor pricing and implementation would begin.

Regarding the 66th Street Bridge, FDOT planned to maintain it as one lane temporarily while working on the design for a new bridge, part of the Moving Florida Forward I-75 project. They were coordinating with the county on the 49th Street extension and detour routes to minimize disruption, as the bridge demolition and rebuild would take approximately eight months.

Mr. McCammon also noted that crews had been sent to clean up areas not included in the contractor’s responsibilities, such as sweeping, hedging, and removing built-up sand along sidewalks, to maintain the site until new construction could add capacity.

Chairman Zalak thanked Mr. McCammon and acknowledged that while progress was being made, traffic issues were still ongoing, emphasizing the importance of continued oversight and coordination.

Item 8. Comments by TPO Staff

Mr. Balmes provided a brief update on transportation funding and reauthorization. He reported attending the Association of Metropolitan Planning Organizations (AMPO) National Conference in Providence, Rhode Island, which was attended by over 700 MPO representatives from across the country. A major topic of discussion was the future of transportation funding, as the current Infrastructure Investment and Jobs Act is set to expire on September 30 of next year.

He highlighted the work of the LOT (Local Officials in Transportation) Coalition—a collaboration of the National Association of Counties, National League of Cities, regional councils, National Association of Development Organizations, and AMPO—working with lobbyists and members of Congress to emphasize federal funding for local governments and MPO involvement.

Mr. Balmes noted that AMPO published a “101 on Reauthorization” document, which he would share via email to the Board, outlining the process, next steps, and anticipated draft bills expected by the end of the year. He emphasized that, while extensions are sometimes used in reauthorization, the sense of urgency in Congress may reduce the need for them. He concluded by assuring that the TPO, as a member of AMPO, will remain closely engaged and will provide updates as new information becomes available.

Item 9. Comments by TPO Board Members

There were no comments by TPO board members.

Item 10. Public Comment

Mr. Hugh Lochrane of Dunnellon addressed the Board regarding the delayed expansion of US 41 from Dunnellon to the intersection of SR 40. He discussed the impact of increased traffic in the area and noted that he had previously been informed the widening project would begin in 2018, then in 2024, and was now being told it would start in 2030. He emphasized that the project should be placed higher on the priority list.

Mr. Ernie Carcas of Dunnellon addressed the Board regarding the delayed U.S. 41 widening project. He stated that he and his wife have lived in the area for ten years and that the project affects eight of the nine subdivisions in Rainbow Springs. He noted that the project had been discussed since 2014, with start dates repeatedly delayed. Mr. Carcas expressed concerns about dangerous intersections, outdated project plans, heavy traffic volumes, and proposed U-turn traffic patterns, urging that the project move forward to improve safety and access.

Approved –

Mr. James Wilson of Dunnellon addressed the Board on behalf of St. John the Baptist Catholic Church. He stated that the church serves 700–800 families each weekend and operates a food pantry assisting over 950 families monthly. Mr. Wilson expressed concern about the difficulty and danger of entering and exiting the church due to heavy traffic and limited visibility on U.S. 41, noting that numerous crashes have occurred in the area. He urged that the widening project be prioritized to improve safety for the growing community.

Chairman Zalak inquired whether, given the large number of attendees at St. John the Baptist Catholic Church, the church was required to have a law enforcement officer present for traffic control.

Mr. Wilson responded that the church hires law enforcement officers for traffic control; however, they are not always available due to emergencies or other duties. He noted that large events, such as the church's fish fry, draw additional traffic, and many attendees are older and fearful of navigating the busy roadway. He added that the officers are very helpful when present.

Ms. Charlotte Conklin of Dunnellon addressed the Board regarding traffic and access issues related to the delayed U.S. 41 widening project. She stated that she lives in a subdivision with only one entrance and exit, and during certain times of the day it can take 15 to 20 minutes to leave due to congestion backed up from Walmart. Ms. Conklin expressed concern over reported fatalities in the area and requested safety improvements such as a stoplight or roundabout. She emphasized that residents in her area, many of whom are older, struggle to access doctors, groceries, and other necessities, and she urged that the community not be overlooked in transportation planning and safety improvements.

Chairman Zalak stated that there were multiple traffic improvements planned and noted that the work on SR 40 was already on the books. He then asked Mr. McCammon with FDOT to confirm whether the project currently underway was the only one scheduled for completion this year.

Mr. McCammon stated that the only project expected to begin within the next month was a right-turn lane extension for northbound U.S. 41 onto SR 40, which should help alleviate traffic somewhat. He noted that while this improvement would not address all of the issues mentioned, it was the only project currently scheduled. He added that a resurfacing project was underway but ended near the Walmart area. Additionally, he mentioned that the widening project remained in the transportation plan, projected for approximately fiscal year 2030 or 2031, meaning it was not expected to begin anytime soon.

Chairman Zalak commented that the main issue with the widening project was the existing traffic funnel identified in previous studies. He explained that even if the road were widened further north, traffic would still narrow as it entered downtown Dunnellon, creating a bottleneck. He noted that acquiring properties in that area would be difficult and suggested that perhaps the Dunnellon City Council might explore an alternative route to address the issue. Chairman Zalak emphasized that until a solution was found for that section, it would remain a challenge to move traffic efficiently through the area.

Ms. Conklin shared that when she inquired about traffic congestion on SR 40 after moving to the area, she was told that a narrow bridge in the area limited potential improvements.

Approved –

She noted being told that any expansion would require rerouting out to Lake Tropicana to connect to U.S. 41, which she suggested should be considered to improve safety, though she was told it was not possible.

Chairman Zalak responded that FDOT could be asked to conduct a study of the specific intersection, as they have done in his district many times, to determine whether improvements are warranted.

Mr. McCammon stated that Mike Sanders with FDOT is the appropriate contact for studying intersections and assessing potential improvements.

Mr. McCammon acknowledged awareness of the concerns and stated that FDOT would review them. He also noted that the project is included on the TPO priority list.

Mr. Inskeep clarified that the traffic funnel is not in Dunnellon. He explained that the issue occurs north of the area, while south of the Walmart, the road is four lanes. The actual funnel is at the bridge over the Withlacoochee River.

Item 11. Adjournment

Chairman Zalak adjourned the meeting at 4:09 p.m.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



TO: Board Members

FROM: Rob Balmes, Director

RE: TPO Position Reclassifications

Two positions are proposed for reclassification to serve the needs of the TPO regarding core areas of responsibility, and service to citizens and partner agencies. The following outlines the proposed changes.

Administrative and Social Media Coordinator: Formerly TPO Administrative Specialist III/Social Media Coordinator. Reclassify position from Non-Exempt to Exempt. Addition of duties related to board/committees, social media, technical assistance and community outreach. Salary adjustment of 5%.

TPO Transportation Planner I/II/III: Formerly Transportation Planner. Reclassify position to support more flexibility in the recruitment and retention process. Salary range based on qualifications and pay grade structure.

Pending TPO Board approval, further coordination will be completed with Marion County Human Resources through the Board of County Commission (BOCC) reclassification process. This process is anticipated to be completed in November.

Attachment(s)

- Proposed reclassified TPO positions

Action Requested

Approval of proposed reclassified TPO positions, and for TPO Director to coordinate with Marion County Human Resources Department.

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



Marion County Board of County Commissioners

POSITION DESCRIPTION

To perform this job successfully, an individual must be able to perform the essential job functions satisfactorily. Reasonable accommodations may be made to enable individuals with disabilities to perform the primary job functions herein described. Since every duty associated with this position may not be described herein, employees may be required to perform duties not specifically spelled out in the job description, but which may be reasonably considered to be incidental in the performing of their duties just as though they were actually written out in this job description.

ADMINISTRATIVE AND SOCIAL MEDIA COORDINATOR

Department: Transportation Planning Organization (TPO)
Pay Grade: 109
FLSA Status: Exempt
Job Class: 6248
Risk Code: 8810

JOB SUMMARY

Responsible for performing highly complex and advanced administrative, technical assistance and professional duties in support of the Ocala/Marion County Transportation Planning Organization (TPO).

ESSENTIAL JOB FUNCTIONS

- Oversees the establishing and maintaining of official documents and records in appropriate files.
- Manages the preparation for TPO board meetings, Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB).
- Conducts formatting, editing and publishing of TPO Board, CAC, TAC and TDLCB meeting agendas, minutes, memos and documents for public posting.
- Records and documents meeting minutes for the TPO Board, CAC, TAC and TDLCB meetings, and other TPO related meetings and events.
- Documents and posts all TPO meeting notices, agendas, and meeting minutes to meet the State of Florida Sunshine law requirements for public meetings and public records.
- Prepares reports and correspondence requested by the TPO Director where information must be obtained from a variety of sources, as well as makes recommendations affecting aspects of office policy.
- Manages the TPO website, including direct correspondence and coordination with the TPO's website contractor responsible for routine maintenance, hosting, and technical issues. The TPO website is a fully independent platform managed and operated by the TPO and its contractor.
- Manages and performs design and content changes to the TPO website. Coordinates with TPO staff to provide one central point of contact for making consistent website changes and/or

- additions, including meeting packets, agendas, and minutes, planning documents, photos and weblinks.
- Serves as the TPO's Social Media Coordinator responsible for managing and performing all social media platforms, activities and scheduled posts as outlined in the TPO Social Media Plan.
 - **Contributes regular social media postings per the TPO's Social Media and TPO Website Plan.**
 - **Develops and updates the TPO Social Media and TPO Website Plan.**
 - Composes and prepares correspondence for the TPO Director's signature.
 - Designs, formats, and prepares management and administrative information reports.
 - Assists with recommendations for future equipment purchases and ongoing system-related supply needs.
 - Assists TPO Director with annual budget preparation.
 - Performs office management related to establishing filing systems, processing personnel records, processing purchase and billing records, maintaining reports.
 - Oversees preparation of payroll and resolves problems as necessary.
 - Proofreads copy and corrects drafts for grammar, punctuation, and spelling in order to produce error-free work.
 - Arranges for meetings and conferences and may take notes. Maintains calendars.
 - Oversees the purchasing process, accounts payable process, and tracking of budget expenditures.
 - **Organizes and submits TPO invoice payments in electronic folders for use in monthly and quarterly grant invoicing process.**
 - Oversees proper maintenance of control files of matters in progress and follows up to ensure that actions are completed.
 - Provides information within scope of knowledge or refers customers to appropriate individuals.
 - Responds to telephone and/or email or website inquiries from the public and other agencies when information requested is specifically provided and known, such as from published records, specific deliveries and procedures, and calendar of events, or within established guidelines.
 - Supports the organization's guiding principles and core values.
 - Provides support services for the TPO's public involvement process, including attendance and participation in meetings, workshops, and events.
 - Provides excellent customer service to members of the general public and other County employees. Personal contact occurs with other employees of the unit, employees of other departments in the County, citizens, and customers of the department. Service is provided in person or by phone contact.
 - **Serves as the TPO's liaison for community outreach activities and events.**
 - Implements the organization's guiding principles and core values.
 - Performs other related job duties as assigned.

SUPERVISION

This position often functions as a lead worker in small and large groups of employees. May review the work product of others. Provides guidance, advice, and assistance to others on work assignments. Provides work direction.

QUALIFICATIONS

Education and Experience:

Associate's degree or equivalent; and three (3) years' progressively responsible related experience ; or an equivalent combination of education and experience.

Licenses or Certifications:

Possession of a valid, State of Florida driver's license to operate a motor vehicle. Requirement exists at the time of hire and as a condition of continued employment.

- May require Notary Public certification dependent upon area of assignment.

Knowledge, Skills, and Abilities:

Language Skills

- Ability to read, analyze, and interpret highly complex documents.
- Ability to respond effectively to the sensitive inquiries or complaints.
- Ability to write concise meeting summaries, minutes, and short reports.
- Ability to communicate effectively with elected officials and members of the public.

Mathematical Skills

- Ability to calculate figures and amounts such as discounts, interest, commissions, proportions, percentages, area, circumference, and volume.
- Ability to apply concepts such as fractions, percentages, ratios, and proportions.

Problem-Solving Ability

- Ability to solve practical problems and deal with a variety of concrete variables in situations where only limited standardization exists.
- Ability to interpret a variety of instructions in written, oral, diagram, or schedule form.
- Ability to interpret complex and detailed technical data.
- Ability to explain records and procedures to others as lead worker.
- Ability to participate in development of policy, programs, plans, or procedures.
- Ability to study manual work process to determine most effective methods for essential tasks.

Specialized Skills and Abilities

- Knowledge of the field of assignment sufficient to perform thoroughly and accurately the responsibility illustrated by the above job duties.
- Knowledge of social media management techniques and procedures.
- Knowledge of computers and other office equipment.
- Knowledge of policies and procedures of the County.
- Skills in the interpretation and application of business English, grammar, spelling, diction, style, and punctuation.
- Skills in organization and task prioritization.
- Ability to work efficiently and accurately in an atmosphere of frequent interruption.

- Ability to perform secretarial and clerical duties with speed and accuracy without immediate and constant supervision.
- Ability to learn, interpret, and apply local ordinances and resolutions.
- Ability to supervise and train division clerical support staff.
- Ability to work independently and to carry out assignments to completion with minimum instructions, adhere to prescribed routines and practices, maintain records, and to make reports requiring accuracy.
- Ability to remain calm in stressful situations.
- Ability to take a teamwork approach to the job by cooperating with others, offering to help others when needed, and considering larger organization or team goals rather than individual concerns. Includes the ability to build a constructive team spirit where team members are committed to the goals and objectives of the team.

PHYSICAL DEMANDS

The work is sedentary work which requires exerting up to 50 pounds of force occasionally and/or negligible amount of force frequently or constantly to lift, carry, push, pull or otherwise move objects, including the human body. While performing the duties of this job, the employee will occasionally be required to handle, hear, kneel, lift, reach, speak, stand, walk, and stoop.

WORK ENVIRONMENT

Work is performed primarily in an indoor environment with limited exposure to adverse environmental conditions.

Marion County has the right to revise this job description at any time. This description does not represent in any way a contract of employment.

Employee Signature

Date

Supervisor (or HR) Signature

Date

E.O.E. Marion County does not discriminate on the basis of race, color, national origin, sex, religion, age, disability or military service in employment or the provision of services.



Marion County Board of County Commissioners

POSITION DESCRIPTION

To be this job successful in this position, an individual must be able to perform the essential job functions satisfactorily. Reasonable accommodations may be made to enable individuals with disabilities to perform the primary job functions herein described. Since every duty associated with this position may not be described herein, employees may be required to perform duties not specifically spelled out in the job description, but which may be reasonably considered to be incidental in the performing of their duties just as though they were actually written out in this job description.

TPO TRANSPORTATION PLANNER I/II/III

Department: Transportation Planning Organization (TPO)
Pay Grade: 110/112/114
FLSA Status: Exempt
Job Class: 2005
Risk Code: 8810

JOB SUMMARY

This is a professional planning position at the Ocala/Marion County Transportation Planning Organization (TPO). The position includes involvement with the core transportation planning responsibilities of the TPO, database and mapping support, researching planning projects and conducting independent studies.

Transportation Planner I:

- Provides data entry and support to TPO transportation planning studies.
- Assists with the development of the annual TPO Transportation Improvement Program (TIP), including updates, modifications and amendments.
- Develops Geographic Information Systems (GIS) maps, database and related software.
- Assist with the design, development, and coding of custom GIS applications. Support for design and development of project maps and databases as needed by the TPO staff.
- Supports the Preparation of traffic volume and crash maps and databases.
- Prepares maps, visual aids (i.e. charts, graphs) for use in public meetings, the TPO website, as well as to other agencies and the general public as needed.
- Provides support for the annual TPO priority project process.
- Assists with updates and development of the TPO Long Range Transportation Plan (LRTP).
- Provides support for the TPO public involvement process with citizens, stakeholders and partner agencies.
- Assists in preparation for TPO board meetings, Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB).
- Assists with presentations to the TPO Board, advisory committees, partner agencies and public.
- Maintains crash data, traffic counts, congestion management and performance standards data.
- Provides support for the TPO's partnership role with SunTran and transit planning in the County.

- Attends statewide and local TPO technical training, committees and conferences.
- Provides excellent customer service to members of the general public and other County employees. Personal contact occurs with other employees of the unit, employees of other departments in the County, citizens, and customers of the department. Service is provided in person or by phone contact.
- Performs other related job duties as assigned.

Transportation Planner II:

- Provides support to TPO transportation planning studies.
- Develops the annual TPO Transportation Improvement Program (TIP), including updates, modifications and amendments.
- Develops and maintains Geographic Information Systems (GIS) maps, database and related software.
- Responsible for design, development, and coding of custom GIS applications. Responsible for design and development of project maps and databases as needed by the TPO staff.
- Prepares and maintains traffic volume and crash maps and databases.
- Prepares maps, visual aids (i.e. charts, graphs) for use in public meetings, the TPO website, as well as to other agencies and the general public as needed.
- Provides support for the update and development of the TPO Long Range Transportation Plan (LRTP).
- Provides support for the annual TPO priority project process.
- Provides support for the TPO public involvement process with citizens, stakeholders and partner agencies.
- Assists with updates to the TPO website.
- Assists in preparation for TPO board meetings, Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB).
- Prepares and presents information to the TPO Board, advisory committees, partner agencies and public. Maintains crash data, traffic counts, congestion management and performance standards data.
- Provides support for the TPO's partnership role with SunTran and transit planning in the County.
- Attends statewide and local TPO technical training, committees and conferences.
- Provides excellent customer service to members of the general public and other County employees. Personal contact occurs with other employees of the unit, employees of other departments in the County, citizens, and customers of the department. Service is provided in person or by phone contact.
- Implements the organization's guiding principles and core values.
- Performs other related job duties as assigned.

Transportation Planner III:

- Provides oversight for the Transportation Improvement Program (TIP). This includes the annual major update and all amendments; serving as project manager; involvement with steering committees and the public review process.
- Manages the TPO's Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC). This includes preparing agendas, coordination with committee chairs and making presentations.
- Develops the TPO's online interactive Geographic Information Management System (GIS) maps and annual summary reports involving safety and traffic count data.
- Serves as a point of contact for regional and local multimodal transportation studies. This includes serving on advisory committees or technical groups.
- Provides support and oversight for the TPO Long Range Transportation Plan and Planning studies.
- Develops publications and graphics for the TPO's core planning documents.
- Participates in TPO board meetings, including delivering presentations.
- Delivers presentations to the general public and stakeholder groups related to the TIP, planning studies, development trends, statutory or rule requirements and status of projects.
- Interacts with the public and stakeholders, including providing information and technical assistance.
- Represents the TPO at meetings, conferences and seminars.
- Provides technical and advisory support to the TPO Director.
- Serves as an alternate to the TPO Director at the Florida Metropolitan Planning Organization Advisory Council (MPOAC) and Central Florida MPO Alliance.
- Implements the organization's guiding principles and core values.
- Performs other related job duties as assigned.

SUPERVISION

Transportation Planner II: This position has no supervisory responsibilities.

Transportation Planner II: This position has no supervisory responsibilities.

Transportation Planner III: This position occasionally functions as a leader worker for a small group of employees in the absence of the TPO Director. May review the work product of others. Provides guidance, advice, and assistance to others on work assignments. Provides work direction.

QUALIFICATIONS

Education and Experience:

Requirements	Planner I	Planner II	Planner III
Licenses	Valid Florida DL	Valid Florida DL	Valid Florida DL
Education	Bachelor's Degree in Planning, Public Administration, Architecture, Landscape Architecture, Urban Design, or related field or equivalent.	Bachelor's Degree in Planning, Public Administration, Architecture, Landscape Architecture, Urban Design, or related field or equivalent.	Master's Degree in Planning, Public Administration, Architecture, Landscape Architecture, Urban Design, or related field or equivalent.
Experience	One (1) year experience in customer service; or an equivalent combination of education and experience.	Two (2) years' experience in professional planning; or an equivalent combination of education and experience.	Three (3) years' experience in professional planning; or an equivalent combination of education and experience. AICP preferred, shall maintain required continuing education requirements.
Pay Grade	110	112	114

Licenses or Certifications:

Possession of a valid, State of Florida driver's license to operate a motor vehicle. Requirement exists at the time of hire and as a condition of continued employment.

KNOWLEDGE, SKILLS AND ABILITIES

- Ability to read, analyze, and interpret highly complex documents.
- Ability to respond effectively to the sensitive inquiries or complaints.
- Ability to develop presentations and write articles using original or innovative techniques or style.
- Ability to make effective presentations on sometimes complex topics to management, public groups, and/or boards.
- Ability to calculate figures and amounts such as discounts, interest, commissions, proportions, percentages, area, circumference, and volume.
- Ability to apply concepts such as fractions, percentages, ratios, and proportions.
- Ability to define problems, collect data, establish facts, and draw valid conclusions.
- Ability to interpret an extensive variety of technical instructions in mathematical or diagram form and deal with several abstract and concrete variables.
- Ability to assist with Development of programs, plans, policies, procedures and specifications.
- Experience with word processing, spreadsheet and database development and maintenance is required.
- Experience with Geographic Information Management Systems (GIS), including database

- management and ability to develop professional maps for public use and display.
- Ability to effectively plan, organize, supervise, and perform research projects.
- Strong organizational skills. Ability to prioritize tasks and meet multiple deadlines.
- Ability to read and interpret legal descriptions.
- Ability to establish and maintain effective working relationships with TPO partner governments and outside agencies.
- Ability to remain calm in stressful situations.
- Ability to take a teamwork approach to the job by cooperating with others, offering to help others when needed, and considering larger organization or team goals rather than individual concerns. Includes the ability to build a constructive team spirit where team members are committed to the goals and objectives of the team.

PHYSICAL DEMANDS

While performing the duties of this job, the employee will frequently be required to sit. Requires the ability to compare and/or judge the readily observable, functional, structural or compositional characteristics (whether similar to or divergent from obvious standards) of data, people or things. Work involves sitting most of the time. Must be able to lift and or carry up to ten pounds. Requires the ability to differentiate between colors and shades of color.

WORK ENVIRONMENT

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. While performing the duties of this job, the employee will occasionally be required to be exposed to outdoor weather conditions. The typical noise level for this environment is moderate.

Marion County has the right to revise this job description at any time. This description does not represent in any way a contract of employment.

Employee Signature

Date

Supervisor (or HR) Signature

Date

E.O.E. Marion County does not discriminate on the basis of race, color, national origin, sex, religion, age, disability or military service in employment or the provision of services.



TO: Board Members

FROM: Rob Balmes, Director

RE: Draft Active Transportation Plan

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 Kittelson and Associates team will provide a presentation of the draft Plan at the TPO Board meeting. Attached to this memo are updated reduced file size versions of the draft Active Transportation Plan and Appendix. The updated versions are based on TPO staff feedback to the consultant during the draft review process.

Since the Plan was released to the public, some minor updates were made to align the project table ID's with the corresponding maps, and the removal of trail project 24 (Dunnellon Trail Connection), as this project has been modified and in the construction phase.

Attachment(s)

- Active Transportation Plan Presentation
- Economic, Health and Safety Impacts Infographic
- Draft Active Transportation Plan (reduced size)
- Draft Active Transportation Plan Appendix (reduced size)

Committee Recommendation(s)

On October 14, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) endorsed the Active Transportation Plan and recommended TPO Board adoption.

Action Requested

Adoption of the TPO Active Transportation Plan.

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

ACTIVE TRANSPORTATION PLAN

Ocala Marion Transportation Planning Organization



OCALA MARION
TPO
Draft-September 2025

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.



- Guides 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.
- Highlights benefits to mobility, health, safety, and 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.



VISION & 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

PUBLIC AND PARTNER ENGAGEMENT



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

EXISTING CONDITIONS

- County Overview
- Population
- Roadway Characteristics
- Active Transportation Facilities
 - Transit
 - Sidewalk
 - Bike lanes
 - Trails
- Safety

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



“ From 2019 to 2023, there were a total of



105 fatalities

&



151 serious injuries



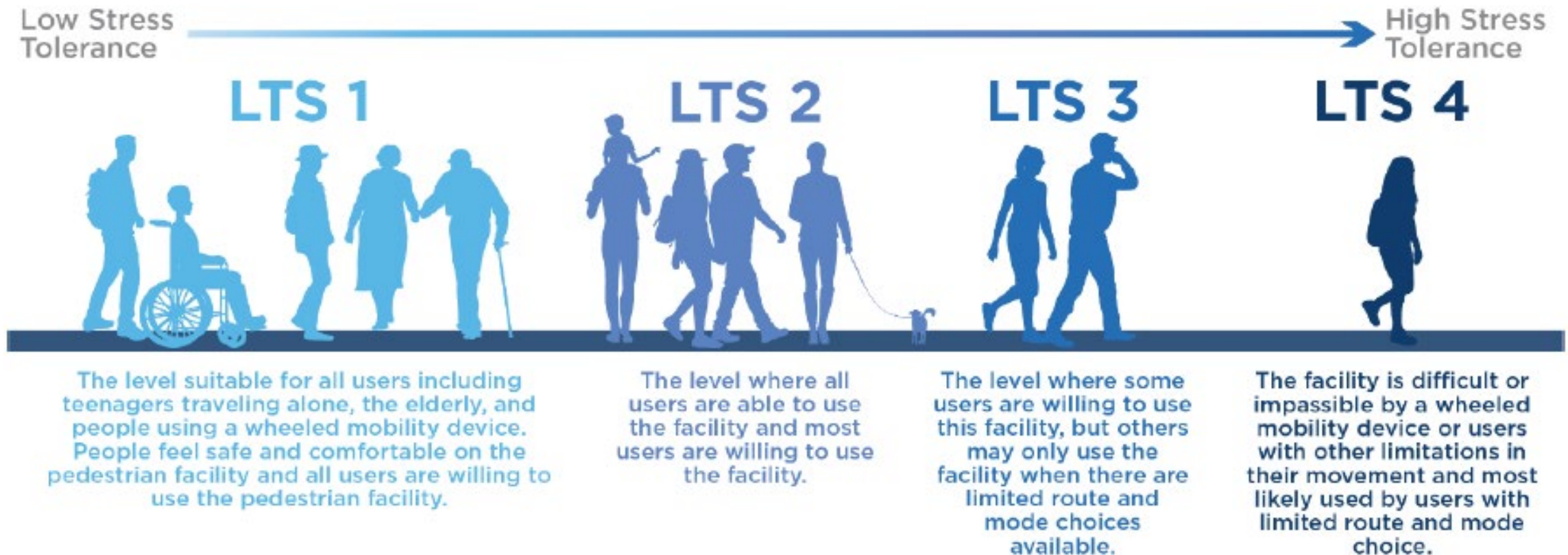
involving bicyclists and pedestrians. ”

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.

LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS



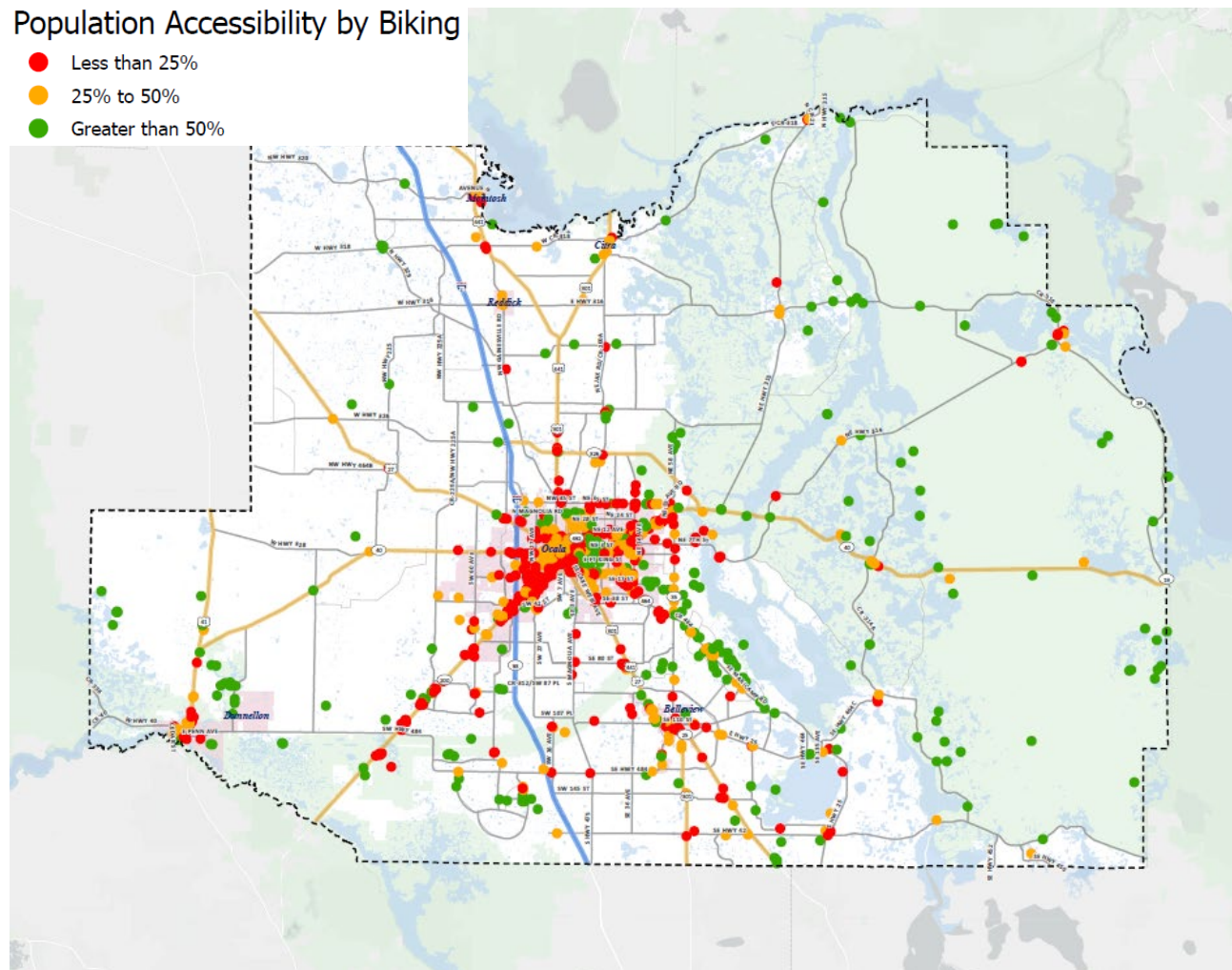
ACCESSIBILITY OF KEY DESTINATIONS



- Pedestrian & bicycle accessibility to bus stops, schools, hospitals, parks, and community centers
- Evaluated the number of people and jobs that can access each destination on a low stress route compared to full network

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

Improvements identified through:

- Technical analysis
- Stakeholder input
- Public feedback

Organized into three categories:



Trail improvements



Bicycle improvements



Sidewalk/shared use path
improvements

INITIAL PRIORITIZATION FACTORS

- **User Comfort:** High Level of Traffic Stress
- **Safety:** On or Cross High Injury Network
- **Local Priority:** On the List of Priority Projects
- **Accessibility:** Top 30th Percentile Population Density OR High Number of Destinations with Low Accessibility

NEXT STEPS

- Advance Tier I projects into TIP & local programs
- Pursue state/federal/local/private funding
- Integrate ATP recommendations 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: 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

TRAILS BOOST HOME VALUES
+4-7% near trails

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

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

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 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 ≤ 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 ≤ 45 mph (ideal ≤ 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

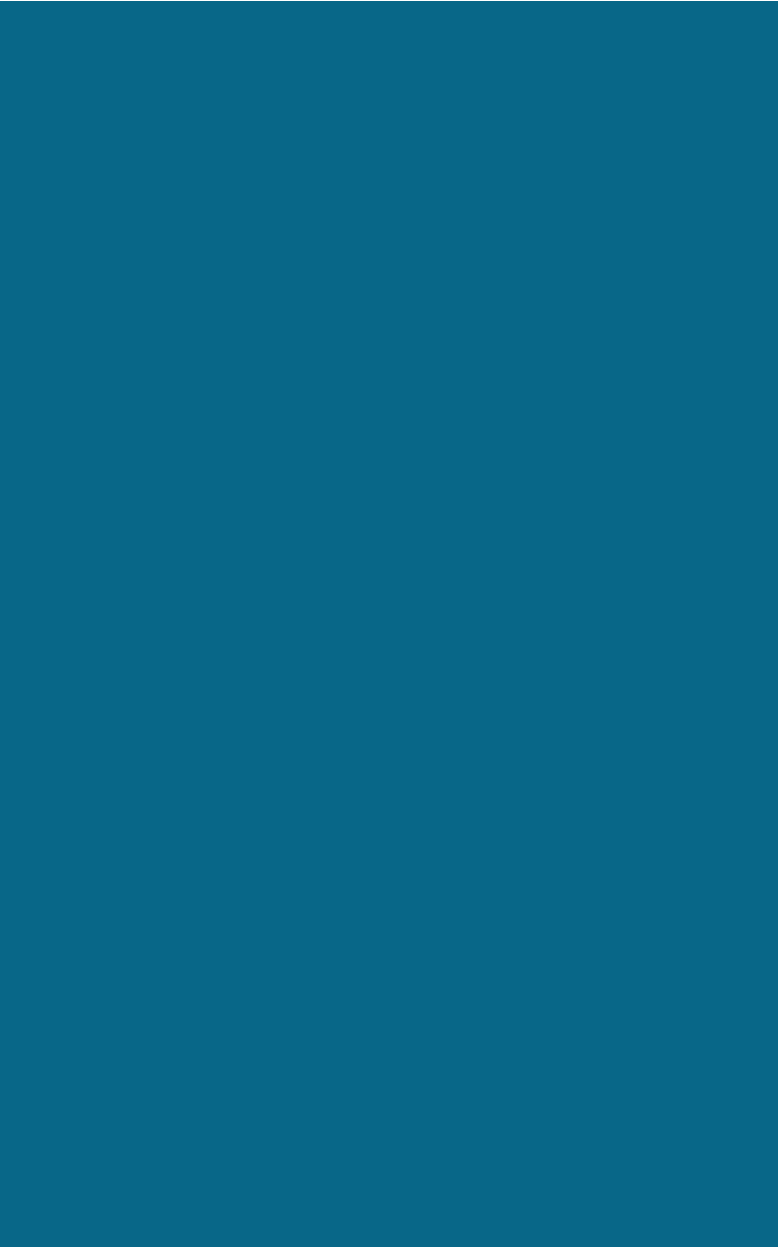
- Provides predictable, dedicated space for bicyclists
- Supports everyday bicycle travel in residential and commercial areas

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

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+4-7% near trails



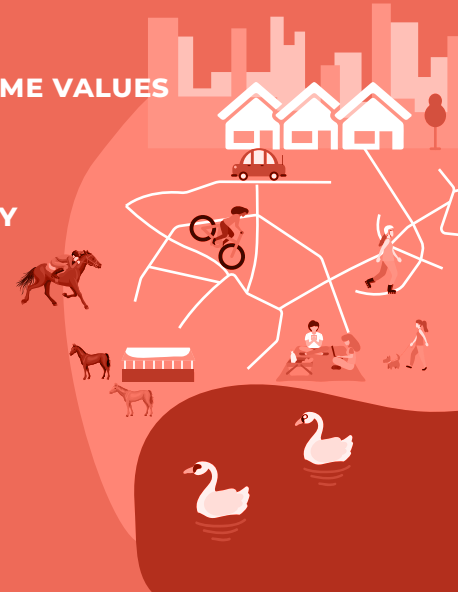
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28,500 jobs,
20% of county land



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employ ~245 people



2

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reduce risk of early
death by **10-11%**



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Street lighting :

42% pedestrian crash reduction
40% pedestrian crash reduction



High-visibility crosswalks:
40% pedestrian crash reduction



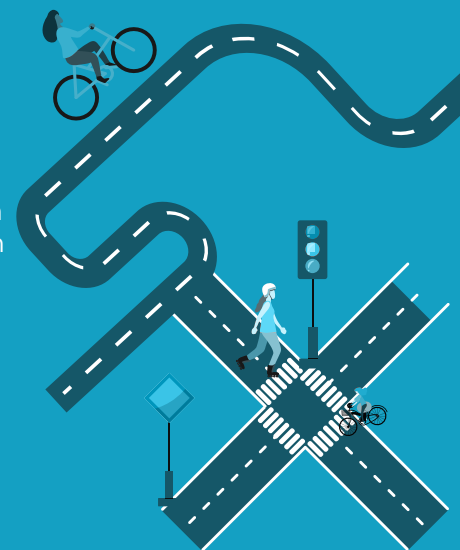
RRFBs:

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

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

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities. The TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts. Persons interested in providing comments may contact 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,
Suite 1360
Tampa, FL 33602

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Appendix B: Partner and Community Engagement
Appendix C: Existing Conditions
Appendix D: Key Destination Locations
Appendix E: Marion Oaks Trail Plan
Appendix F: Active Transportation Strategies
Appendix G: Funding Sources

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
1 Improve safety for all active transportation users	• Develop and implement safe crossings in high-active transportation locations. • 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). • Make improvements to better support vulnerable users (elderly, disabled, children). • Educate the public on bicycle and pedestrian safety. • Ensure accessibility improvements in projects (ADA compliance, user-specific needs). • Reduce Level of Traffic Stress (LTS) on high-stress facilities.	• Number of fatalities and serious injuries involving pedestrians and bicyclists. • Number of safety improvement projects completed. • Number of safety workshops and meetings held throughout the county. • Number of accessibility features (curb ramps, tactile warning panels, etc.) added to the network. • LTS changes on high-stress facilities.
2 Create a well-connected and accessible active transportation network	• Complete identified gaps in the network. • Connect more destinations to the active transportation network. • Implement more trail connections (including equestrian riders). • Create uniform wayfinding (signage, maps, kiosks). • Improve connectivity and access to public transit, including major stops/stations.	• Number of gaps completed in the network. • Number of new destinations/connections added. • Mileage and number of sidewalks, bike lanes, and trails added. • Number of wayfinding signs installed. • Number of new/improved transit connections.
3 Protect and enhance quality of life, economy, and recognition as the Horse Capital of the World	• Inform and educate the public about active transportation facilities, including equestrian trails. • Improve amenities for all users along trails (restrooms, shelters, parking). • Identify opportunities for public/private partnerships to support projects, events, and activities. • Educate the public on economic, recreational, and health benefits of active transportation.	• Number of new amenities funded and completed (e.g., water stations, shelters, restrooms). • Number of parking spaces or facilities added. • Number of events/activities related to trails and equestrian users. • Publications, maps, and apps developed and shared with the public.

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 2050¹. 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.

¹ 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**.

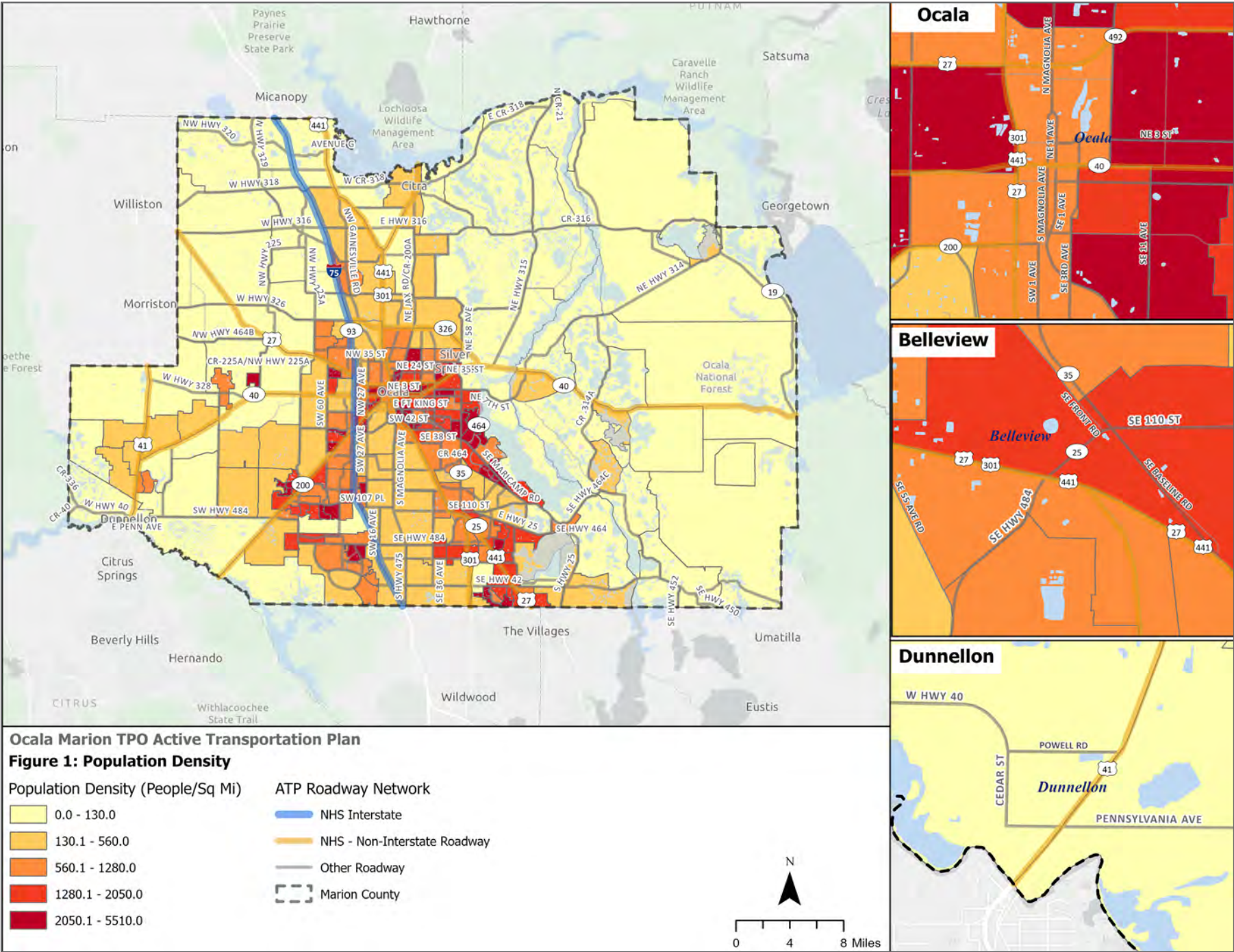


Marion County Population

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
Total	938.6 miles

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.

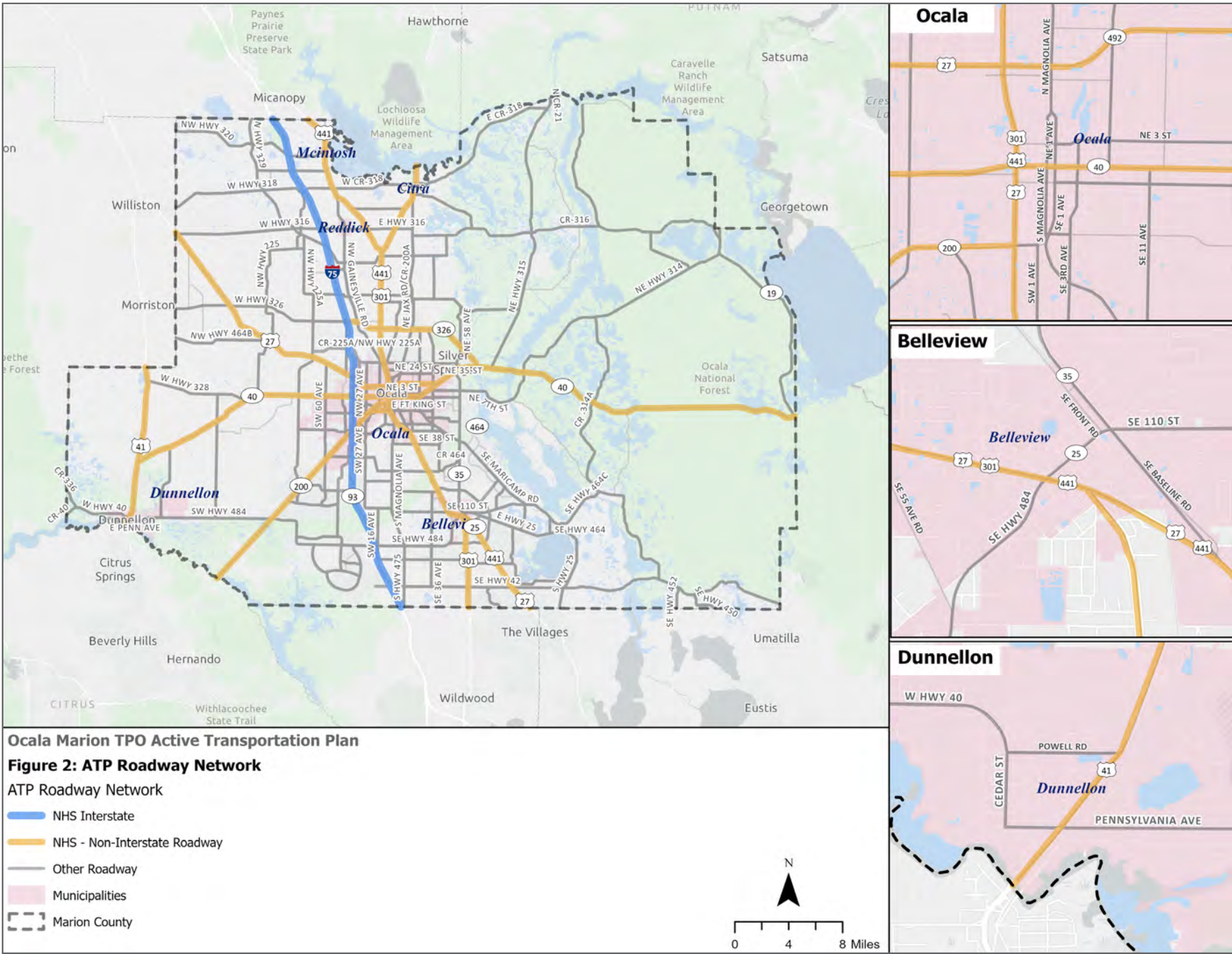
These higher-speed roadways are generally found along major arterials and state roads that serve regional travel demands and connect Marion County to surrounding jurisdictions. While these corridors are essential for moving vehicles efficiently, they can present significant barriers for pedestrians and 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
Total	938.6 miles

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.

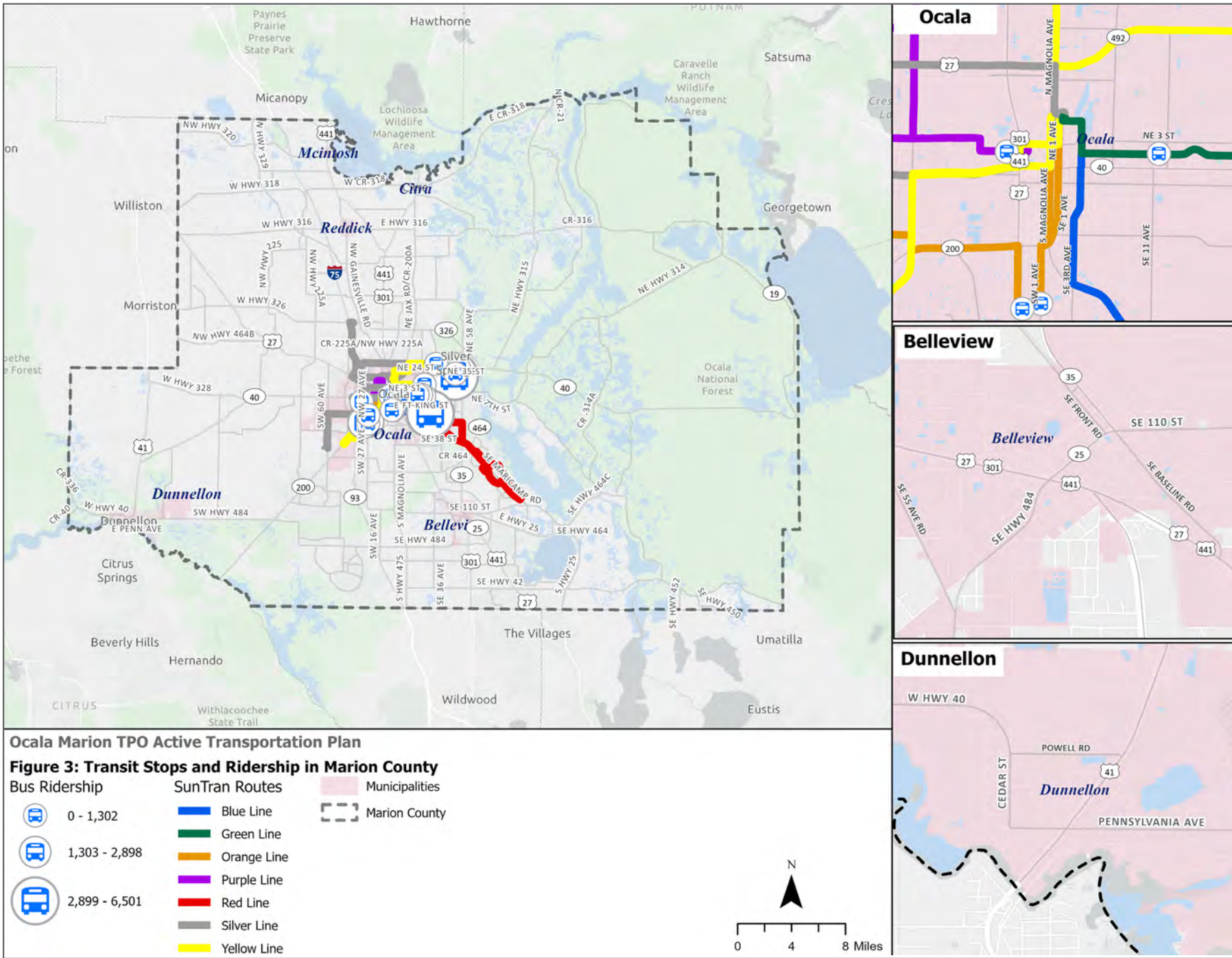
As shown in Figure 3 , ridership levels vary across the system, with higher concentrations of use along central corridors and within the downtown core. The Downtown Ocala Transfer Station serves as the system’s most active hub, facilitating connections between routes and attracting the highest ridership. 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

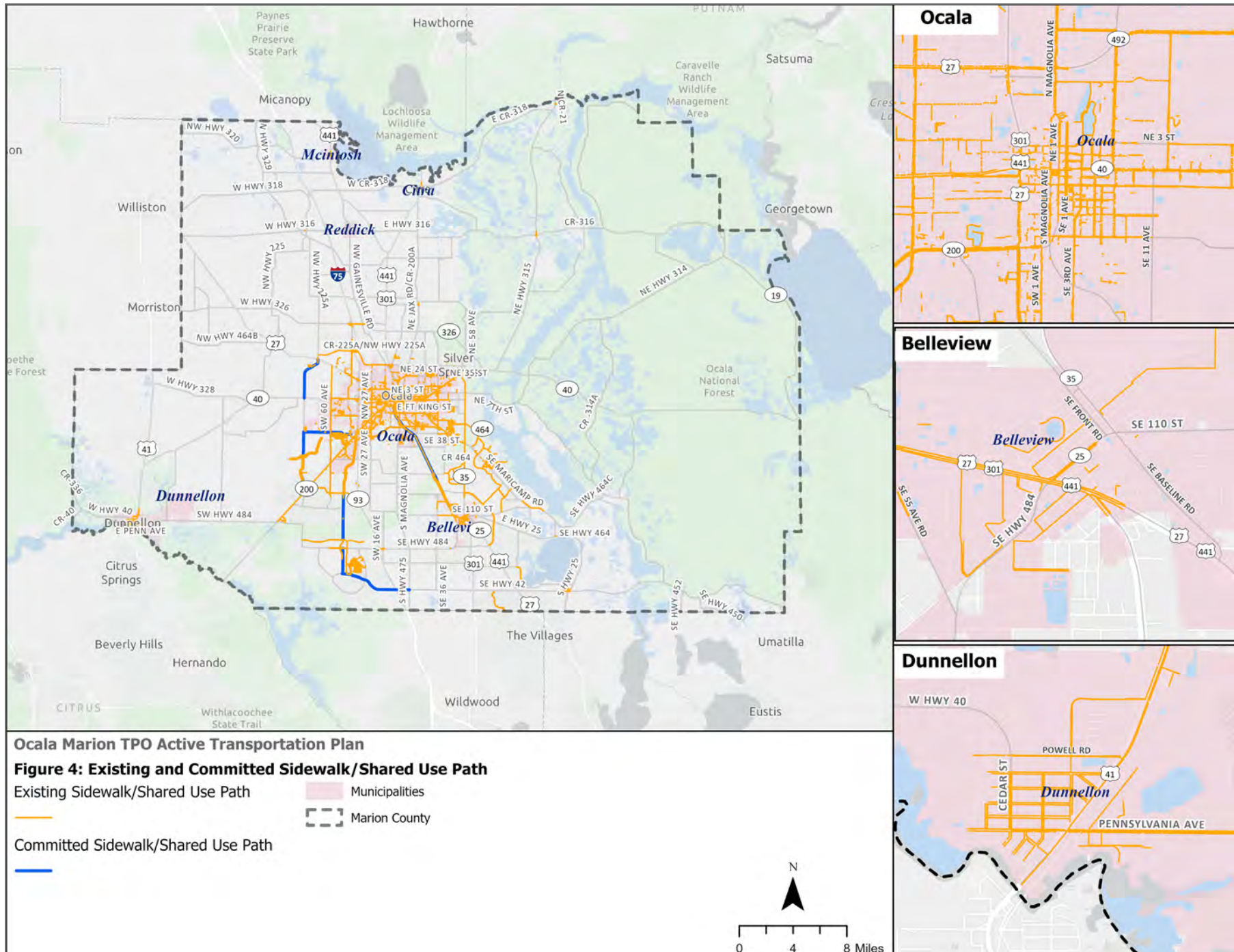


Figure 5. Existing and Committed Bicycle Lanes

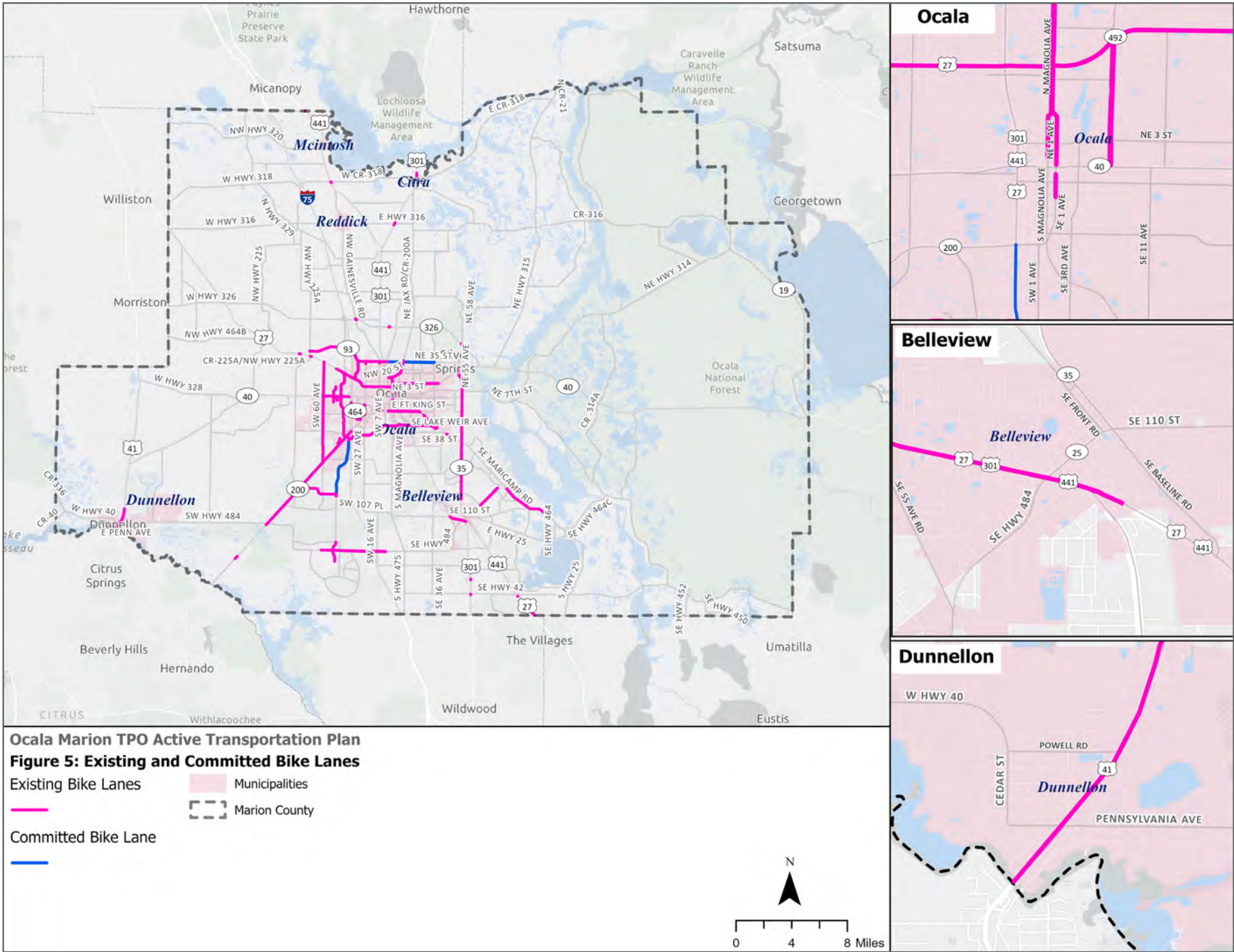
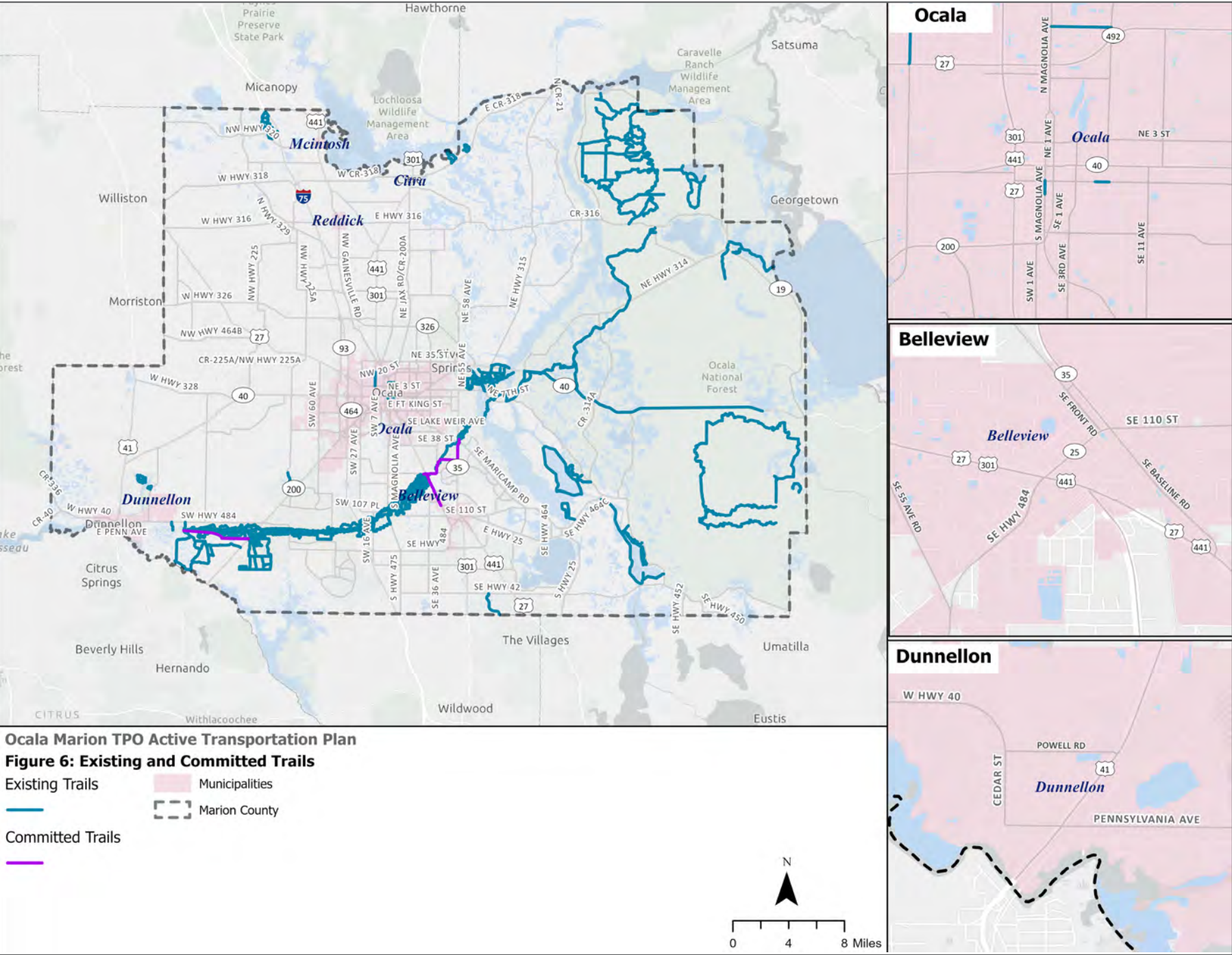


Figure 6. Existing and Committed Trails



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

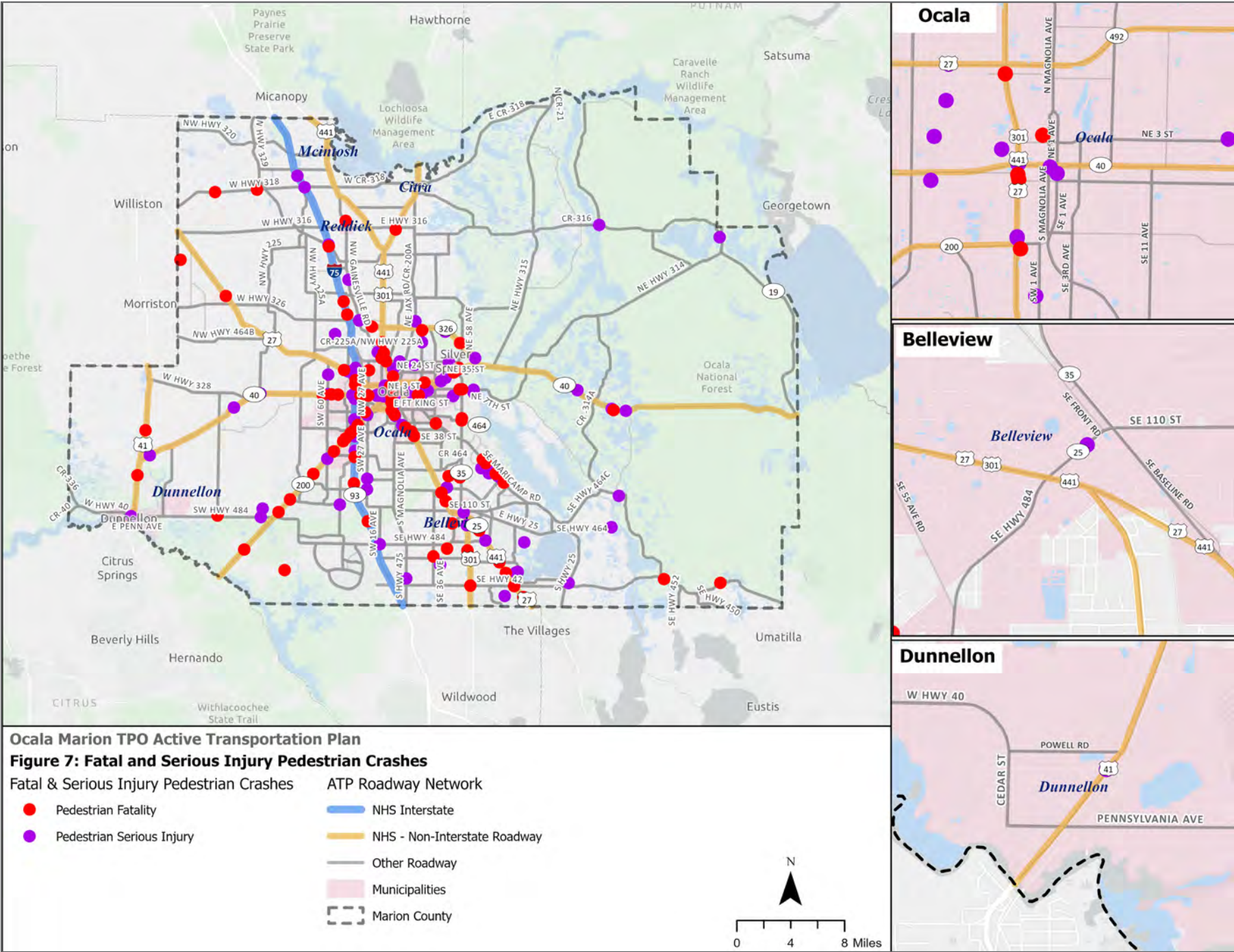
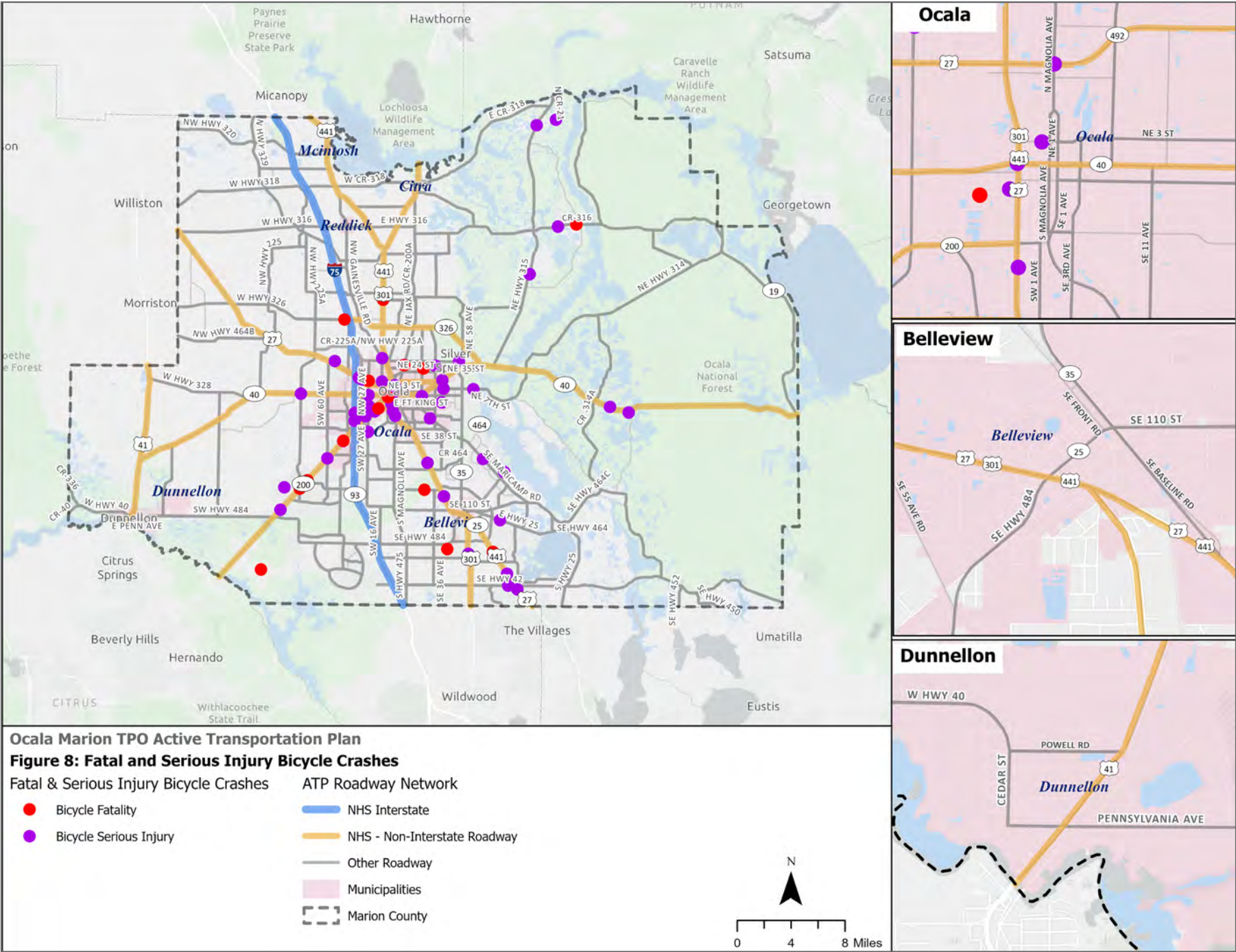


Figure 8. Fatal and Serious Injury Bicycle Crashes



5 Bicycle and Pedestrian Level of Traffic Stress Analysis



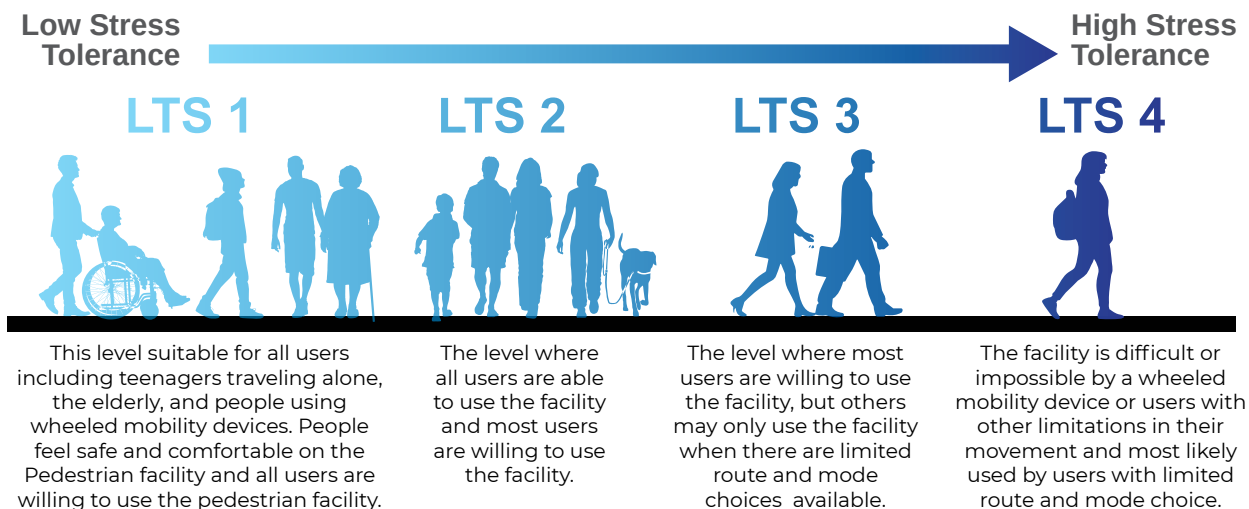
Bicycle and Pedestrian Level of Traffic Stress Analysis

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 ≤ 30 mph
- Collectors or arterials with posted speed ≤ 25 mph

- Collectors or arterials with posted speed ≤ 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

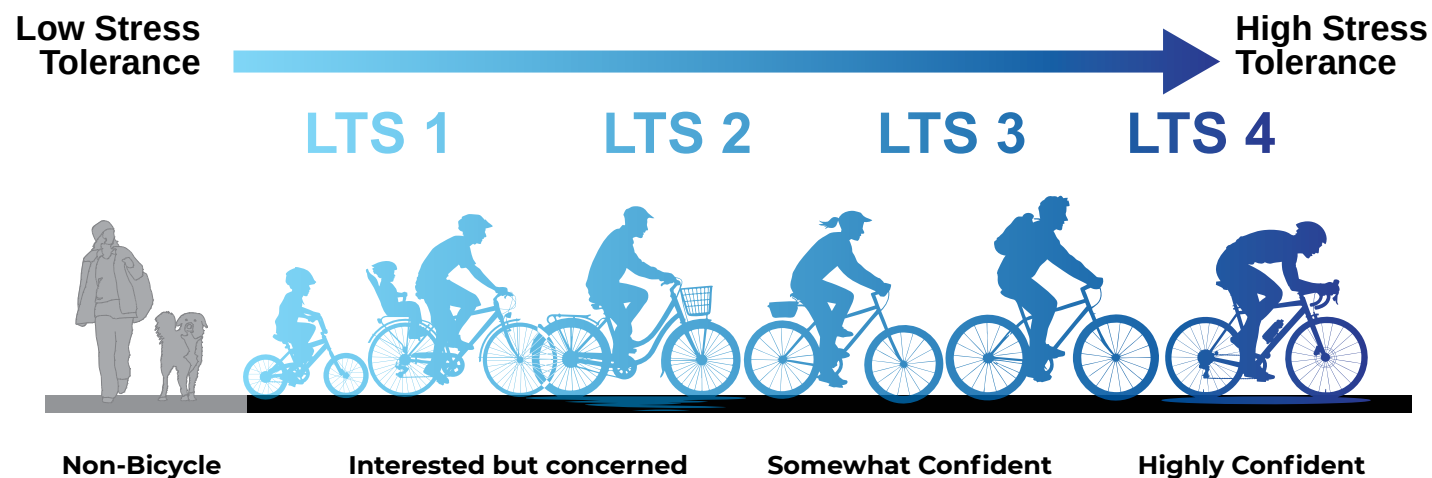


Figure 11. Pedestrian LTS

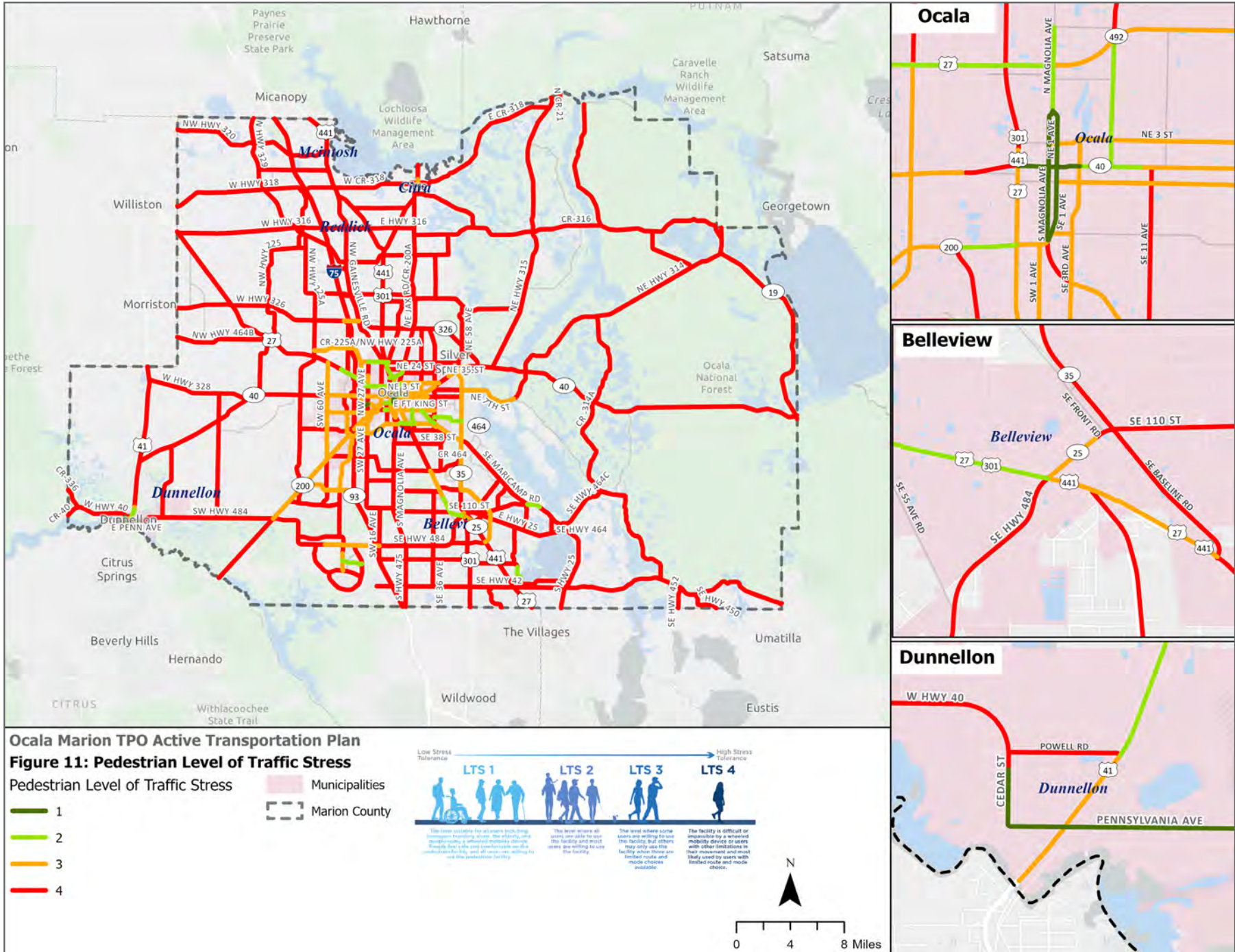
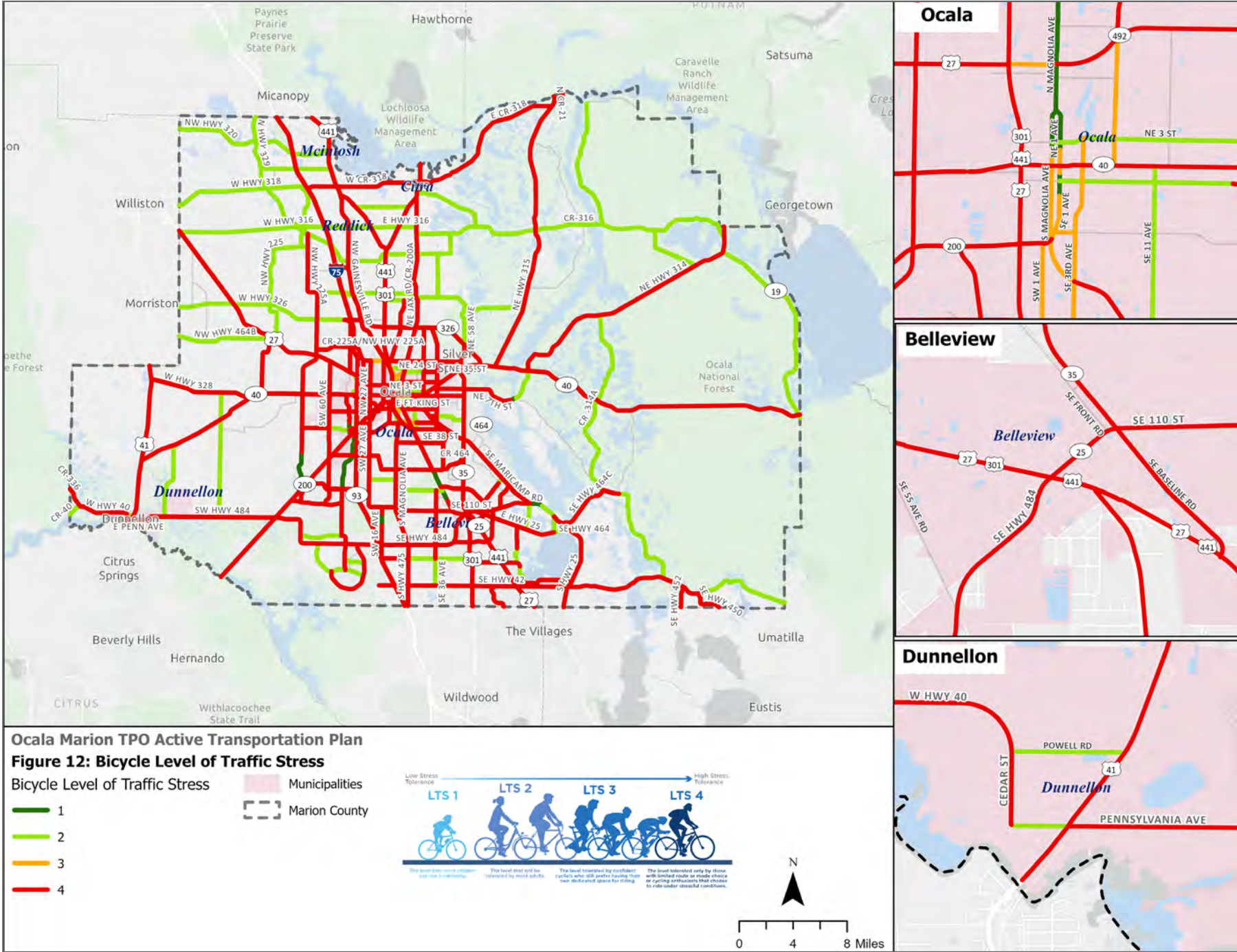


Figure 12. Bicycle LTS



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 retailers², 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

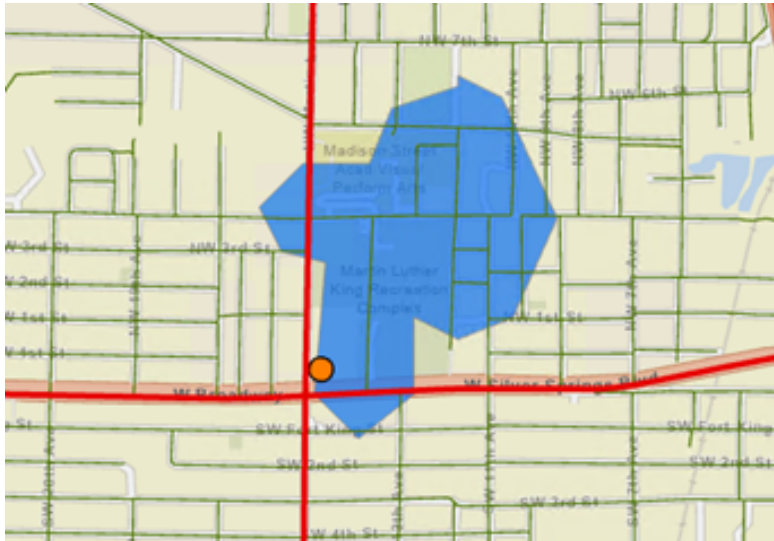
Pedestrian accessibility was evaluated within a half mile of destinations, and bicycle accessibility was evaluated within one mile of destinations. These thresholds represent an approximately 10 minute walk or bike trip. Using the LTS analysis described in **Section 5**, the population and jobs accessible within these buffers areas using only low-stress facilities (LTS 1–2) was compared to the population and jobs accessible using the full roadway network³.

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.

² 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.

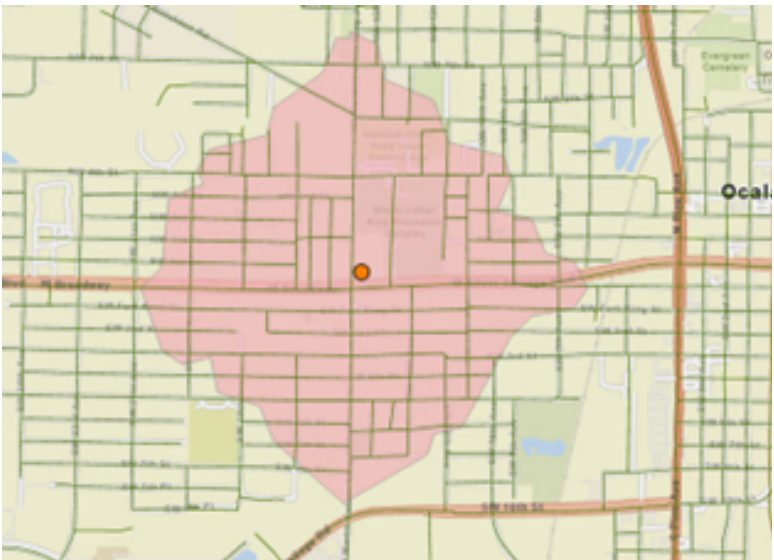
³ Population data is from the US Census and job data is from the Longitudinal Employer-Household Dynamics (LEHD) data.

Figure 13. Pedestrian Low-Stress Roadway Buffer Area



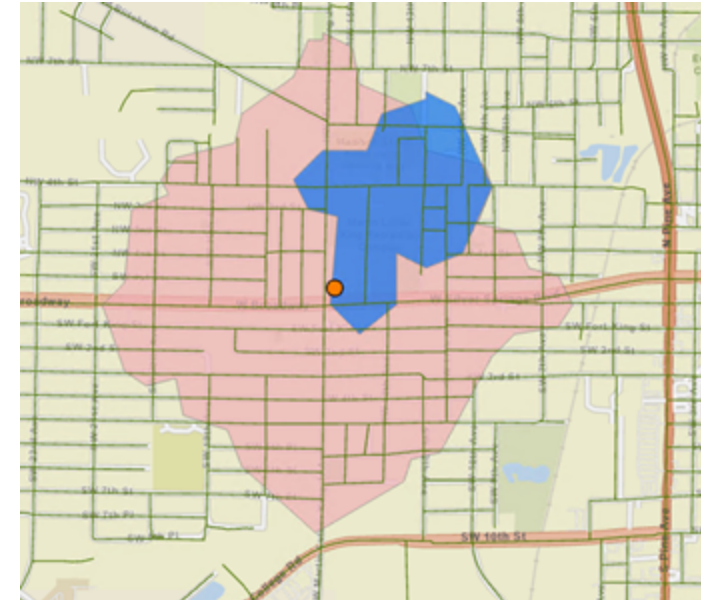
The pedestrian buffer area (represented in blue) created from a single destination (represented by the dot) along the low-stress roadways (represented in dark green). The dark red areas, representing the LTS 3 or 4 roadways, act as a barrier.

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

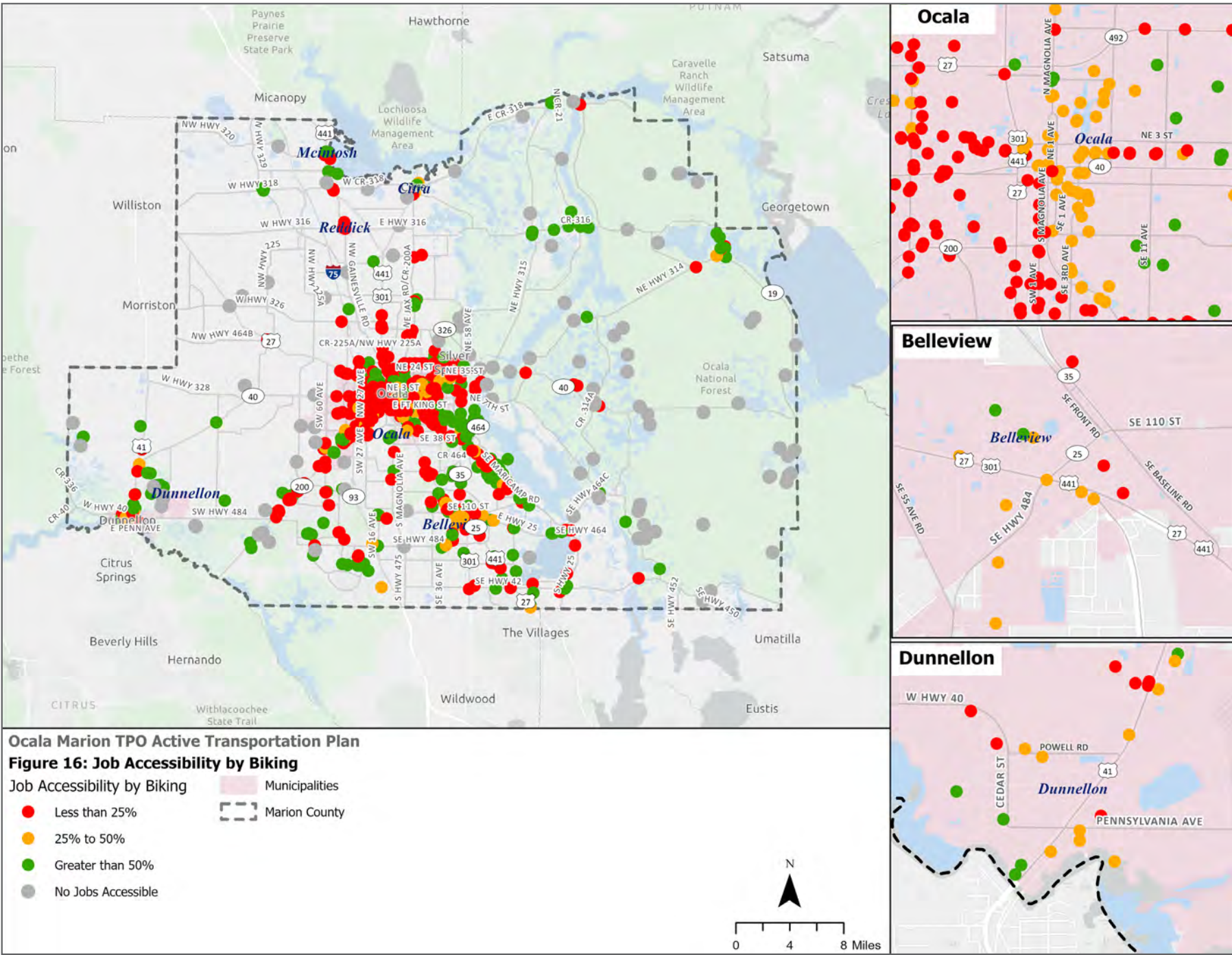


Figure 17. Population Accessibility via Biking

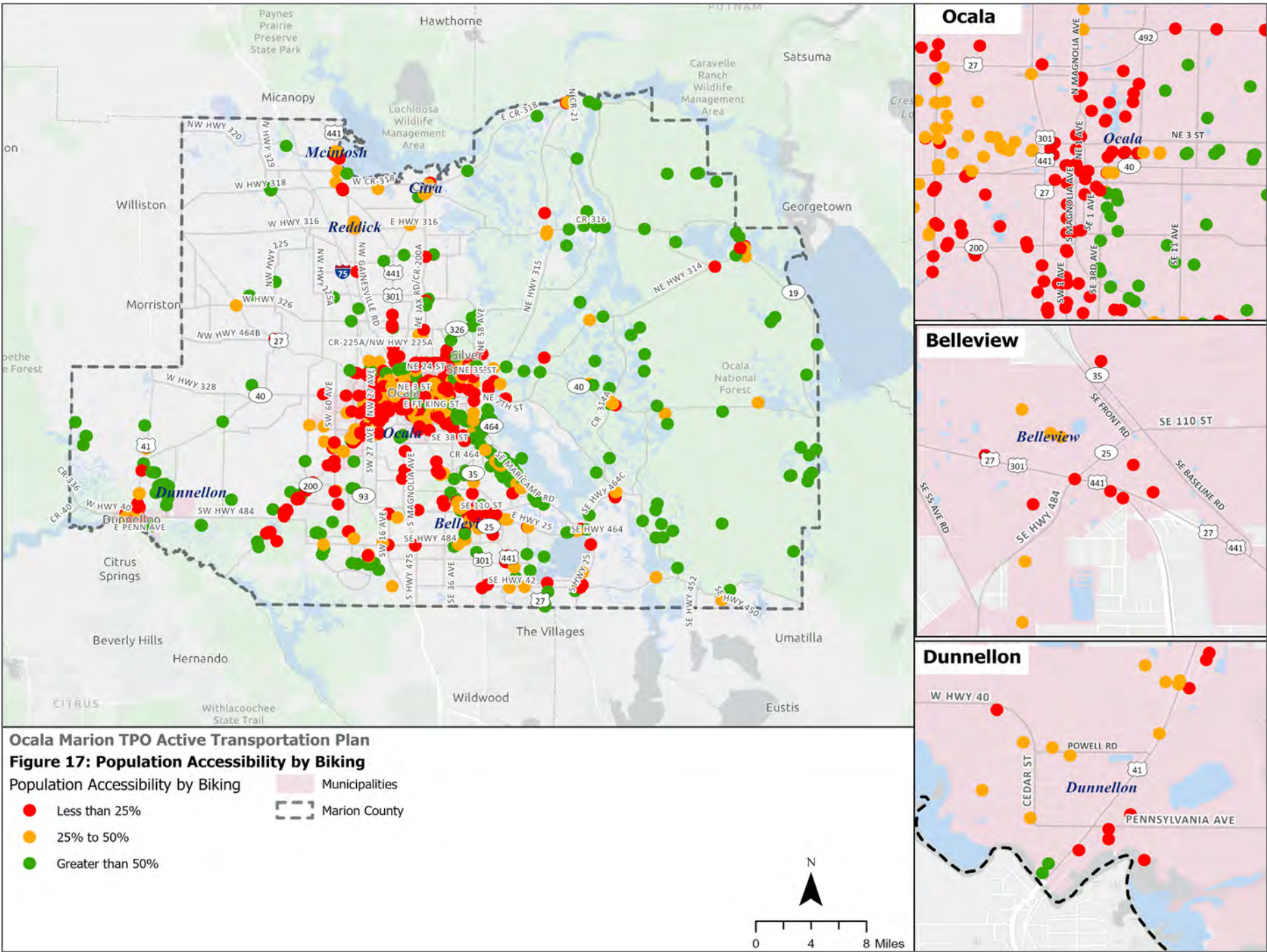


Figure 18. Job Accessibility via Walking

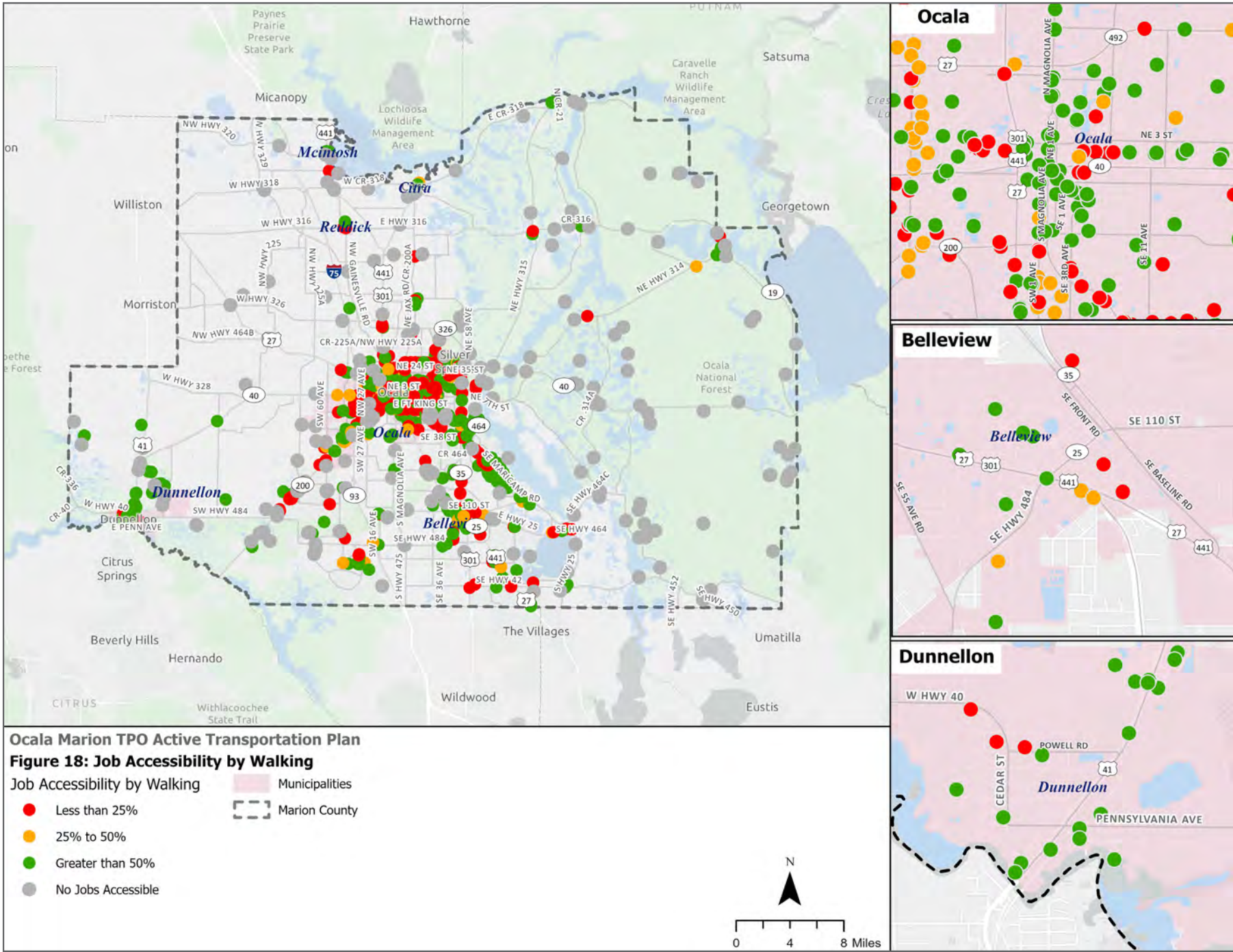
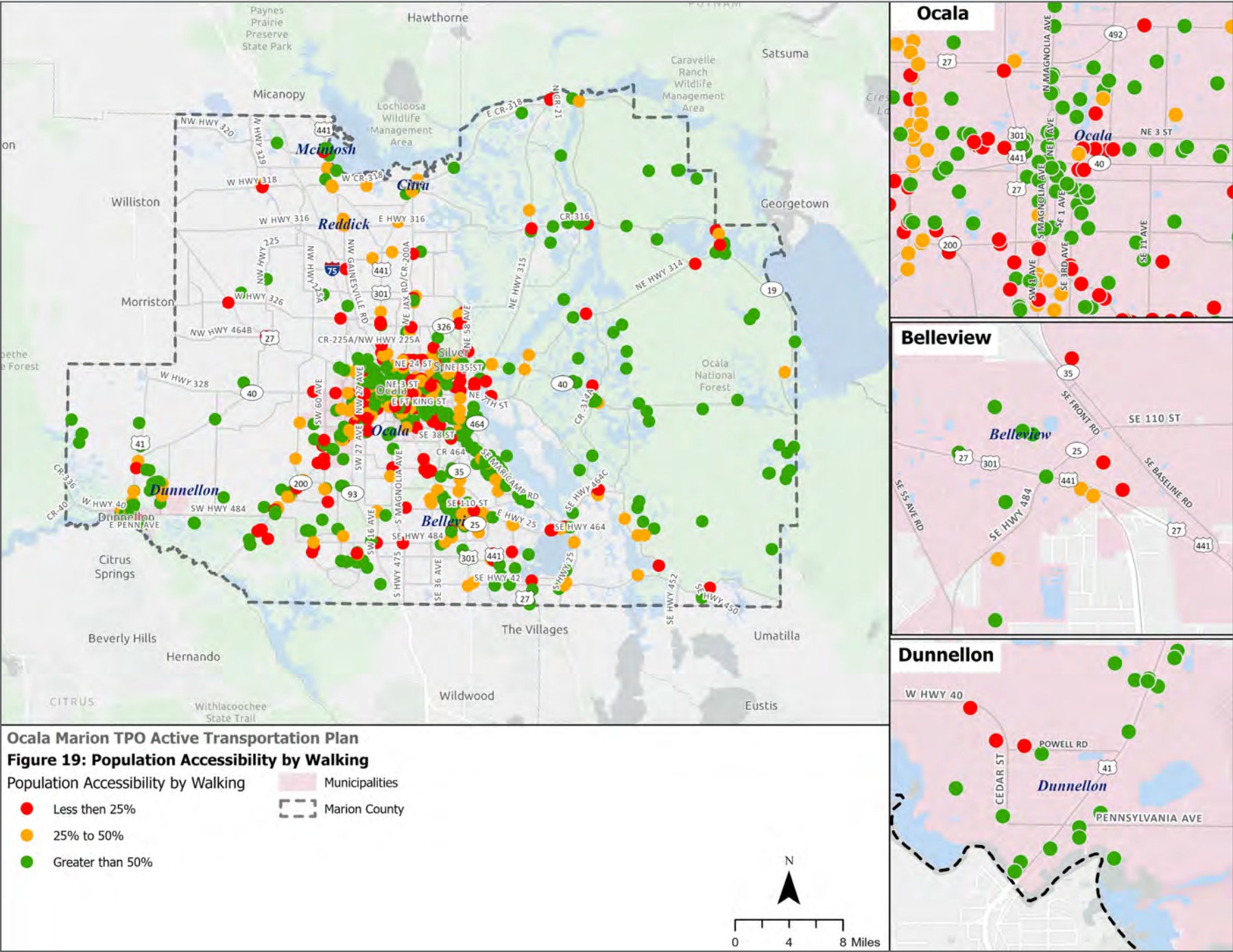


Figure 19. Population Accessibility via Walking



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

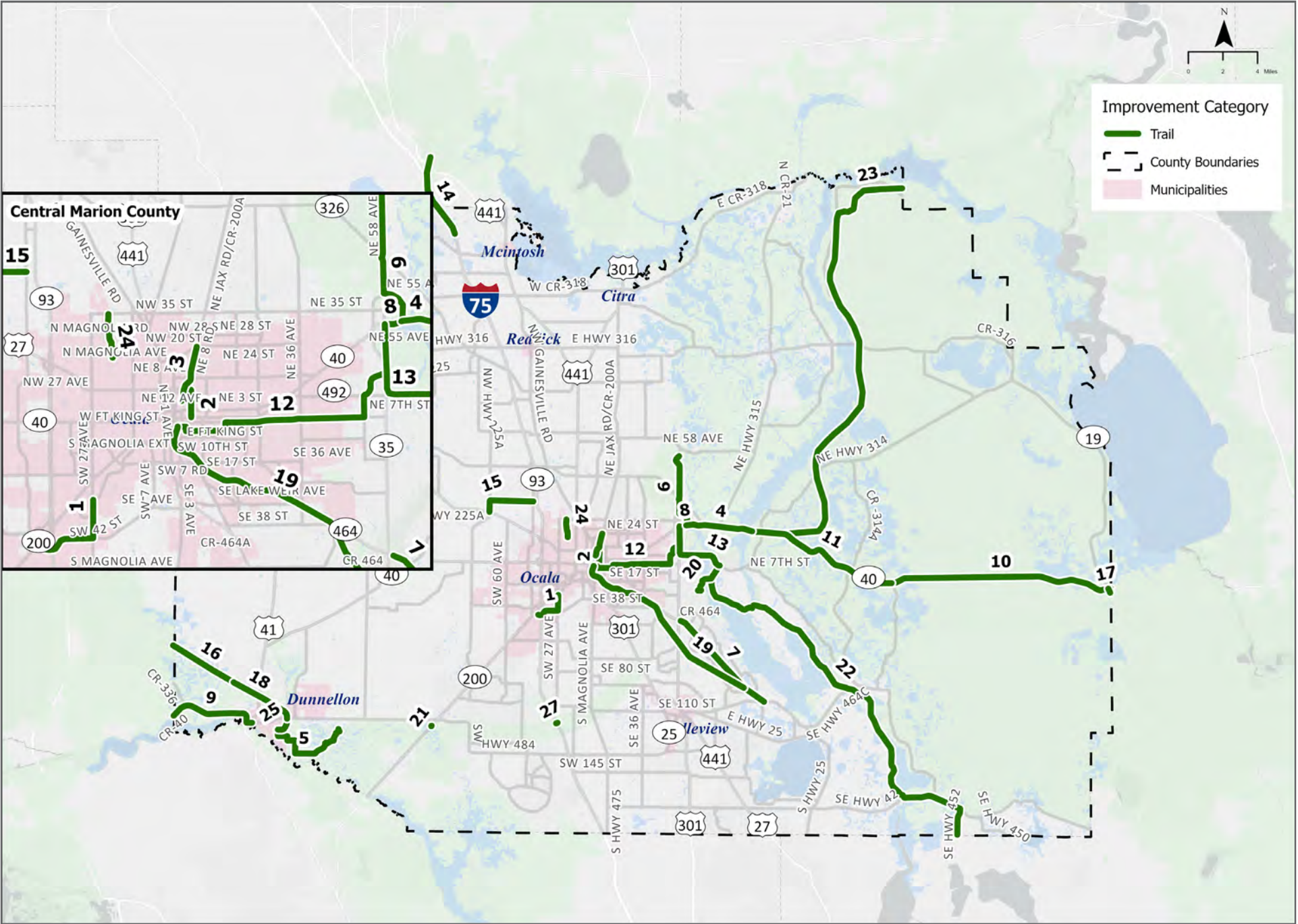


3. Sidewalk/Shared Use Path Improvements

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.

Figure 20. Proposed Trail Projects



Ocala Marion TPO Active Transportation Plan
Figure 5: Existing and Committed Bike Lanes

Existing Bike Lanes
 Committed Bike Lane

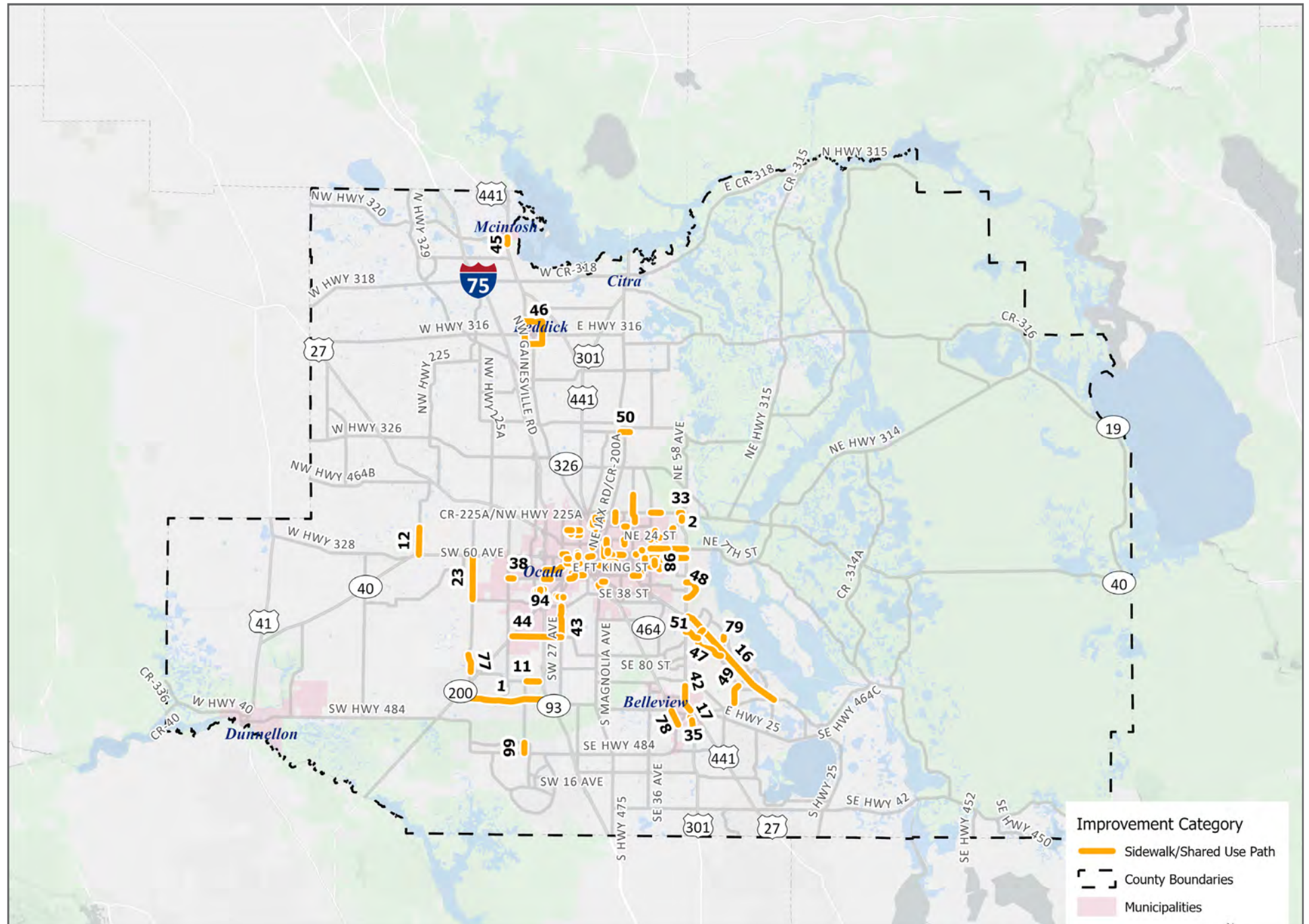
Municipalities
 Marion County

Ocala

Belleview

Dunnellon

50



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	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	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	NW 21st Ave	NW 35th St	NW 21st St	Trail	3
25	Nature Coast Trail (Chiefland to Dunnellon)	SW Highway 484	S Bridges Rd	Trail	3
26	North Lake Trail	SR 40	Lake County Line	Trail	3
27	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
94	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	SŰR	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.

APPENDIX A:



Economic and Community Benefits

Economic and Community Benefits

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. This section highlights 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.

1. Economic Impacts

1.1. Property Values and Affordability

Walkability and access to active transportation facilities can raise property values and improve affordability for households. Studies consistently show that more walkable neighborhoods are associated with higher home values and stronger economic stability. Research in Miami-Dade County, Florida, found walkability increased home values by as much as \$40,000 (8.7%) in some areas, though results varied depending on neighborhood context¹.

Trails have significant positive impact on nearby property values. The Silver Comet Trail in Georgia showed a 4% to 7% increase in home values within a quarter-mile of the trail², and studies in Ohio and Michigan found similar positive results³. In Texas, homes near trails or greenbelts saw value increases of up to 5%⁴. These findings are especially relevant for Marion County, where extensive greenways and trails are central to community identity.

Bicycle facilities also add measurable value. Multiple studies found that homes within a half-mile of new bicycle lanes or paths sold for high prices. One analysis determined that each quarter-mile closer to a bike path added about \$686 in value for single-family homes, with

¹ L. A Merlin et al., "A Comparison of the Impacts of Alternative Walkability Measures on House Values," May 1, 2023.

² Georgia Department of Transportation, "Silver Comet Trail Economic Impact Analysis and Planning Study," July 2013, https://headwaterseconomics.org/wp-content/uploads/Trail_Study_142-GA-Silver-Comet-Econ-Impact.pdf.

³ Parent and Vom Hofe, "Understanding the Impact of Trails on Residential Property Values in the Presence of Spatial Dependence."

⁴ Paul Kelly et al., "Systematic Review and Meta-Analysis of Reduction in All-Cause Mortality from Walking and Cycling and Shape of Dose Response Relationship," *The International Journal of Behavioral Nutrition and Physical Activity* 11 (October 24, 2014): 132, <https://doi.org/10.1186/s12966-014-0132-x>.

increases of up to \$4,000 when multiple facilities were nearby⁵. These impacts reinforce the economic value of investing in safe and accessible bicycle infrastructure.

1.2. Biking and Trail Events

Marion County hosts numerous biking events each year that bring in thousands of participants and visitors. In 2023, nine major biking events drew approximately 8,455 participants, generating more than \$123,000 in registration revenue. The “Gone Riding” series accounted for a large share, with around 2,200 participants and \$93,000 in ticket sales.

Weekly community rides and smaller trail runs further enhance the county’s trail culture, though attendance is not always tracked. In 2023, Marion County Parks and Recreation reported more than 3 million visits, a figure that includes but is not limited to trail-related activity⁶. Collectively, biking, trail events, and park use generate over \$150,000 annually in direct event registration revenue.

Overall, these activities illustrate how bike lanes and trails not only support recreation but also contribute to local economic activity, tourism, and community identity.

1.3. Tourism and Equestrian Events

Tourism is a cornerstone of Marion County’s economy, driven by its natural assets, recreational opportunities, and world-class equestrian culture. Between April 2023 and March 2024, the county welcomed 1.4 million visitors, generating \$1.057 billion in spending⁷ and \$6.6 million in tax revenue. This is equivalent to savings of about \$466 per resident⁸.

Equestrian activity is central to this success. Known as the “Horse Capital of the World,” Marion County has the highest concentration of horses in the U.S., representing 35% of Florida’s horse population⁹. The equine industry contributes \$4.3 billion annually, supports 28,500 jobs, and occupies roughly 20% of county land area¹⁰. Prestigious events such as the FEI competitions, Horse Shows in the Sun, and Live

⁵ Jenny H. Liu and Wei Shi, “Impact of Bike Facilities on Residential Property Prices,” *Transportation Research Record* 2662, no. 1 (January 1, 2017): 50–58, <https://doi.org/10.3141/2662-06>.

⁶ Marion County Parks & Recreation, “Annual Report 2023,” 2023, <https://www.marionfl.org/home/showdocument?id=25752>.

⁷ Downs & St. Germain Research, “Economic Impact Study April 2023 – March 2024.”

⁸ Downs & St. Germain Research.

⁹ Marion County Parks & Recreation, “Horse Capital of the World® | Marion County, FL,” accessed March 13, 2025, <https://www.marionfl.org/our-county/horse-capital-of-the-world>.

¹⁰ Florida Thoroughbred Breeders’ and Owners’ Association, “Horse Capital of the World® Economics Podcast,” 2024, <https://www.ftboa.com/horse-capital-of-the-world>.

Oak International draw more than 92,500 participants and spectators each year¹¹, reinforcing the county’s international reputation and fueling tourism-related spending on lodging, dining, and hospitality services.

State parks and trails also contribute significantly, as summarized in **Table 1**. Rainbow Springs, Silver Springs, and the Cross Florida Greenway generated more than \$531 million in statewide economic impact in 2024 and supported 7,400 jobs¹². Marion County’s extensive network of parks, natural springs, and greenways enhances its appeal as a destination for visitors seeking outdoor recreation and contributes directly to the local economy.

Table 1: Economic Impact of State Parks and Trails

Park	Visitation	Economic Impact	Local Jobs Supported
Rainbow Springs State Park ¹³	382,506	\$46,761,431	655
Marjorie Harris Carr Cross Florida Greenway ¹⁴	3,448,479	\$415,197,096	5,813
Silver Springs State Park	570,833	\$69,870,772	978
<i>Total</i>	<i>4,401,818</i>	<i>\$531,829,299</i>	<i>7,446</i>

¹¹ Ocala Marion, “Ocala/Marion County Celebrates Travel and Tourism Week,” May 22, 2024, <https://www.ftboa.com/ocala-marion-county-celebrates-travel-and-tourism-week>.

¹² Florida Department of Environmental Protection, “OUTDOOR RECREATION & TRAILS CONNECTING THE DOTS BETWEEN TRAILS & TOURISM,” December 8, 2023, https://floridadep.gov/sites/default/files/FINALEconomic%20Flyer_Dec_8_2023.pdf.

¹³ Florida State Parks, “Rainbow Springs State Park 2024 Impact,” 2024, <https://floridastateparksfoundation.org/wp-content/uploads/2025/02/Rainbow-Springs-State-Park.pdf>.

¹⁴ Florida State Parks, “Marjorie Harris Carr Cross Florida Greenway,” 2024, <https://floridastateparksfoundation.org/wp-content/uploads/2025/02/Marjorie-Harris-Carr-Cross-Florida-Greenway.pdf>.

1.4. Employment

Employment data collected from consumer database Data Axle shows that 24 businesses related to biking, trails, equipment, and supplies employ approximately 245 people, with a combined sales volume of approximately \$87.3 million in 2024. This number does not include businesses or employment that are adjacent to these business areas, nor does it include related jobs that may arise from interactions with these businesses. Across Florida, every \$1 million spent on trails creates 17 jobs.

1.5. Spending by Mode

To gather public feedback regarding participation in active transportation, community needs, and improvements, the TPO conducted an online survey and comment map from September 18, 2024, to February 28, 2025. A summary of spending can be seen in **Figure 1** and **Figure 2**.

Spending on walking and hiking is generally modest, with a high percentage of participants spending \$0 or under \$50 on park or access fees. The highest costs are more often associated with clothing/shoes and supplies/food, while equipment remains a relatively small expense.

Biking shows higher overall spending, especially on repair/maintenance and events, where many participants spend several hundred dollars per year. Clothing, equipment, and supplies also draw steady investment, while park and access fees remain a minor cost for most participants.

Figure 1: Yearly Spending on Walking and Hiking

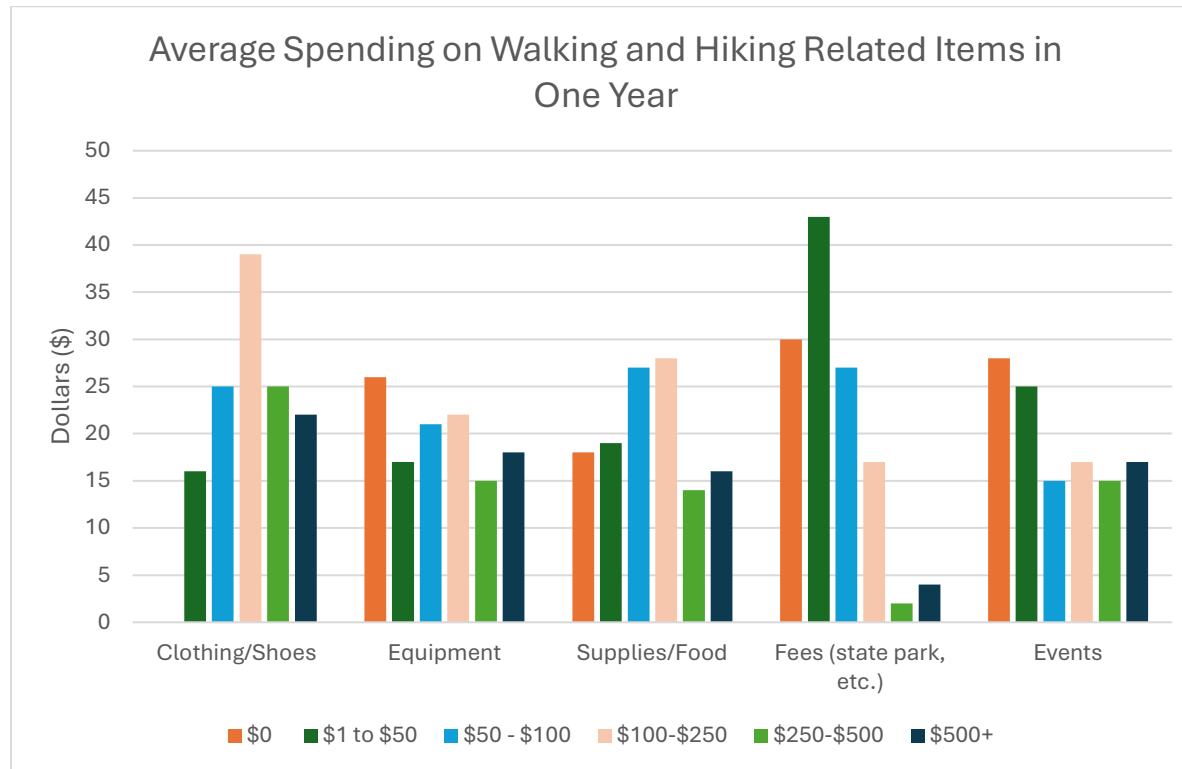
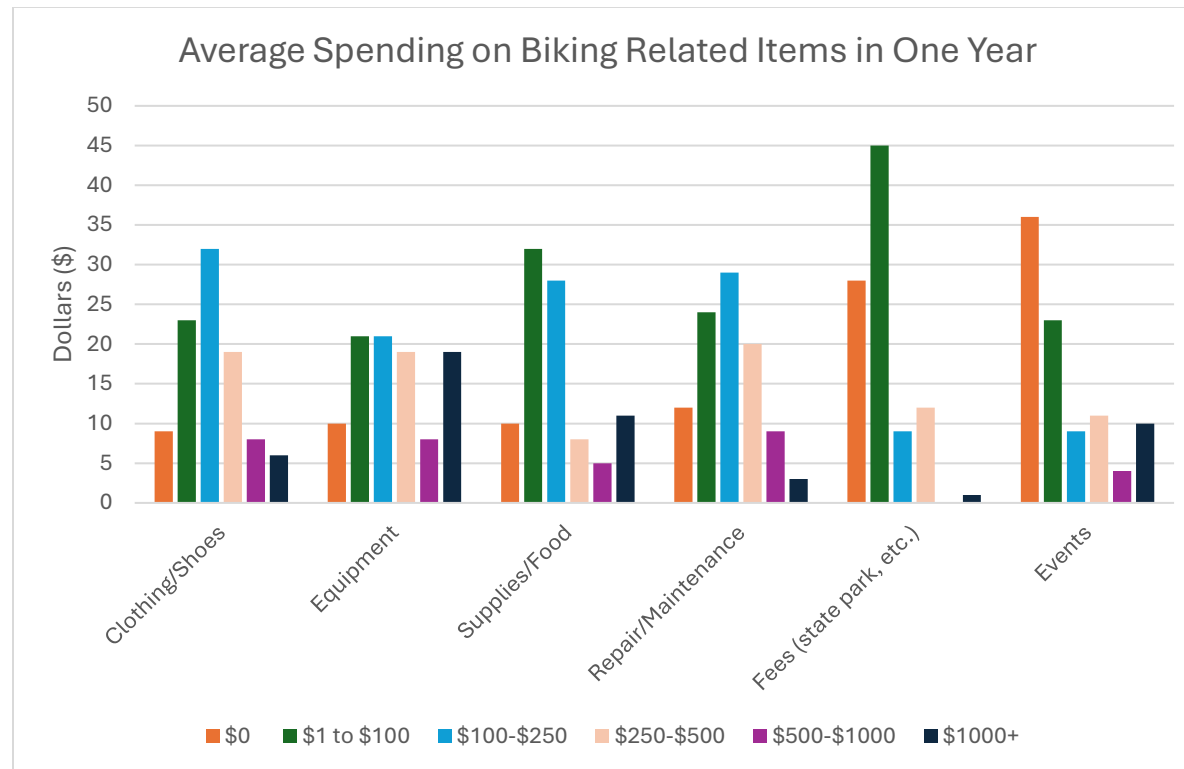


Figure 2: Yearly Spending on Biking



2. Health Impacts

By engaging in nonmotorized transportation, people can increase their physical activity. Increased physical activity helps to improve overall health and well-being. This section explores the health benefits, including reducing mortality and reduced healthcare costs, that result from increased active transportation.

2.1. Mortality Reduction

Mortality rates measure the number of deaths within a population, and research shows that active transportation promotes physical activity, strengthens social connections, and supports mental health, contributing to longer life expectancy. Communities with tree-lined

streets, green spaces, and trails are associated with lower overall death rates, as well as reduced risks of respiratory problems, strokes, ADHD in teens, and even infant mortality¹⁵.

Several studies highlight the direct impact of walking and biking on longevity. One study found that walking about 3 hours and 45 minutes per week or biking nearly 2 hours per week lowered the risk of death by 10% to 11%, with the greatest benefits observed for those who were previously less active¹⁶. Another study showed that people who biked to work had a 24% lower risk of all-cause mortality and a 25% lower risk cancer-related mortality during the study period compared to non-cyclists. Active commuters also experienced a 30% reduced risk of developing diabetes¹⁷.

Together, these findings underscore the significant role that walking and biking play in improving long-term health outcomes and reducing premature mortality.

2.2. Health Care Cost Reduction

Physical inactivity places a significant burden on the U.S. health care system¹⁸, costing an estimated \$117 billion annually. Obesity, which affects approximately 40% of adults, adds another \$173 billion in costs while increasing the risk of serious conditions such as heart disease and diabetes¹⁹.

Investments in active transportation, such as trails, bike lanes, and sidewalks, can help reduce these costs by making it easier for people to incorporate physical activity into their daily lives. Research shows that every \$1 spent on trails generates approximately \$3 in direct

¹⁵ Owen Douglas, Mick Lennon, and Mark Scott, “Green Space Benefits for Health and Well-Being: A Life-Course Approach for Urban Planning, Design and Management,” *Cities* 66 (June 1, 2017): 53–62, <https://doi.org/10.1016/j.cities.2017.03.011>.

¹⁶ Kelly et al., “Systematic Review and Meta-Analysis of Reduction in All-Cause Mortality from Walking and Cycling and Shape of Dose Response Relationship.”

¹⁷ Monica Dinu et al., “Active Commuting and Multiple Health Outcomes: A Systematic Review and Meta-Analysis,” *Sports Medicine (Auckland, N.Z.)* 49, no. 3 (March 2019): 437–52, <https://doi.org/10.1007/s40279-018-1023-0>.

¹⁸ CDC, “Active People, Healthy NationSM At a Glance,” Active People, Healthy Nation, July 3, 2024, <https://www.cdc.gov/active-people-healthy-nation/php/at-a-glance/index.html>.

¹⁹ CDC, “About Obesity,” Obesity, December 20, 2024, <https://www.cdc.gov/obesity/php/about/index.html>.

medical savings²⁰, while sidewalk improvements return nearly \$1.90 in health benefits for every \$1 invested. More active people also spend less time in the hospital and file fewer costly medical claims²¹.

Overall, promoting active transportation fosters healthier communities while delivering significant savings to the health care system.

3. Safety Impacts

3.1. Bicycle Facilities

Investing in well-designed bicycle lanes can improve roadway safety for all users. A 13-year study of Midwestern cities found that separated bicycle lanes reduced deaths by 44% and serious injuries by 50%²². Even low-cost upgrades, such as adding flexible barriers, reduced crashes by more than half²³. On busy roads, bicycle lanes reduced crashes by 30% on two-lane roads and 49% on four-lane roads²⁴. Importantly, bicycle facilities also improve conditions for pedestrians by creating greater separation from traffic, shortening crossing distances, and reducing pedestrian injury by 35%²⁵. Altogether, bicycle lanes, especially separated ones, enhance safety for not only bicyclists but for all roadway users.

3.2. Pedestrian Facilities

Incorporating specific features into pedestrian facilities improves safety and comfort for users. Studies show that improved street lighting can reduce pedestrian crashes by 42%, while high-visibility crosswalks lower crashes by 40%²⁶. Additional treatments such as tree-lined

²⁰ Guijing Wang et al., “A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails,” *Health Promotion Practice* 6, no. 2 (April 2005): 174–79, <https://doi.org/10.1177/1524839903260687>.

²¹ U. S. DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE, *ECONOMIC IMPACTS OF PROTECTING RIVERS, TRAILS, AND GREENWAY CORRIDORS*, 4th ed., 1998.

²² Wesley E. Marshall and Nicholas N. Ferencak, “Why Cities with High Bicycling Rates Are Safer for All Road Users,” *Journal of Transport & Health* 13 (June 1, 2019): 100539, <https://doi.org/10.1016/j.jth.2019.03.004>.

²³ FHWA, “Developing Crash Modification Factors for Separated Bicycle Lanes,” Technical Brief, 2023, <https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-23-025.pdf>.

²⁴ FHWA, “Developing Crash Modification Factors for Bicycle-Lane Additions While Reducing Lane and Shoulder Widths,” 2021, https://www.fhwa.dot.gov/publications/research/safety/21012/21012.pdf?_gl=1*hc94xt*_ga*ODUzNDk0MTg5LjE3MTg4ODkyODk.*_ga_VW1SFWJKBB*MTc0MzE2NTgzNS44My4xLjE3NDMxNjcyODluMC4wLjA.

²⁵ New York City DOT, “Measuring the Street: New Metrics for 21st Century Streets,” 2012, <https://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>.

²⁶ FHWA, “Crosswalk Visibility Enhancements,” 2018.

streets for shade and space^{27,28}, pedestrian refuge islands (56% crash reduction)²⁹, and sidewalks (up to 89% reduction)³⁰ all contribute to safer walking environments. Rectangular rapid flashing beacons (RRFBs) at crosswalks can increase driver yielding by 98% compared to crosswalks without RRFBs³¹. Collectively, these strategies demonstrate that a layered approach to pedestrian facilities can greatly reduce risk of crashes and improve the pedestrian experience

²⁷ Manman Zhu, N. N. Sze, and Sharon Newnam, "Effect of Urban Street Trees on Pedestrian Safety: A Micro-Level Pedestrian Casualty Model Using Multivariate Bayesian Spatial Approach," *Accident Analysis & Prevention* 176 (October 1, 2022): 106818, <https://doi.org/10.1016/j.aap.2022.106818>.

²⁸ Theodore S. Eisenman, Alicia F. Coleman, and Gregory LaBombard, "Street Trees for Bicyclists, Pedestrians, and Vehicle Drivers: A Systematic Multimodal Review," *Urban Science* 5, no. 3 (September 2021): 56, <https://doi.org/10.3390/urbansci5030056>; Douglas, Lennon, and Scott, "Green Space Benefits for Health and Well-Being."

²⁹ FHWA, "Proven Safety Countermeasures," n.d., <https://highways.dot.gov/safety/proven-safety-countermeasures>.

³⁰ FHWA.

³¹ FHWA.

APPENDIX B:



Partner and Community Engagement

Active Transportation Plan Stakeholder Committee

A Stakeholder Committee was assembled to provide input and guide the development of the Active Transportation Plan. The Stakeholder Committee was comprised of a diverse group of professionals and stakeholders across Marion County. Committee members included:

Horse Farms Forever, Busy Shires
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
Florida Department of Environmental Protection, Kelly Conley
Kittelson and Associates, Leyi Zhang, Jennifer Musselman
Marion County Growth Services, Ken Odom, Chuck Varadin
Marion County Office of County Engineer, Steven Cohoon, Doug Hinton
Marion County School District, Casey Griffith
Marion County Tourism Development, Loretta Shaffer
Naventure, Corian Yandel
Ocala Marion TPO, Rob Balmes, Sara Brown
Ocala Metro Chamber and Economic Partnership, Tamara Fleischhaker
Santos Bike Shop, Chris Fernandez
U.S. Department of Agriculture Forest Service, Carrie Sekerak

A total of four Stakeholder meetings were held and covered topics such as existing conditions, data collection, technical work reviews, project needs and gap evaluation, and project list development. Stakeholder meetings were on August 26, 2024, December 4, 2024, May 29, 2025 and August 1, 2025.

Community Workshops

While there were opportunities to engage with the TPO throughout the development of the Active Transportation Plan at committee and board meetings, two specific events provided direct opportunities for in-person engagement. These events were the Navigating the Future 2050 Long Range Transportation Plan (LRTP) Community Workshop held on September 18, 2024, and a second Community Workshop held on February 25, 2025. Both workshops provided the public opportunities to learn about the Plan, share feedback on issues and project needs, and participate in the ongoing public survey and comment map. Additionally, the draft Active Transportation Plan and project maps were featured at a joint 2050 LRTP-Active Transportation Plan Open House on September 30, 2025.

Online Survey and Comment Map Summary

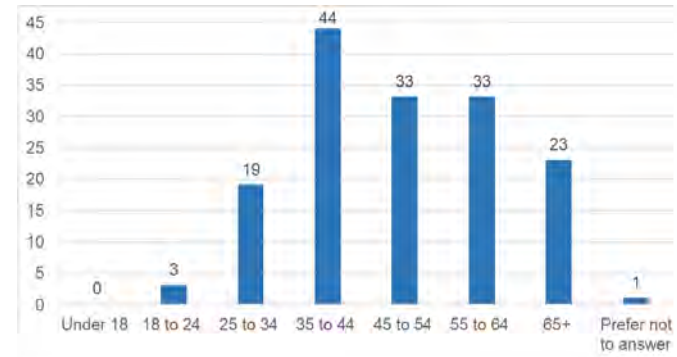
The TPO conducted an online survey and comment map from September 18, 2024 to February 28, 2025. The purpose of the survey was to gather input from the public regarding participation in active transportation, community needs and improvements. The survey results will be used to supplement the technical analysis and priority project strategies, in addition to gaining an understanding of various perspectives in the community.

A total of 158 participants completed the online public survey located on the Active Transportation project page. In some cases, participants did not provide a response to a question. The following report summarizes the results of the survey. Following the survey instrument format, a breakdown of results are provided by mode of active transportation, including walking/hiking, biking and horseback riding. A total of 67 additional comments were provided by participants and are included in this summary report. The Survey Instrument is also attached to the report.

1. What is your age?

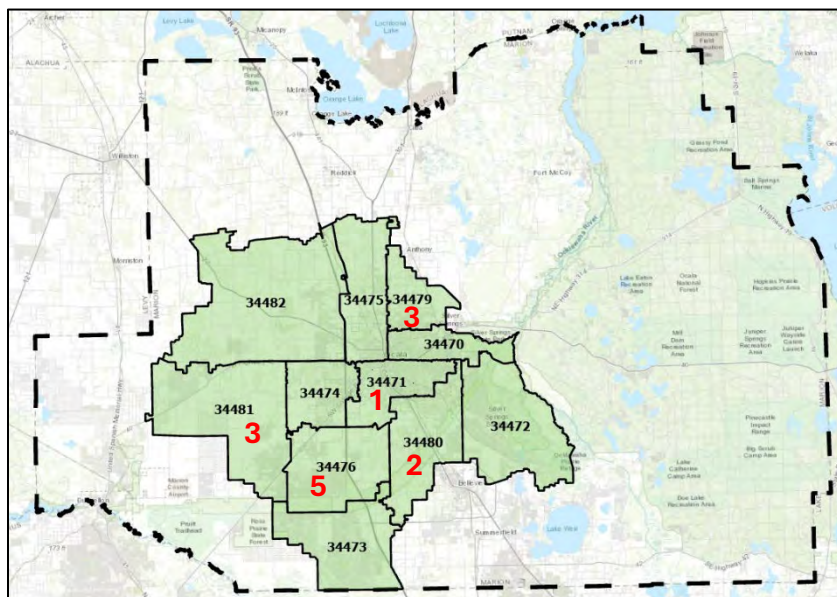
A total of 156 responses were received. The largest participating age group is 35 to 44 years old. The two other largest age groups are 45 to 54 and 55 to 64.

0 (0%) Under 18 years old
3 (2%) 18 to 24 years old
19 (12%) 25 to 34 years old
44 (28%) 35 to 44 years old
33 (21%) 45 to 54 years old
33 (21%) 55 to 64 years old
23 (15%) 65+ years old
1 (1%) Prefer not to answer



2. Please provide your home zip code.

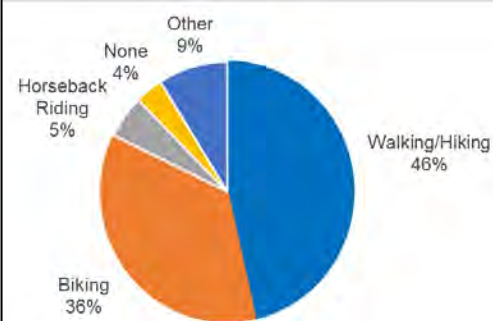
The map displays zip codes with at least five survey participants. The top five zip codes with participation include: 34471 (31), 34480 (19), 34470 (13), 34481 (13) and 34476 (12).



Responses by Zip Code (5 minimum)

34471	31
34480	19
34470	13
34481	13
34476	12

3. In Marion County, what type of active transportation do you participate in? (select all that apply)



A total of 280 responses were

received. The majority of participants reported Walking/Hiking and Biking as an active transportation activity.

130 (46%) Walking/Hiking

100 (35%) Biking

15 (5%) Horseback Riding

25 (9%) Other

10 (4%) None

Other: Running/Jogging (11); Kayaking (2); Skating; Bus, Bus Transit

4. What are the top 2 most important land uses to connect to a safe active transportation network?

A total of 328 responses were received. The top two selections were Recreational Facilities (25%) and Shopping/Groceries (16%). Both selections combined account for 41% of the total responses.

44 (13%) Work

41 (13%) Schools/Colleges

52 (16%) Shopping Centers/Grocery Stores

18 (6%) Medical Centers

9 (3%) Bus Transit facilities

81 (25%) Recreational facilities (trails and parks)

32 (10%) Downtown

46 (14%) Neighborhoods

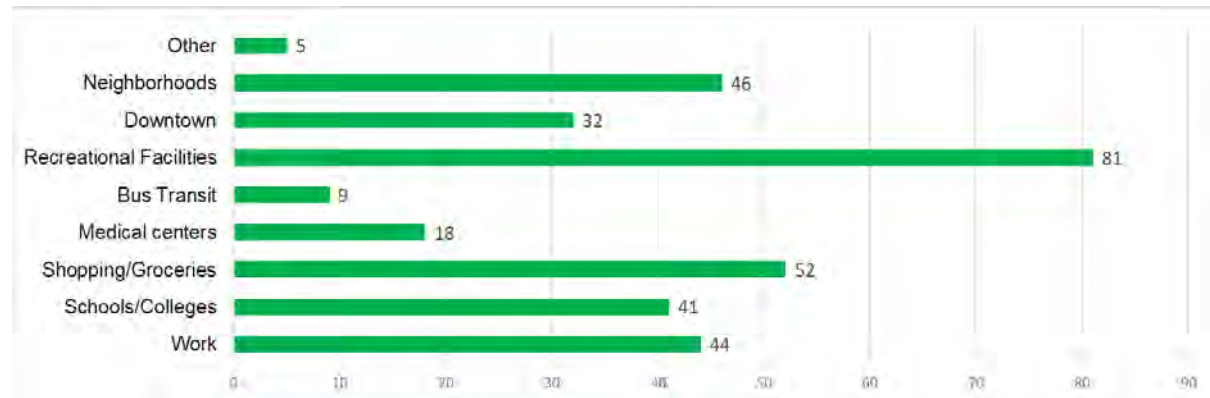
5 (2%) Other

Other: Sidewalks; Neighborhoods; Bike Lanes/Sidewalks

5. On a scale of 1 to 10, how much does active transportation contribute to your quality of life, health and well-being?

Based on type of active transportation activity selected, participants were asked to provide a response

between 1 (lowest) and 10 (highest). The following summarizes the average from all responses for the three major activities in the survey.



Walking/Hiking (145 responses)

8.4

Biking (118 responses)

7.7

Horseback Riding (32 responses)

6.4

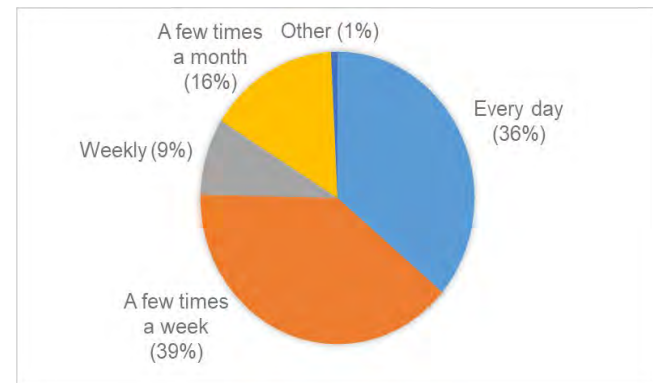
Walking/Hiking Responses

This section summarizes responses from participants that selected walking/hiking as a form of active transportation.

1. How often do you walk or hike?

A total of 130 responses were received. The top two selections were A Few Times a Week (39%) and Every Day (36%)

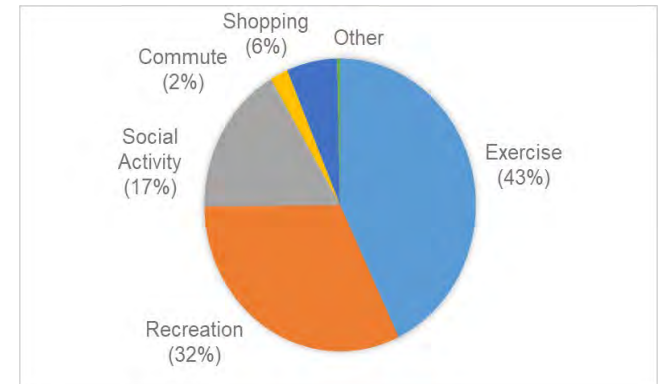
- 47 (36%) Every day
- 51 (39%) A few times a week
- 11 (9%) Weekly
- 20 (16%) A few times a month
- 1 (1%) Other



2. Why do you walk or hike in Marion County?

A total of 282 responses were received. The top two selections were Exercise (43%) and Recreation (32%)

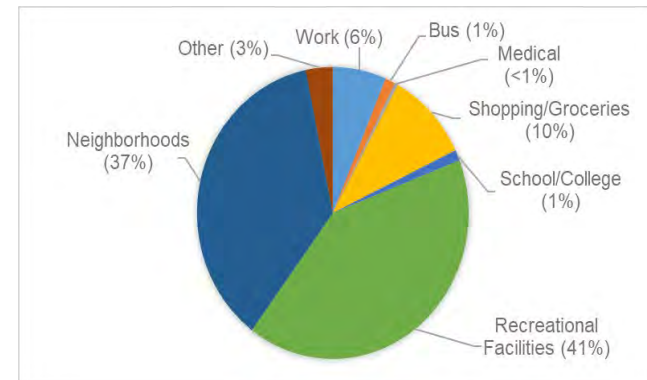
- 121 (43%) Exercise
- 90 (32%) Recreation
- 47 (17%) Social Activity
- 6 (2%) Commute to work/school
- 17 (6%) Shopping
- 1 (0%) Other



3. Where do you walk or hike in Marion County?

A total of 251 responses were received. The top two selections were Recreational Facilities (41%) and Neighborhoods (37%)

- 16 (6%) Work
- 3 (1%) School/College
- 1 (<1%) Medical Centers
- 25 (10%) Shopping/Grocery
- 3 (1%) Bus Transit
- 103 (41%) Recreational Facilities (trails, parks)
- 92 (37%) Neighborhoods
- 8 (3%) Other



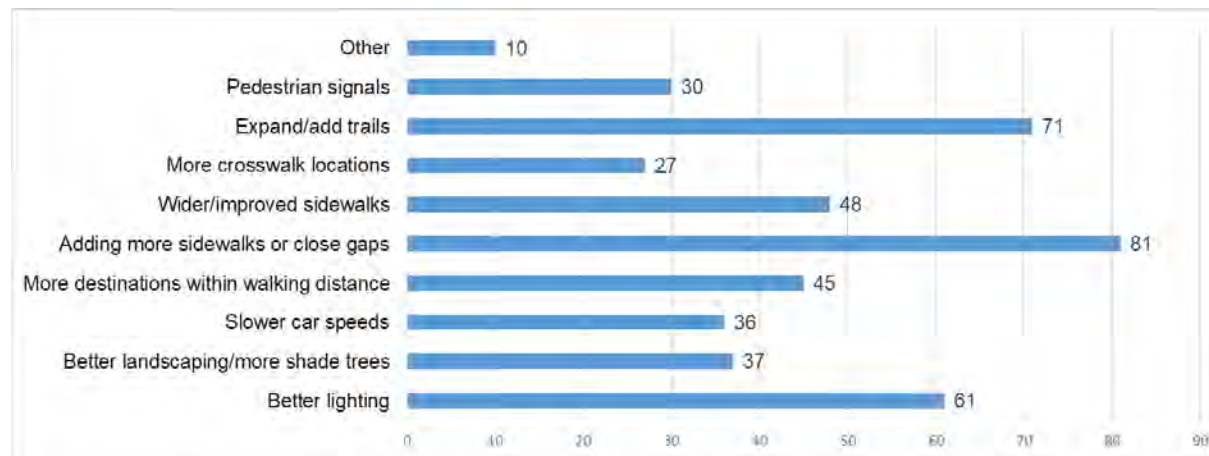
Other: Trails; Ocala National Forest or Baseline trails; Library; Wal-Mart; College of Central Florida; Neighborhood; Home/property; Around town

4. What improvements would encourage you to walk or hike more often? (Please select your top 3)

A total of 446 responses were received. The top three selections were Adding more sidewalks or closing gaps (18%), Expanding/adding trails (16%) and Better Lighting (14%).

61 (14%) Better Lighting
 37(8%) Better landscaping/more shade
 36 (8%) Slower car speeds
 45 (10%) More destinations within walking distance
 81 (18%) Adding more sidewalks or close gaps
 48 (11%) Wider/improved sidewalks
 27 (6%) More crosswalk locations
 71 (16%) Expand/Add trails
 30 (7%) Pedestrian signals
 10 (2%) Other

Other: Underpass tunnel on 80th from Stone Creek to Calesa; Add sidewalks around Santos Trailhead; Pedestrian walkway over Silver Springs downtown; More bus routes; More bathrooms; More water fountains; Less speeding on SW 7th and 35th; Florida is too hot to walk other than exercise; Respect for nature; Eliminate trash; Do not make bike lanes part of roadway projects; Drivers are preoccupied; Bike lanes connecting trails to schools and neighborhoods



5. How much do you spend on Walking or Hiking items in one year?

Participants were asked to provide annual estimated expenditures in support of their walking or hiking active mode of transportation for five related areas. The following summarizes each expenditure tier with the two most frequent response highlighted in bold. For all five expenditures combined, the most frequent range selected is \$100 to \$250.

Clothing/Shoes (127 responses)

\$0: 0

\$1-\$50: 16 (13%)

\$50-\$100: 25 (20%)

\$100-\$250: 39 (31%)

\$250-\$500: 25 (20%)

\$500+: 22 (17%)

Equipment (119 responses)

\$0: 26 (22%)

\$1-\$50: 17 (14%)

\$50-\$100: 21 (18%)

\$100-\$250: 22 (18%)

\$250-\$500: 15 (13%)

\$500+: 18 (15%)

Supplies/Food (122 responses)

\$0: 18 (15%)

\$1-\$50: 19 (16%)

\$50-\$100: 27 (22%)

\$100-\$250: 28 (23%)

\$250-\$500: 14 (11%)

\$500+: 16 (13%)

Fees (state park, etc) (123 responses)

\$0: 30 (24%)

\$1-\$50: 43 (35%)

\$50-\$100: 27 (22%)

\$100-\$250: 17 (14%)

\$250-\$500: 2 (2%)

\$500+: 4 (3%)

Events (117 responses)

\$0: 28 (24%)

\$1-\$50: 25 (21%)

\$50-\$100: 15 (13%)

\$100-\$250: 17 (15%)

\$250-\$500: 15 (13%)

\$500+: 17 (15%)

Biking Responses

This section summarizes responses from participants for questions specific to biking as an active form of transportation.

1. What type of bicycle do you mostly use?

A total of 100 responses were received.

93 (93%) Pedal Bicycle

7 (7%) Electric Bicycle

2. How often do you Bike?

A total of 99 responses were received. The top two selections were A Few Times a Week (33%) and A Few Times a Month (29%).

20 (20%) Every day

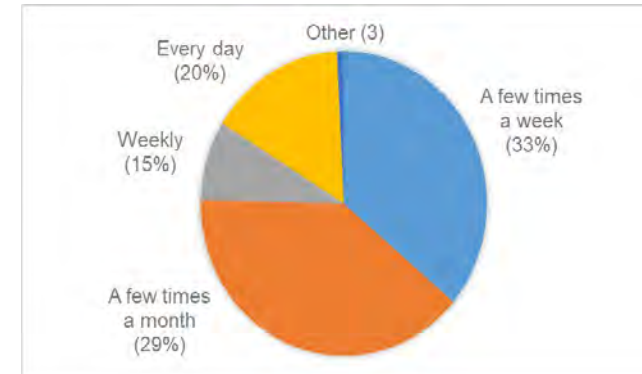
33 (33%) A few times a week

15 (15%) Weekly

28 (29%) A few times a month

3 (3%) Other

Other: Rarely do not feel safe; Few times a year; Few times a month



3. Why do you bike in Marion County?

A total of 224 responses were received. The top two selections were Exercise (41%) and Recreation (35%).

92 (41%) Exercise

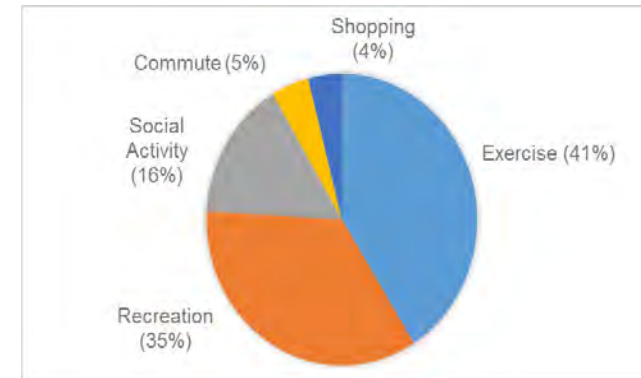
78 (35%) Recreation

35 (16%) Social Activity

10 (5%) Commute to work/school

9 (4%) Shopping

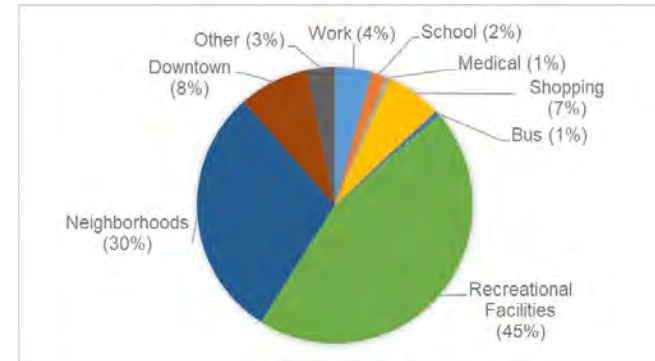
0 (0%) Other



4. Where do you bike?

A total of 183 responses were received. The top two selections were Recreational Facilities (45%) and Neighborhoods (30%).

8 (4%) Work
3 (2%) School/College
1 (1%) Medical Centers
12 (7%) Shopping/Grocery
1 (1%) Bus Transit
83 (45%) Recreational Facilities
54 (30%) Neighborhoods
15 (8%) Downtown
6 (3%) Other



Other: Throughout the county; In county but challenging with poor shoulders/pavement conditions

5. What improvements would encourage you bike more often? (Please select your top 3)

A total of 376 responses were received. The top three selections were More protected bike lanes (17%), Expand/Add trails (15%), Adding more sidewalks/shared use paths (12%) and More on-street bike lanes (12%).

23 (6%) Better Lighting
11 (3%) Better landscaping/more shade
31 (8%) Slower car speeds
31 (8%) More destinations within biking distance
47 (13%) Adding more sidewalks/shared use paths
43 (11%) More on-street bike lanes
65 (17%) More protected bike lanes (separated from traffic)
15 (4%) Better signage
22 (6%) Bike racks/parking
10 (3%) Pedestrian signals

56 (15%) Expand/Add trails

16 (4%) Public restrooms

6 (2%) Other

Other: Stiffer penalties for drivers hitting cyclists; Resurfacing/better maintain roads and shoulders; Multi-use paths; More access to the Cross Fl Greenway from neighborhoods; Cleaner bike lanes; Better pavement on major roadways

6. How much do you spend on Bicycle-related items in one year?

Participants were asked to provide annual estimated expenditures in support of their biking active mode of transportation for five related areas. The following summarizes each expenditure tier with the two most frequent responses in bold. For all six expenditures combined, the most frequent range selected is \$1 to \$100.

Clothing/Shoes (97 responses)

\$0: 9 (9%)

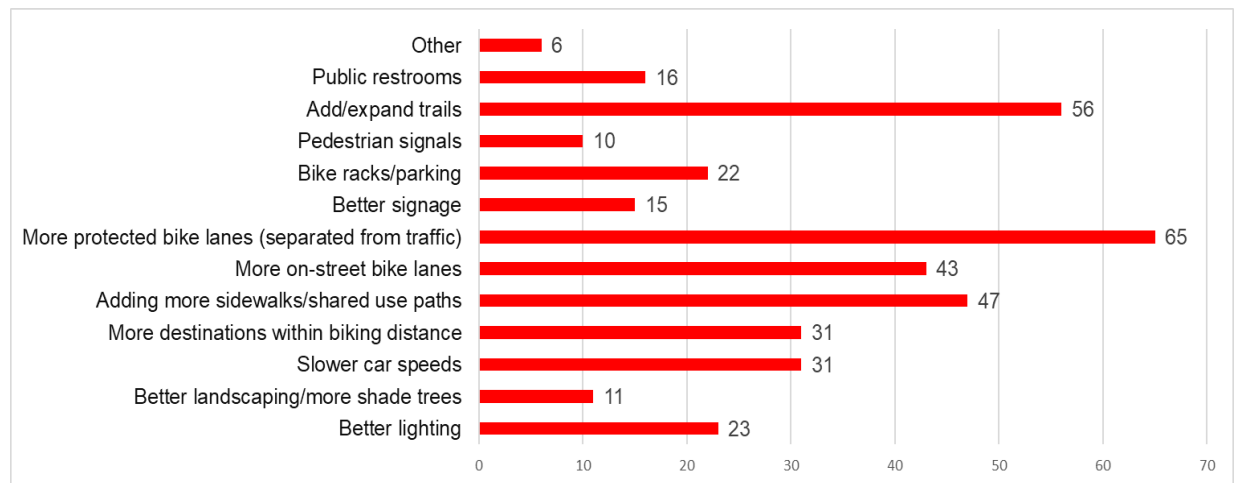
\$1-\$100: 23 (24%)

\$100-\$250: 32 (33%)

\$250-\$500: 19 (20%)

\$500-\$1,000: 8 (8%)

\$1,000+: 6 (6%)



Equipment (98 responses)

\$0: 10 (10%)

\$1-\$100: 21 (21%)

\$100-\$250: 21 (21%)

\$250-\$500: 19 (19%)

\$500-\$1,000: 8 (8%)

\$1,000+: 19 (19%)

Supplies/Food (94 responses)

\$0: 10 (11%)

\$1-\$100: 32 (34%)

\$100-\$250: 28 (30%)

\$250-\$500: 8 (9%)

\$500-\$1,000: 5 (5%)

\$1,000+: 11 (12%)

Repair/Maintenance (97 responses)

\$0: 12 (12%)

\$1-\$100: 24 (25%)

\$100-\$250: 29 (30%)

\$250-\$500: 20 (21%)

\$500-\$1,000: 9 (9%)

\$1,000+: 3 (3%)

Fees (state park, etc) (95 responses)

\$0: 28 (29%)

\$1-\$100: 45 (47%)

\$100-\$250: 9 (9%)

\$250-\$500: 12 (13%)

\$500-\$1,000: 0 (0%)

\$1,000+: 1 (1%)

Events (93 responses)

\$0: 36 (39%)

\$1-\$100: 23 (25%)

\$100-\$250: 9 (10%)

\$250-\$500: 11 (12%)

\$500-\$1,000: 4 (4%)

\$1,000+: 10 (11%)

Equestrian Responses

This section summarizes responses from participants for questions specific to equestrian/horseback riding as an active form of transportation.

1. How often do you horseback ride in Marion County?

A total of 15 responses were received. Every day was the highest selection.

8 (53%) Everyday

3 (20%) A few times a week

3 (20%) Weekly

1 (7%) A few times a month

0 (0%) Other

2. Why do you horseback ride in Marion County?

A total of 30 responses were received. The most frequent response was recreation (43%).

6 (20%) Exercise

13 (43%) Recreation

7 (23%) Social activity

0 (0%) Commute to work/school

0 (0%) Shopping

4 (13%) Other

Other: Emotional therapy; Sport/training; Enjoyment; Competition

3. Where do you horseback ride?

A total of 20 responses were received. The most frequent response was trails.

2 (10%) Shoulder of road

12 (60%) Trails

6 (30%) Other

Other: Farms

4. What would encourage you to horseback ride more often? (Please select your top 3)

A total of 51 responses were received. The top three selections were: Better access to trails (18%), More separated horse trails (16%) and Improved amenities for horses (16%). However, the improvement suggestions were all closely ranked.

8 (16%) More separated horse trails

9 (18%) Better access to trails

7 (14%) Safe horse crossings

7 (14%) Affordable horse rentals

3 (6%) Better trailer parking at trailheads

8 (16%) Improved amenities for horses

5 (10%) Shelter/shade

2 (4%) Better signage

2 (4%) Other

5. How much do you spend on horseback-related items in one year?

Participants were asked to provide annual estimated expenditures in support of horseback riding for five related areas. The following summarizes each expenditure tier and corresponding responses. For all five expenditures combined, the most frequent range selected is \$1 to \$250.

Clothing/Shoes (13 responses)

\$0: 1 (8%)

\$100-\$250: 2 (15%)

\$250-\$500: 1 (8%)

\$500-\$1,000: 1 (8%)

\$1,000-\$2,500: 4 (31%)

\$2,500+: 4 (31%)

Equipment (13 responses)

\$0: 2 (15%)

\$100-\$250: 3 (23%)

\$250-\$500: 1 (8%)

\$500-\$1,000: 2 (15%)

\$1,000-\$2,500: 1 (8%)

\$2,500+: 4 (31%)

Supplies/Food (14 responses)

\$0: 2 (14%)

\$100-\$250: 1 (7%)

\$250-\$500: 1 (7%)

\$500-\$1,000: 1 (7%)

\$1,000-\$2,500: 2 (14%)

\$2,500+: 7 (50%)

Transportation (13 responses)

\$0: 3 (23%)

\$100-\$250: 6 (46%)

\$250-\$500: 0 (0%)

\$500-\$1,000: 2 (15%)

\$1,000-\$2,500: 1 (8%)

\$2,500+: 1 (8%)

Fees (state park, etc) (13 responses)

\$0: 3 (23%)

\$1-\$100: 6 (46%)

\$100-\$250: 0 (0%)

\$250-\$500: 2 (15%)

\$500-\$1,000: 1 (8%)

\$1,000+: 1 (8%)

Events (12 responses)

\$0: 3 (25%)

\$1-\$100: 4 (33%)

\$100-\$250: 0 (0%)

\$250-\$500: 1 (8%)

\$500-\$1,000: 0 (0%)

\$1,000+: 4 (33%)

Do you have any additional comments to share?

A total of 67 additional comments were shared by the participants. The comments are organized by topic areas for ease of review.

Facility Needs and Connections (20)

- Would love to see more paved bike/pedestrian trails
- With cost of vehicles, biking will be more important in future
- Not enough handicap spaces
- A paved trail on the greenway needs to be completed to Dunnellon.
- There needs to be bike lanes on all roadways that lead to the Santos Trailhead.
- Please make bike lanes mandatory for any new or improved roads. There is also a need for camera coverage to help catch the drivers who will hit the riders/walkers.
- Please invest in a comprehensive trail network
- Please help make ocala more active and accessible for all by giving us safe through ways, sidewalks and more wonderful trails!
- Please complete the trail from Dunellon to Hwy 200 with an ability to cross Hwy 200 safely.
- Please add more ways to get around Ocala and Marion county safely by bike.
- Please put a route to the WEC, thank you
- My husband and I live on the Ne side of Silver Springs. We love that we can walk or bike downtown and enjoy everything it has to offer. However, it is not easy crossing Silver Springs. A pedestrian crosswalk over the road would make life so much easier !
- More sidewalks in summerfield area please!
- More protected bike lanes
- It would be nice to have several hubs to start from. These could also serve for bikers/hikers to meet one another. Water fountains along the trails may help although most hikers/bikers carry their own. Trails should also accommodate the handicapped. Parking. Facilities should be available near hubs. THANK YOU.
- I worked in the trauma ICU and saw a lot of patients hit by cars on 200, 40, and busy roads. I live in Fore Ranch and would love to walk to the mall or movies but 200 is so busy I am afraid to cross it even with the crosswalk. Could there

be pedestrian bridges built? Our community is growing SO fast. Can we slow down the amount of farms getting sold off for huge apartment complexes? Our roads aren't ready for this many people let alone safe for people to walk or bike along. I used to ride bikes on the road and saw too many friends get hit by car drivers. There needs to be more options of transport for the elderly who are on a fixed income and do not drive.

- I want to see Santos trailhead connect to downtown Ocala and Belleview as well as the Greenway without having to bike ride along fast roads without sidewalks or bike paths. It's so hard to ride my bike on a soft shoulder and the cars zipping by makes it feel too dangerous.
- Forest service recently disked (plowed?) fire access around the greenway. There was walking, biking access at the southern end of 65th street in the Liberty Triangle region allowing access without reliance on motor vehicles that is now impossible. Why not allow access here and maintain the fire break at the same time. I contacted the Forest Service and they consider this use as illegal. That could be changed and assist the neighborhood with access
- Biking in particular is vital to ensure low-income individuals are able to get to work. Many people can not afford a car or registration and maintenance of a car. Biking needs to be made safe for those individuals through (ideally protected) bike lanes. I also bike for recreation on the local trails and connecting the west end of the Santos Trail to the Withlacoochee Trail would be a huge improvement to our trail system. Also adding a trail that extends into downtown Ocala would promote tourism from long-distance trail cyclists coming from the southern trails that connect to the Withlacoochee already.
- Any kind of lane on the side of the road would be better than none.

Safety/Access/Lighting (18)

- There are virtually no sidewalks in my neighborhood (north of the social security office on rt 40). There is heavy traffic in the area. 11th ave NE is a major thoroughfare with a lot of pedestrian traffic and no sidewalks. It is a miracle no one has been killed. I see people jump onto lawns to avoid vehicles. Vehicles speed between stop signs. Vehicles do not stop at 4 way stop signs. How's about some enforcement. The same holds true for the neighborhoods on the other side of rt 40. Lots of traffic, lots of people walking and no sidewalks. Pedestrian cross walks need to have flashing lights. 2 new pedestrian cross walks were installed by the police station on 301. No flashing lights were installed. How stupid is that. There is so much traffic there. Anybody would be crazy to use those crosswalks. Drivers are not going to see pedestrians trying to cross. Please add flashing lights. At least give pedestrians a chance to cross safely.

- The hardest part of biking in Ocala is the cars. I don't feel safe biking with my kids outside of trails. More awareness to drivers is needed, because they are not used to driving with bikes sharing the roads. I am used to Gainesville where there are a lot of pedestrians and biking is a normal mode of transportation.
- The greenway is amazing. Our sidewalks are OK, but cars travel so fast and drive reckless, so urban walking is terrifying.
- The downtown roadways/crossings are SO DANGEROUS! Cars do not stop at stop signs especially between Harry's and Cantina. I have almost been hit twice while in the crosswalk. Let's improve the safety of our citizens.
- The bike lanes on local roads are not safe with distracted drivers of all types including drugs, alcohol, PHONES, and unlicensed drivers of all ages. Expand sidewalks for bikes and walkers for more safety.
- The biggest issue in Ocala that prevents me from doing said activities is the drivers so many people run red lights and if I'm in a cross walk they don't care they still go for it
- We need more places that are safe and well lighted at night
- More lighting, pedestrian and bike traffic is a huge fatality situation now and for people who love to walk or bike and have the option to choose won't because it's unsafe. Major intersections with crosswalks don't have lights or appropriate signage. A speed study was done on SE 30th avenue for example due to it being a major cut from maricamp to fort king. Study showed over 89% of cars speeding but said they couldn't do anything once it was complete & said Opd needs to do more traffic. Well we are a local law enforcement family and that didn't sit well. I couldn't believe how bad the results from the study were. We've considered petitions to attempt to simply get stop signs or even speed humps. Average speeds are 40-55 in a 30mph resd street. According to the study a car passes on average 30 seconds apart at those speeds. Kids from buses and bike riders genuinely risk their life just walking or riding where they need to. It's disappointing this city is so far behind. Been here 40 years.
- In addition the above, I often see school aged children who walk to school and there are no/limited sidewalks and poor lighting. All areas up to schools and areas around schools should all have sidewalks accessible and pedestrian crossing.
- I would like to be able to commute more on my bike but fear of getting hit keeps me in my truck.
- I used to cycle through town. Even the so-called bike lanes are unsafe now. Distracted and impatient drivers make it untenable. Plus the bike lanes are rarely swept of the debris that inevitably collects at the sides of a road. There are a lot of people who ride even bc they can't afford a car. We need to do better
- I think we missed the mark on this survey. We are geared toward parks and shopping etc, but often these areas are only used because sidewalks and lighting don't exist in the citizen's own neighborhood. We also failed to address school children walking to and from school/bus stop; how is that prioritized below "shopping?" Watch your neighborhoods

when you drive through them and pay attention to all the people walking, biking, and jogging. Do they have sidewalks, any marked crosswalks, lighting, bike lanes, signals, etc? Do they have cars passing them? Do they look safe?

- I have noticed the increment of noisy cars e.i hot rod engine, also speeding cars, loud music etc. It's turning into a hard place to live.
- I commute often to work and ride many bike paths/parks in the Ocala/marion county area. The biggest hazard to our health are drivers driving too fast or too close to us and the road debris taking up 1/2 to 3/4 of every bike lane in the Ocala area. We have to ride very close to the line separating cars and cyclists on the road and we often are nearly hit because the debris we have to avoid in the bike lanes or edge of roads that don't have bike lanes. Baseline road has largest bike lanes but literally has 3/4 of lane full of debris on baseline south of Maricamp. We hit debris, we can flat a tire and crash Or we ride on edge of bike lane and we can easily get hit by a car. Bike lanes have not been cleaned across the city/county. I ride 9K miles a year at this point in ocala and it's sad how the county/city seems to not care about its cyclists.
- Existing roads need resurfacing and maintained. Potholes and rough patch jobs are rampant and not safe for the high psi tire pressures on bicycles. We depend on the quieter back roads for our safety!
- Existing bike lanes filled with debris causing frequent tire damage
- Bike lanes are very good and important, but the bike lanes in Marion County are so dirty! So much garbage and debris that it's dangerous to ride in them.
- Auto technologies have made need for safer walking/biking more important than ever!

Events (1)

- More bike events related to biking would be nice, the only thing I know about it the Fat Tire Festival. No road bike events.

Specific Roadway Locations (8)

- The Santos Trailhead has become a cycling destination and needs more accessibility by putting in a bike lane on 80th. Also, a tunnel under U.S. 301 would help the trail to so many people.
- When 80th becomes four lanes in 2026 or 2027, a multimodal underpass needs to be constructed at 63rd Street Road. It is very dangerous to cross. Construction will also reduce traffic load since people will be able to use golf carts to attend events and new retail at Calesa.

- SW 38th Street. From 20th to Sam's club is extremely dangerous. Adding apartments with hundreds of more speeding cars is beyond worrying. Sidewalks and bike lanes are desperately needed. The Sam's club intersection needs to be dealt with. There is space for an additional driveway behind the store.
- In SW Ocala, there are 2 great multimodal paths separated by the traffic light intersection of SW 80th Ave. and SW 63rd Street Road. This is the light connecting Stone Creek to Calesa. Does you know who I could contact to see if a connection is part of the plan in Marion County? Two great paths separated by a nasty intersection with curbs.
- I would love to commute via bike or running, but it is definitely not safe. Especially in certain corridors such as Baseline Rd between 92nd/441, 441, and Maricamp on the county maintained portion.
- Create off road bike/walking path along SR 200 and 484 to Santos trail. Approx 1/4 mile Paved path required. Will improve access and safety
- Create better access to Santos trail from SR 200
- NE 36th Ave is in dire need of paved bicycle path from NE 14th St to NE 49th St. NE 35th Street from NE 36th Ave to Baseline Road in Silver Springs also needs paved bicycle path.

Community Facilities (6)

- Would really benefit from a waterpark or zoo for kids with mascot characters
- We need a good outdoor track for kids/ Not having a public track is sad. Brick city is good but needs improvement!
- Our parks only offer scenery and nothing to do or to promote activity. All we have is a million springs and trees. We need more social activities and equipment for out door use. Frisbee park? Dog parks? Soccer, baseball, sports parks. We all can't afford the WEC center and that's all you worry about. I get nothing for my taxes.
- As a senior, I am extremely active. I power walk minimally 5 mornings every week. I am a member of Marion County Parks and Rec hiking and Kayaking clubs meeting monthly. I physically work out in Tusawilla Park daily along with others, effectively turning our Park into a gym by using Park benches, children's play ground equipment and stairs. There is a huge emphasis on children's playgrounds in our parks, but adult workout stations are grossly overlooked.
- Active recreation centers are great for the community. Thank you for looking into ways to improve and add them. Sites like the Cross Florida Greenway are wonderful and I hope to see more areas to walk and bike safely added.
- Should have a large park with a body exercise weights on the SW side of Ocala

General (14)

- This was a confusing questionnaire.

- Thank you for asking how you can improve bike safety and promote a healthy lifestyle.
- Stop paving horse country.
- Stop building houses. You're worried about transportation? You are ruining the roads because of all of the building. Worry about that first. YOU ARE RUINING OUR COUNTRY CITY OCALA!
- Something DESPERATELY needs to be done with the roads BEFORE we even consider parks!!!
- Please reduce traffic
- Add more bus services
- Ocala needs a passenger train rail system to connect passengers from Major cities. It's critical and much needed when we need to fly using Orlando or Tampa International Airports... Amtrak would be a great option.
- Marion county's public transit is HORRIBLE and the lack of sidewalks to even walk around my own neighborhood is HORRIBLE and all the added construction of new homes have made it even worse and over crowded streets
- I would definitely be spending and going more if we had public transportation on a better timely schedule.
- Consider improving these conditions for the Marion county diaspora community who have left home and enjoy the qualities of sound infrastructure and urban planning. If you do small investments now, then it will be amenable for outta state Ocalans to want to visit and extend their stays. Just sayin.
- Citizens organized trash pickups on the parks, trailheads, along side of the roads and trails.
- Beyond this the over development is destroying Marion county The traffic. The lack of left turn lanes The traffic especially on 200 and at 60th. The poor quality builders are detrimental to our safety. This state has become extremely buyer beware. Be very beware
- Belleview and Ocala could be a huge bike mecca promoting B&Bs, hotels, restaurants, etc if we had more bike lanes connecting to the paved and dirt trails. Connect neighborhoods and restaurants to the trails.

Active Transportation Plan Comment Map Summary

The following summarizes comments received from the online comment map. A total of 29 comments were shared by members of the public. Comments were organized by Pedestrian, Cyclist, Equestrian and Other. The comment map was open the public from September 18, 2024 to February 28, 2025.



Pedestrian (17)

- 62nd Place, Ocala Park Estates: Paved sidewalk needed for busy neighborhood. Children walking or waiting for bus in the grass.
- SW 20th Street: Sidewalk needed from CF to under I-75. Currently, pedestrians walk on grass and side of road from 38th to College.
- SR 200: Need better crosswalk at Paddock Mall crossing to CF.
- SR 200 at 27th Avenue: Difficult intersection to cross, scary for walkers. Needs improvements.
- SW 5th Street, east of SW 20th Avenue: Review this area of city. Sidewalks missing or in bad shape.
- Downtown to Mid-Town: Need better crosswalks for pedestrians between Midtown areas with new hotel and Downtown Square.
- NW 22nd Street, between MLK and US 301/Pine Avenue: Sidewalks needed. A lot of walkers on the street traveling to Howard Academy.
- NW 35th Street, between W. Anthony Road and US 301/Pine: Sidewalks needed.
- NE 28th Street, between NE Jacksonville Road and NE 14th Avenue: Need lighting and sidewalks. Children walking to school and pedestrians along road and in dark.
- NE 35th Street at NE 18th Terrace area: Need sidewalks on 35th including in county limits. Death trap to commute with pedestrians in the roadway or bicycles popping in and out of nowhere, poor lighting.
- NE 25th Avenue (7), between NE 34th Place and NE 28th Street: Sidewalks needed, curves of road are dangerous, two churches with pedestrian activity and speeding vehicles.

Cyclist (7)



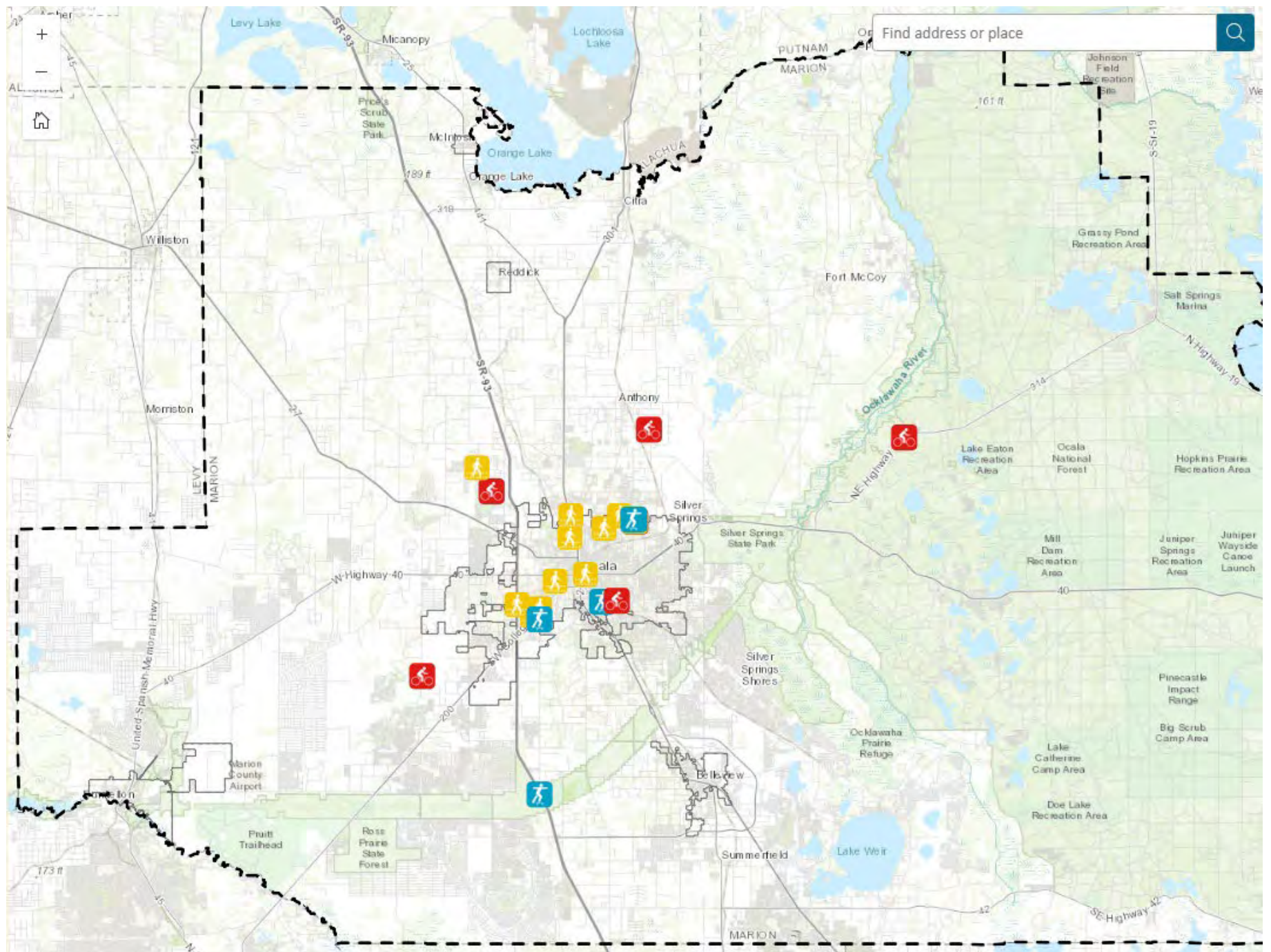
- SW 80th and SW 63rd Avenue: Multimodal underpass needed from Stone Creek to Calesa.
- Ocala Park Estates/NW 49th: Ocala Park Estates at 49th Street, using new interchange and access via 35th Street.

- Highway 314: Bike Path needed from SR 40 to Salt Springs.
- SE 18th Street/SE 18th Avenue: Bike comment.
- NE 25th Avenue (2), between NE 34th Place and NE 28th Street: curves of road are dangerous, two churches, no bicycle access.
- NE 36th Avenue area. Bike comment.



Other (5)

- Landbridge over I-75 (Cross Fl Greenway): Safety improvements. Cyclists travel too fast with people and horses walking. Tight crossing.
- SW 27 Avenue at Easy Street: Dark, poor lighting at intersection.
- Florida Northern Trail: Convert existing rail line to trail in City of Ocala.
- NE 25th Avenue (2), between NE 34th Place and NE 28th Street: curves of road are dangerous, two churches, no bicycle access, no sidewalks. Fast driving.



APPENDIX C:



Existing Conditions

Existing Conditions

1. County Overview

The Ocala Marion TPO covers all of Marion County, including the Cities of Belleview, Dunnellon, and Ocala. Marion County is the 5th largest county in Florida, covering 1,663 square miles with only 4.7% covered by water. The population in 2024 was 419,510. 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 data used in this section comes from the US Census Bureau's American Community Survey 5-Year Estimate Data for 2023. The data is broken down into census tracts within Marion County.

1.1 Population Density

The 2024 county population of 419,510 is projected to reach 526,500 by 2050¹. 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.

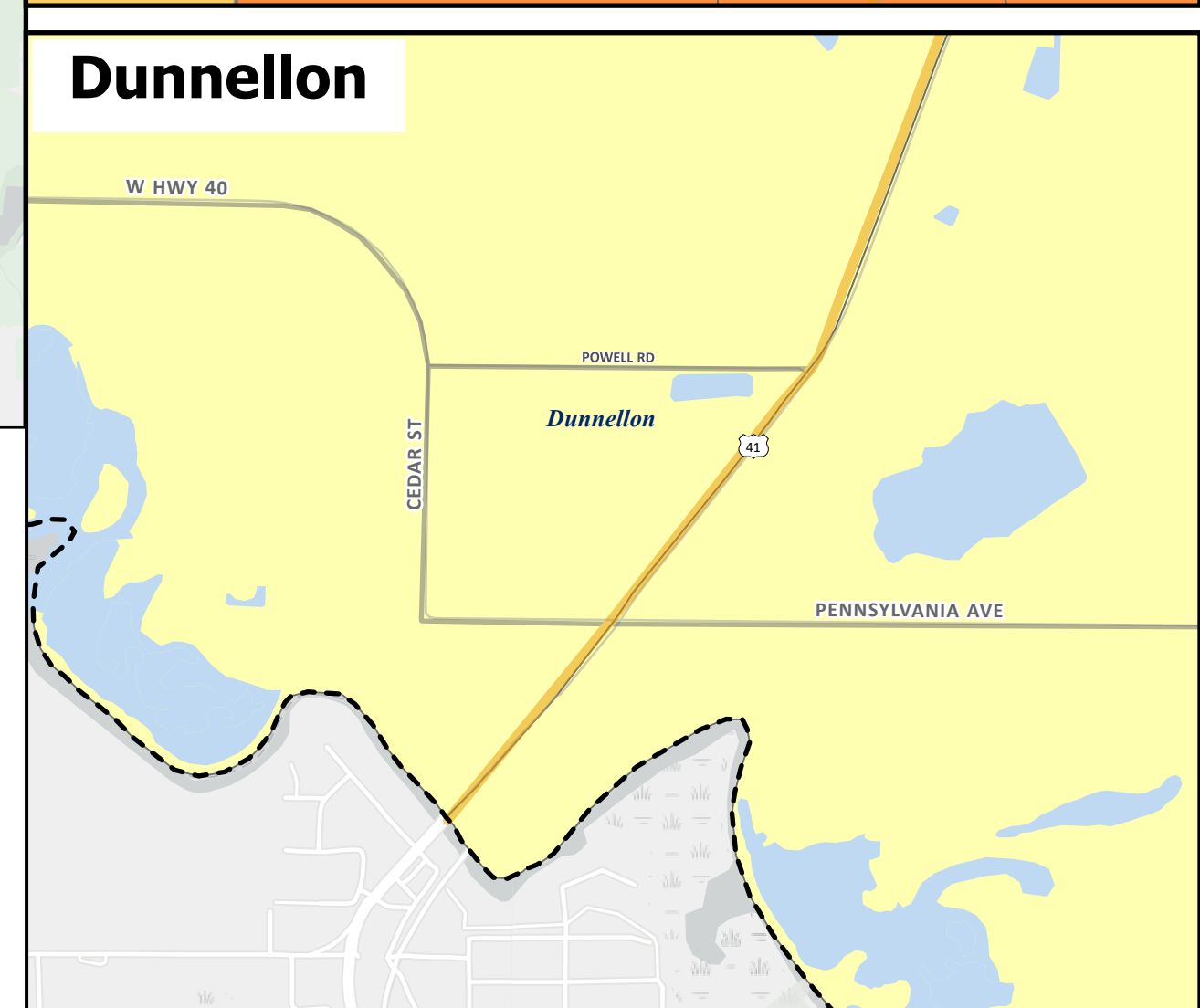
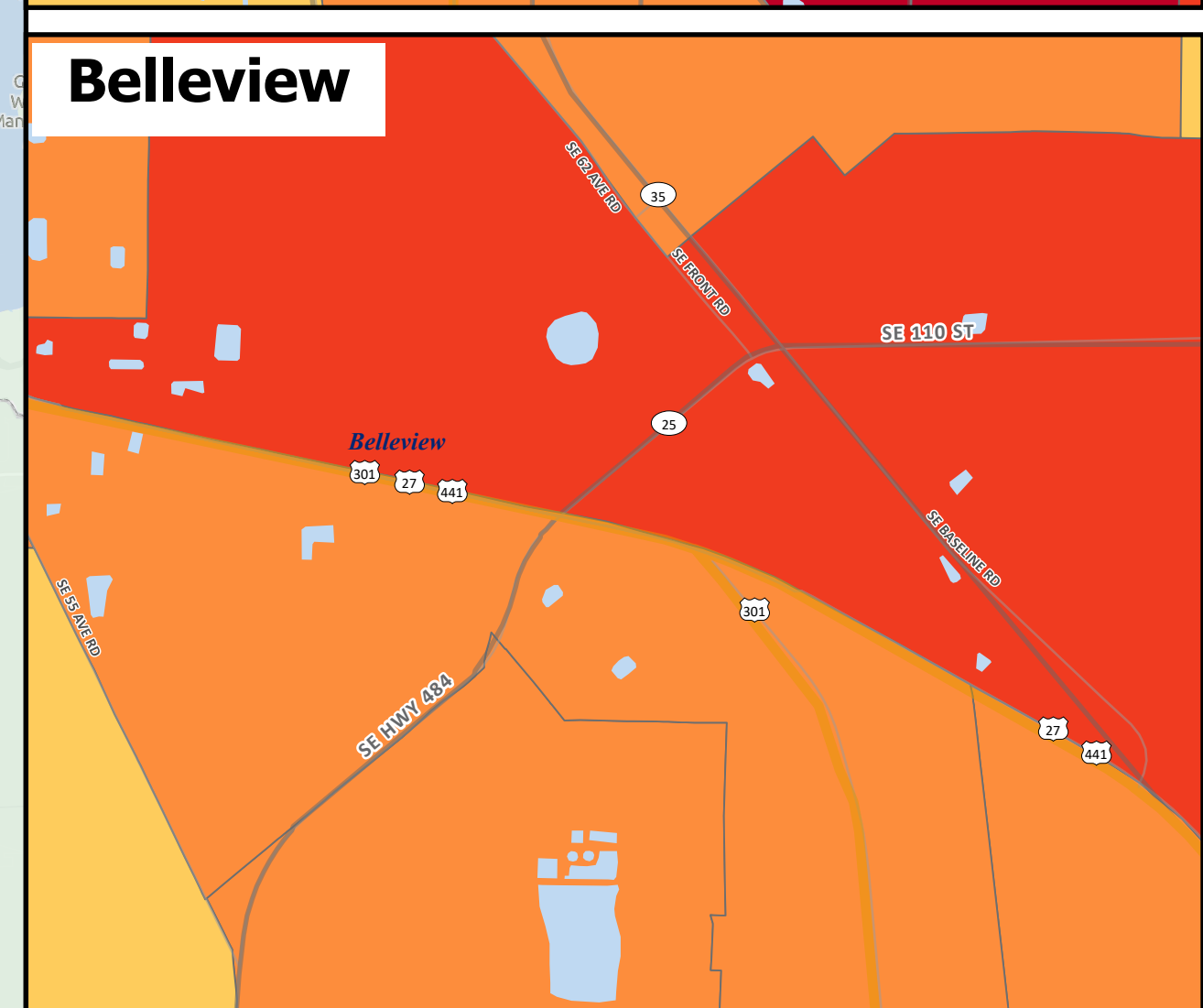
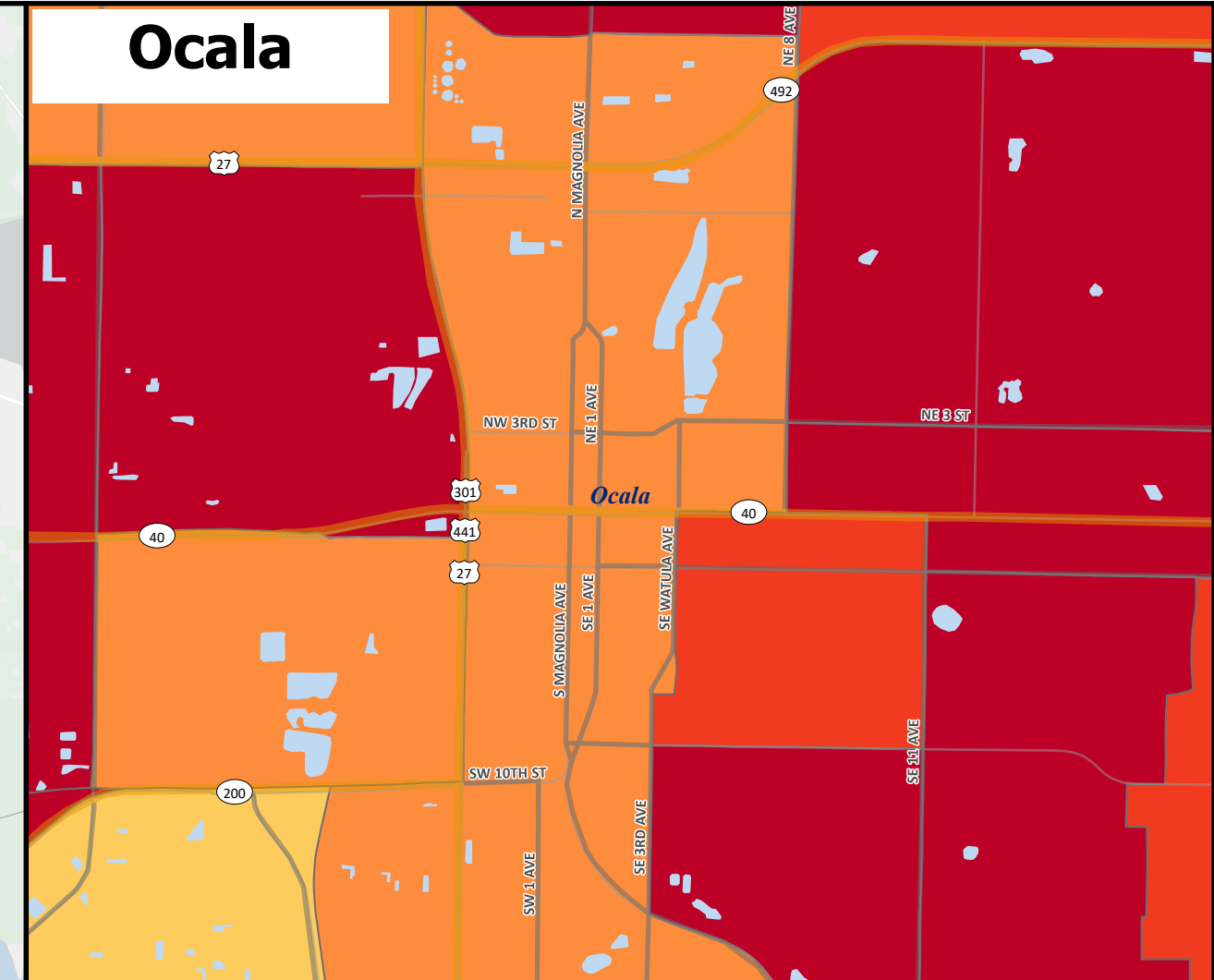
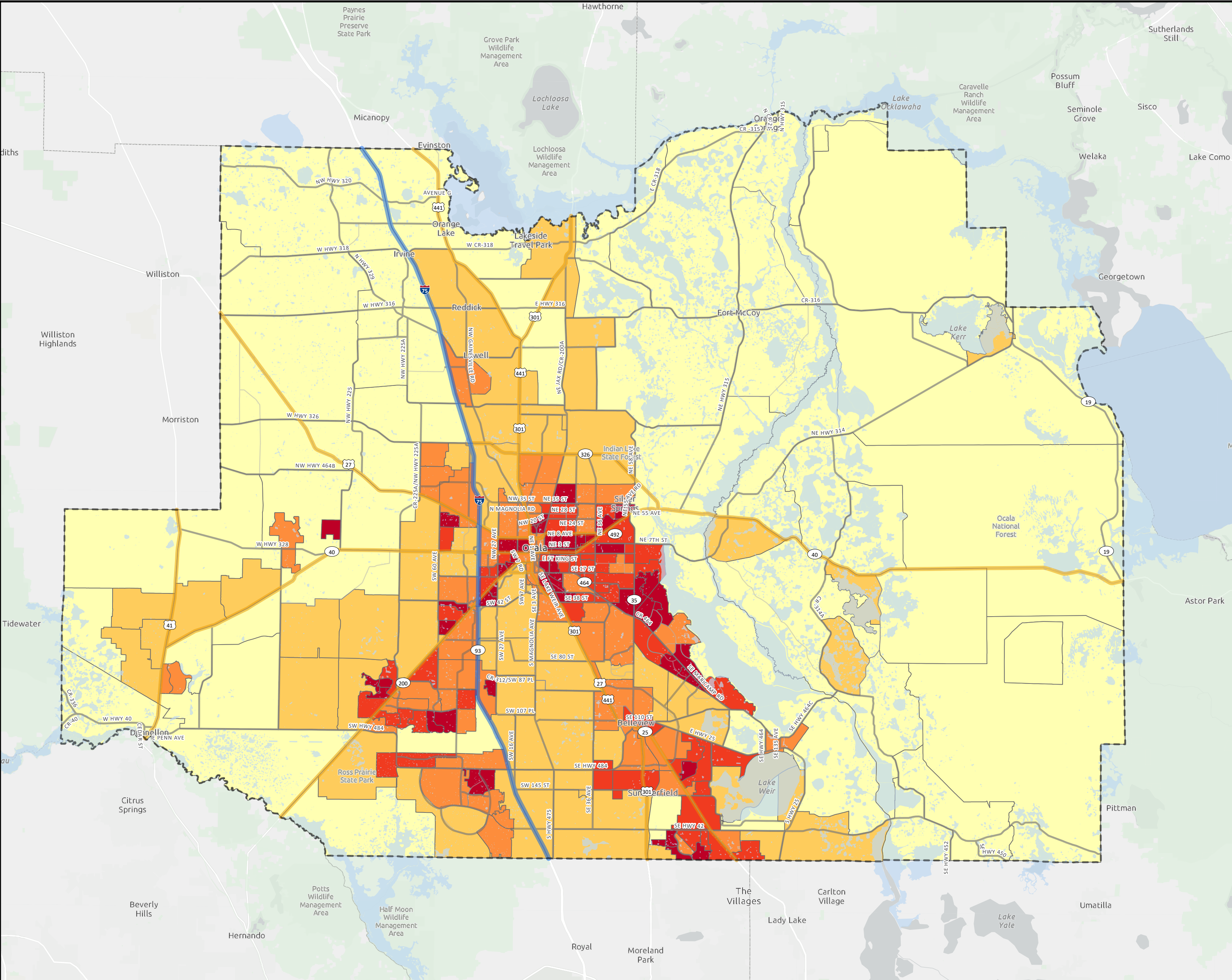
The highest concentrations of population are found in and around the City of Ocala, particularly near the downtown district. Other notable high-density corridors include the SR 464 corridor southeast of Ocala, the SR 27 corridor northeast of Ocala, and

¹ BEBR medium forecast

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.

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 centers

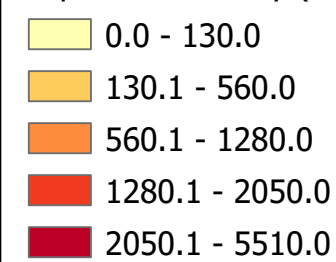


Ocala/Marion TPO Active Transportation Plan

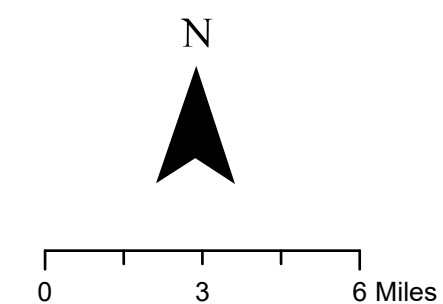
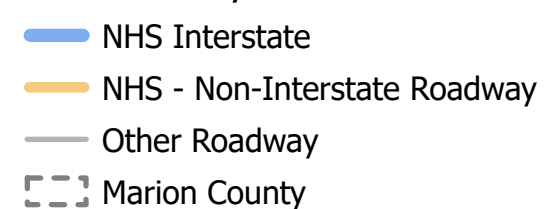
Figure 1: Population Density

Population Density 2023

Population Density (People/Sq Mi)



ATP Roadway Network



1.2 Car Ownership

The number of vehicles available to a household offers valuable insights into transportation needs and accessibility. Households without access to a car are often more dependent on walking, biking, and public transit to meet daily travel needs. Figure 2 illustrates the proportion of households in Marion County with no vehicles.

Households with No Vehicle Access

Census tracts with the highest share of zero-vehicle households, ranging from 15% to 32%, are concentrated in Fairfield and in parts of West Ocala, particularly in the area bordered by SW 27th Avenue, N Pine Avenue, SW 10th Street, and SR 40. These communities reflect higher levels of economic vulnerability, where limited access to private vehicles increases reliance on affordable and accessible alternatives such as sidewalks, bike lanes, and transit services. Additional areas where 4% to 9% of households lack vehicle access include Citra, Dunnellon, Rainbow Park, and Woods and Lakes. These smaller clusters highlight the presence of mobility challenges in both urban and rural contexts.

1.3 Commute Mode

Commute mode identifies the method people use to travel to their place of employment. While the majority of Marion County residents drive alone to work, a small but important share rely on walking, biking, or public transit. These active and shared modes provide insight into where there may be greater needs for pedestrian, bicycle, and transit facilities. **Figure 3, Figure 4, and Figure 5** illustrate the distribution of these commuting patterns across the county.

1.3.1 Walk to Work

The highest percentages of pedestrian commuters, ranging from 3% to 9%, are concentrated in areas such as Dunnellon, Chatmire, Rainbow Springs, and surrounding communities. Smaller concentrations are also present in Romeo, McIntosh, Orange Lake, and east of Williston, as well as in parts of West Ocala, including the Northwest Historic District and the North Magnolia Business District. These are areas with more compact development or historic cores where walking is a feasible option.

Moderate levels of walking, between 0.8% and 3%, are observed in Historic Downtown Ocala, the area near North Lake, and smaller communities such as Weirsdale, Fairfield, Flemington, **and** Emathla. This distribution reflects areas where destinations are close, which may support short walking trips.

1.3.2 Bicycle to Work

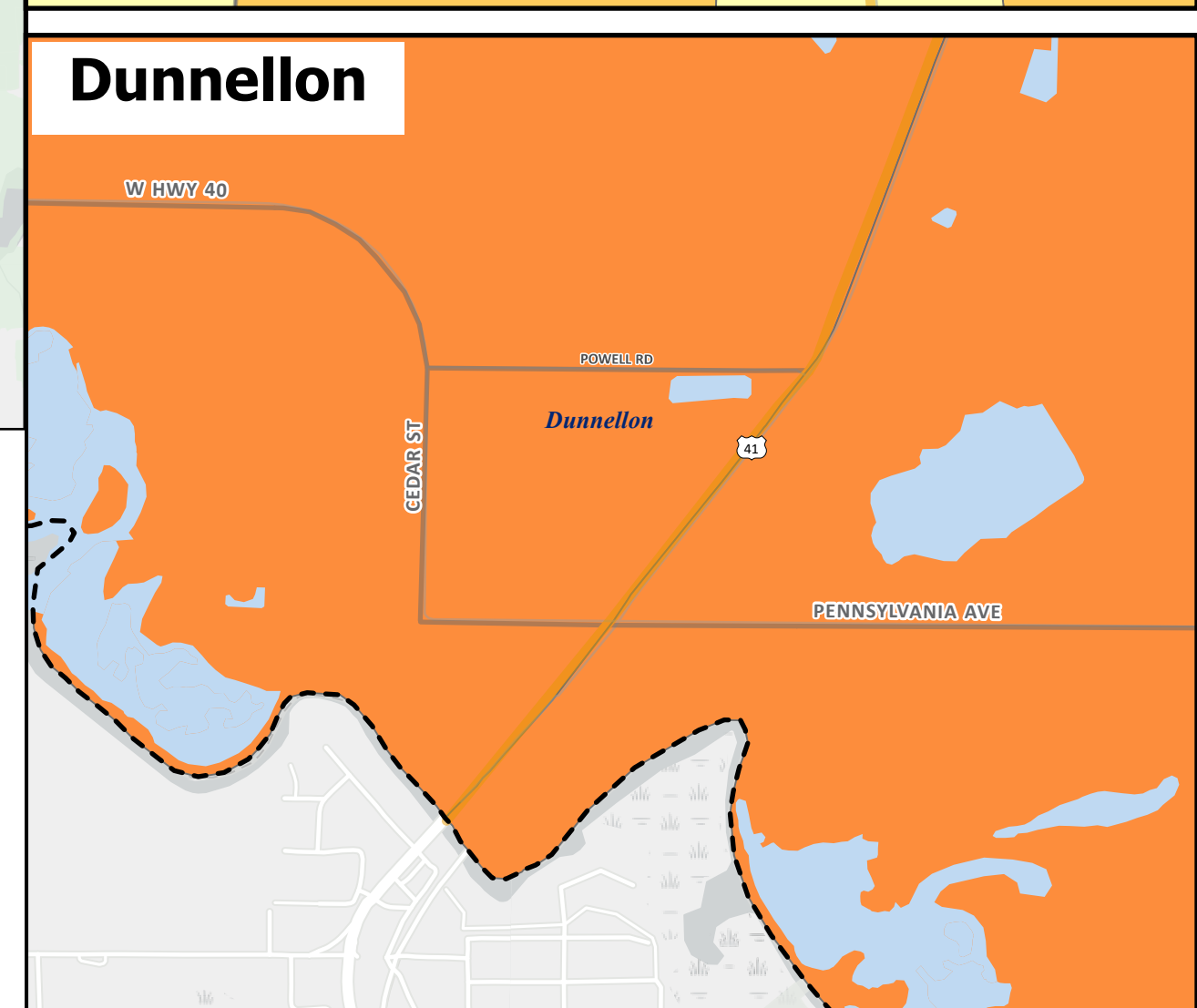
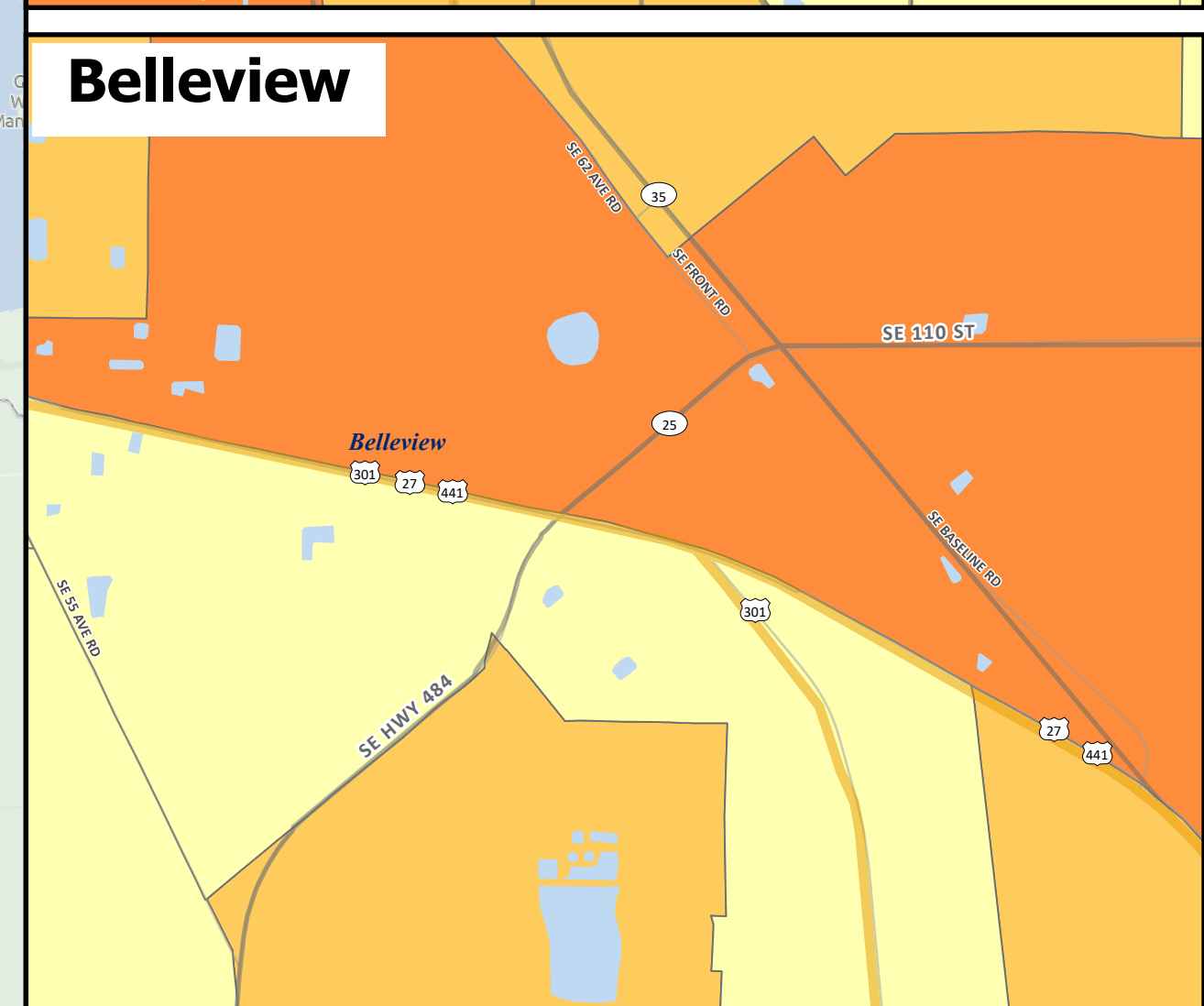
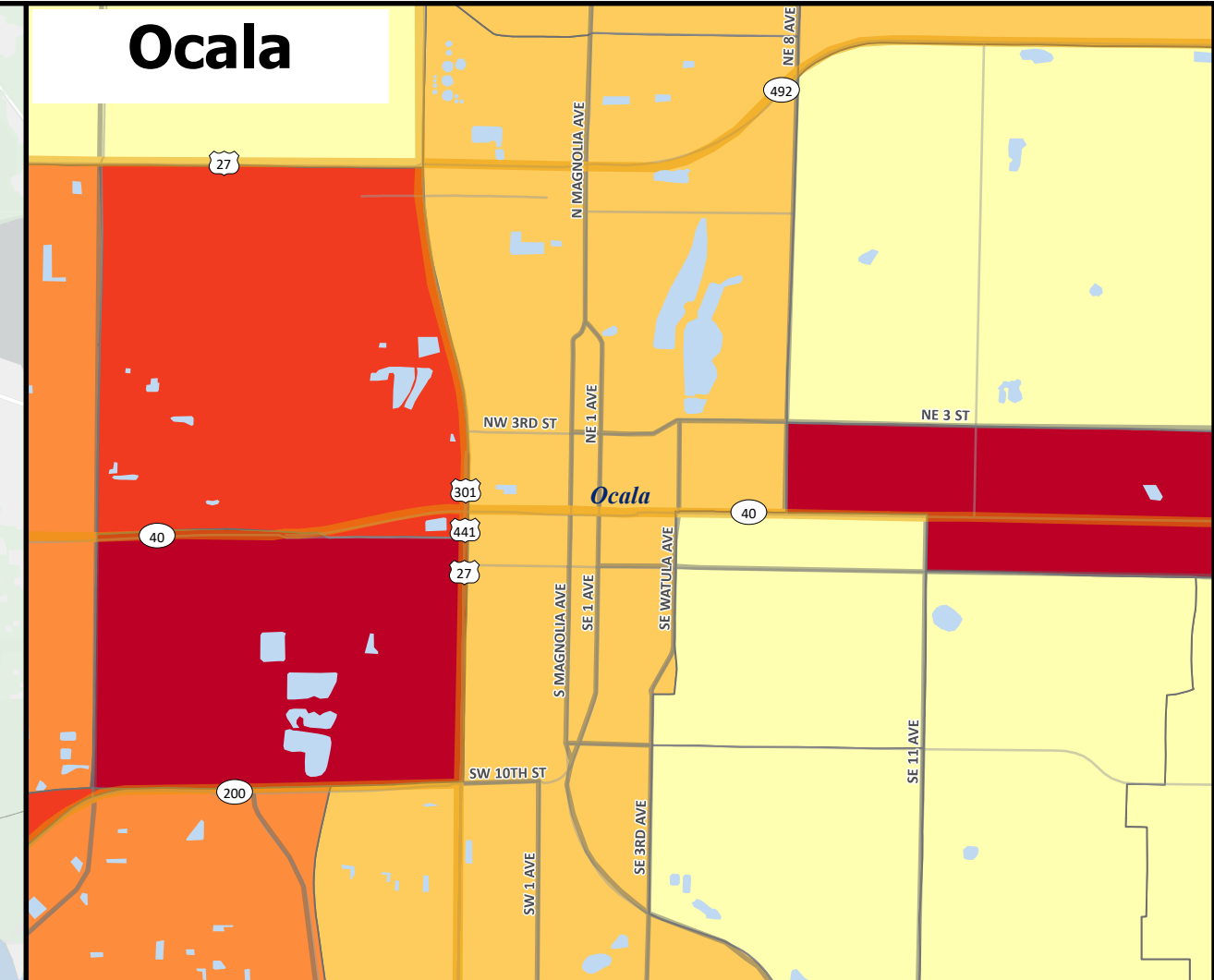
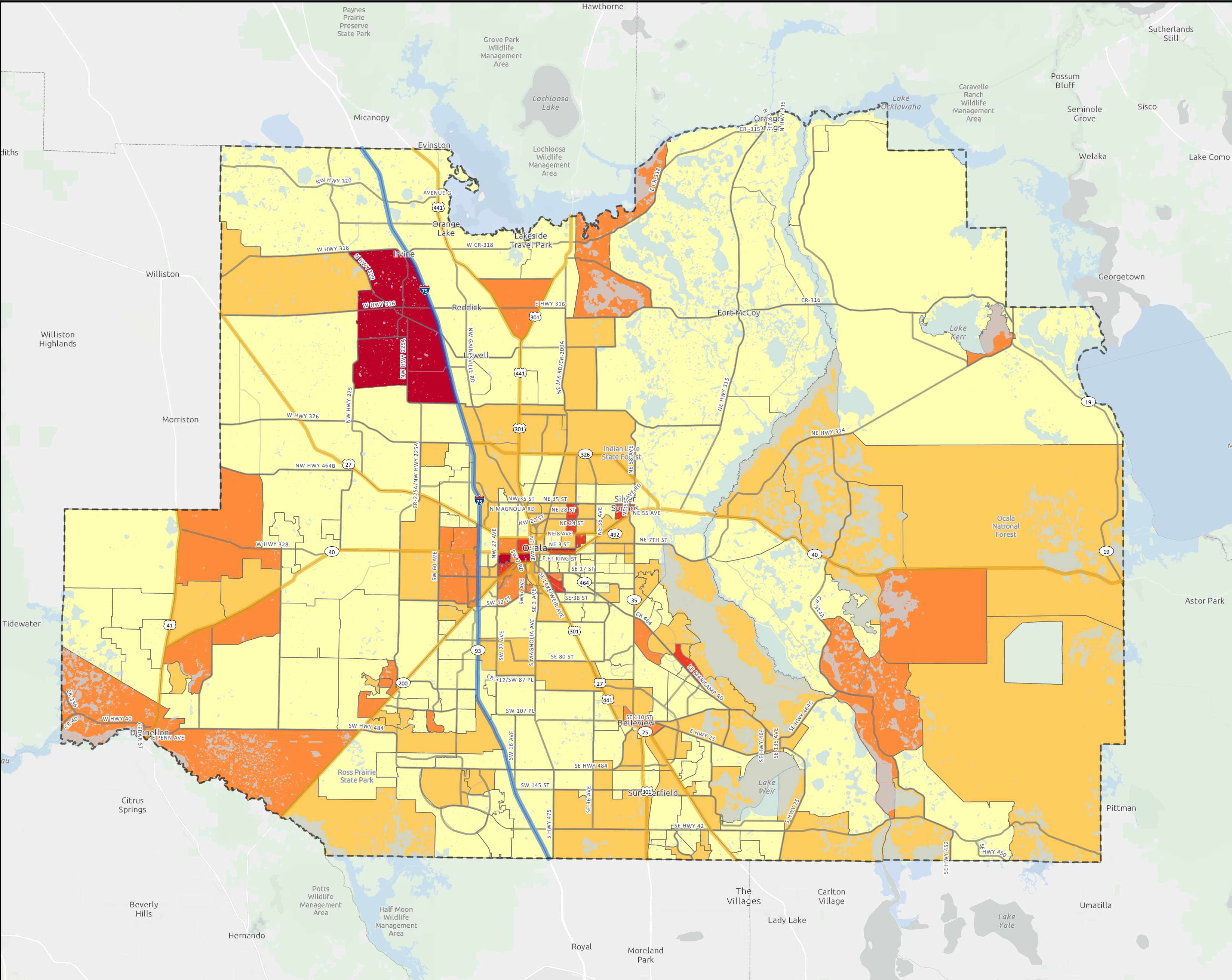
Although bicycle commuting remains a small share overall, there are notable concentrations. The highest rates, between 3% and 9%, occur in Citra, Ocklawaha, and northeast Ocala. These communities may have demographic or geographic characteristics that make biking a practical option, particularly for short-distance commutes.

Moderate bicycle commuting, ranging from 0.8% to 3%, is found in Kendrick, West Ocala (between NW 60th Avenue and NW 80th Avenue), the area south of Ocala between SE 59th Street and SE 95th Street, and east of the Marion County Airport. These locations could benefit from targeted bicycle facilities to support and grow an existing base of bicycle commuters.

1.3.3 Transit to Work

Transit commuting is limited across Marion County but plays a meaningful role in certain areas. The highest percentages, 3% to 9%, are found in West Ocala, west of SW 16th Avenue. This corresponds with areas that have relatively higher density and better access to existing transit routes.

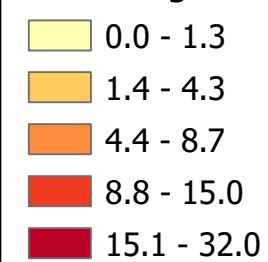
Moderate levels of transit commuting, between 0.8% and 3%, are seen east of Woods and Lakes, in northeast Ocala, and around Orange Lake. These patterns highlight where residents are already relying on transit and where enhanced service or supportive pedestrian/bicycle access could improve connectivity.



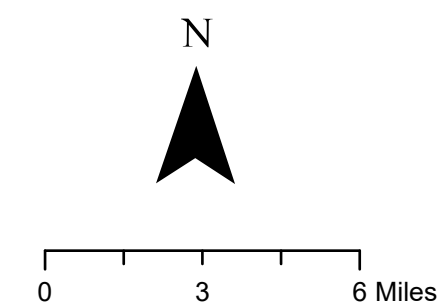
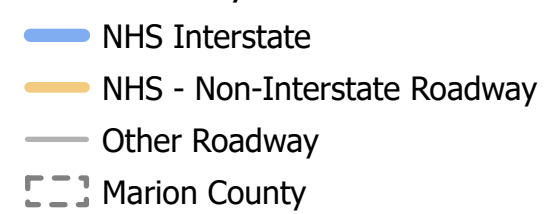
Ocala/Marion TPO Active Transportation Plan

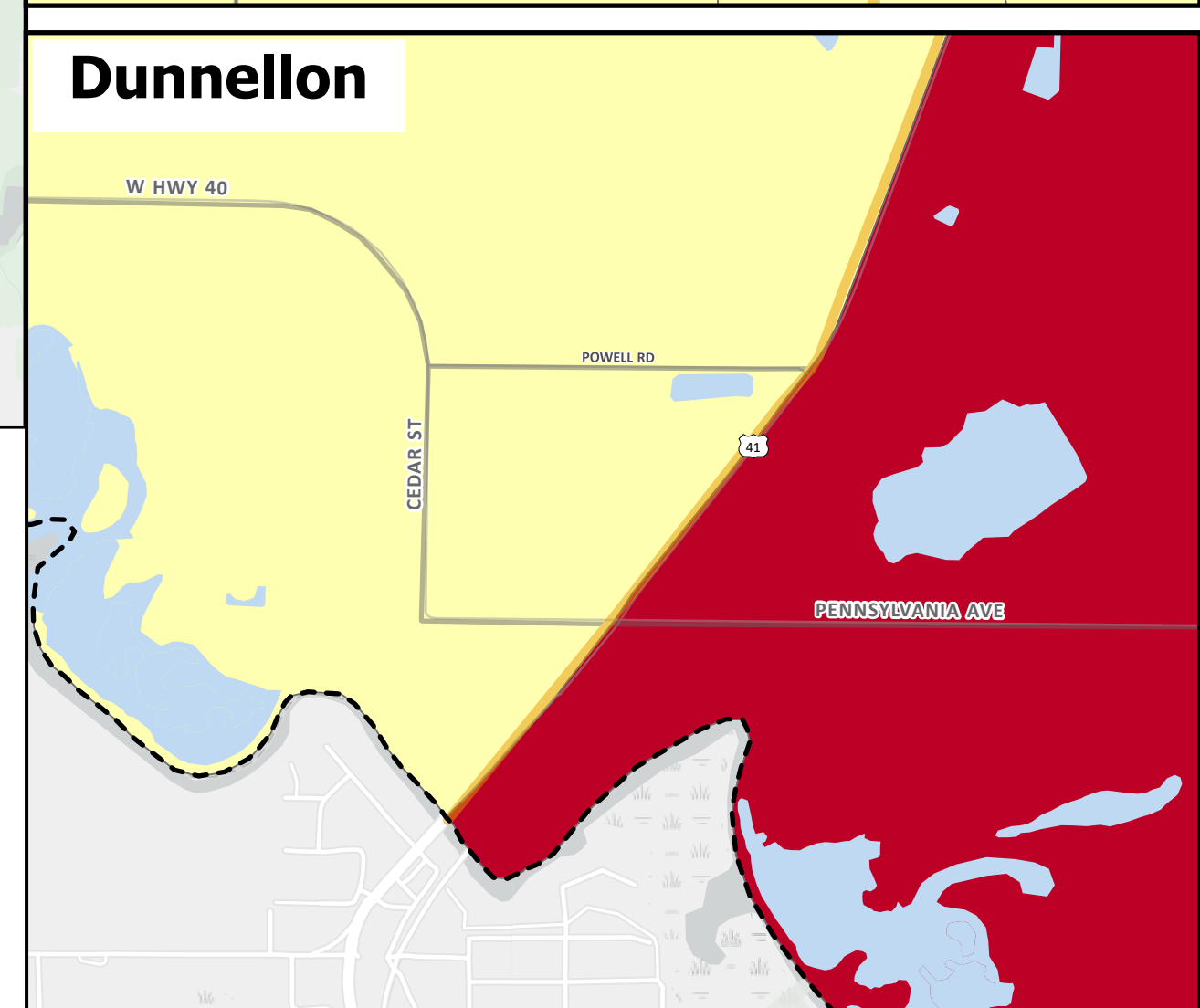
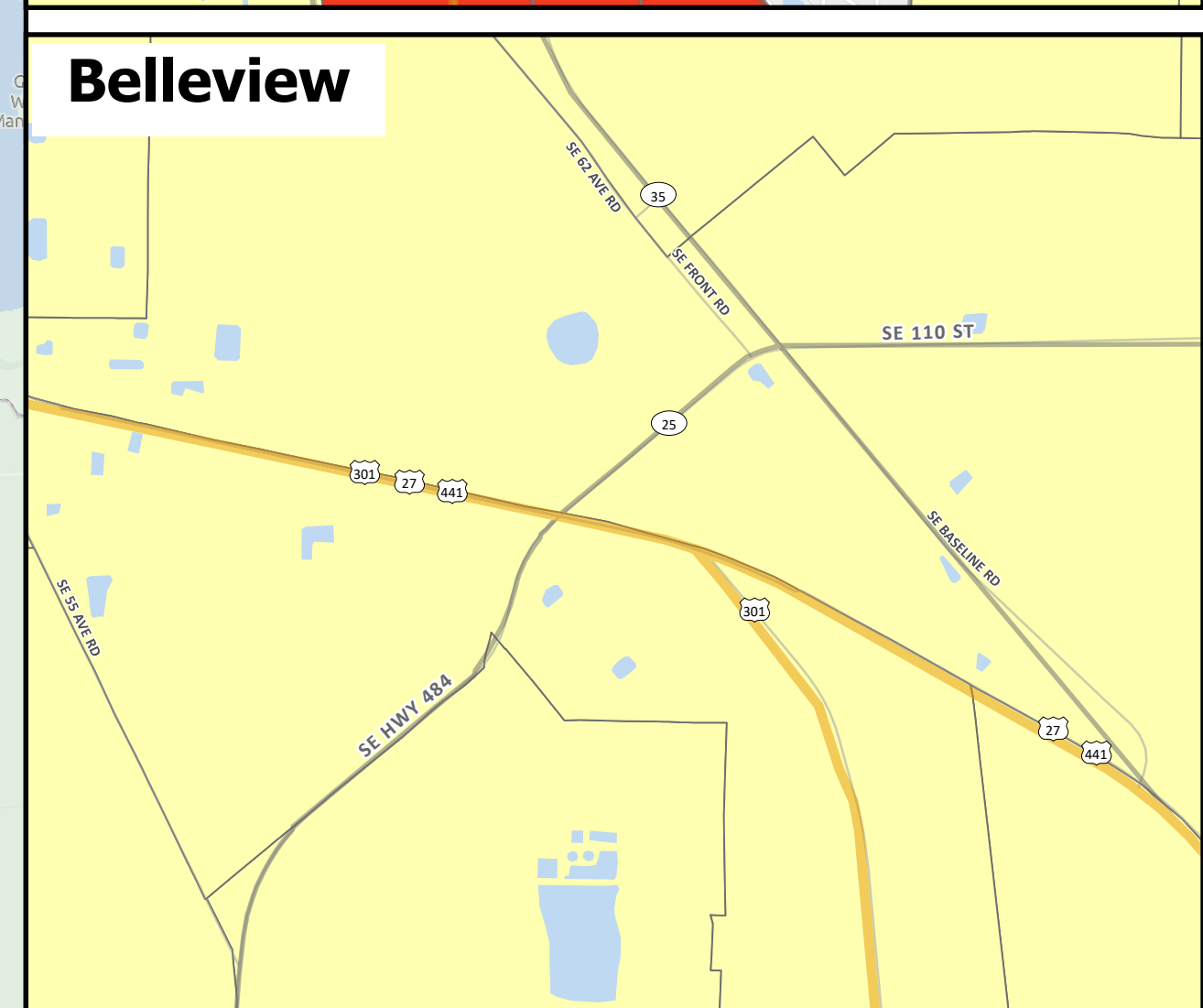
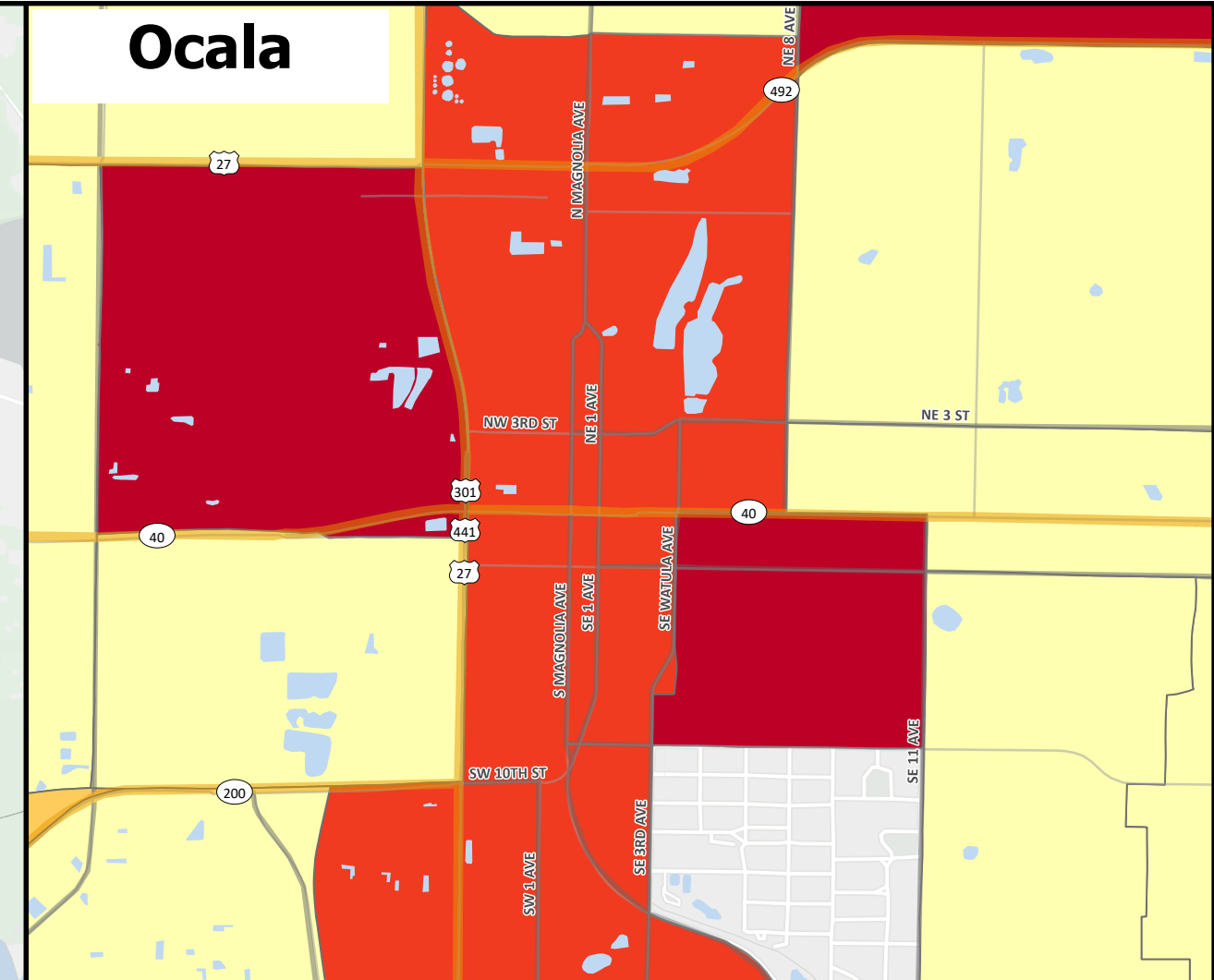
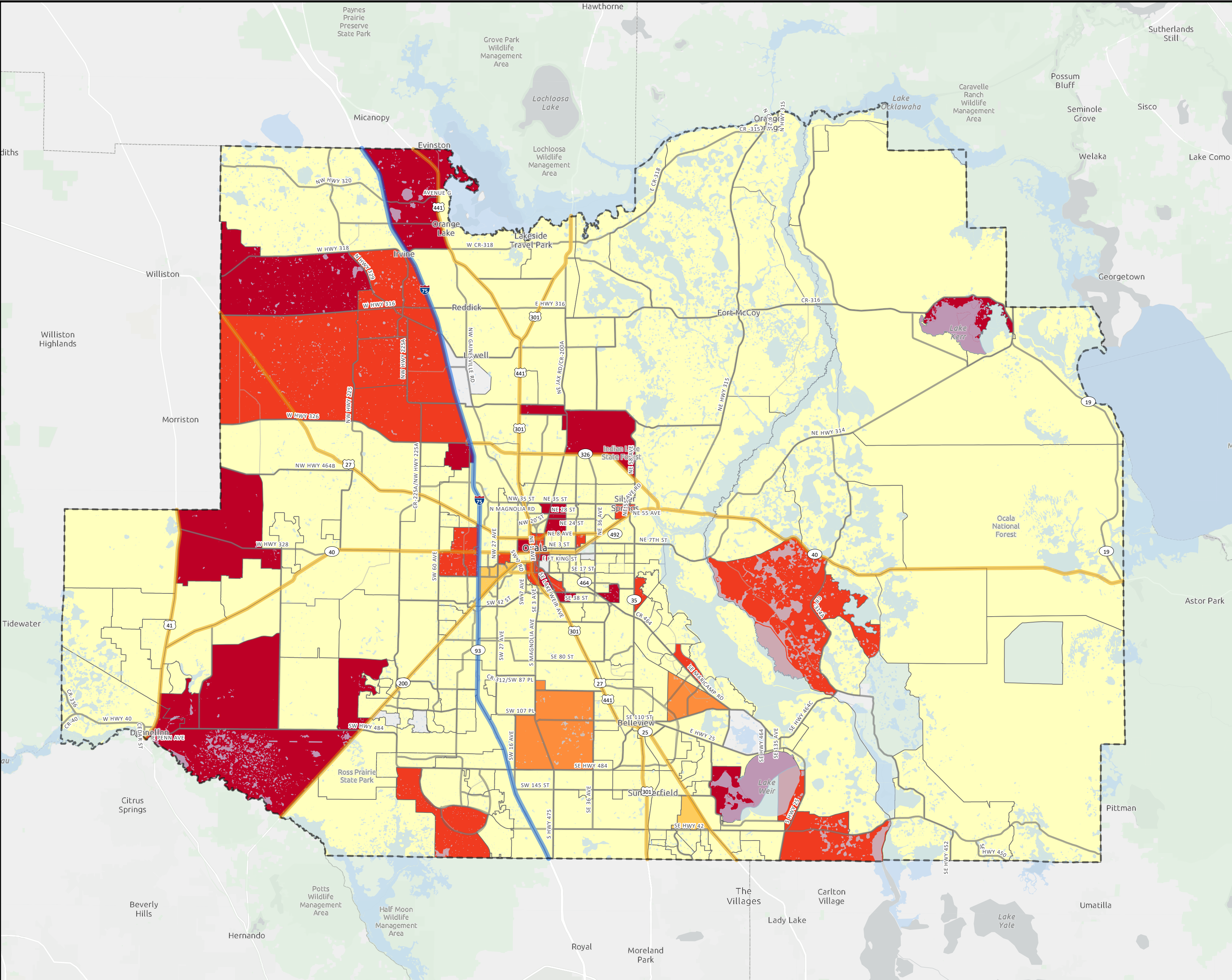
Figure 2: Population with Access to No Vehicles

Percentage of Population with Access to No Vehicles

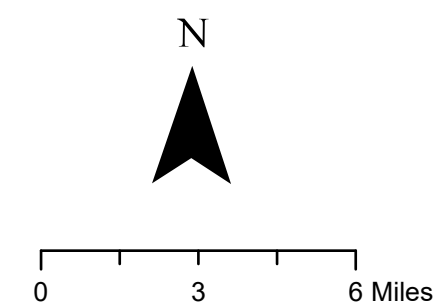
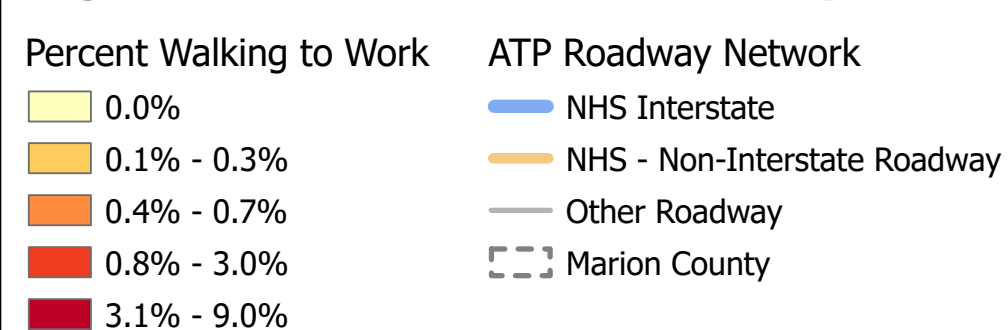


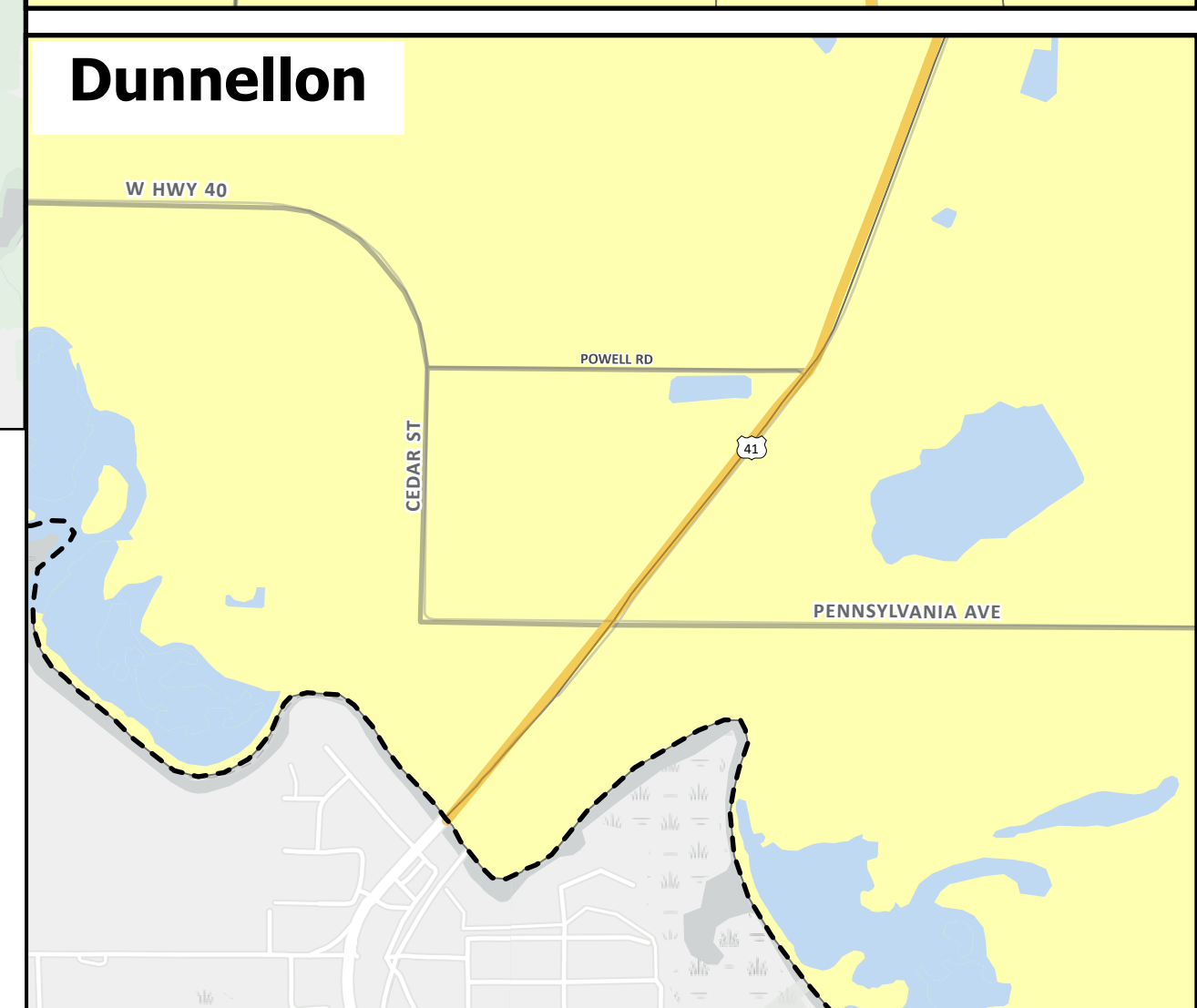
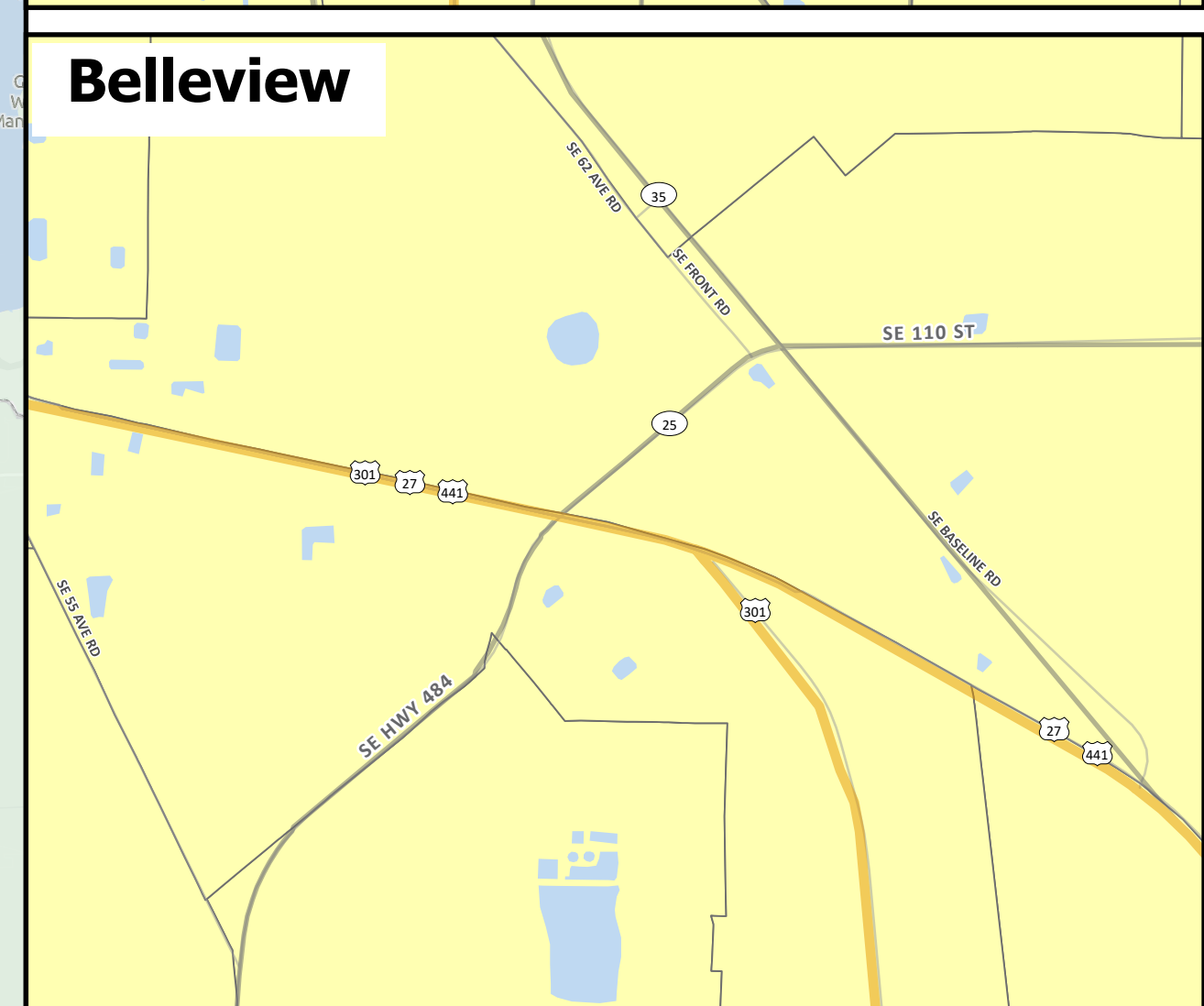
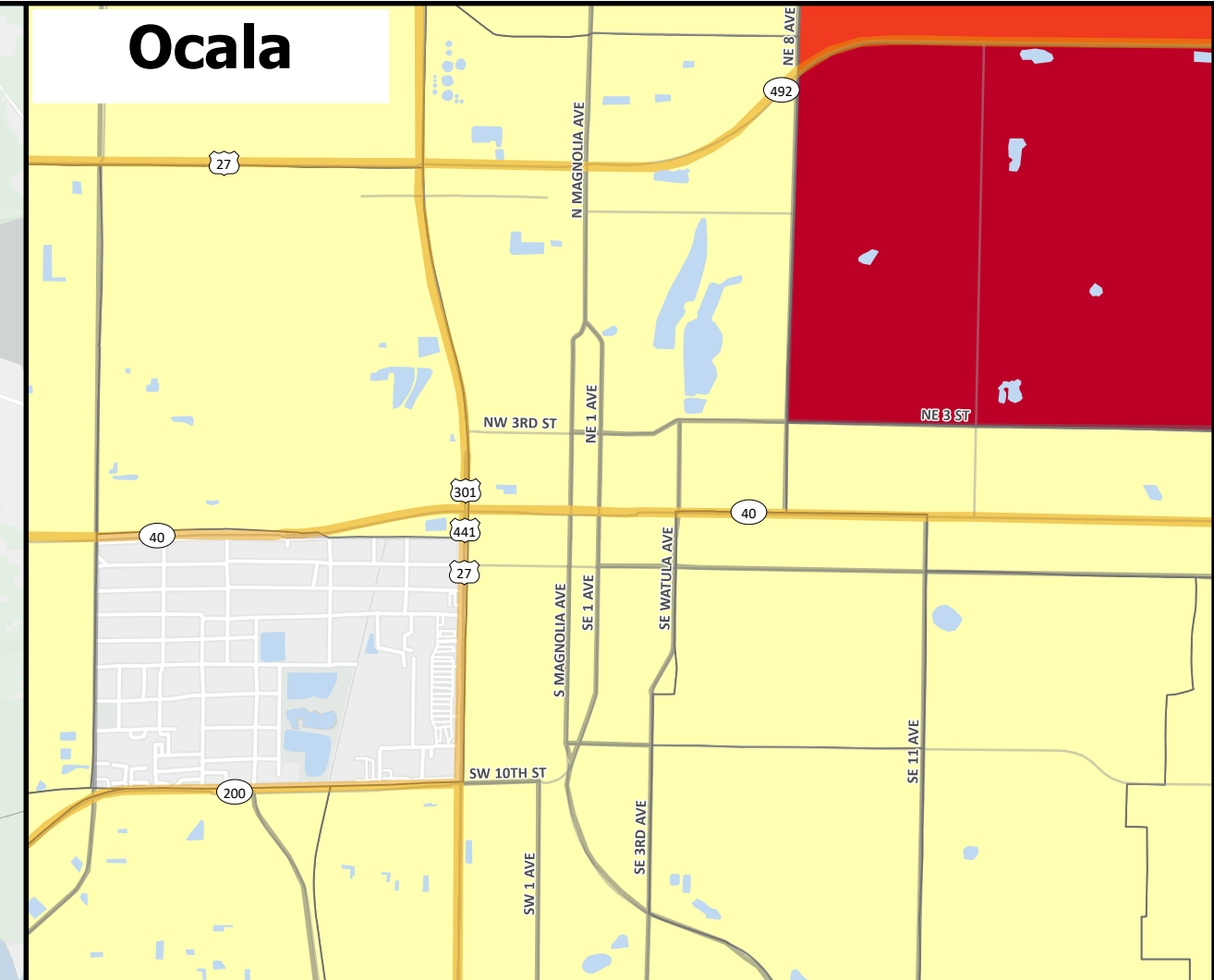
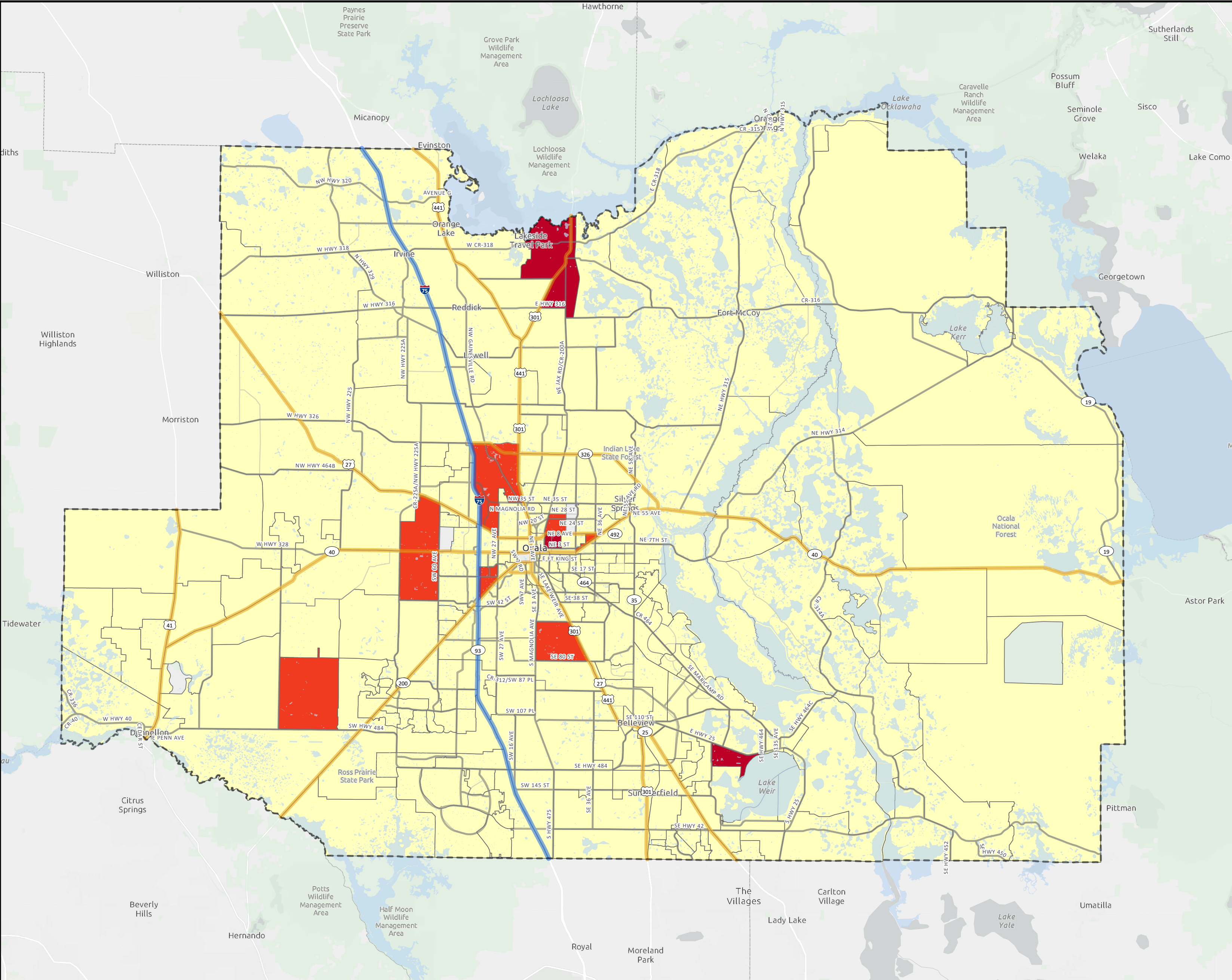
ATP Roadway Network



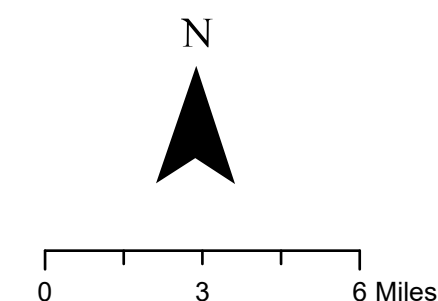
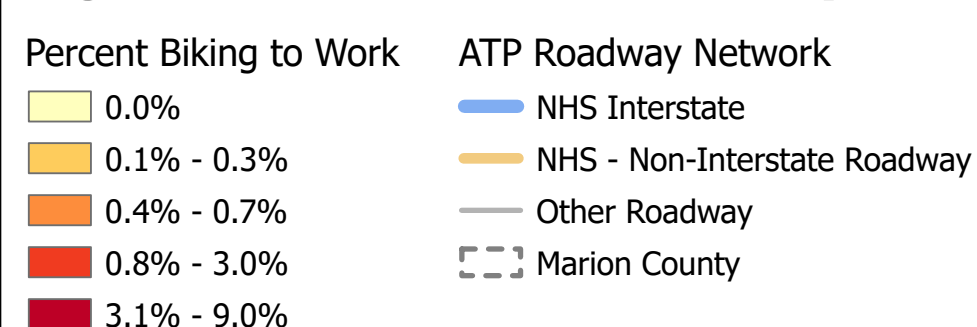


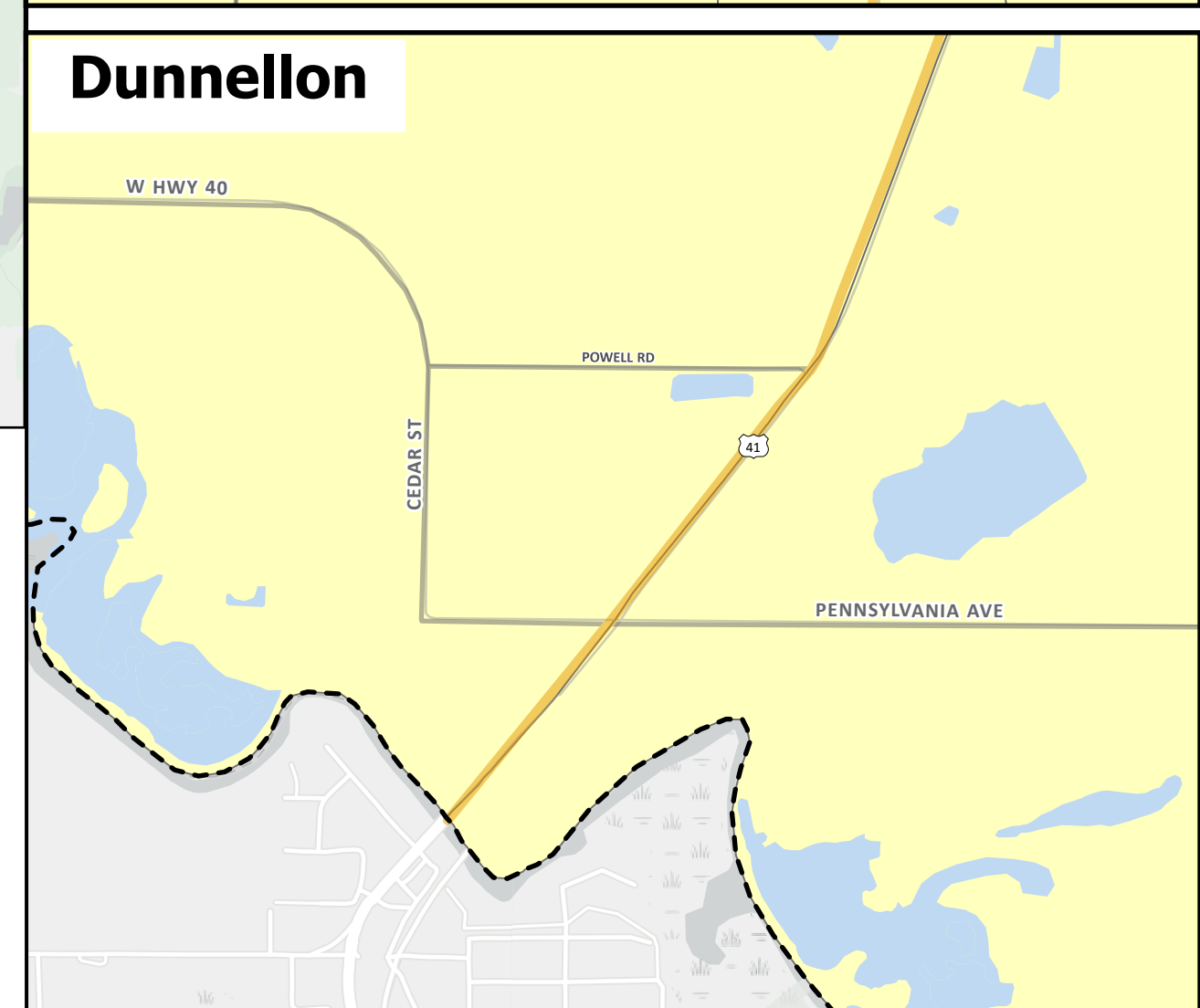
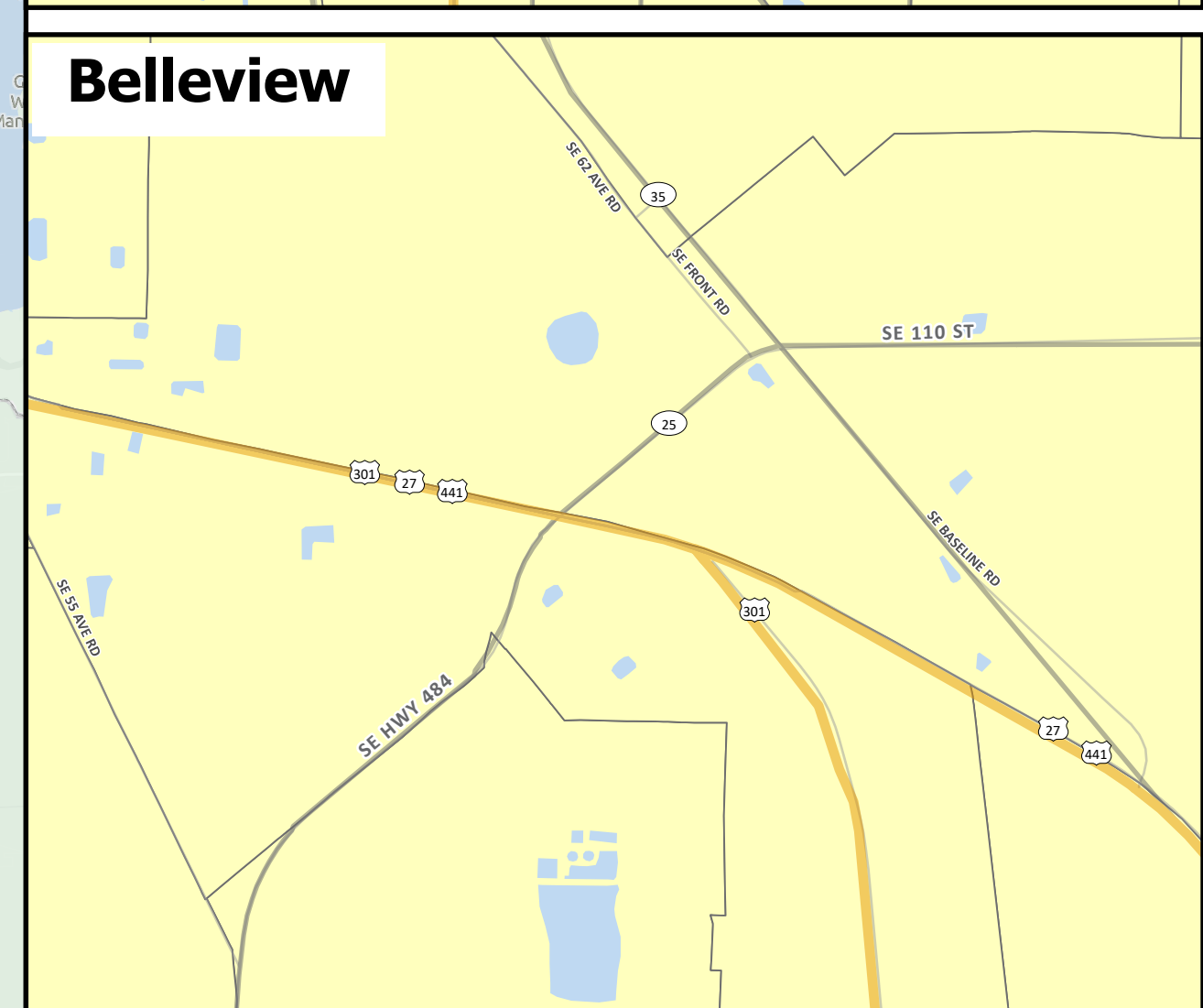
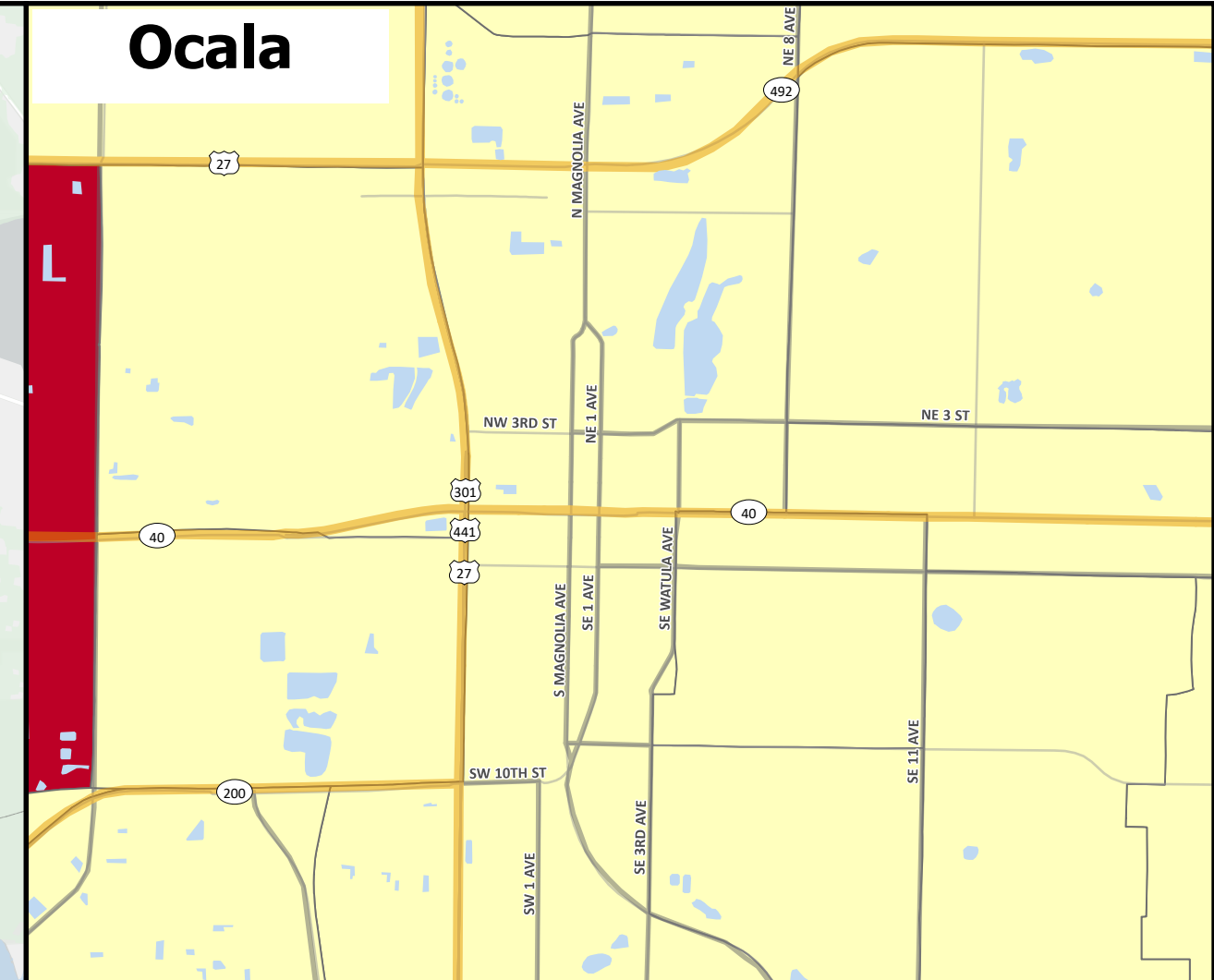
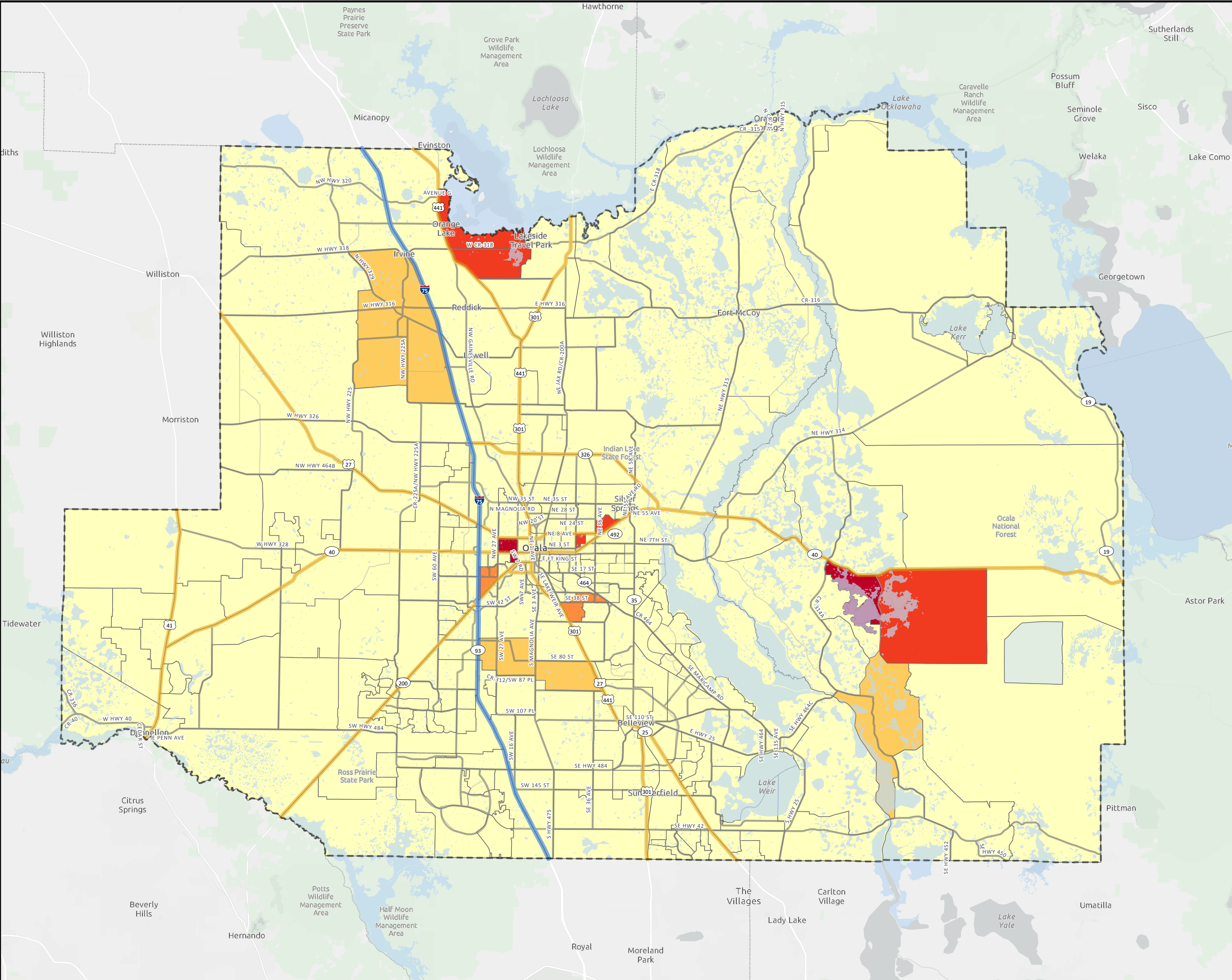
Ocala/Marion TPO Active Transportation Plan
Figure 3: Commute to Work by Walking



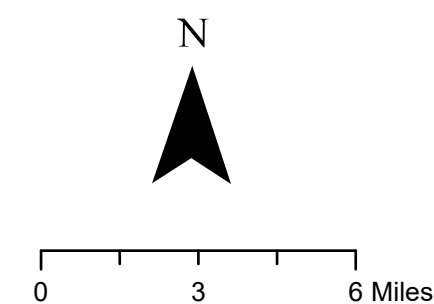
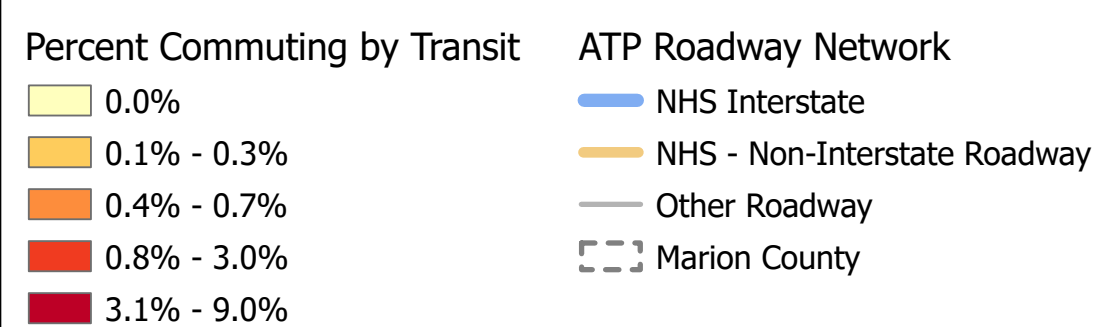


Ocala/Marion TPO Active Transportation Plan
Figure 4: Commute to Work by Biking





Ocala/Marion TPO Active Transportation Plan
Figure 5: Commute to Work by Transit



2 Existing and Planned Facilities

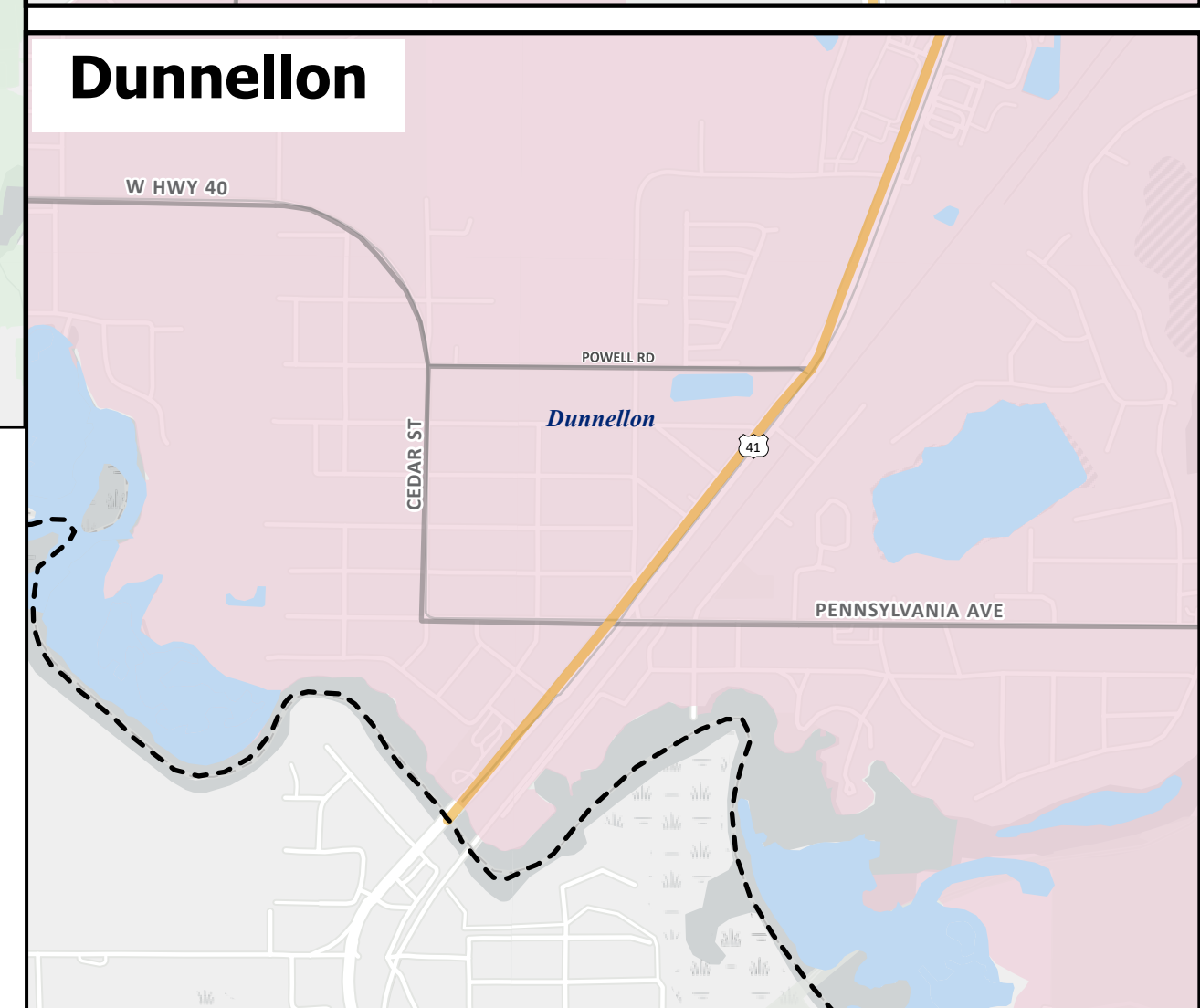
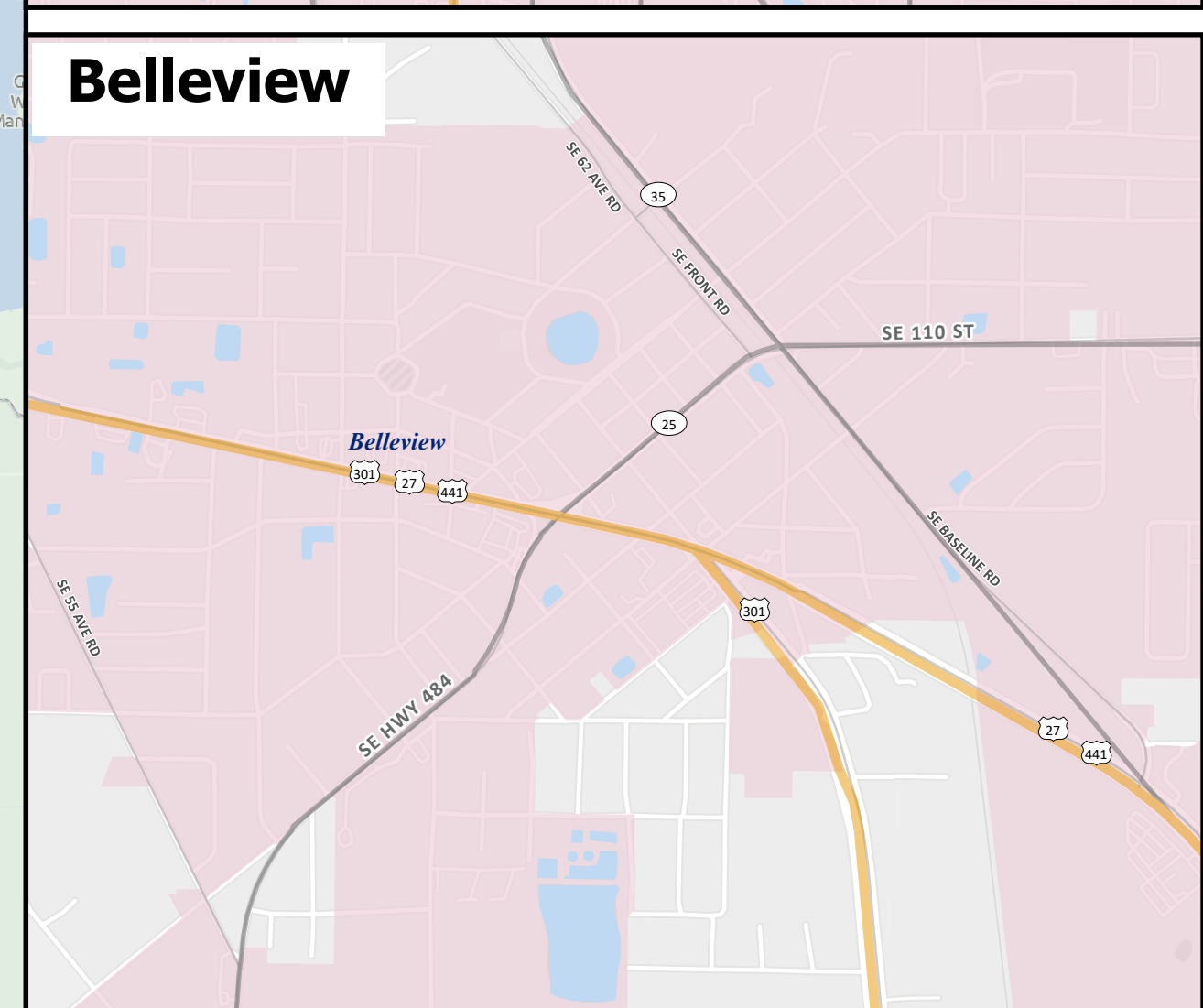
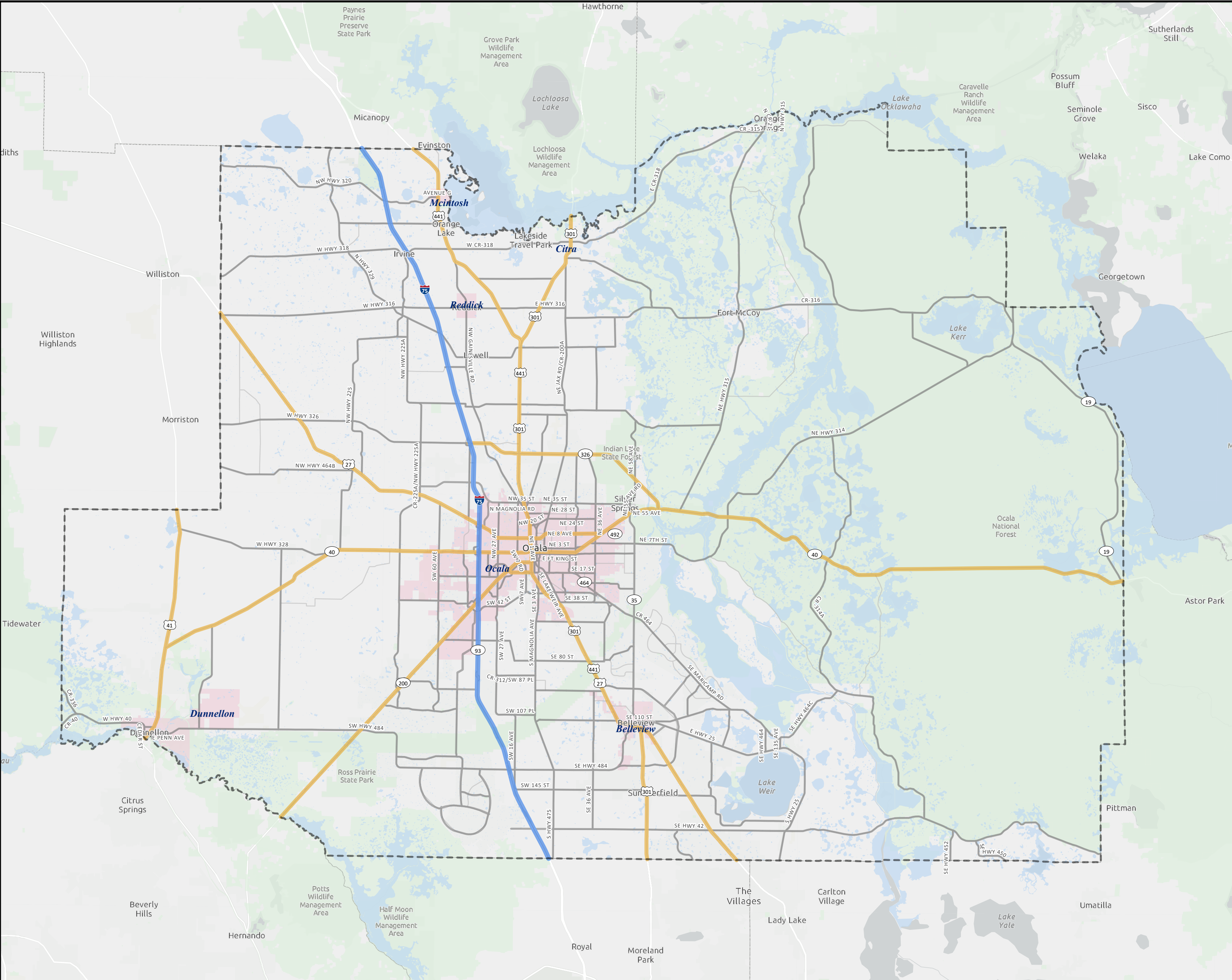
2.1 Roadway Characteristics

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 roadways and roads with construction funded through 2028. This is known as an existing-plus-committed network. **Table 1** and **Figure 6** display the distribution of roadway types on the National Highway System 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).

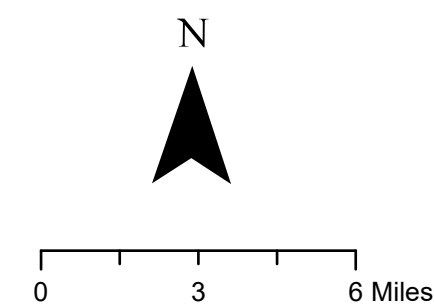
Table 1: ATP Roadway Network

Roadway Type	Miles of Roadway
NHS – Interstate	38.2 miles
NHS – Non-Interstate	175.8 miles
Other CMP Network Roadways	724.6 miles
Total	938.6 miles



Ocala/Marion TPO Active Transportation Plan
Figure 6: ATP Roadway Network

- ATP Roadway Network
- NHS Interstate
 - NHS - Non-Interstate Roadway
 - Other Roadway
 - Municipalities
 - Marion County



2.1.1 Speed Limits

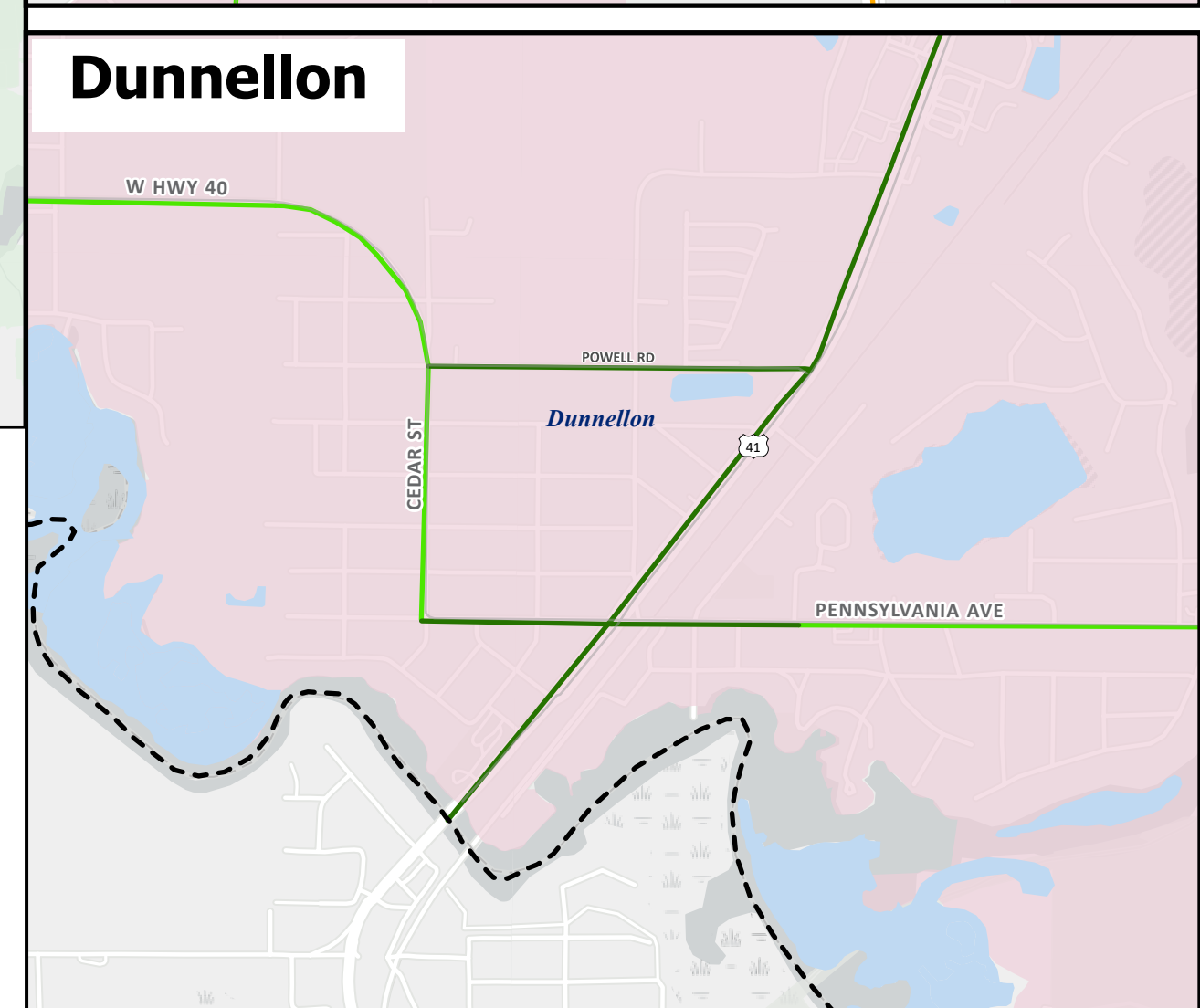
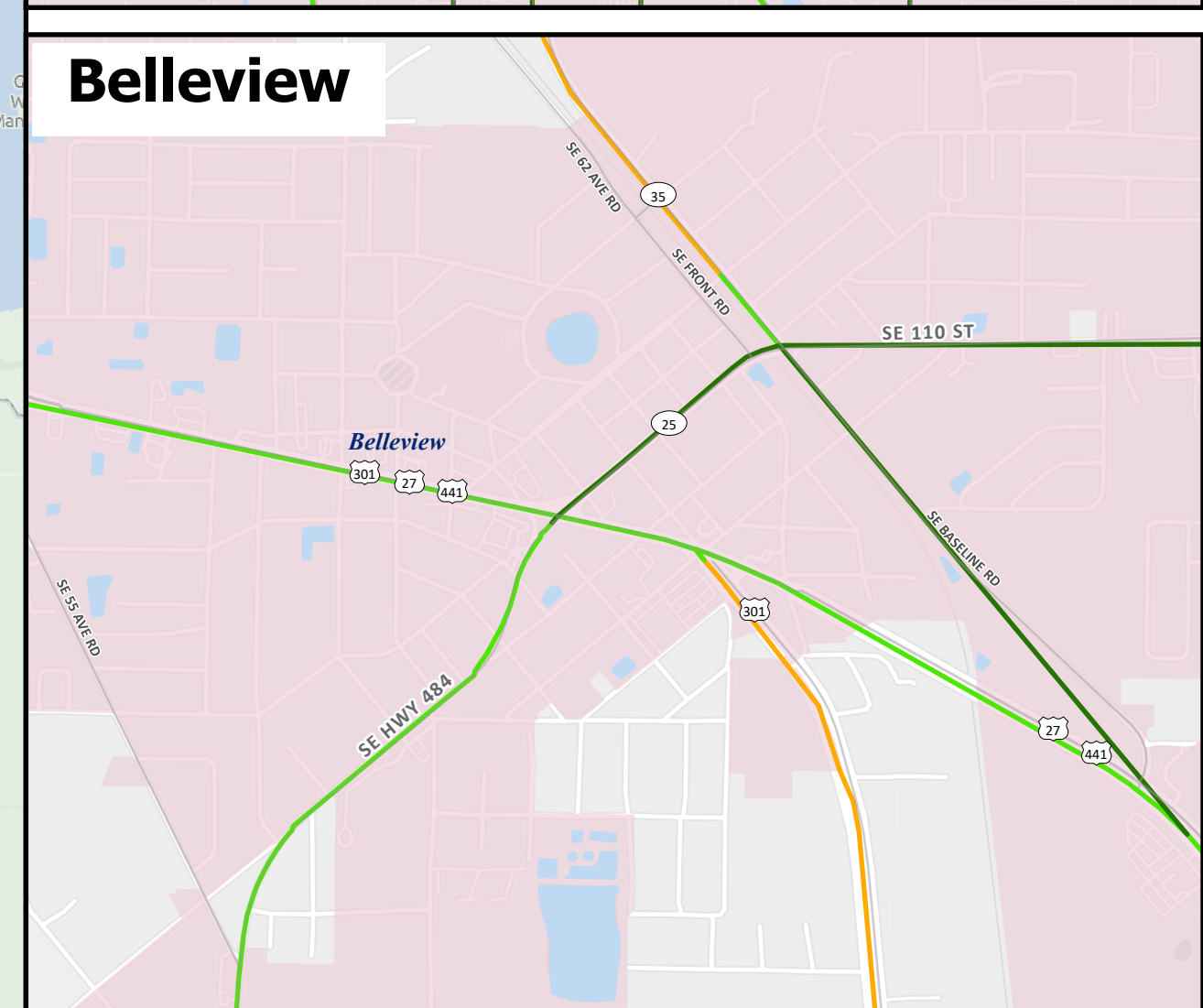
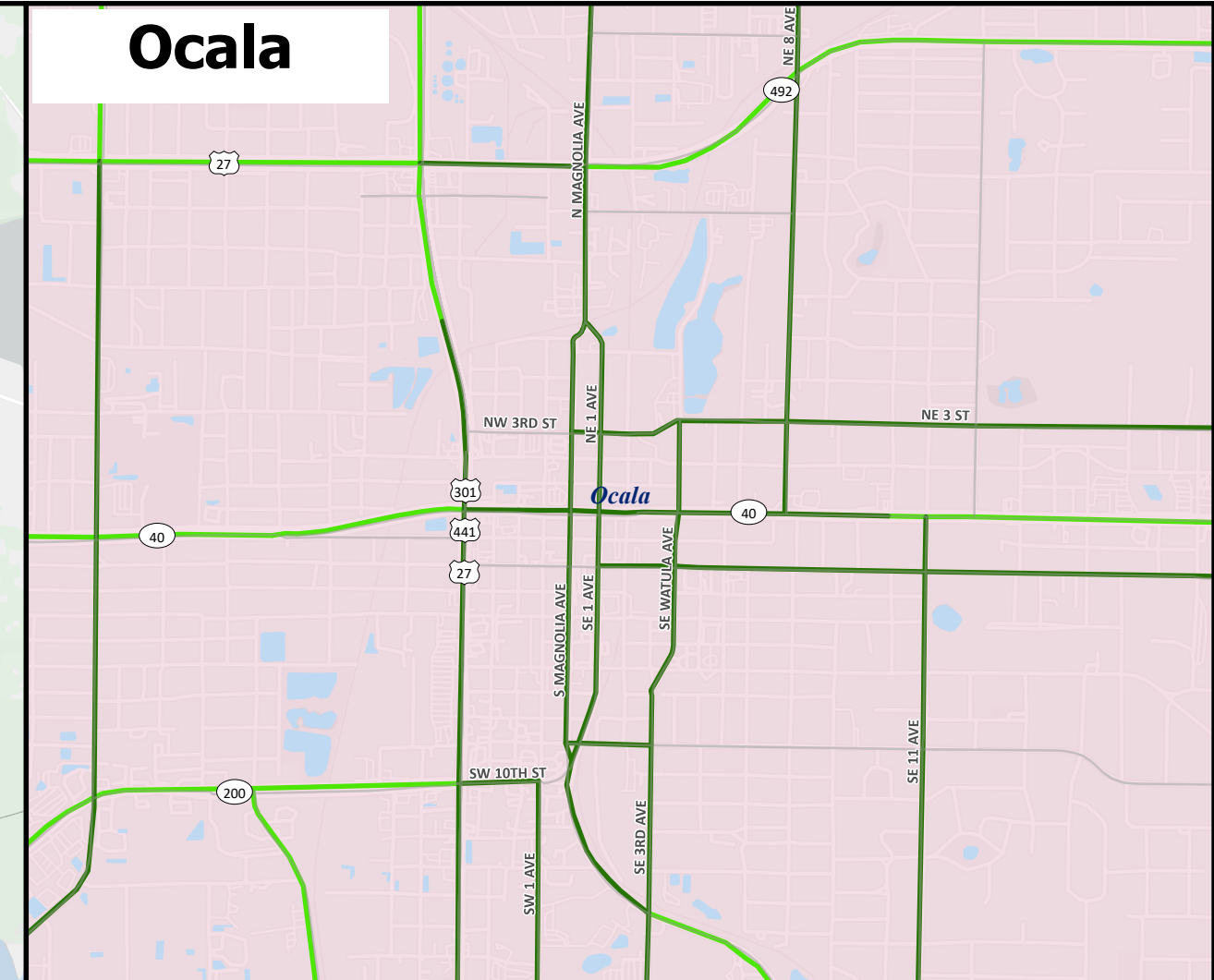
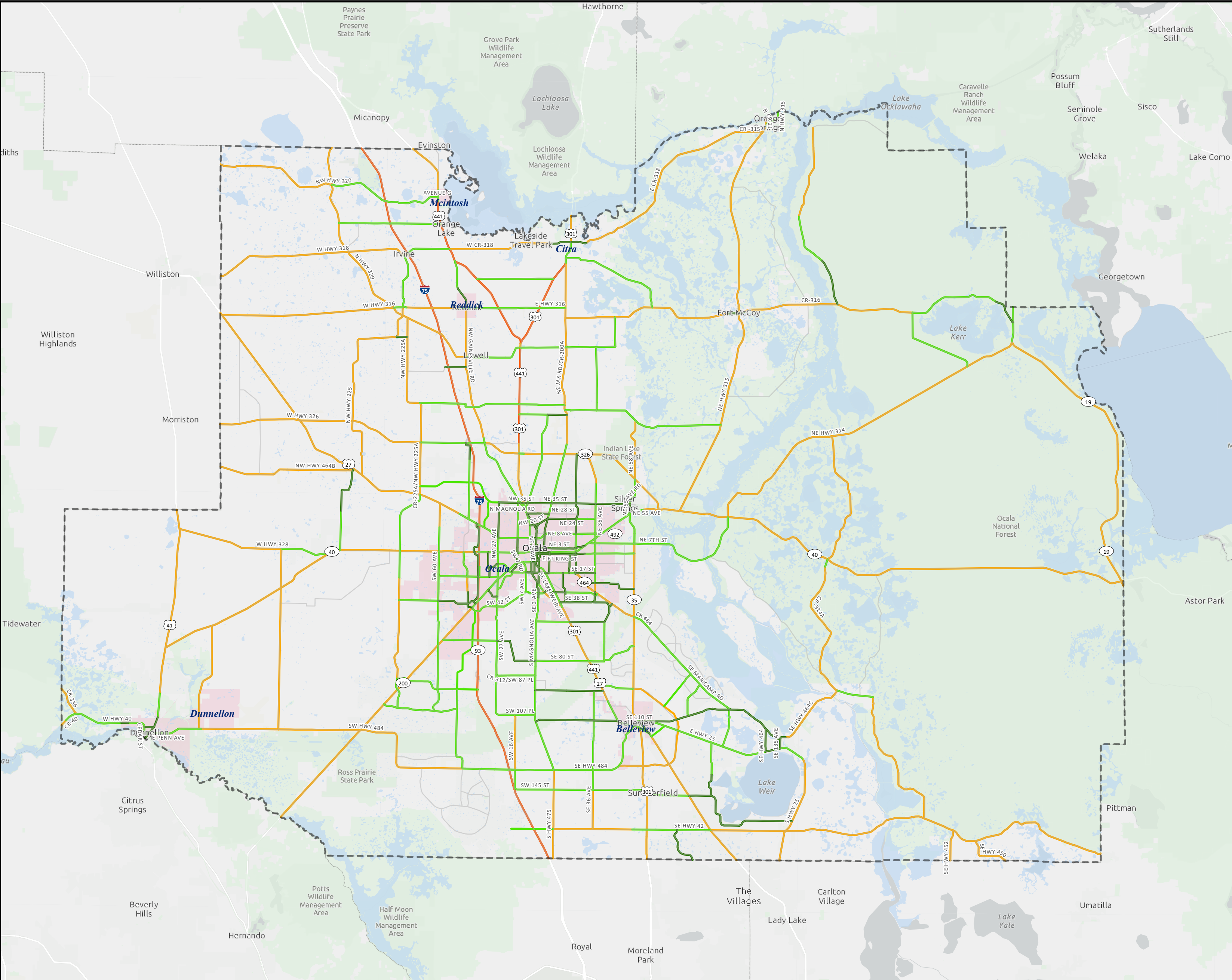
The ATP roadway network (existing and committed major road network) is characterized by relatively high travel speeds, which can have important implications for the safety and comfort of people walking, biking, or using other active modes. As shown in **Table 2** and **Figure 7**, more than half of the study roadway network consists of roadways with posted speed limits of 50 mph or greater, representing approximately 54% of the total system.

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 2: Posted Speed Limit Distribution

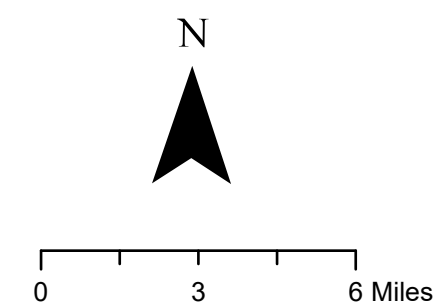
Posted Speed Limit	Miles of Roadway
Under 35 mph	111.2 miles
40-45 mph	318.7 miles
50-55 mph	452.1 miles
Above 60 mph	56.6 miles
Total	938.6 miles



Ocala/Marion TPO Active Transportation Plan

Figure 7: Posted Speed Limit

- Posted Speed Limit
- Under 35 MPH
 - 40 - 45 MPH
 - 50 - 55 MPH
 - 60 - 70 MPH
- Municipalities
- Marion County



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.

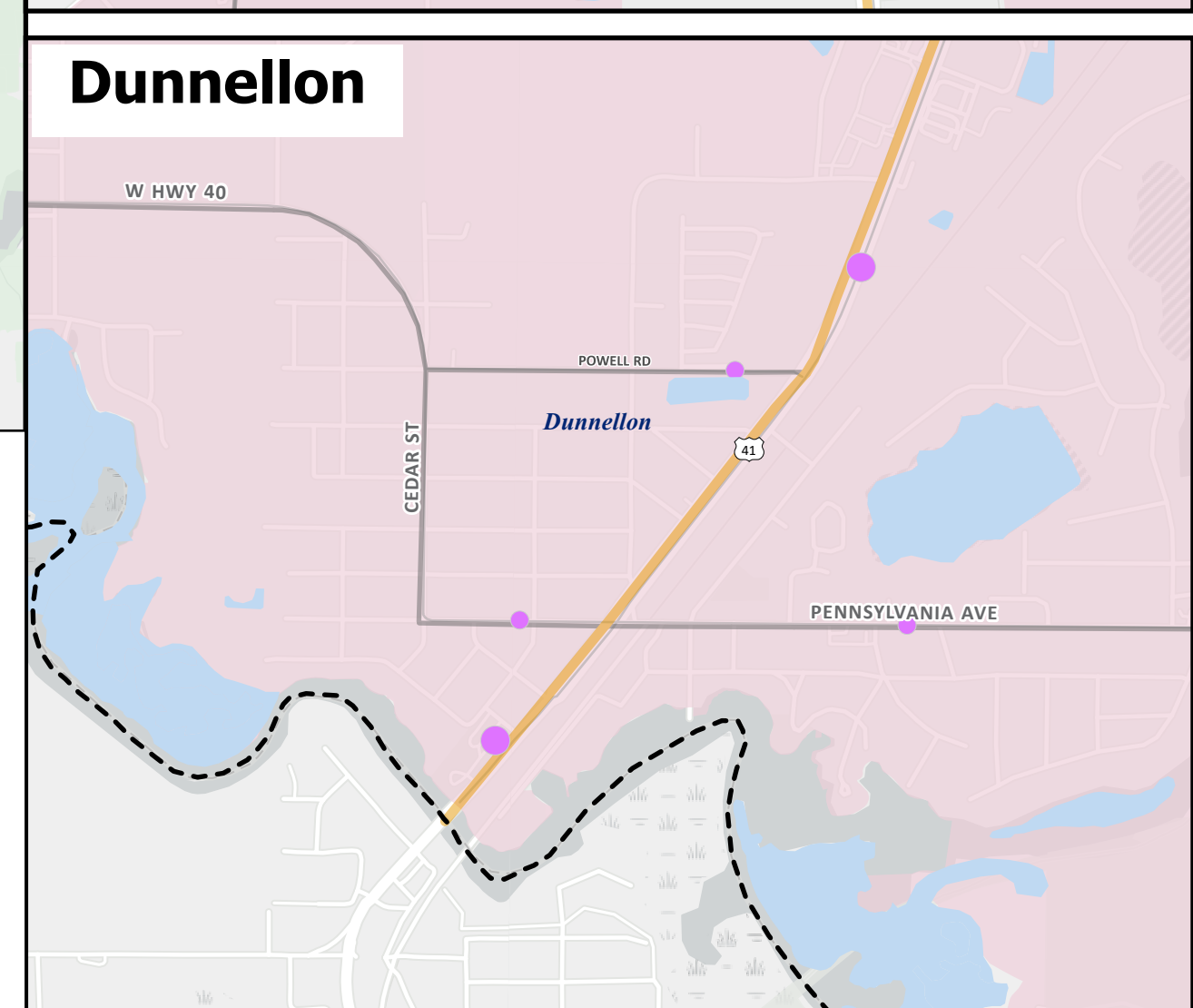
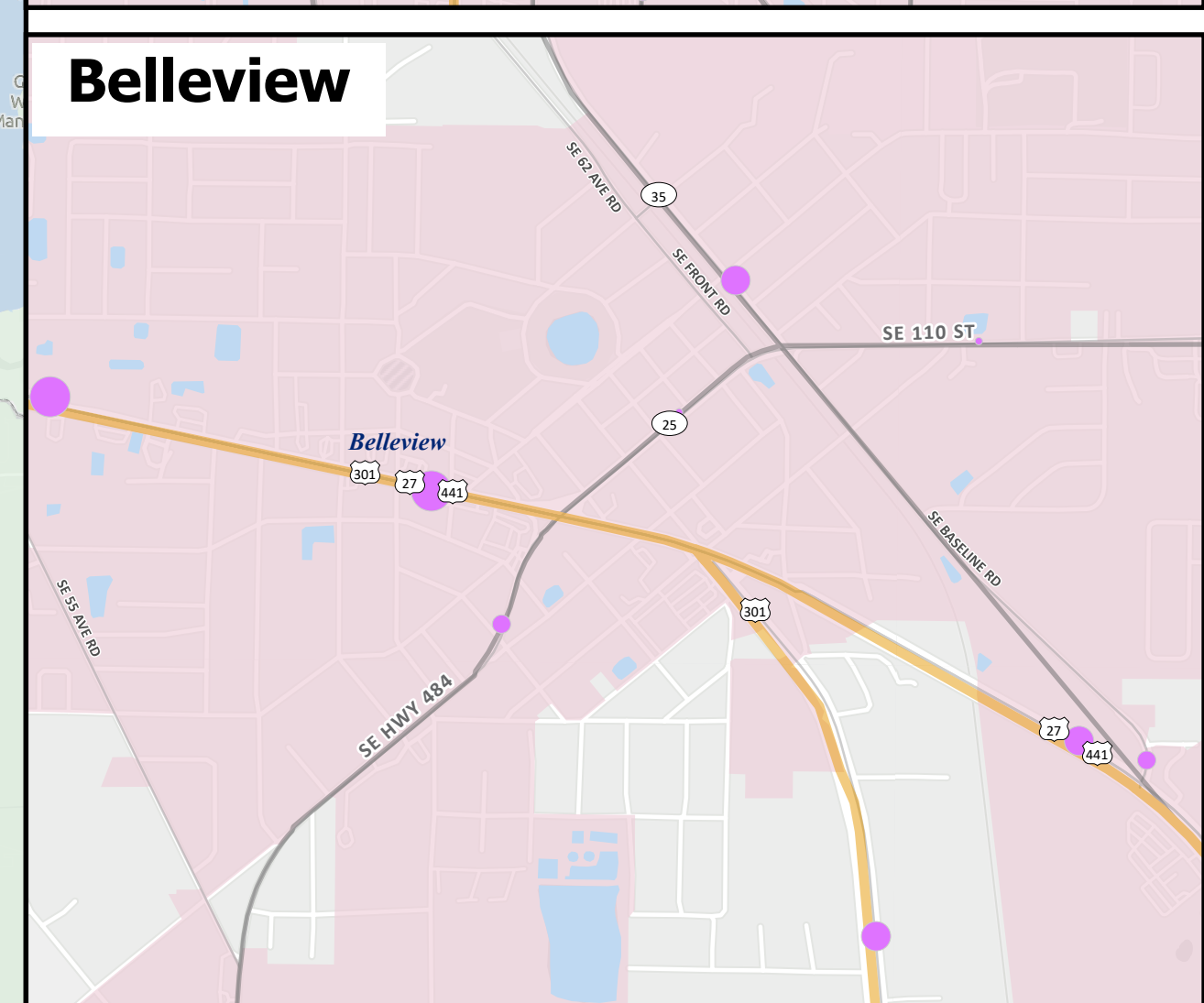
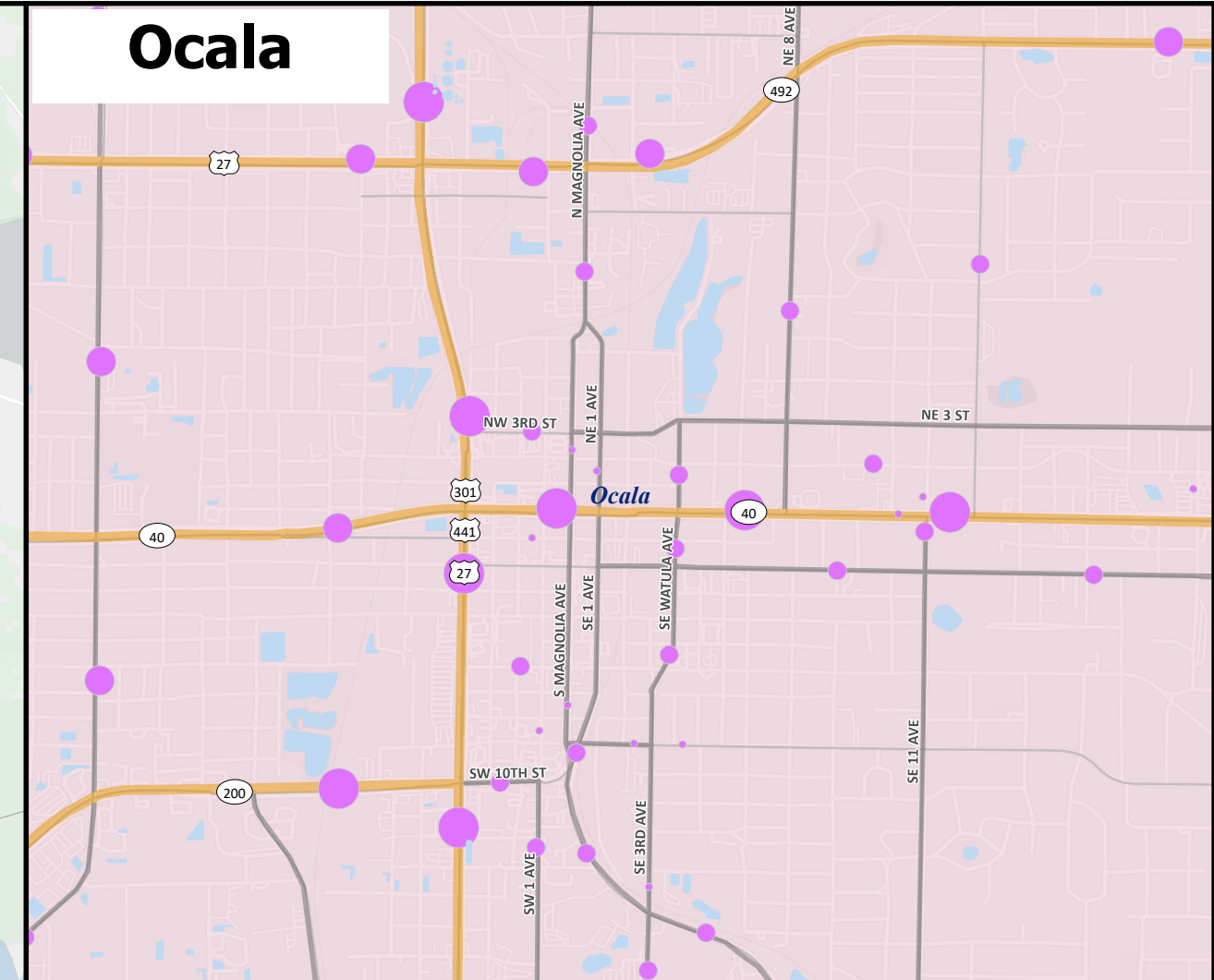
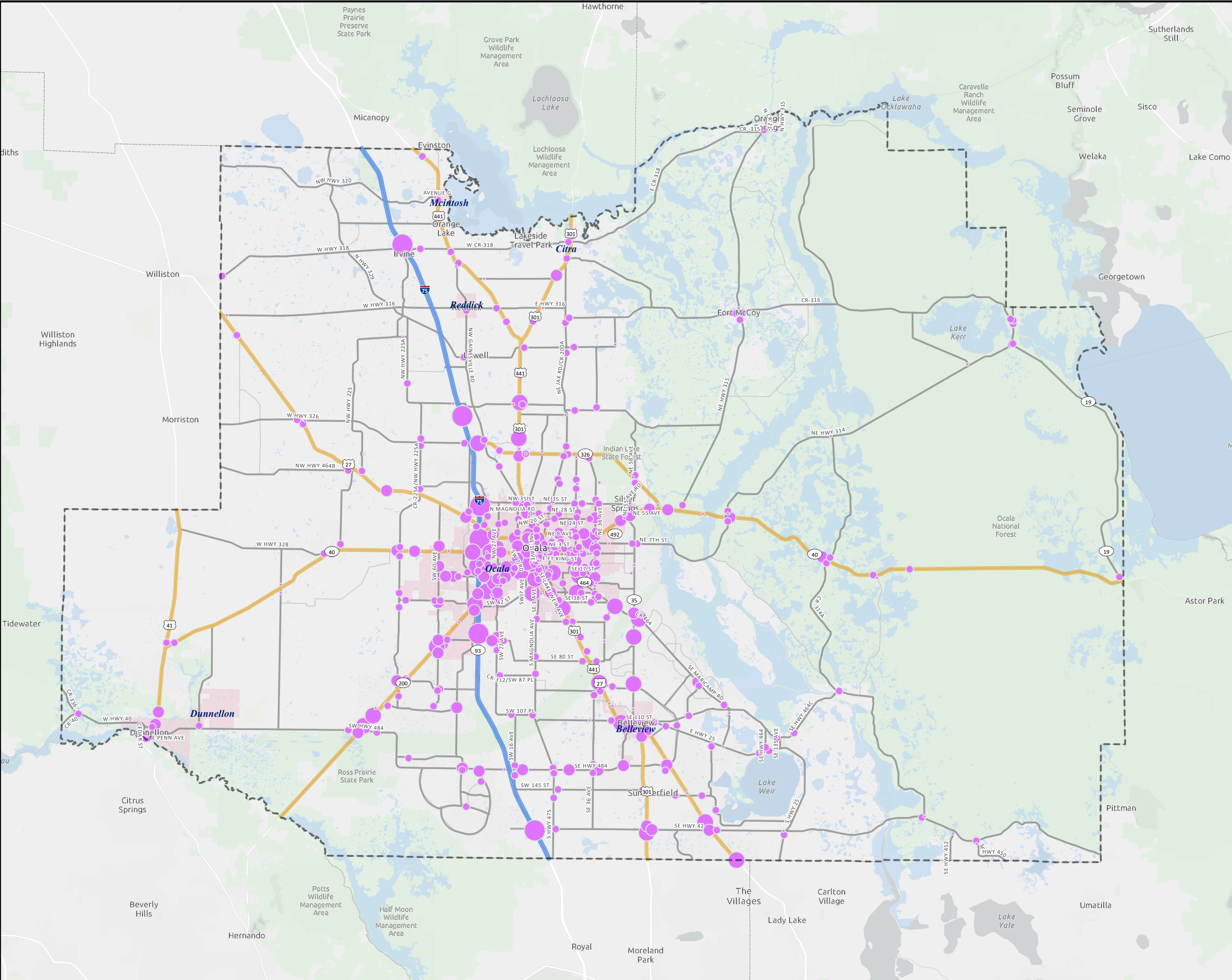
Figure 8 displays the distribution of AADT across the Marion County roadway network. Beyond these highways, moderate AADT levels are distributed across other arterial corridors, such as US 301, SR 40, and SR 464, which link urban and rural communities. Lower-volume facilities, generally under 12,500 vehicles per day, are found along collectors and local roadways serving small towns, agricultural areas, and natural resource lands. Understanding these patterns helps highlight where roadway demand is concentrated and where potential conflicts with active transportation users are most likely.

As shown in **Table 4** and **Figure 9**, 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.

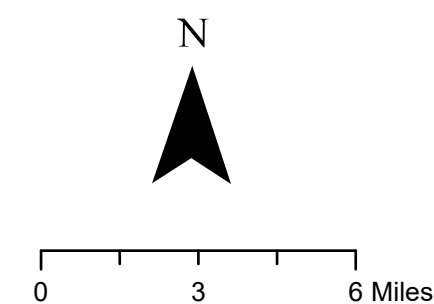
Table 3: Number of Lanes Distribution

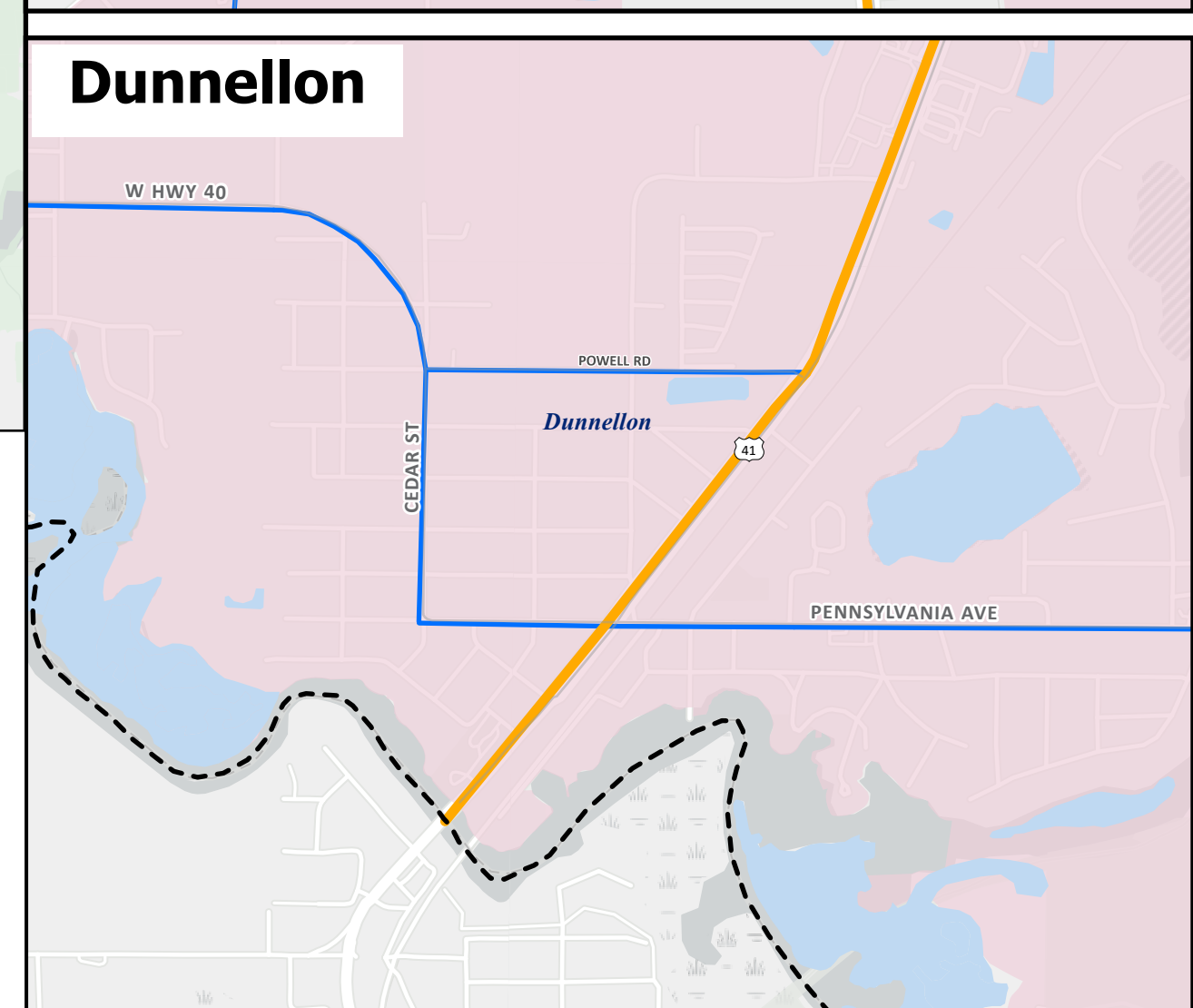
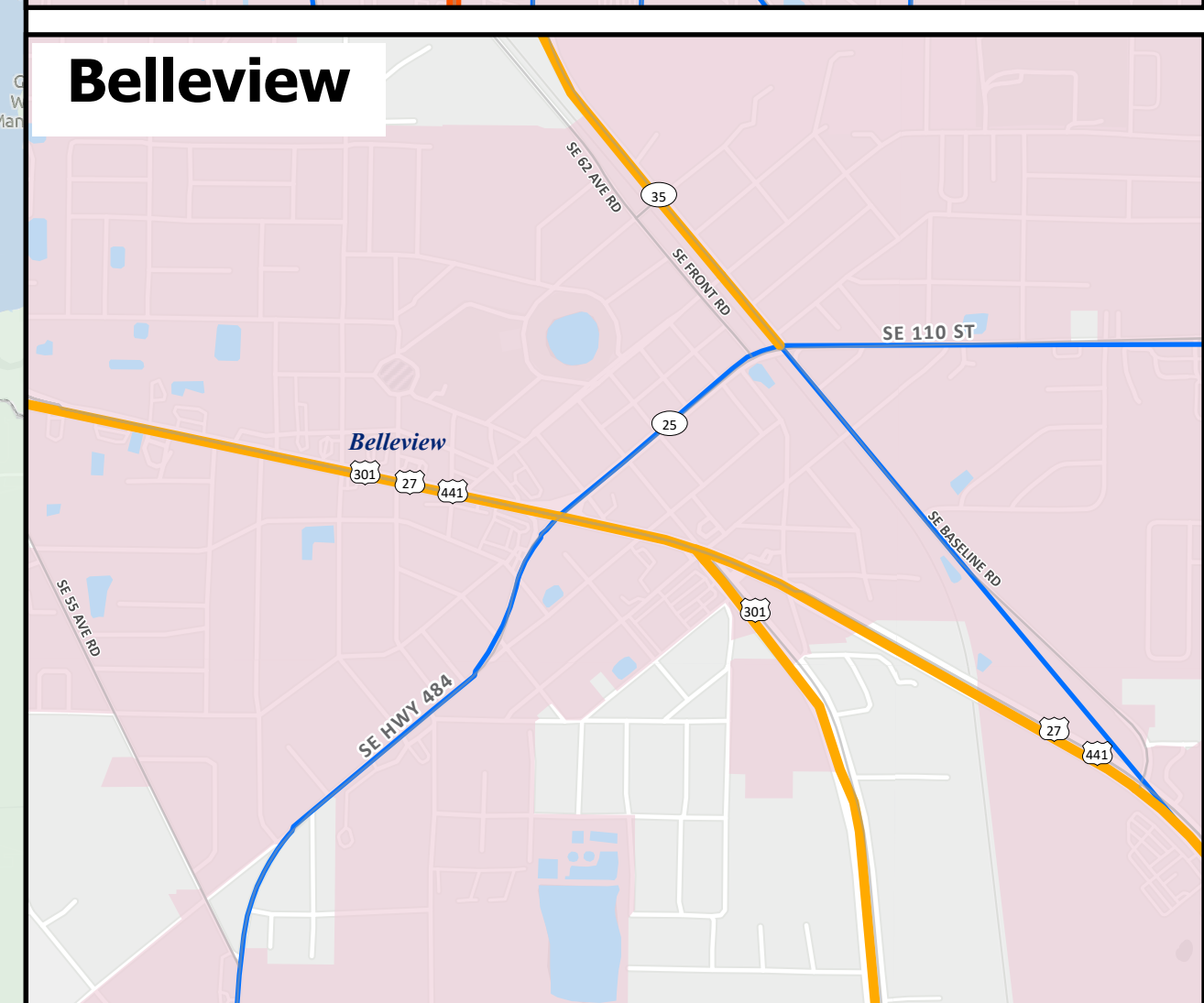
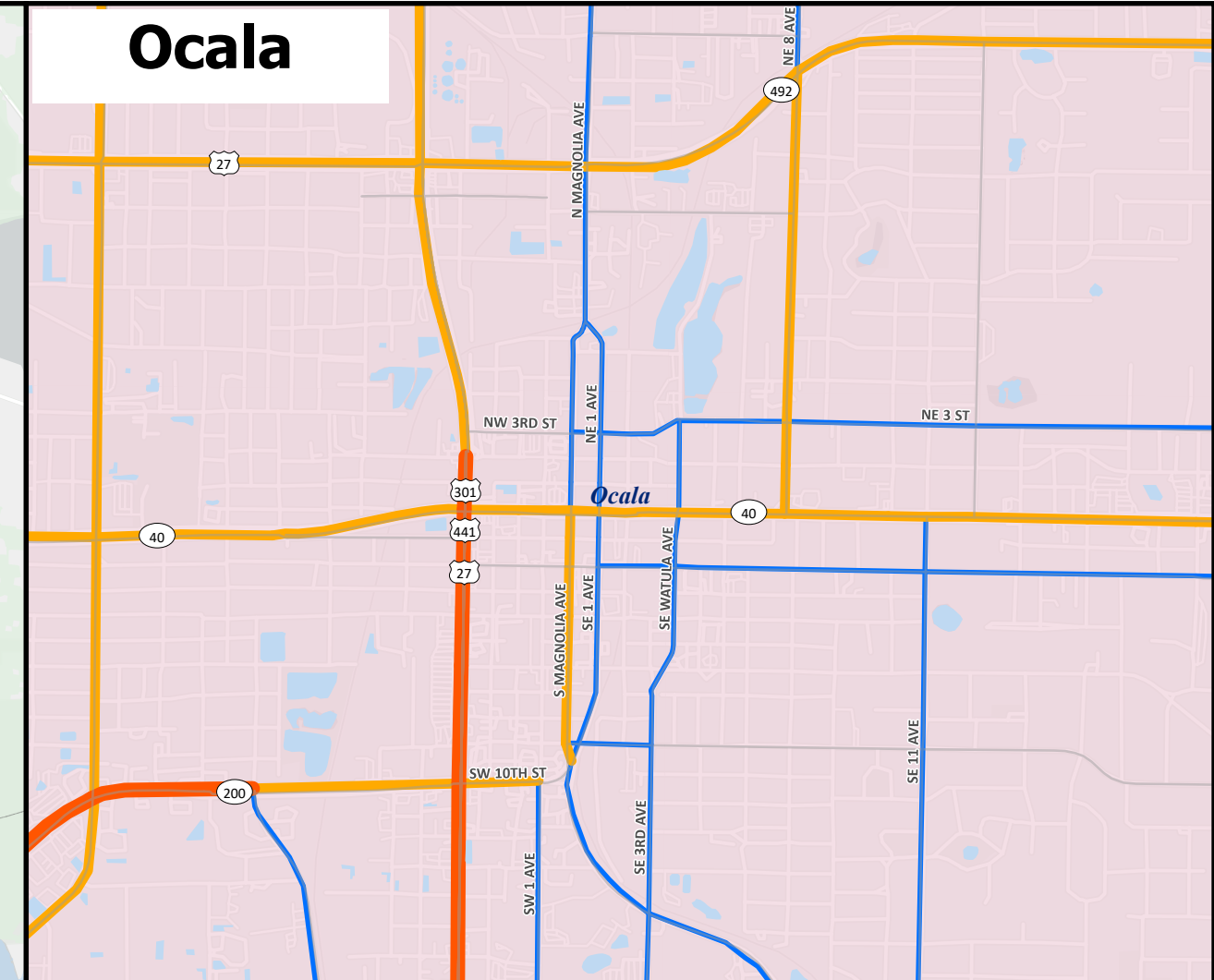
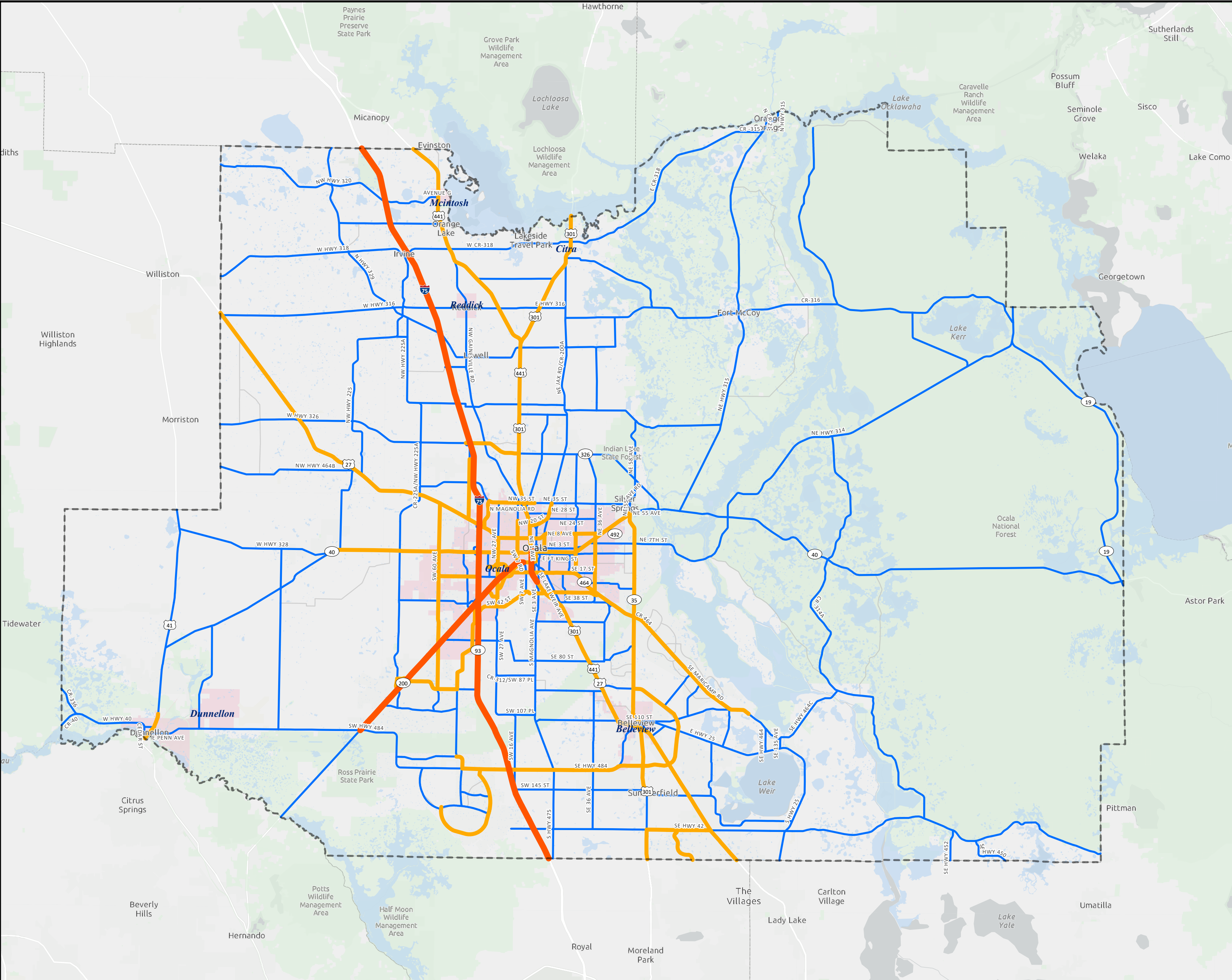
Number of Lanes	Miles of Roadway
Unknown	9.4 miles
2 lanes	679.5 miles
4 lanes	197.7 miles
6 lanes	52.0 miles
Total	938.6 miles



Ocala/Marion TPO Active Transportation Plan
Figure 8: Average Annual Daily Traffic (AADT)

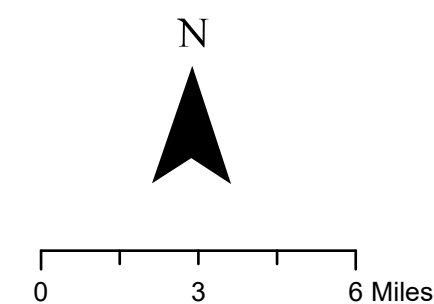
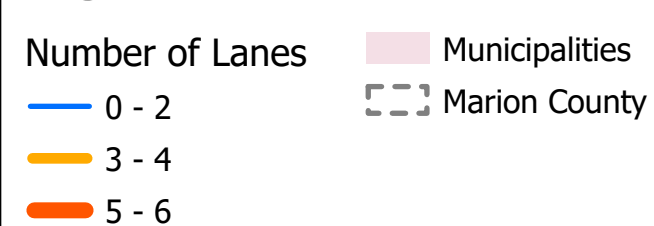
- | AADT | ATP Roadway Network |
|------------------|------------------------------|
| 0 | NHS Interstate |
| 1 - 12,500 | NHS - Non-Interstate Roadway |
| 12,501 - 24,500 | Other Roadway |
| 24,501 - 45,000 | Municipalities |
| 45,001 - 113,500 | Marion County |





Ocala/Marion TPO Active Transportation Plan

Figure 9: Number of Lanes



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.

2.2.1 Pedestrian Facilities

As shown in Figure 10, 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 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).

2.2.2 Bicycle Facilities

As shown in **Figure 11**, 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.

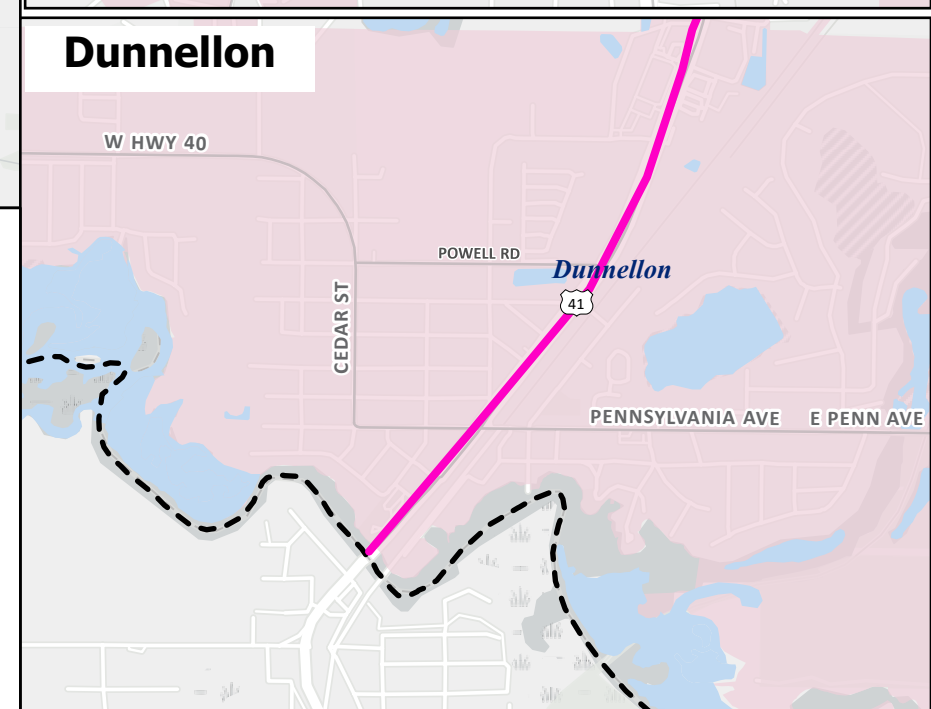
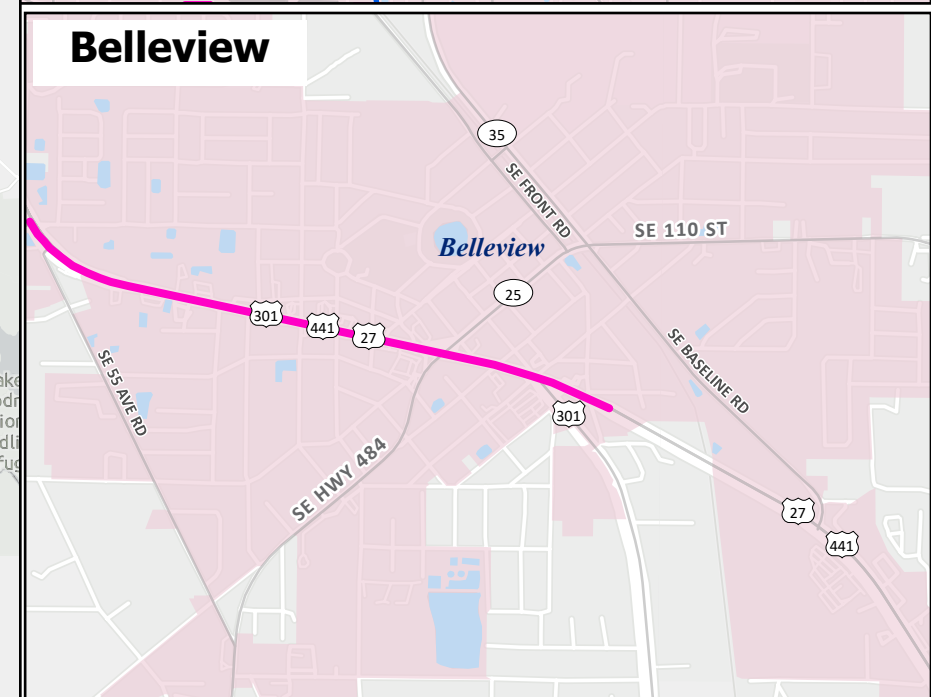
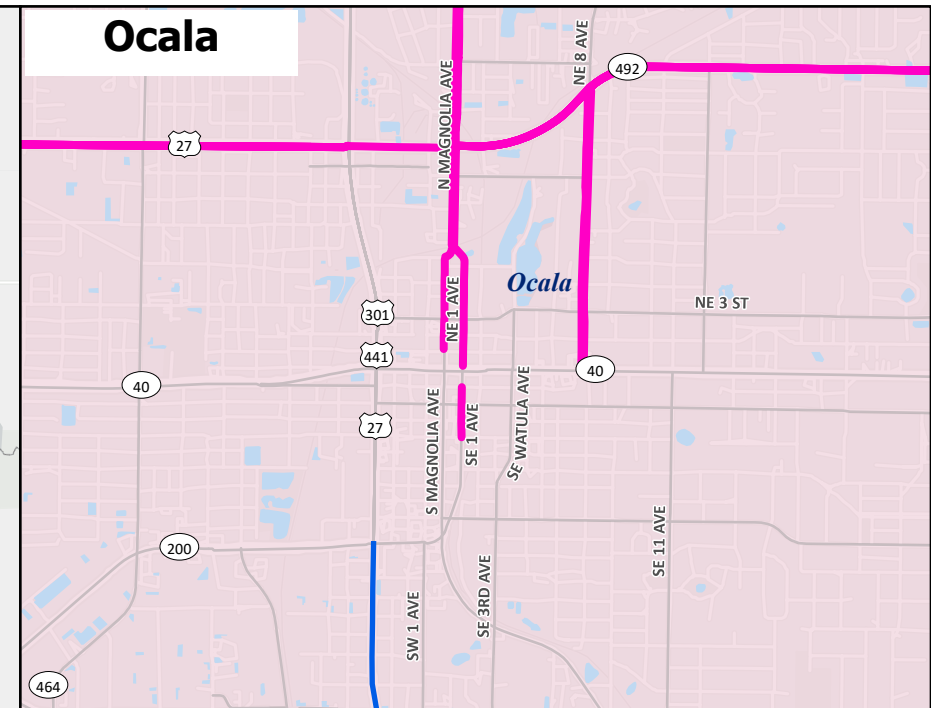
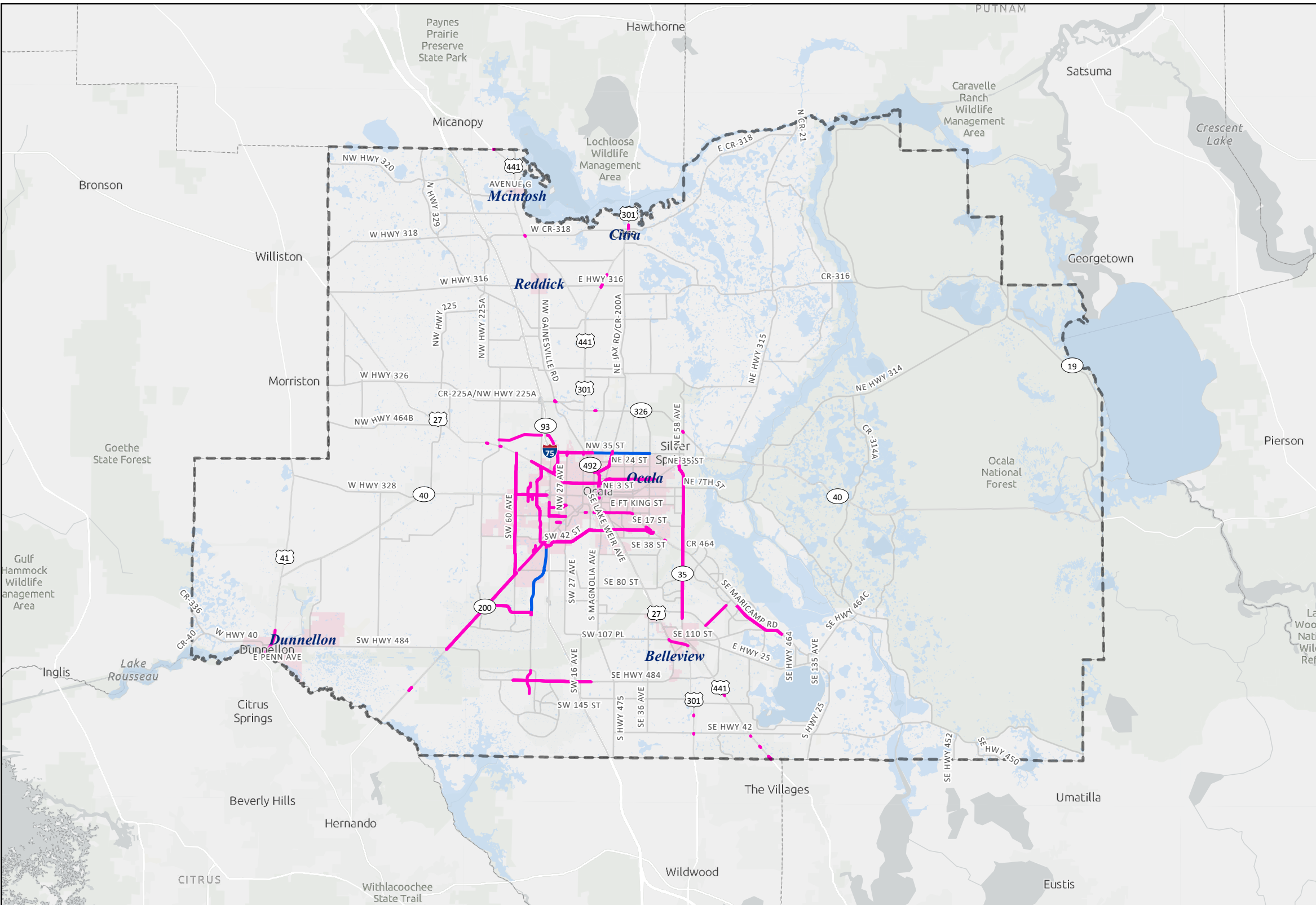
In addition to the existing bike lanes, construction of new bike lanes is committed on SR 25/500/U.S. 441 from SE 102nd Place to SR 200/SW 10th Street, NE 35th Street and SW 49th Avenue. More details on the committed segments can be found in Section 4.2.4 Planned Bicycle and Pedestrian Improvements.

2.2.3 Trails

Figure 12 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.

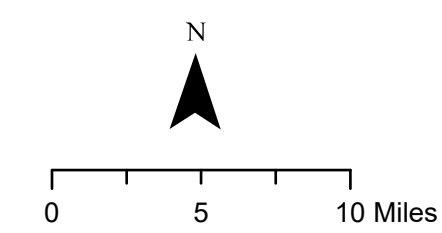
At the regional scale, Marion County benefits from the SUNTrail network, which is a key statewide initiative to expand Florida's interconnected trail system. Within the county, the SUNTrail corridor enters from the west near Dunnellon, travels south of Ocala, and extends eastward along SR 40 toward the 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.



Ocala Marion TPO Active Transportation Plan
Figure 11: Existing and Committed Bike Lanes

- Existing Bike Lanes  Municipalities
 Marion County
- Committed Bike Lane 



2.3 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.

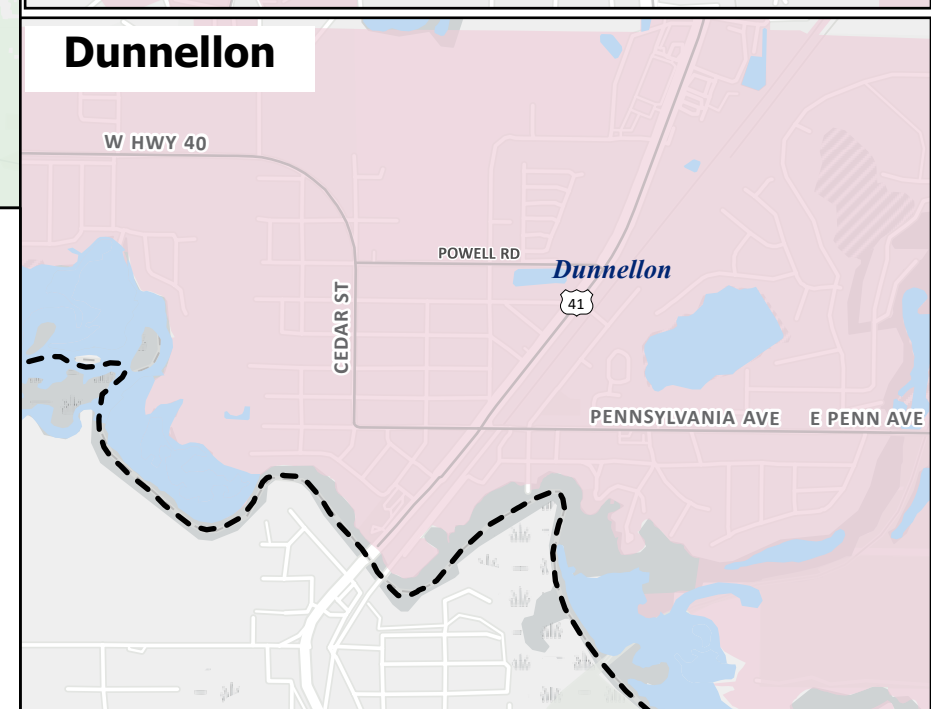
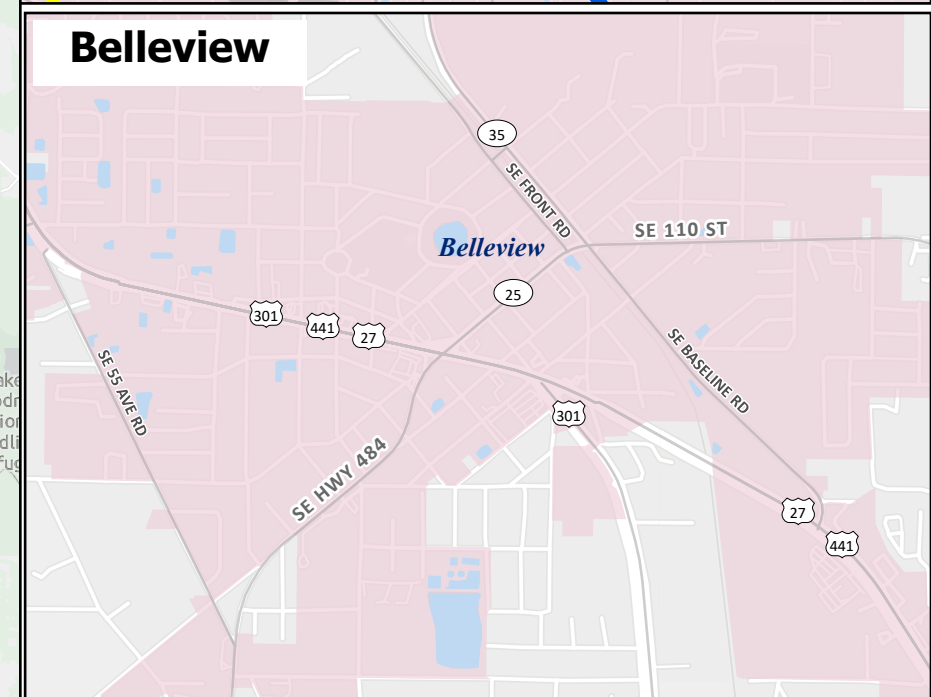
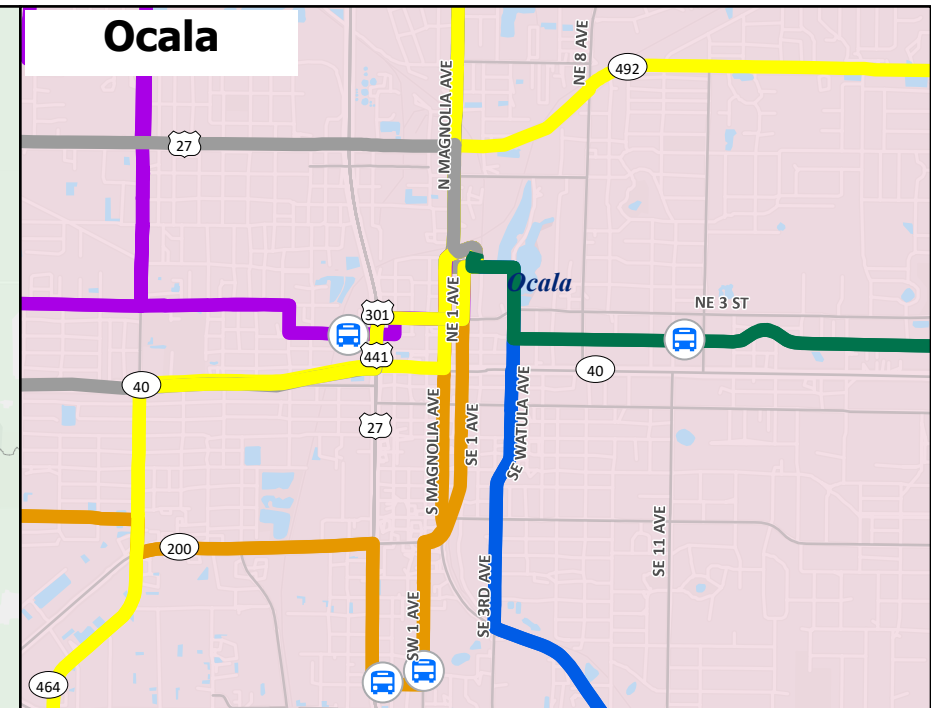
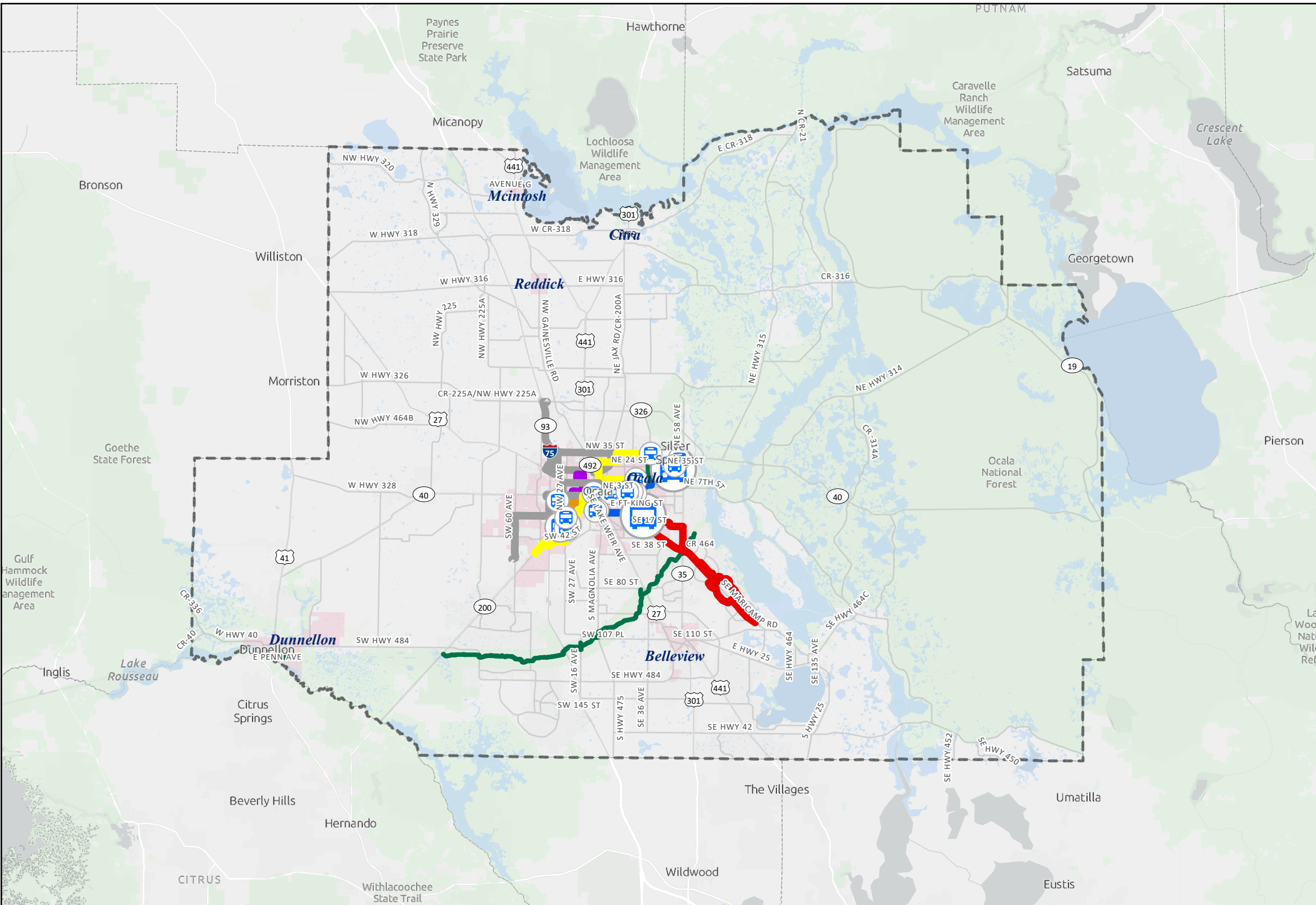
As shown in **Figure 13**, ridership levels vary across the system, with higher concentrations of use along central corridors and within the downtown core. The **Downtown Ocala Transfer Station** serves as the system’s most active hub, facilitating connections between routes and attracting the highest 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.

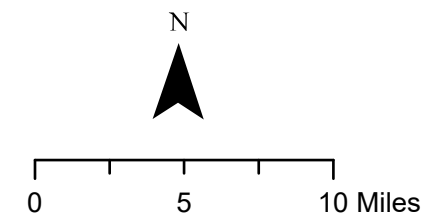
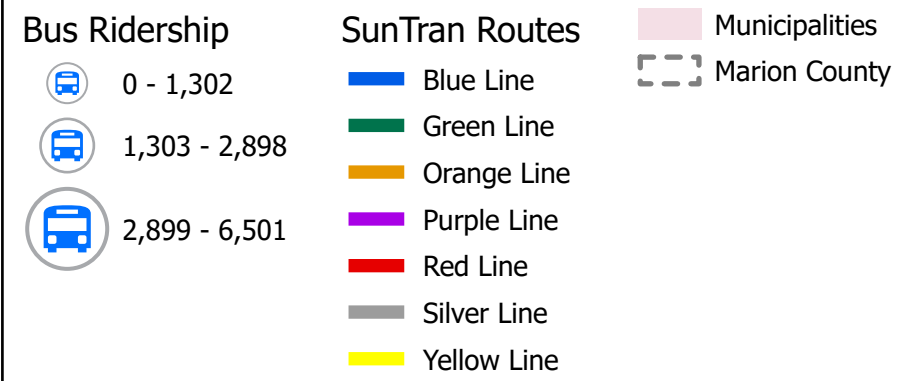
Table 4: Top 19 Bus Stop Ridership

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



Ocala Marion TPO Active Transportation Plan
Figure 13: Transit Stops and Ridership in Marion County



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
3. SR 200, serving both recreational users and commuters in a high-growth area of southwest Marion County.
4. **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 bicycle lane 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.
- **Bellevue to Greenway Trail** – Construct a shared use path linking the City of Bellevue 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

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 5: 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 14** and **Figure 15**, 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.

4 Land Use

4.1 Existing Land Use

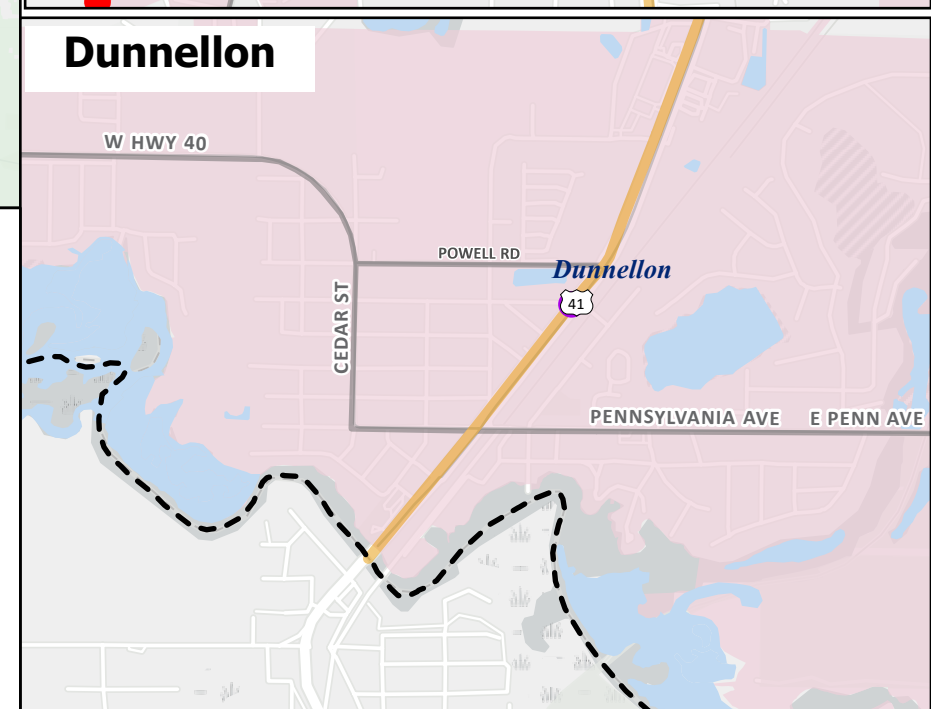
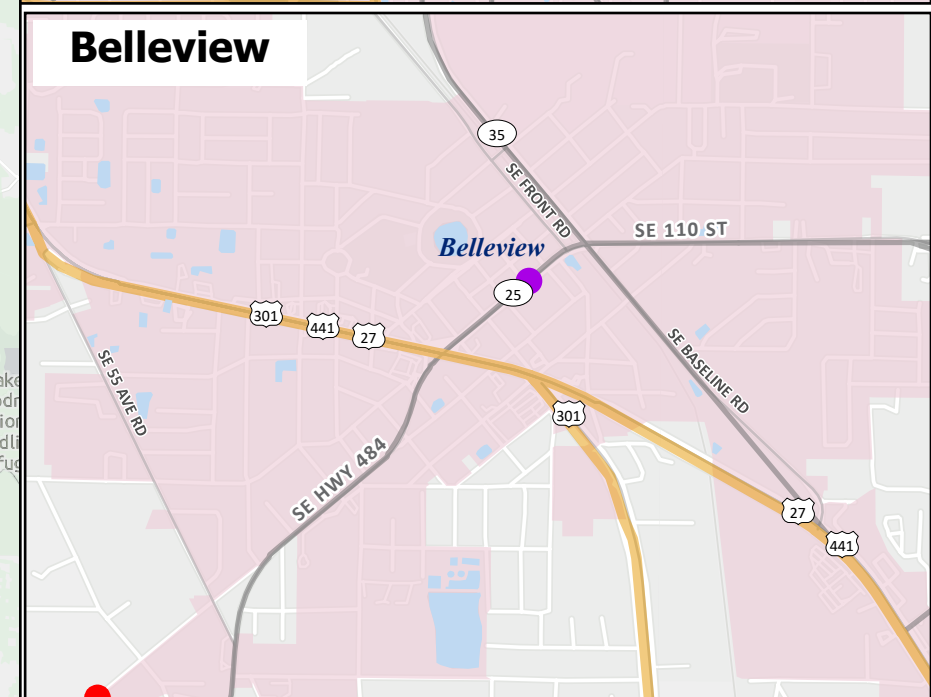
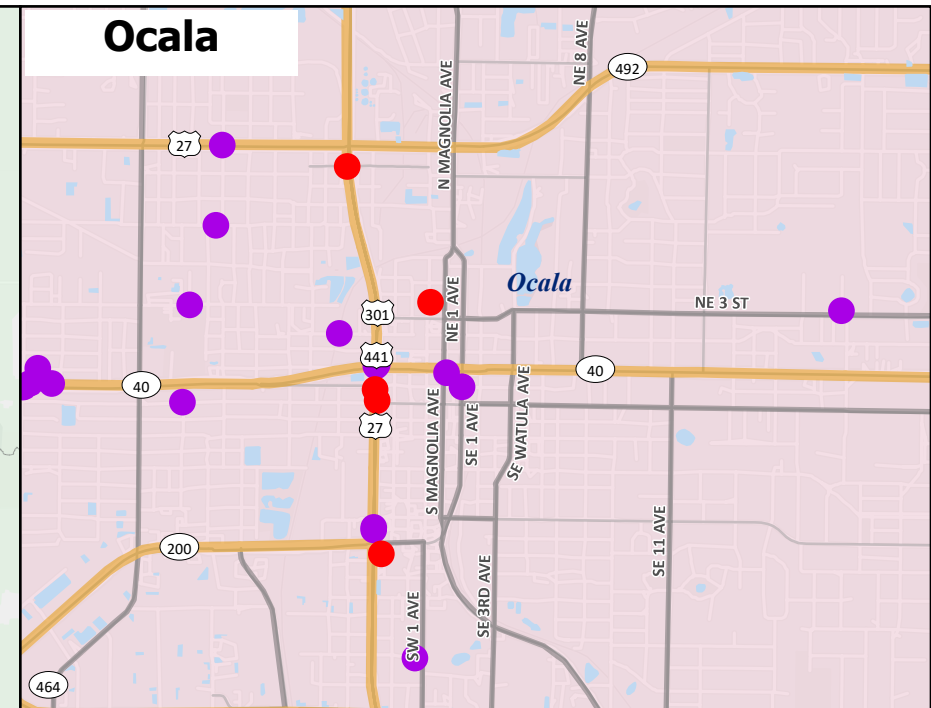
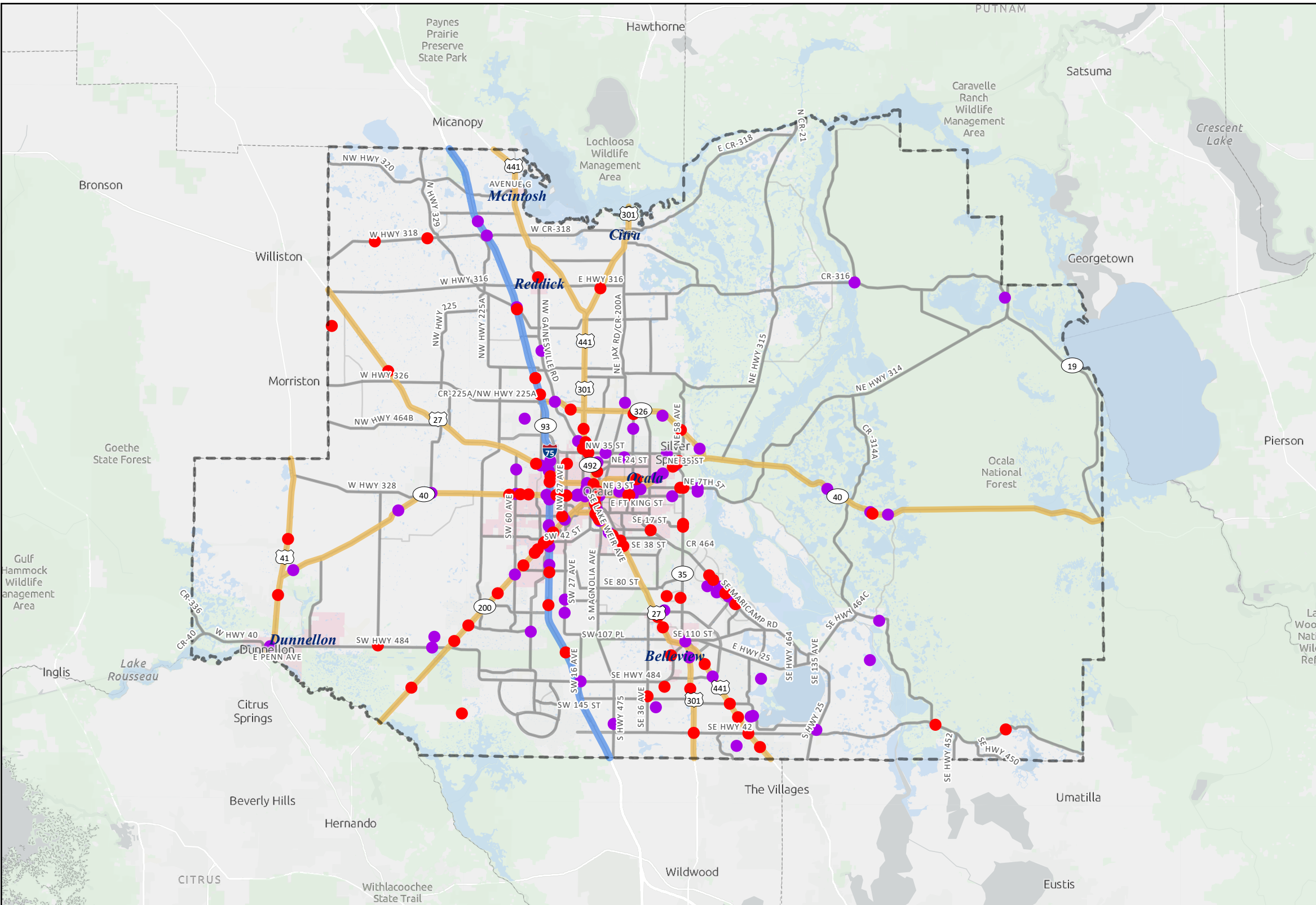
As illustrated in Figure 16, the existing land use in Marion County is primarily rural. Large portions of the eastern county are designated for natural preservation, particularly surrounding the Ocala National Forest and other conservation lands. Low- and medium-density residential uses cluster closer to the City of Ocala, reflecting suburban development patterns. Commercial activity is concentrated along major roadways, including SR 200, SR 40, and US 301, where access and visibility to higher traffic volumes drive commercial demand. Industrial and employment-related land uses are more limited but strategically located near major transportation corridors.

Additionally, areas southwest and southeast of Ocala, as well as the area north of Dunnellon, are identified as Developments of Regional Impact (DRI), reflecting planned growth nodes that will influence future transportation and land use coordination. These development areas, combined with the rural character of most of the county, underscore the challenge of balancing growth pressures with preservation of the county's natural and agricultural lands

4.2 Future Land Use

Marion County's future land use, depicted in Figure 17, maintains the broad rural framework but reflects significant shifts in urban form around Ocala and nearby municipalities. Rural land will continue to dominate most of the county, but notable expansions of higher-density residential development are anticipated in and around the City of Ocala. These include concentrated pockets of high-density and urban residential land uses, providing opportunities to support multimodal connectivity and more efficient transportation options.

Employment centers and commercial districts are also expected to expand north of Ocala, particularly near SR 93 and CR 25A, supporting regional job growth and reinforcing Ocala's role as the economic hub of Marion County. Similarly, planned activity in areas such as On Top of the World and the World Equestrian Center reflect large-scale developments with both residential and commercial components. These shifts suggest increasing demand for multimodal facilities, particularly along corridors linking new residential areas with employment and commercial districts.



Ocala Marion TPO Active Transportation Plan

Figure 14: Fatal and Serious Injury Pedestrian Crashes

Fatal & Serious Injury Pedestrian Crashes

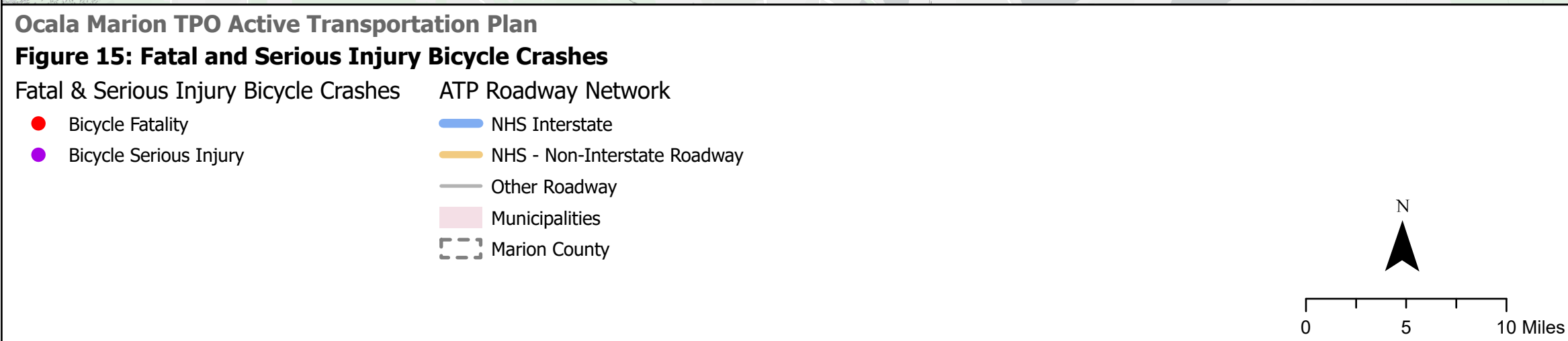
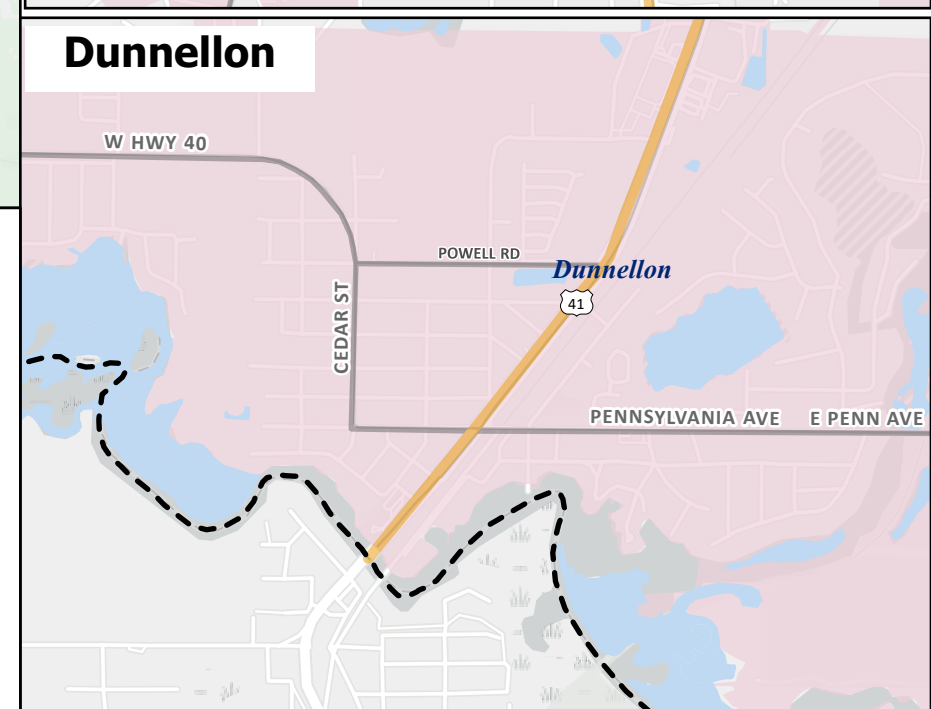
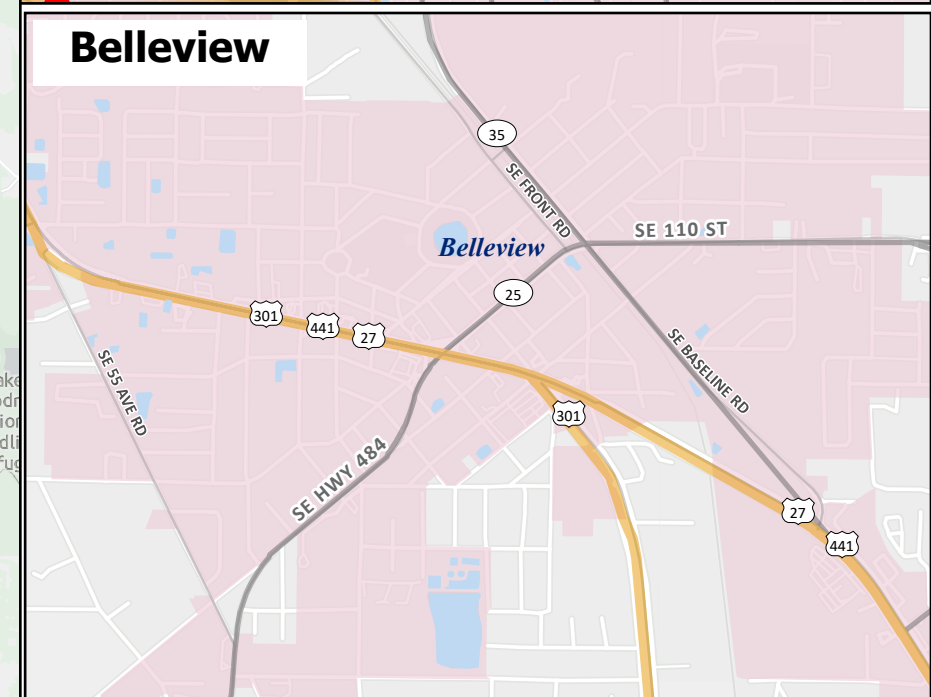
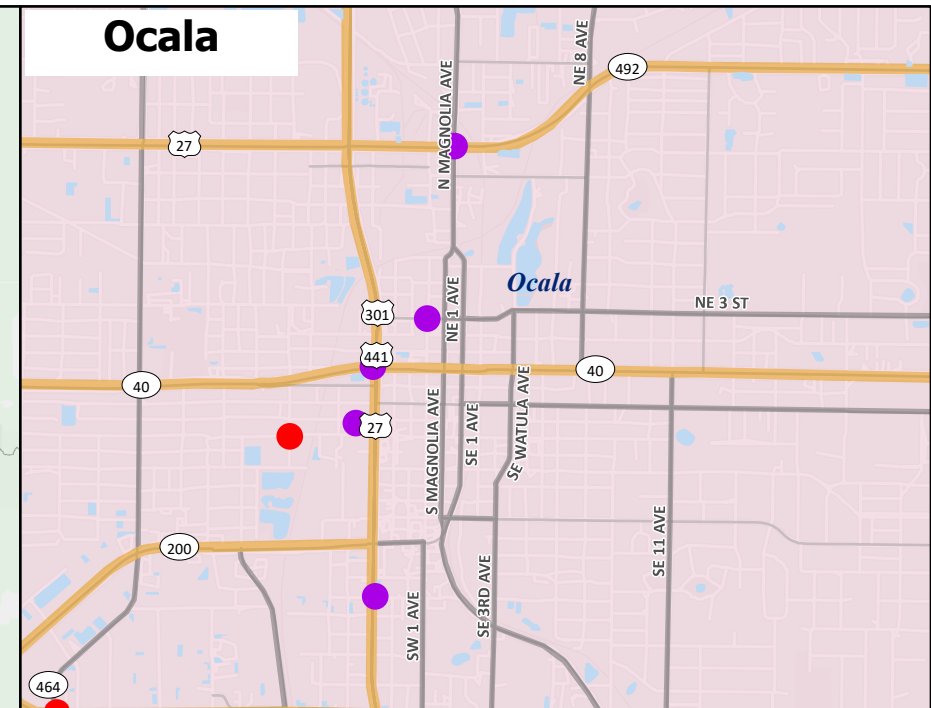
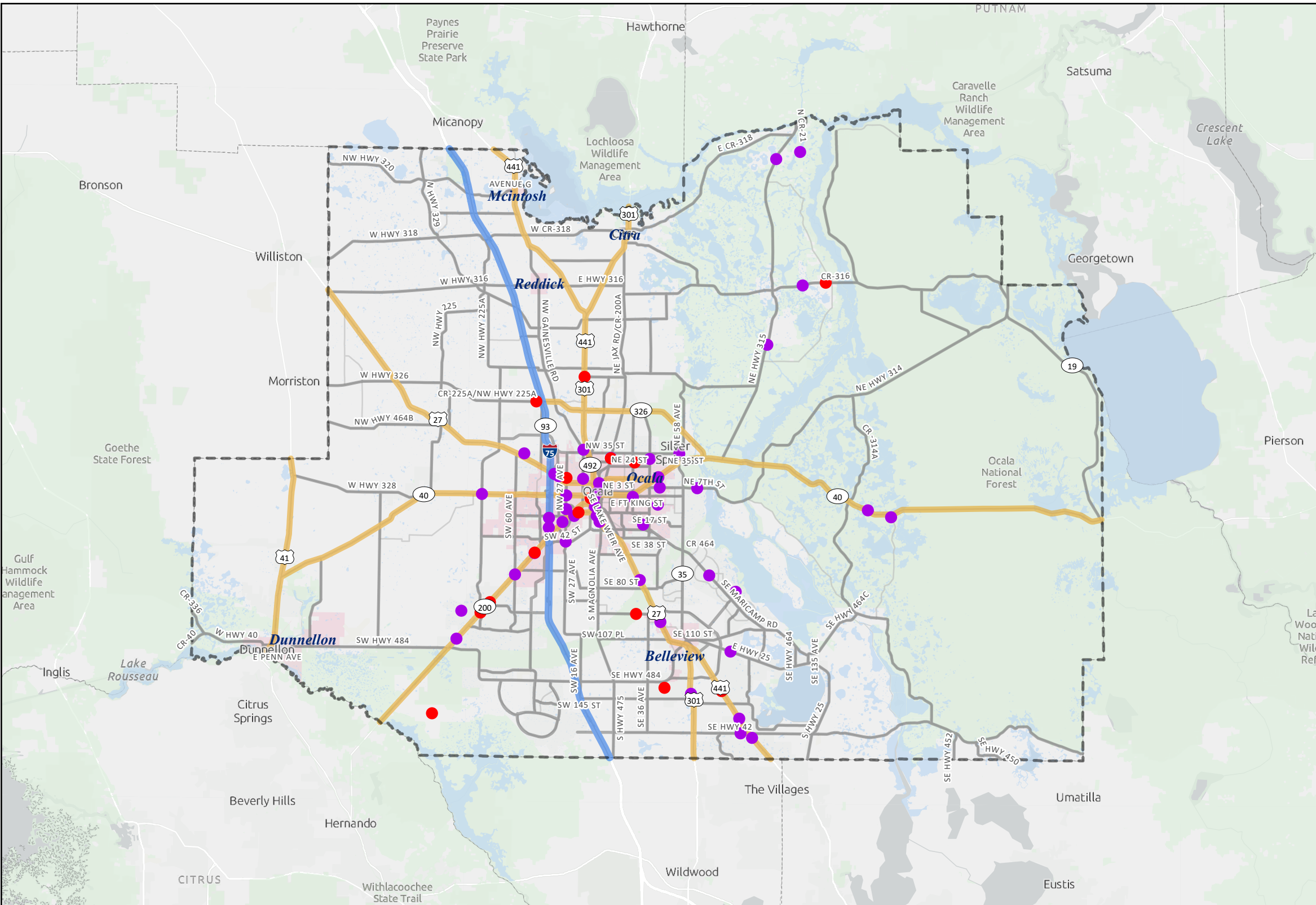
- Pedestrian Fatality
- Pedestrian Serious Injury

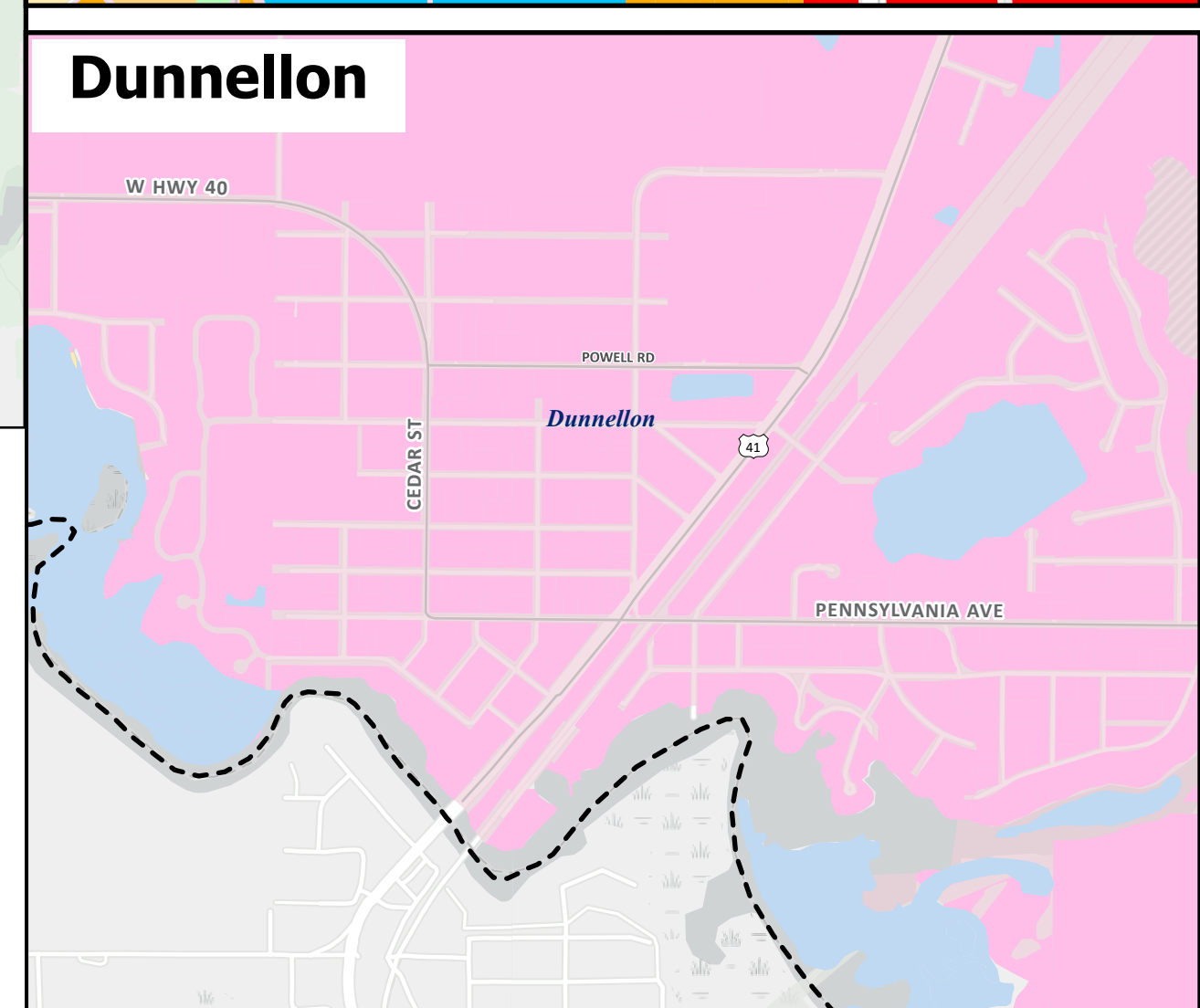
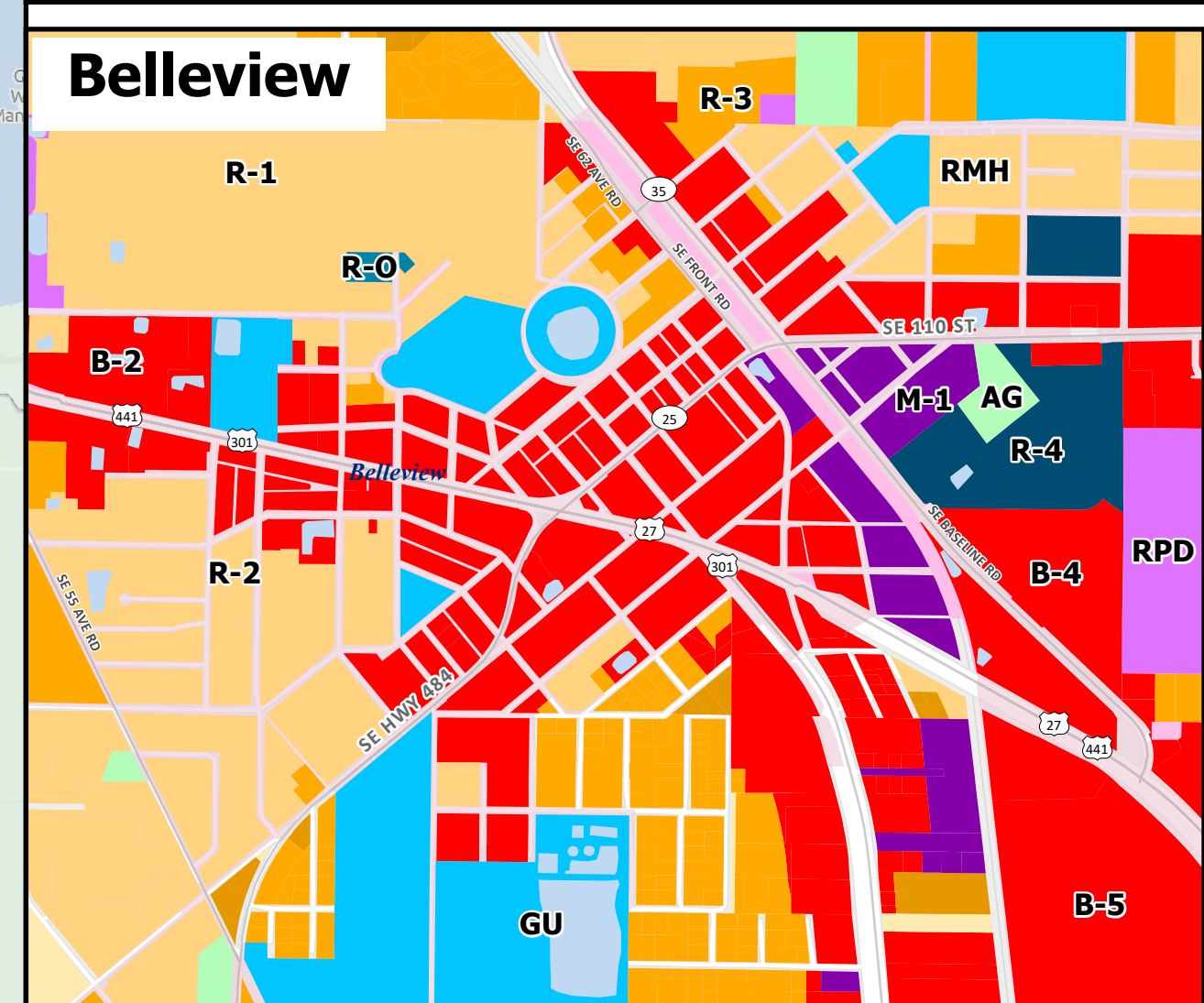
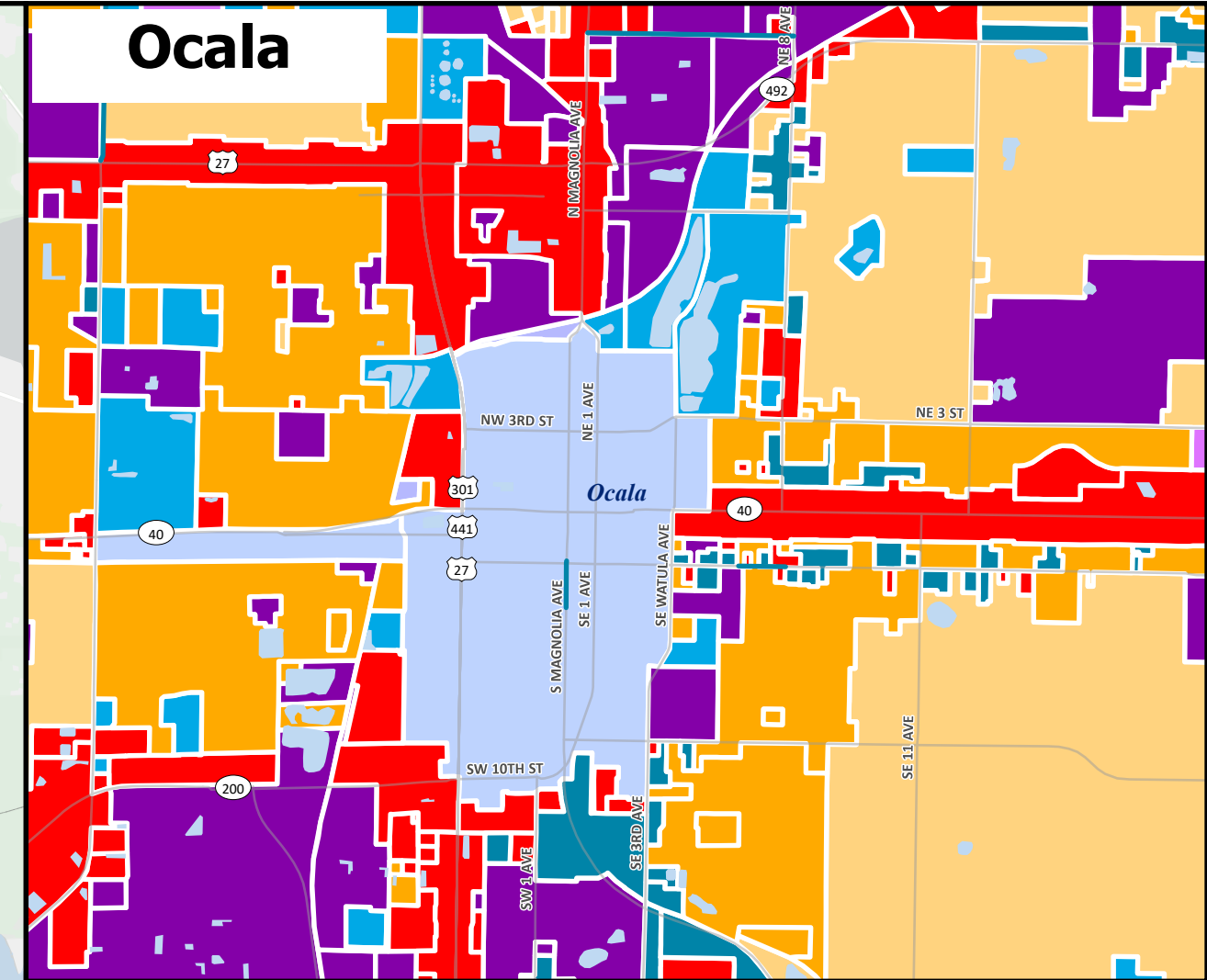
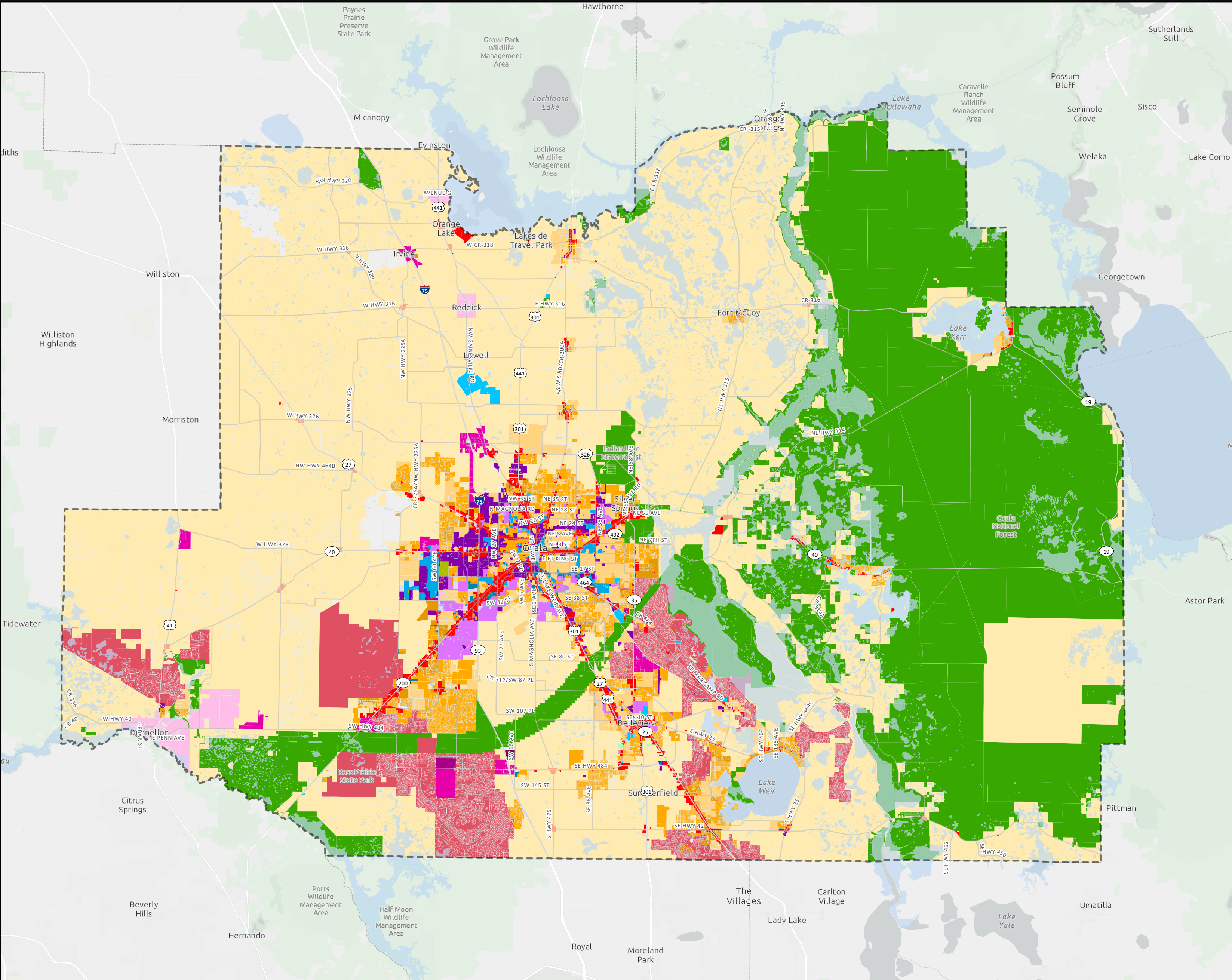
ATP Roadway Network

- NHS Interstate
- NHS - Non-Interstate Roadway
- Other Roadway
- Municipalities
- Marion County

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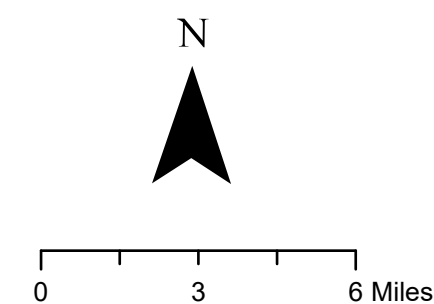
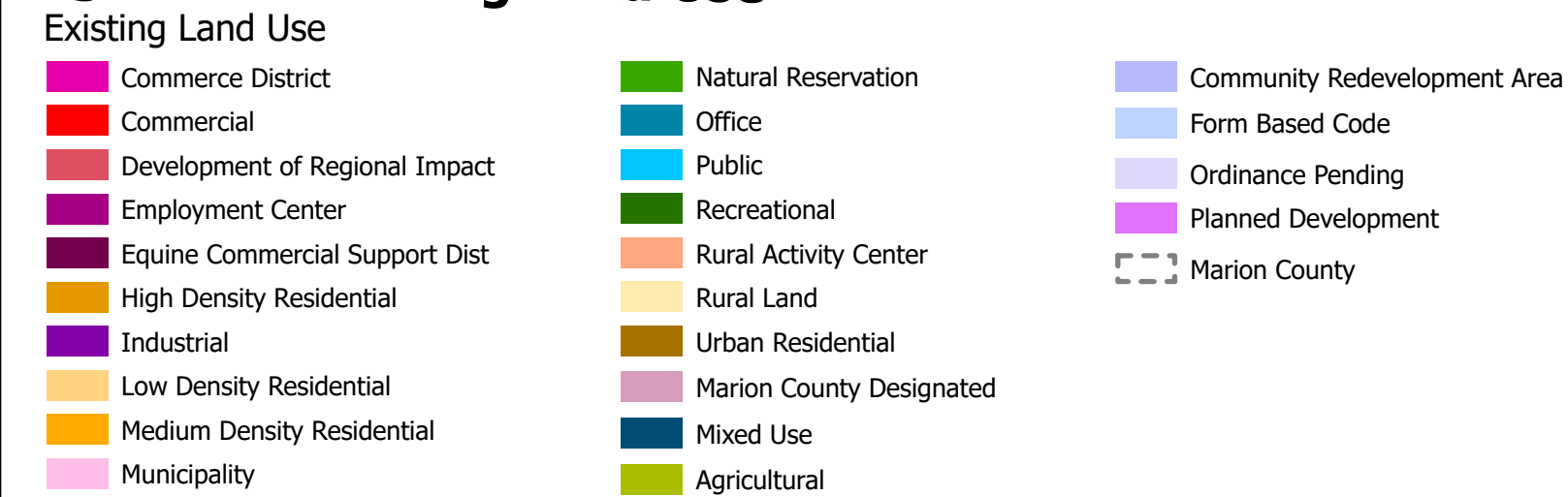
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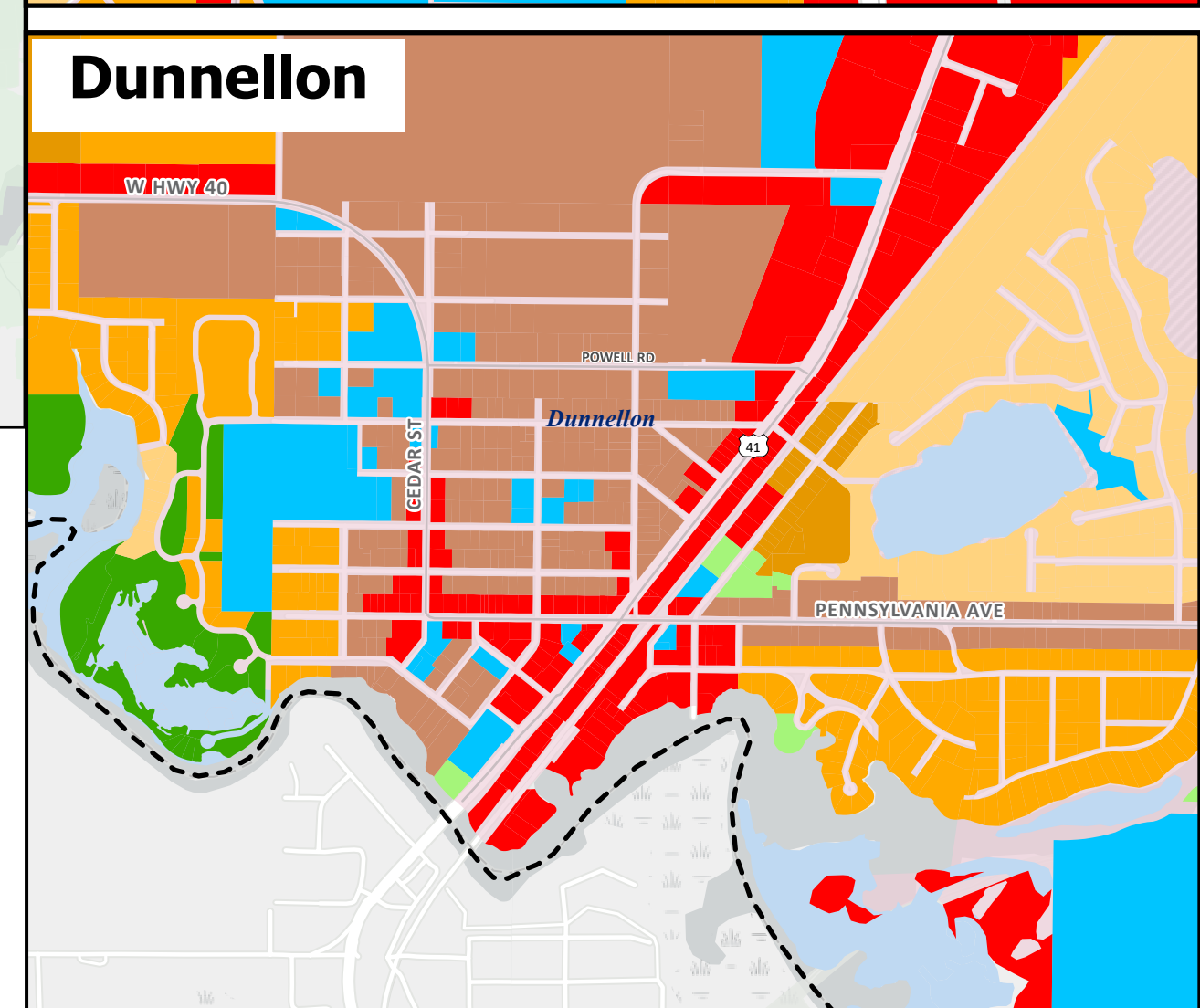
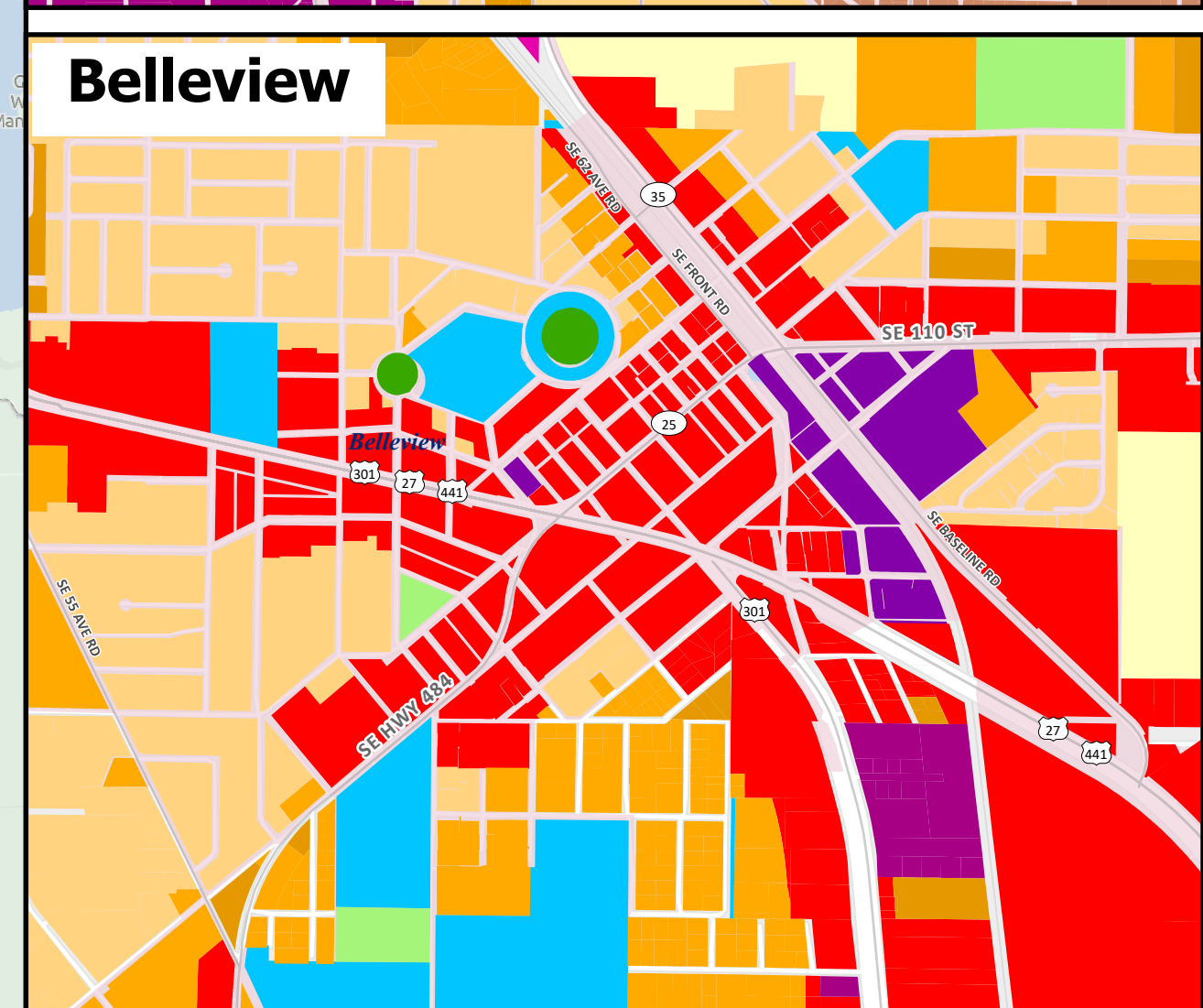
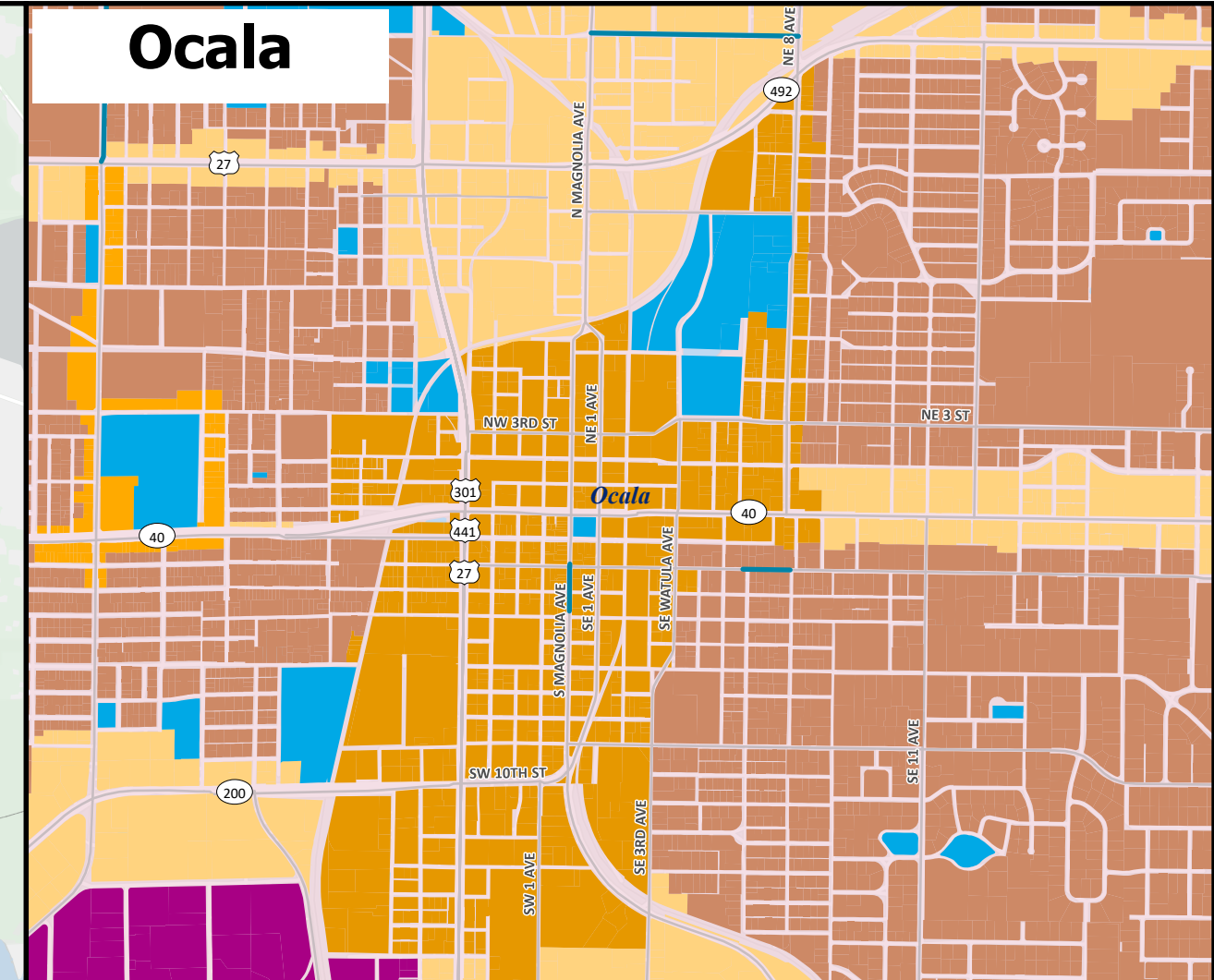
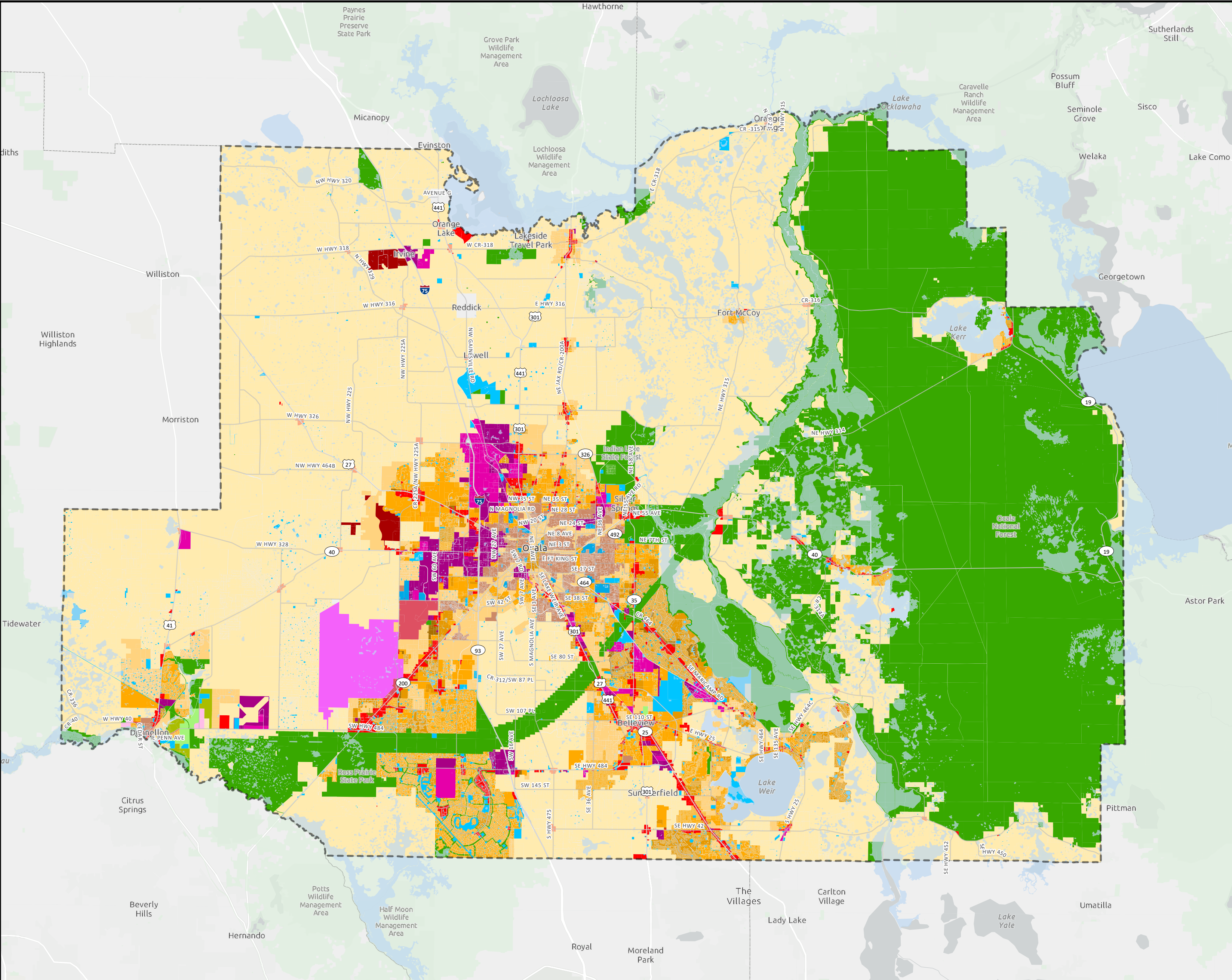




Ocala/Marion TPO Active Transportation Plan

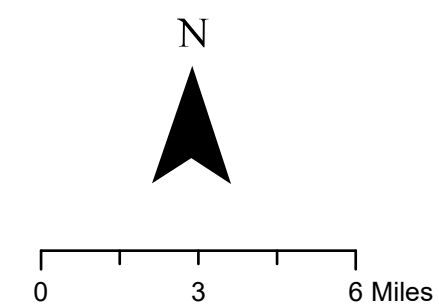
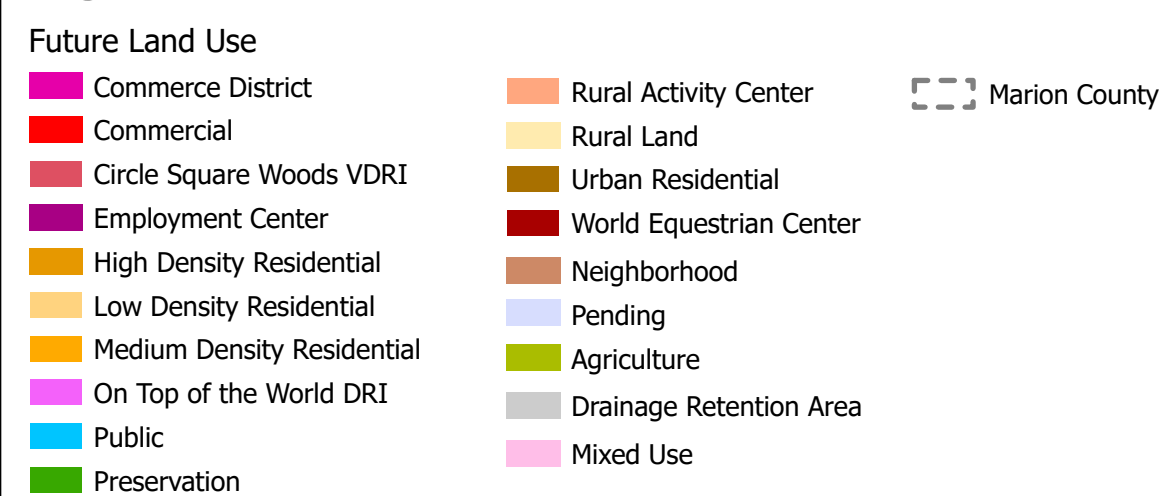
Figure 16: Existing Land Use





Ocala/Marion TPO Active Transportation Plan

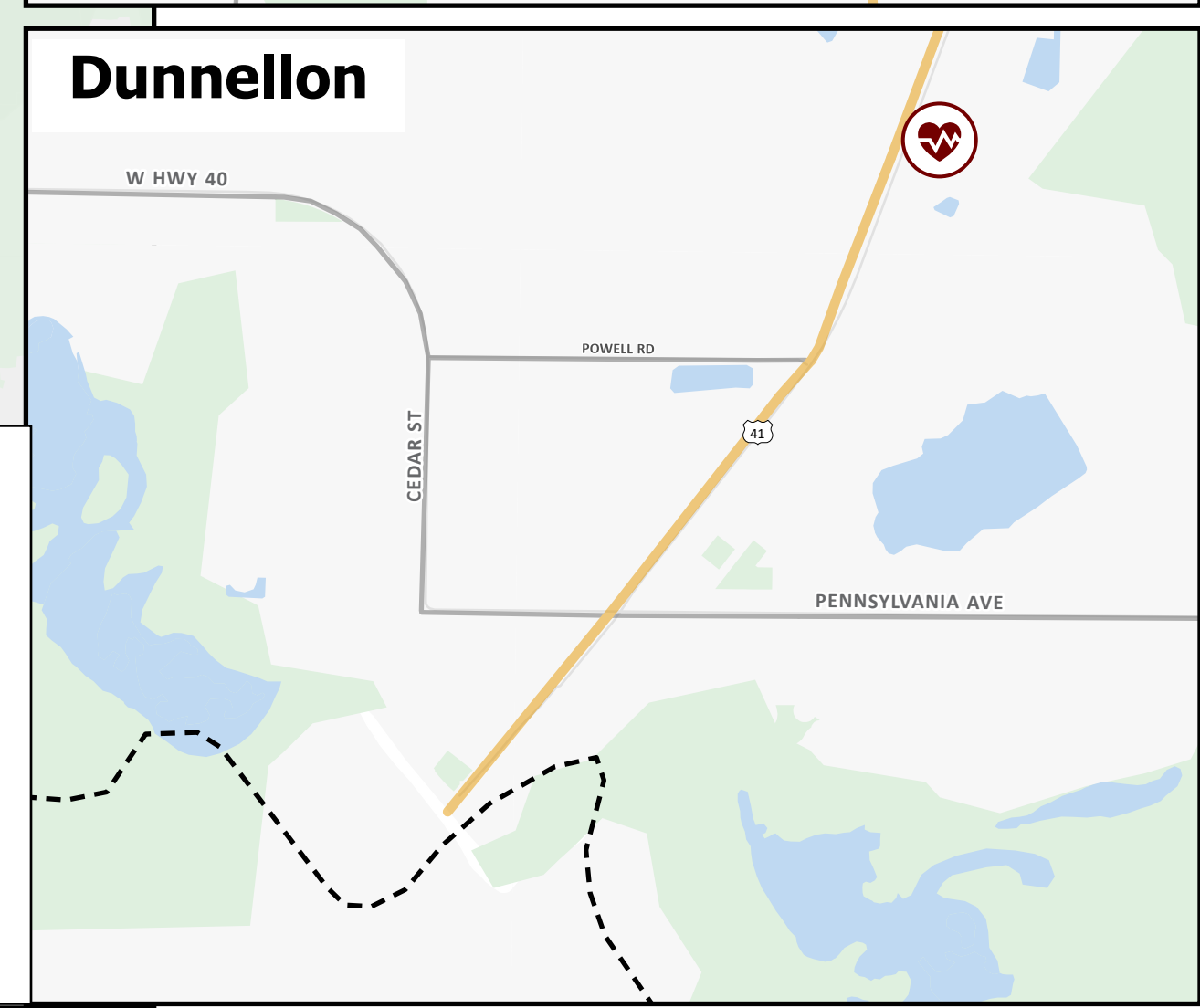
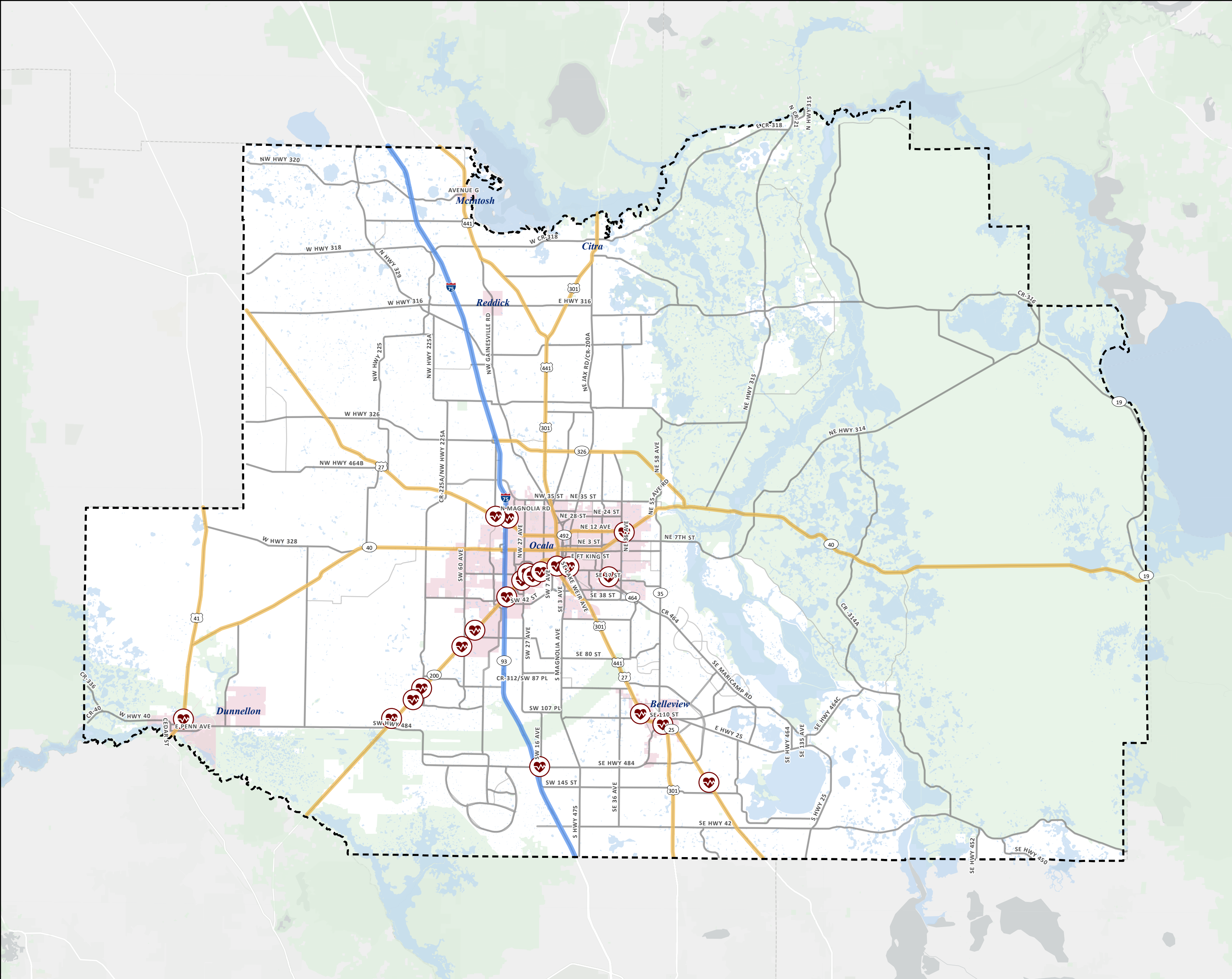
Figure 17: Future Land Use



APPENDIX D:



Key Destination Locations



Ocala/Marion TPO Active Transportation Plan

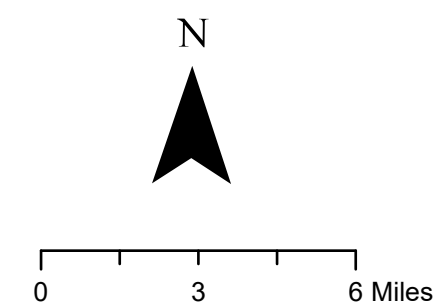
Figure X: Destination--ER's and Urgent Cares

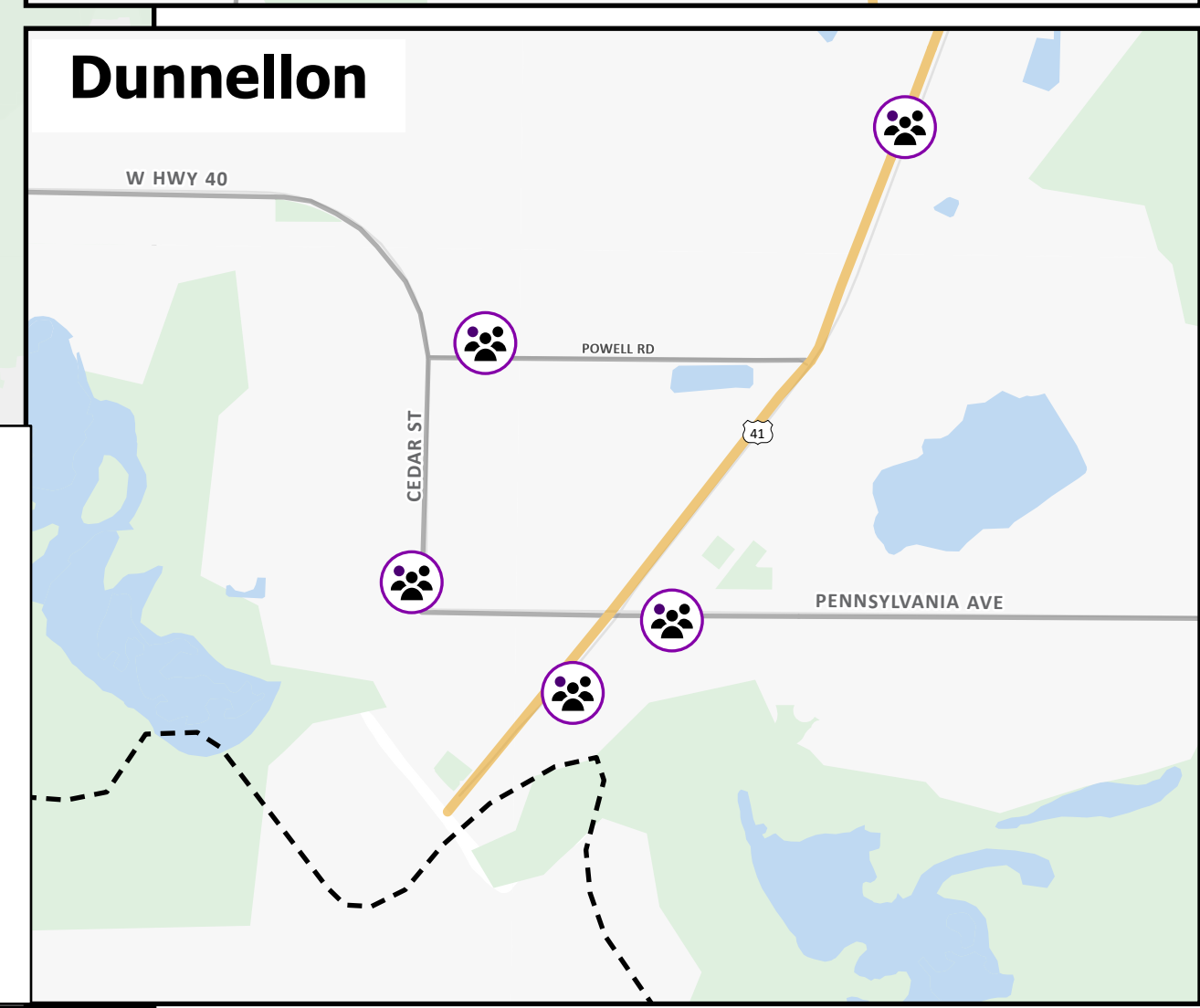
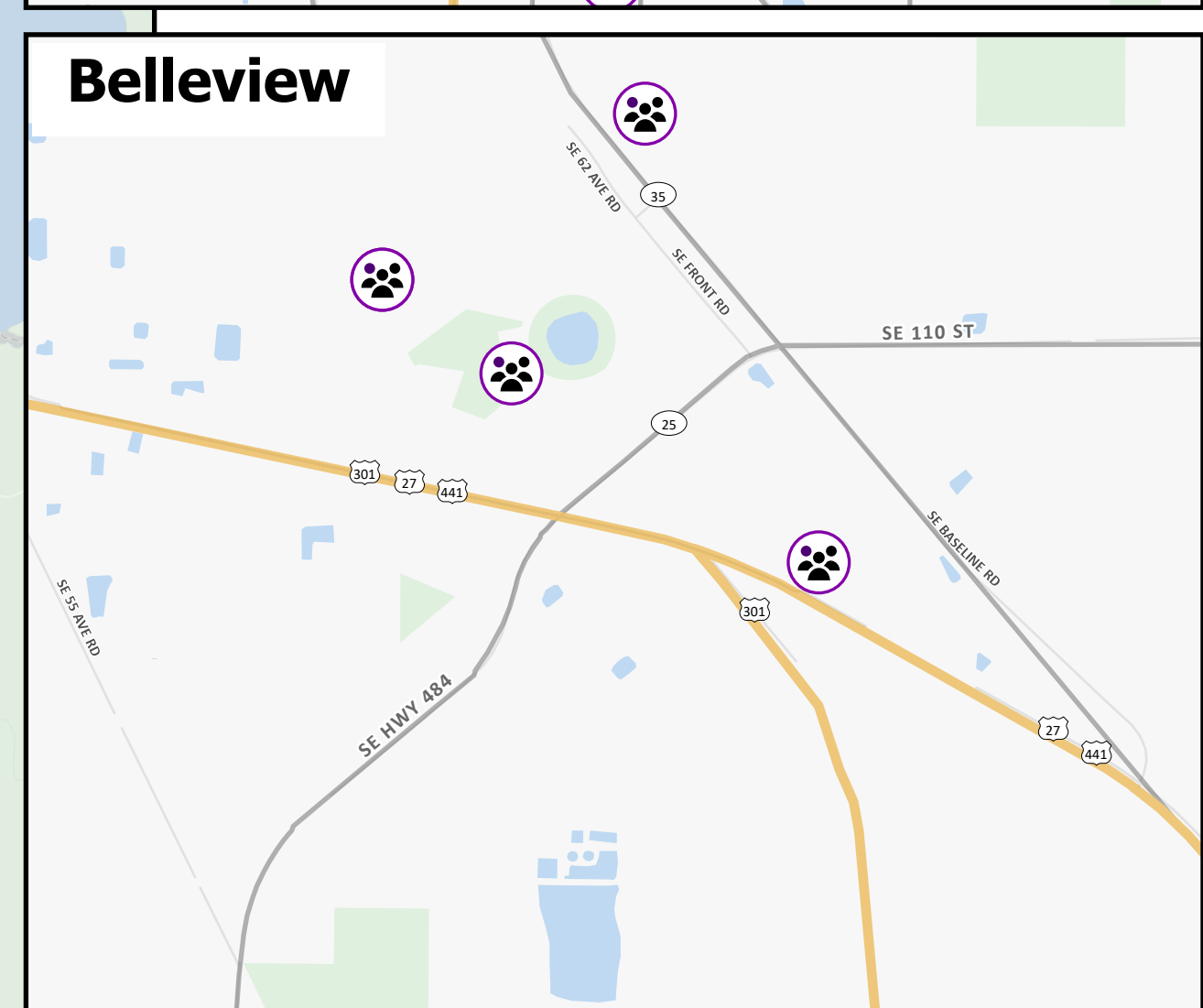
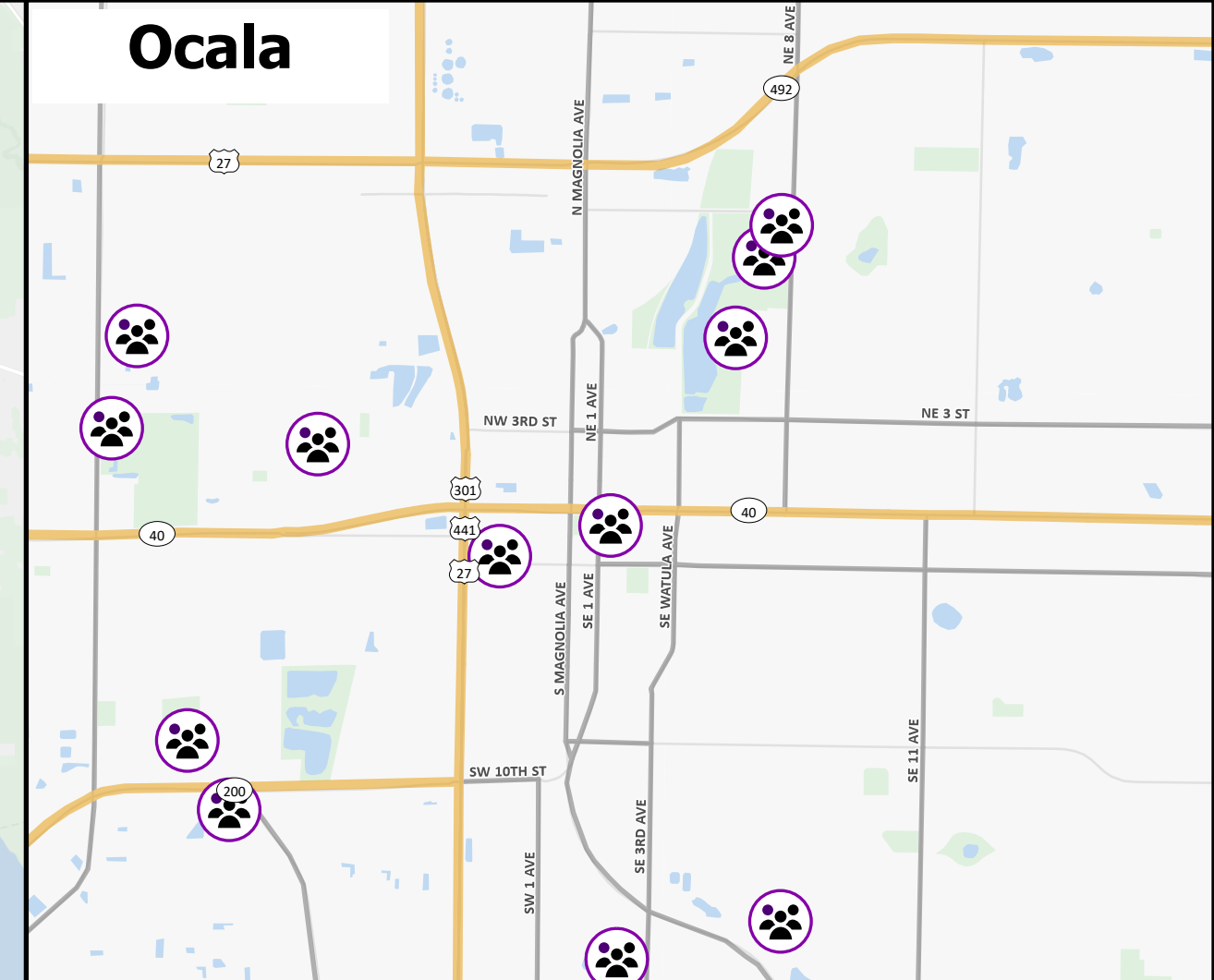
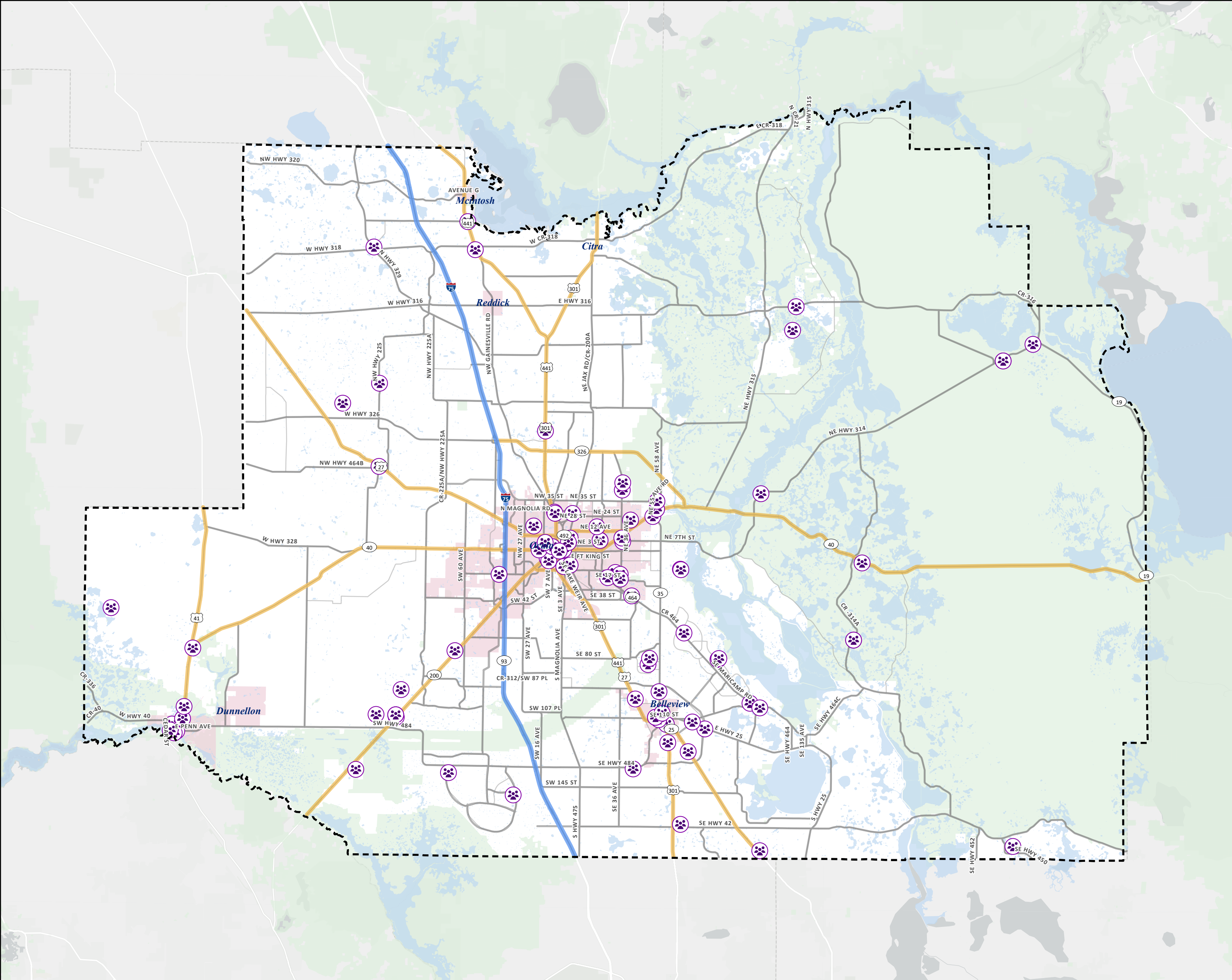
ER's and Urgent Cares

 ER's and Urgent Cares

Marion County Roadway Network

-  NHS Interstate
-  NHS - Non-Interstate Roadway
-  Other Roadway
-  Municipalities
-  County Boundaries

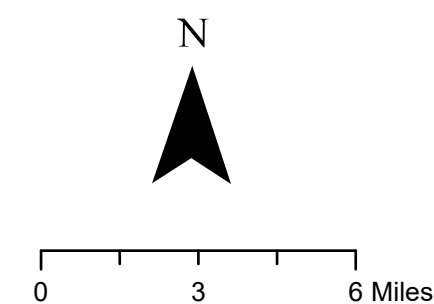


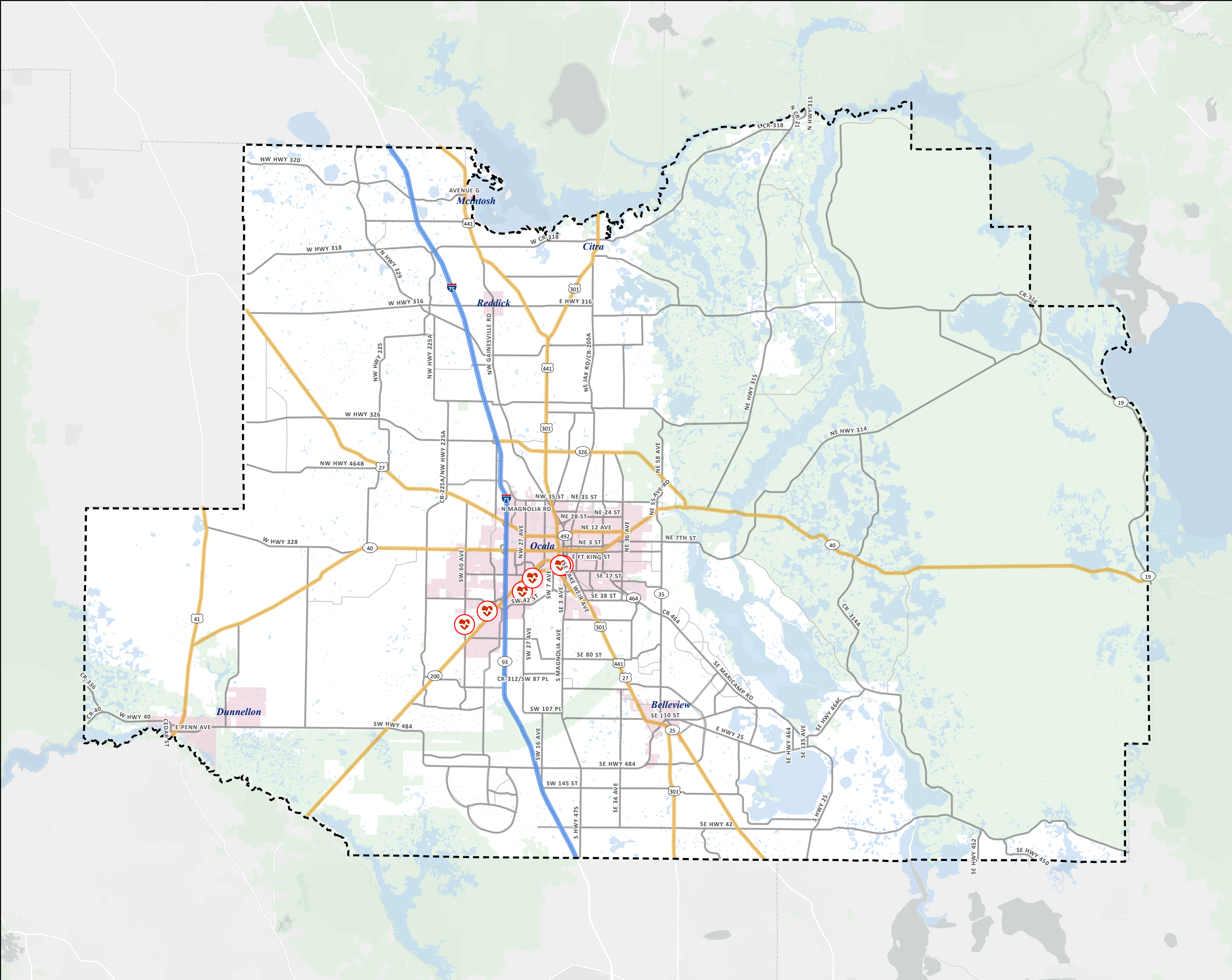


Ocala/Marion TPO Active Transportation Plan

Destination--Community Center

- Community Center
- Community Center
- Marion County Roadway Network
- NHS Interstate
 - NHS - Non-Interstate Roadway
 - Other Roadway
 - Municipalities
 - County Boundaries





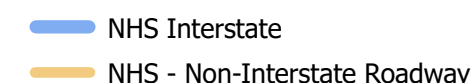
Ocala/Marion TPO Active Transportation Plan

Destination--Hospitals

Hospitals



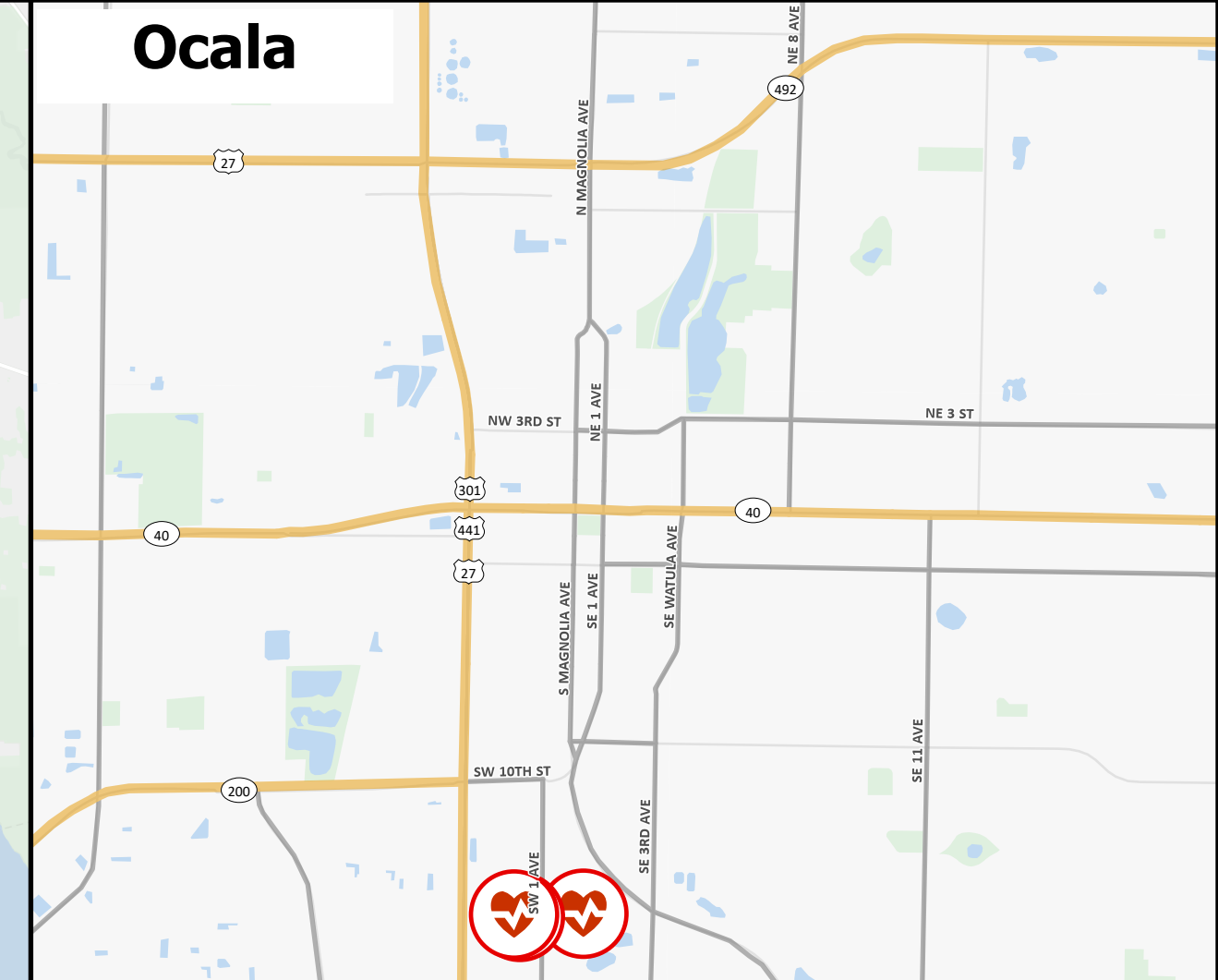
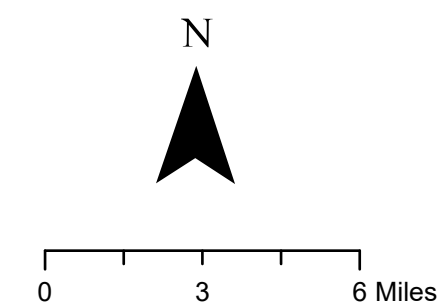
Marion County Roadway Network



— Other Roadway

 Municipalities

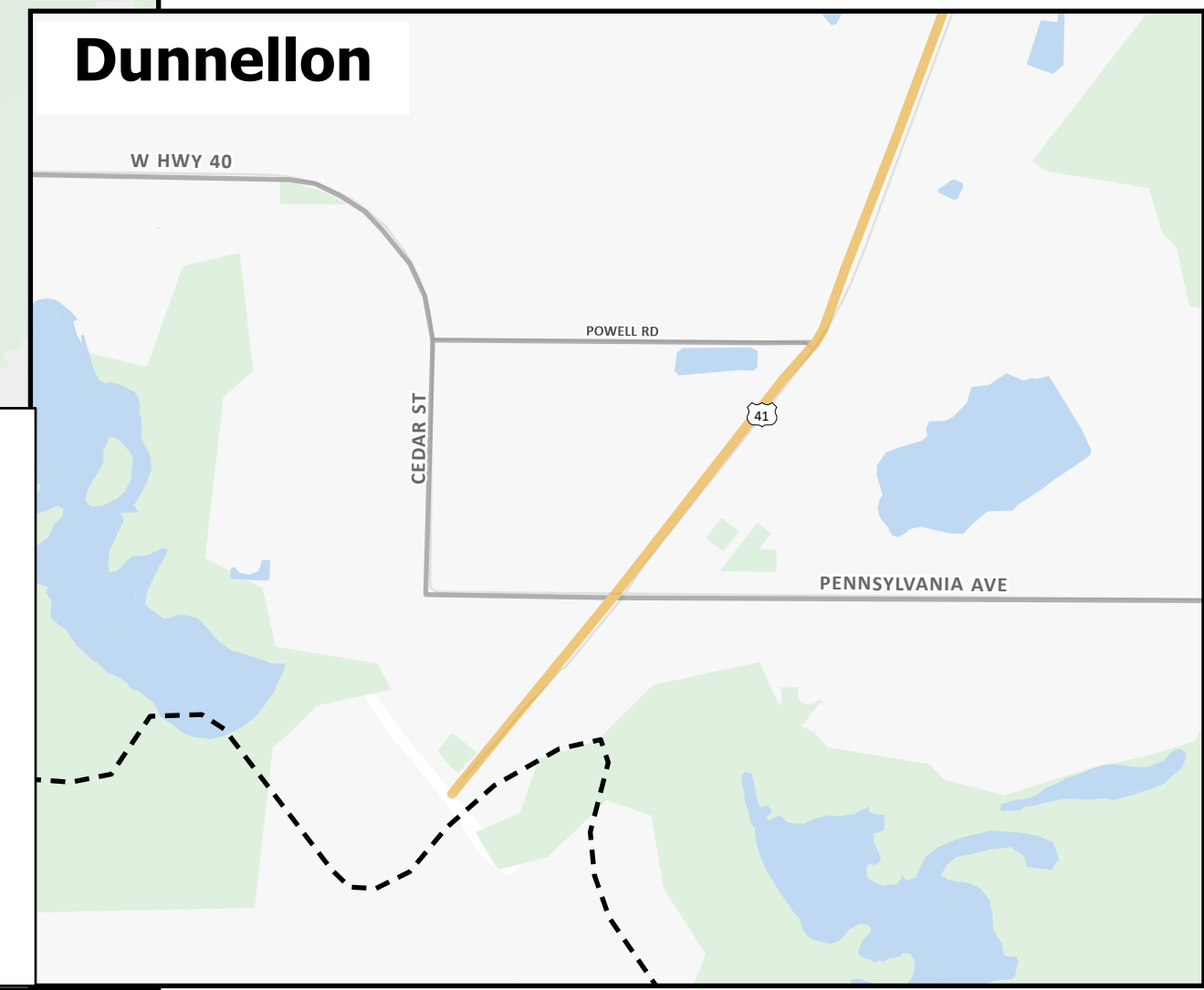
County Boundaries

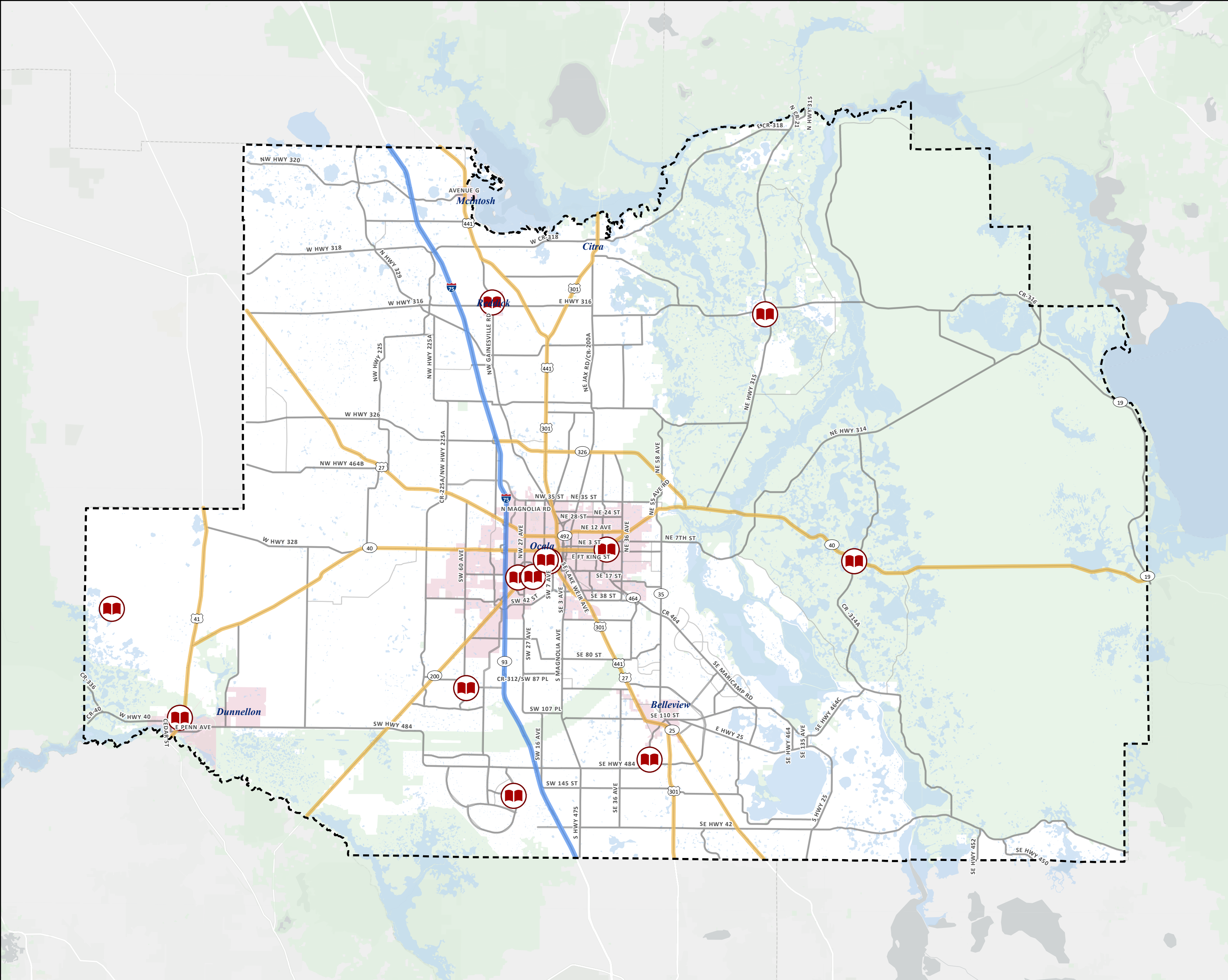


Bellevue



Dunnellon





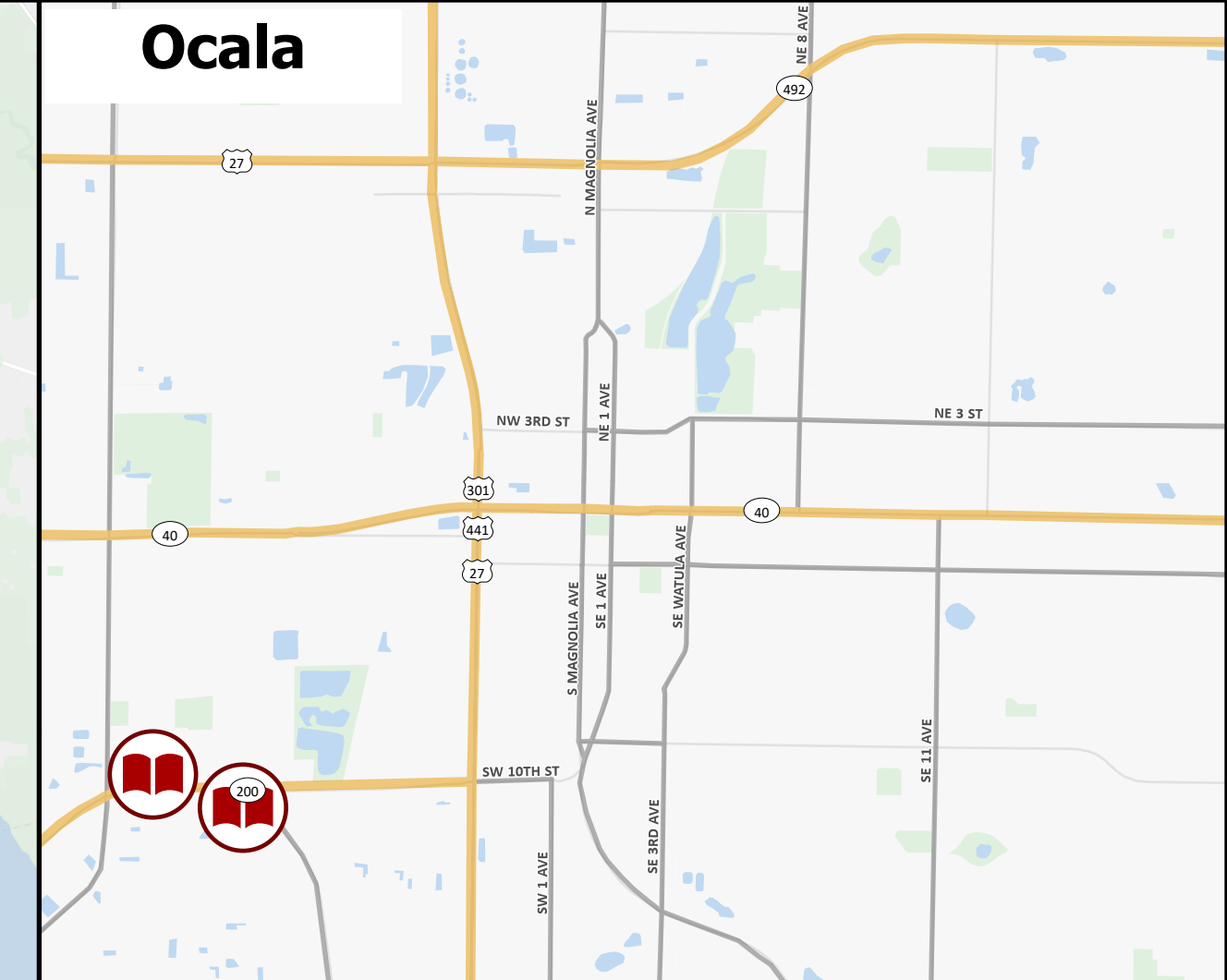
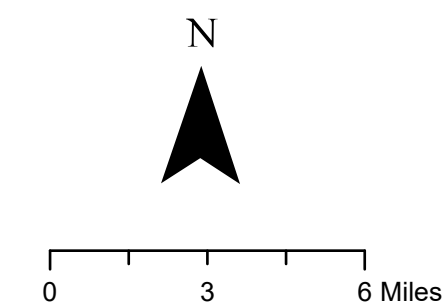
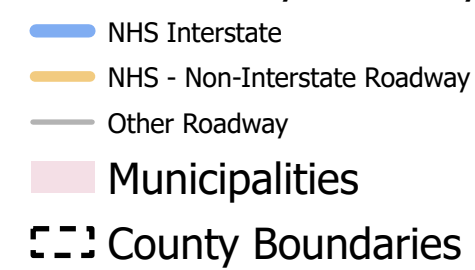
Ocala/Marion TPO Active Transportation Plan

Destination--Libraries

Libraries



Marion County Roadway Network

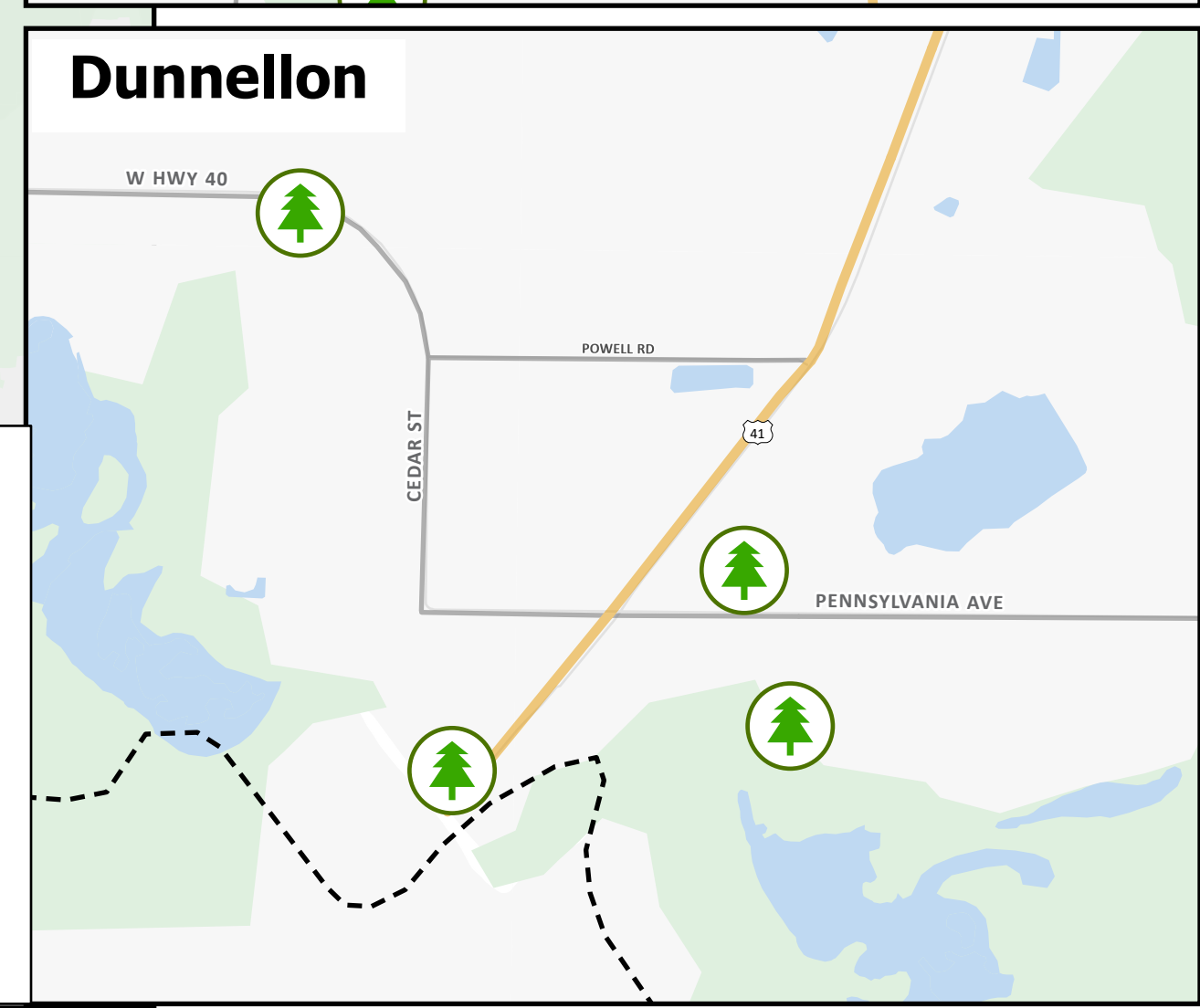
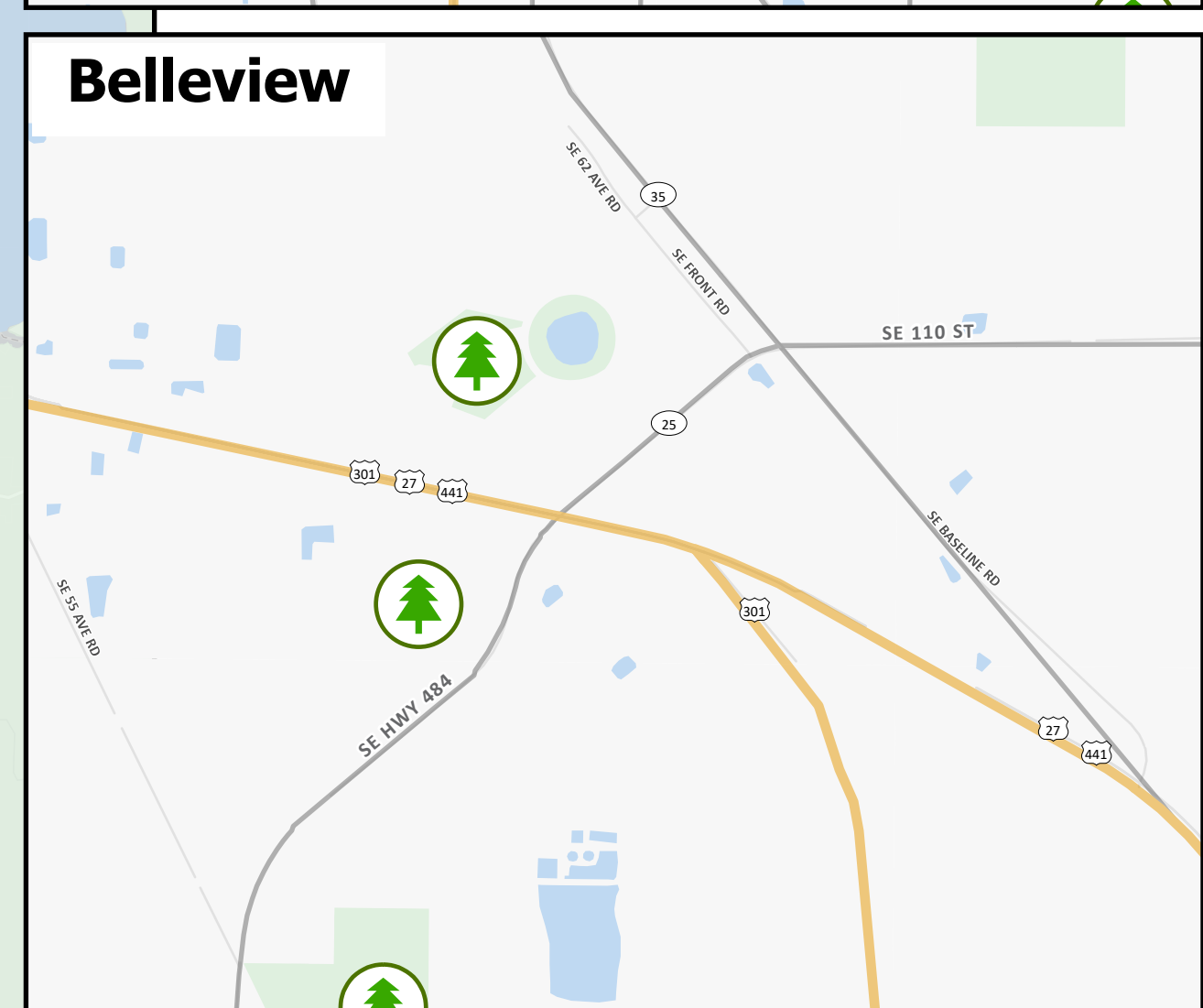
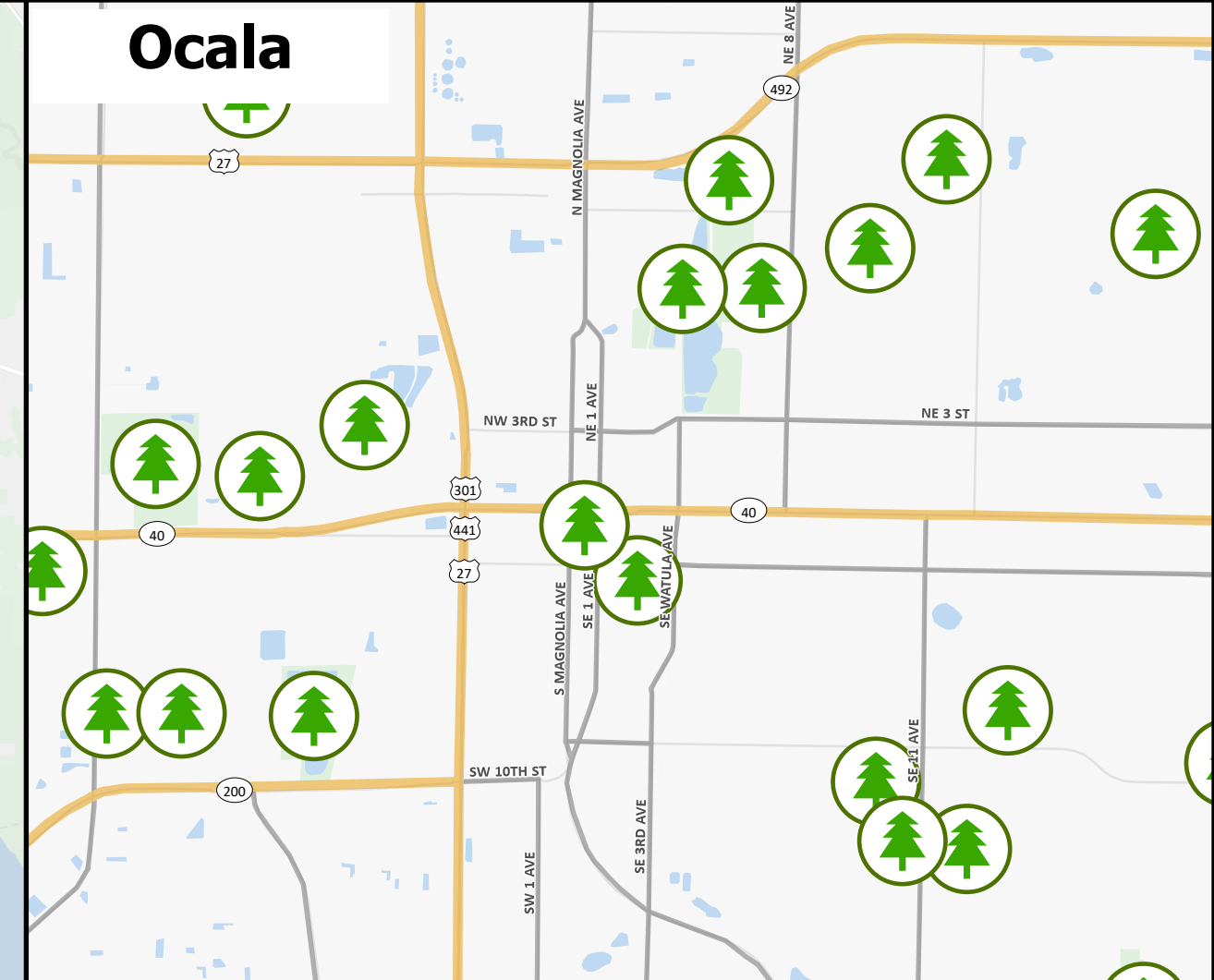
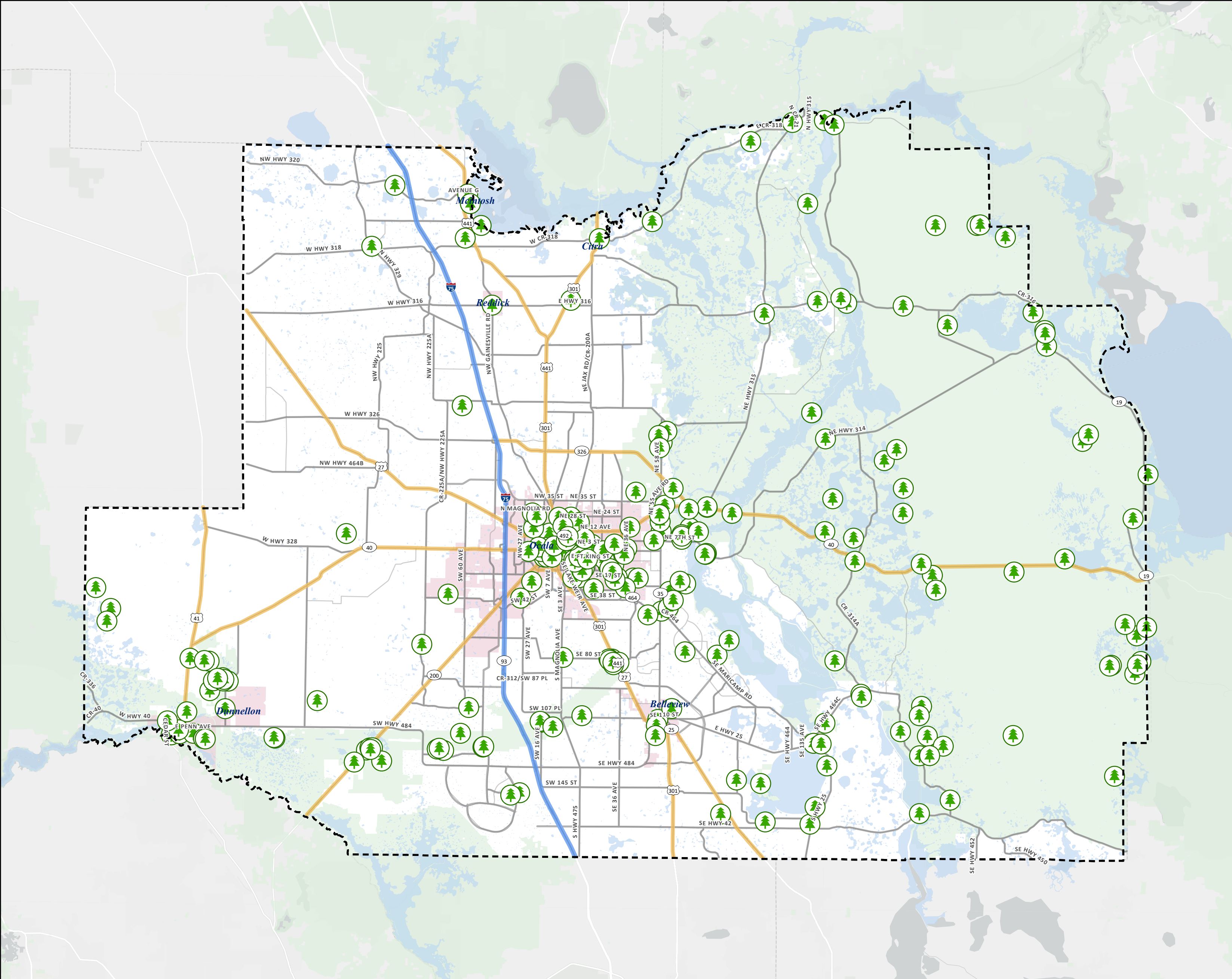


Bellevue



Dunnellon

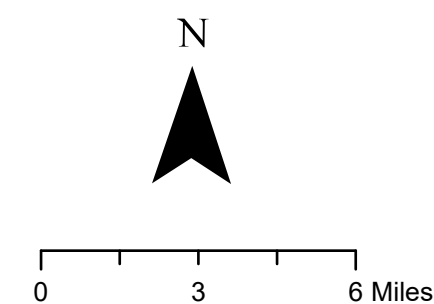


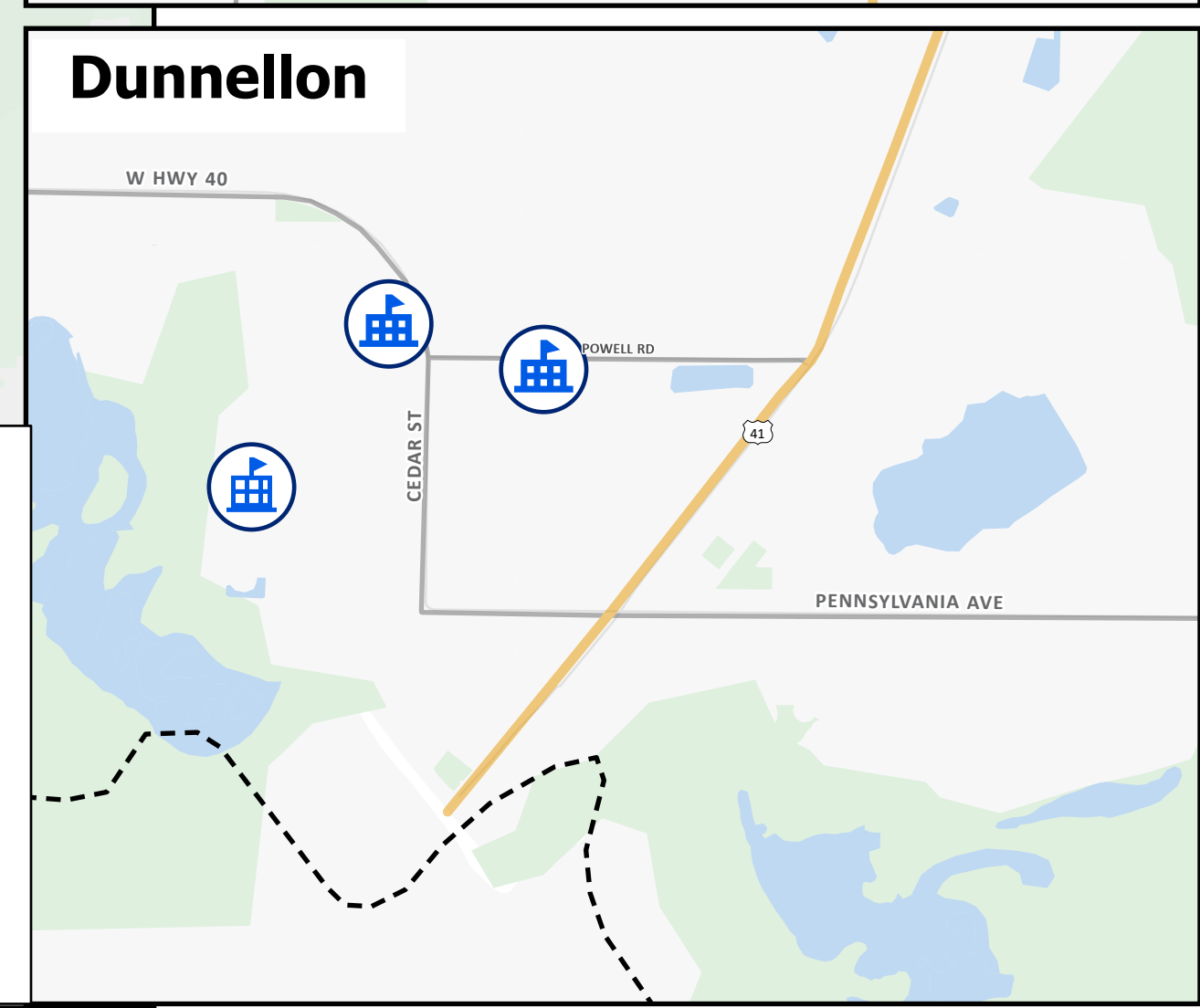
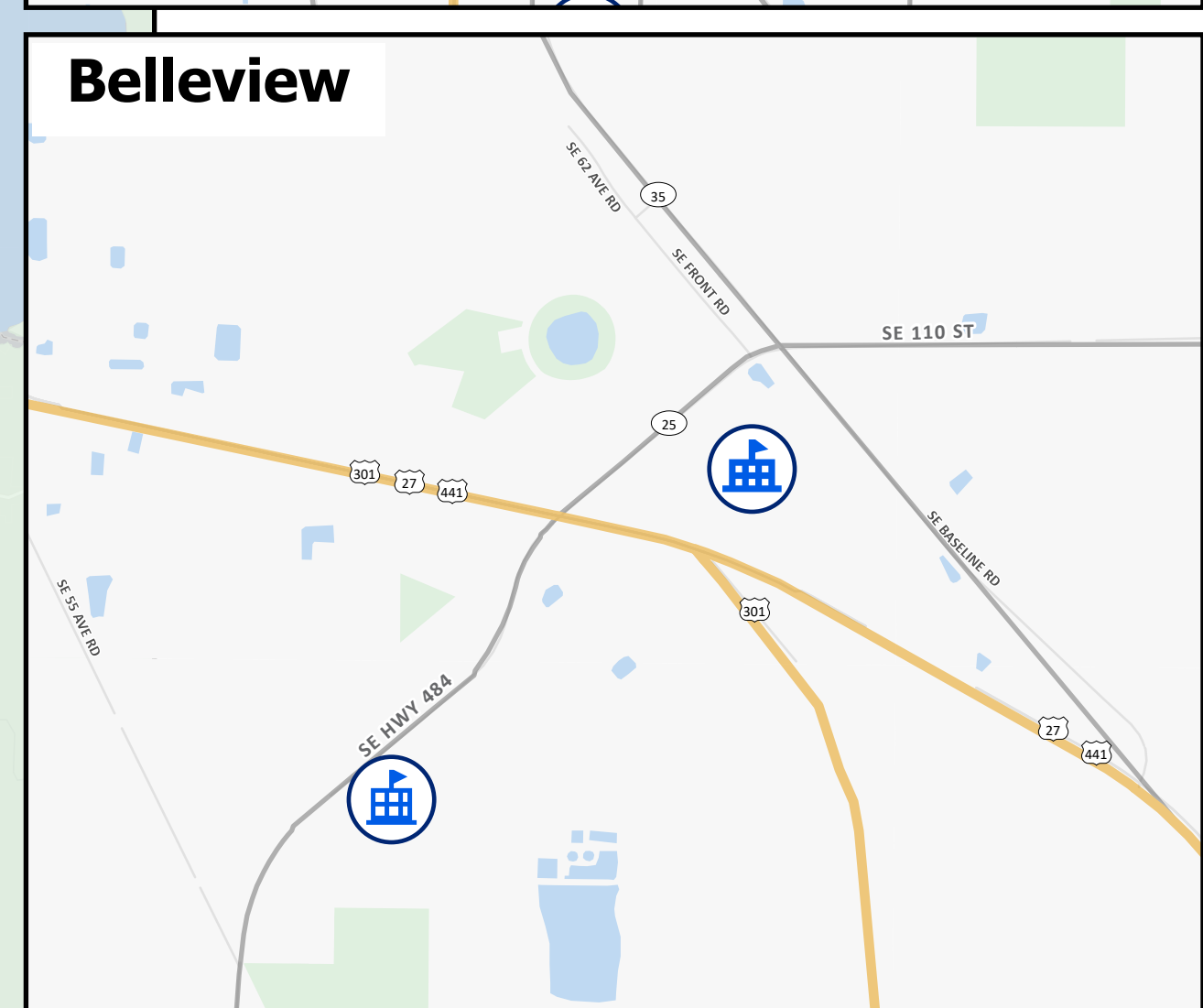
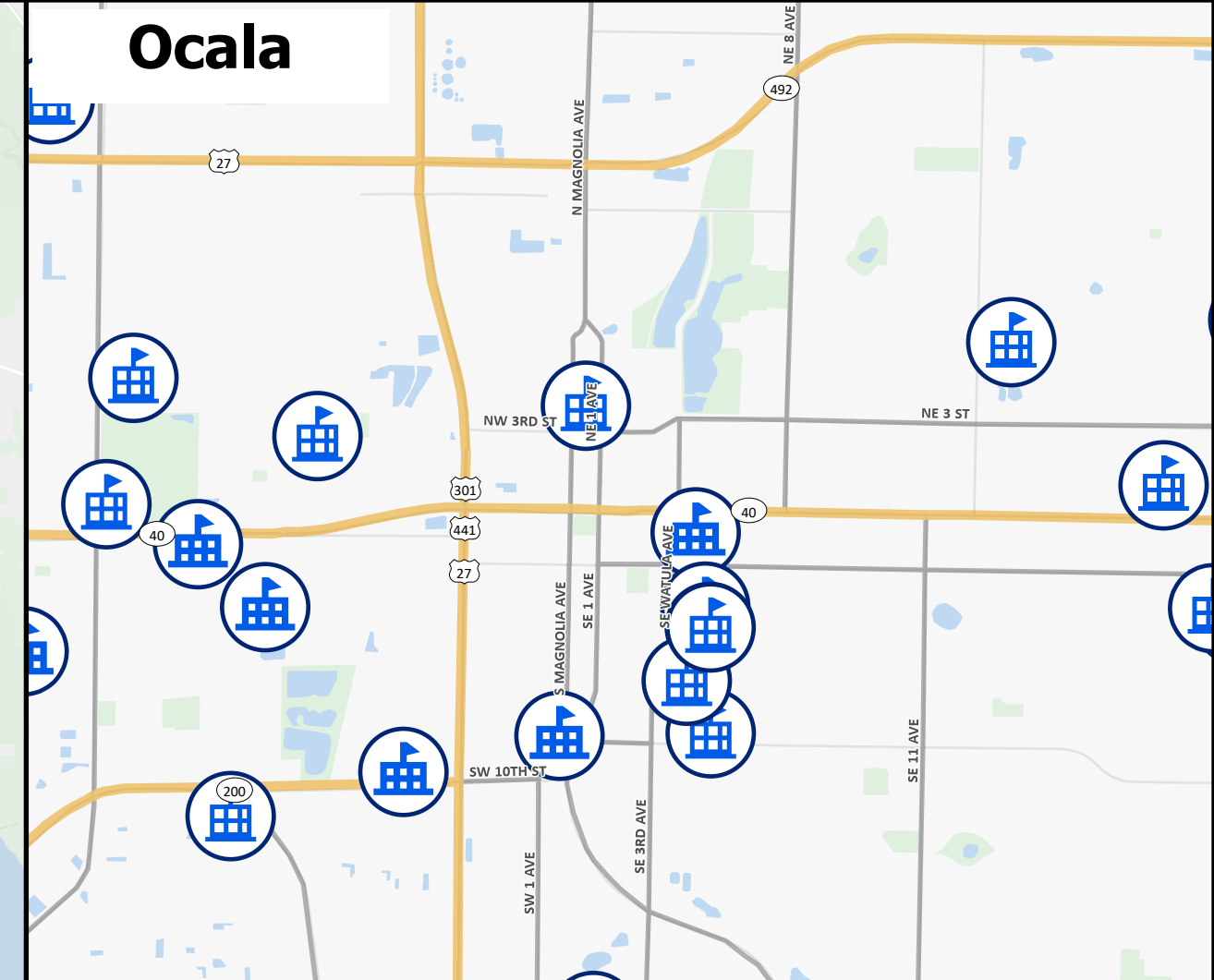
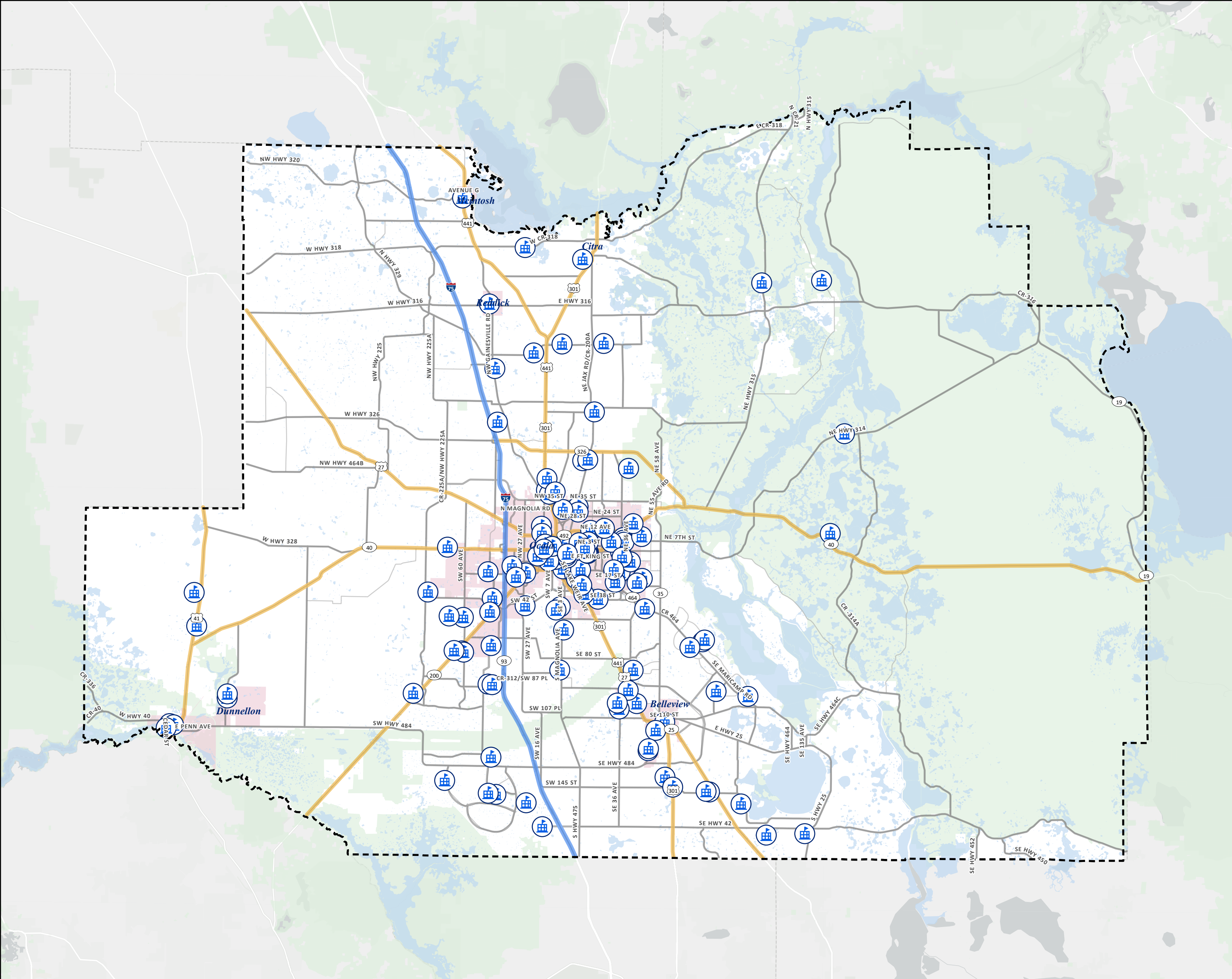


Ocala/Marion TPO Active Transportation Plan

Destination--Parks

- Parks**
- Parks
- Marion County Roadway Network**
- NHS Interstate
 - NHS - Non-Interstate Roadway
 - Other Roadway
 - Municipalities
 - County Boundaries





Ocala/Marion TPO Active Transportation Plan

Destination--Schools

Schools



Marion County Roadway Network

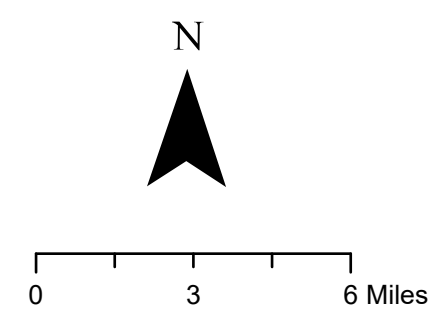
— NHS Interstate

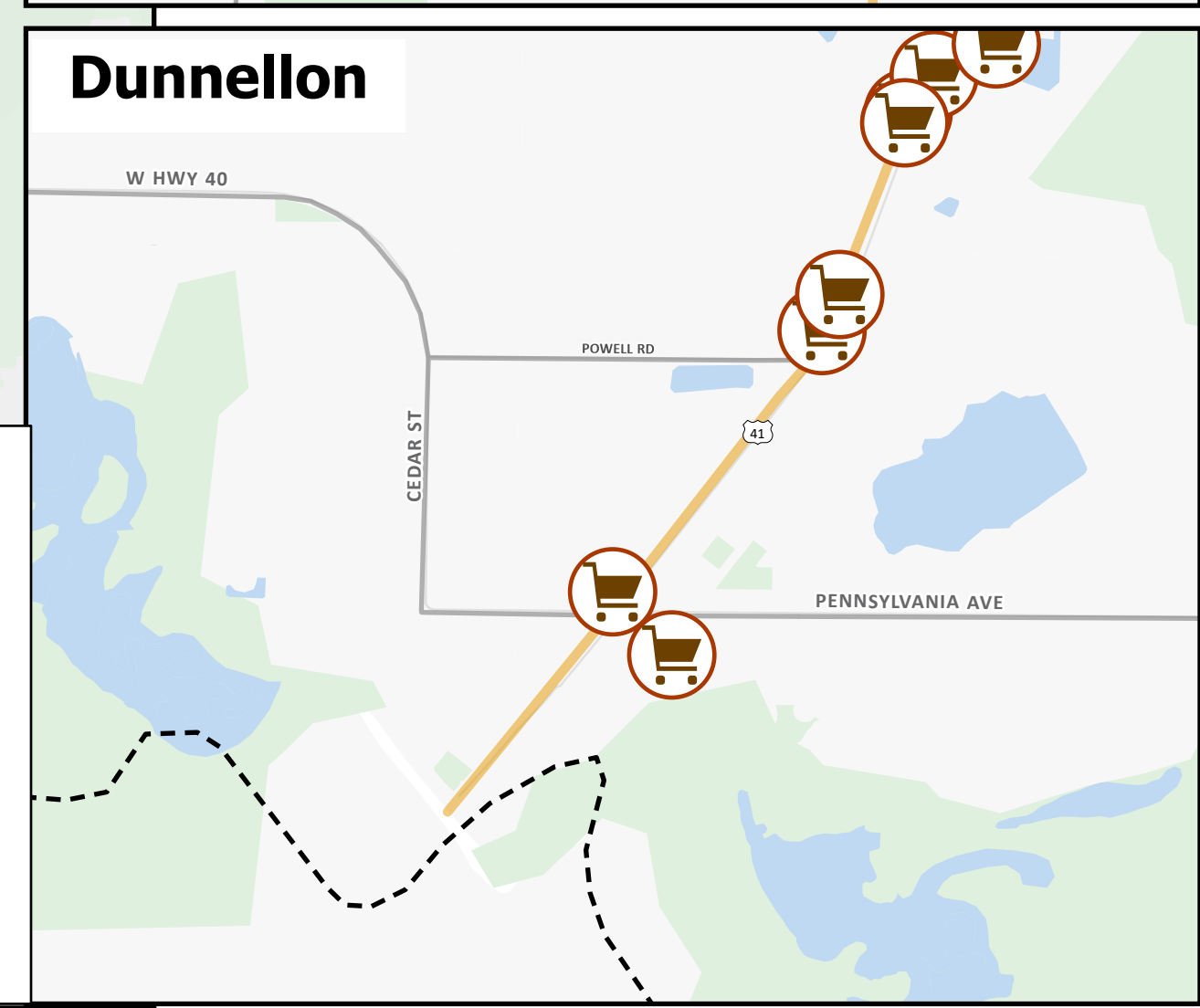
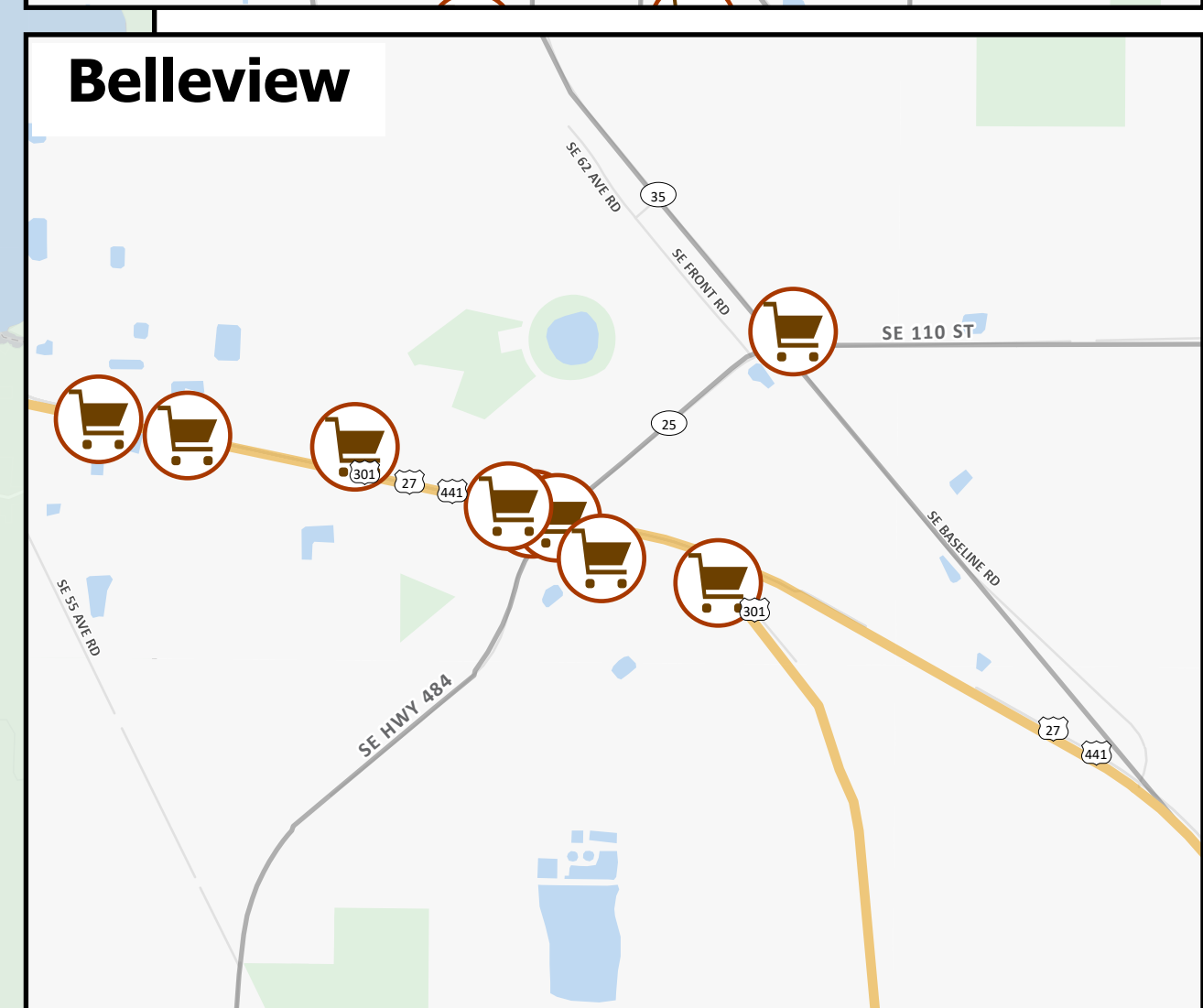
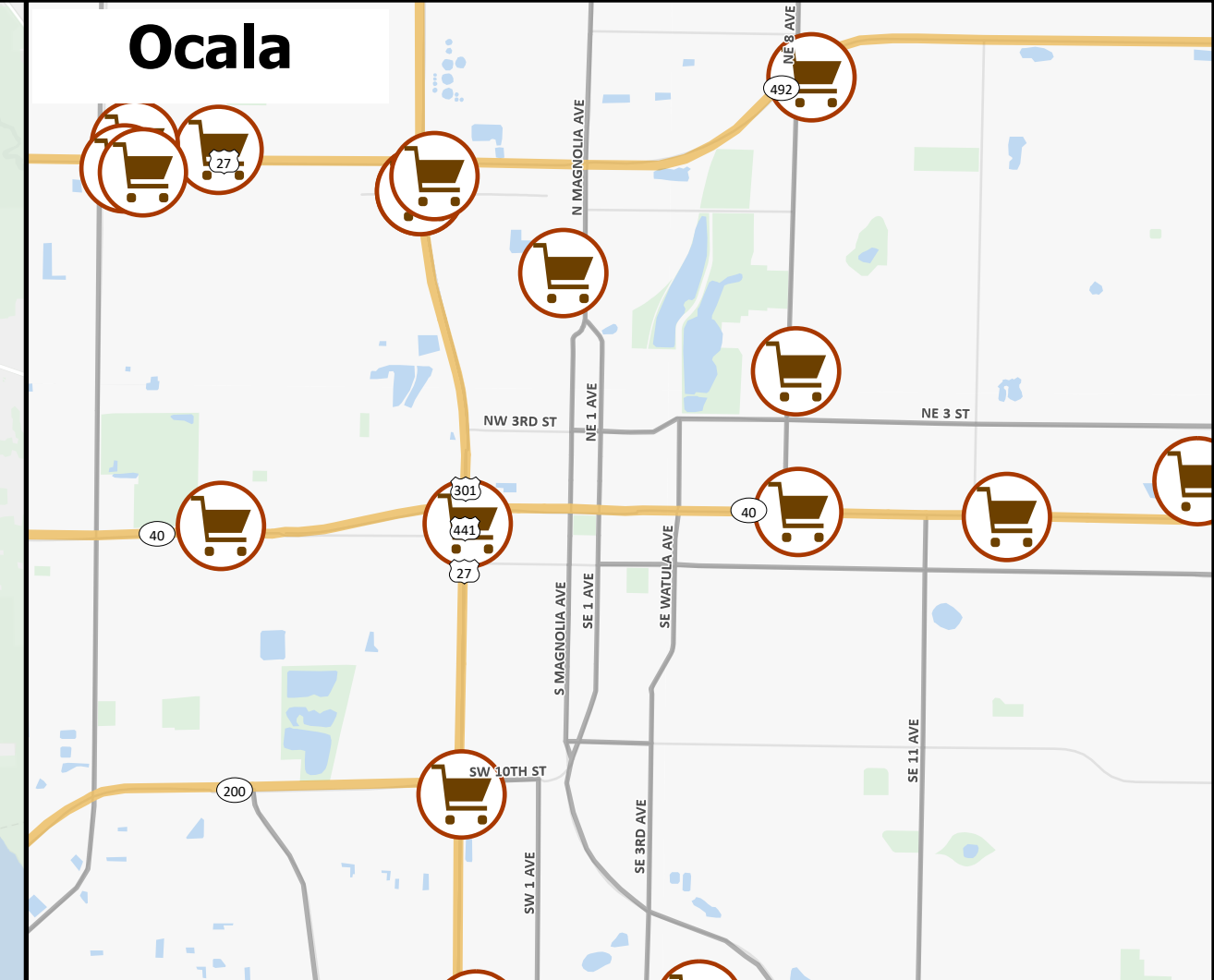
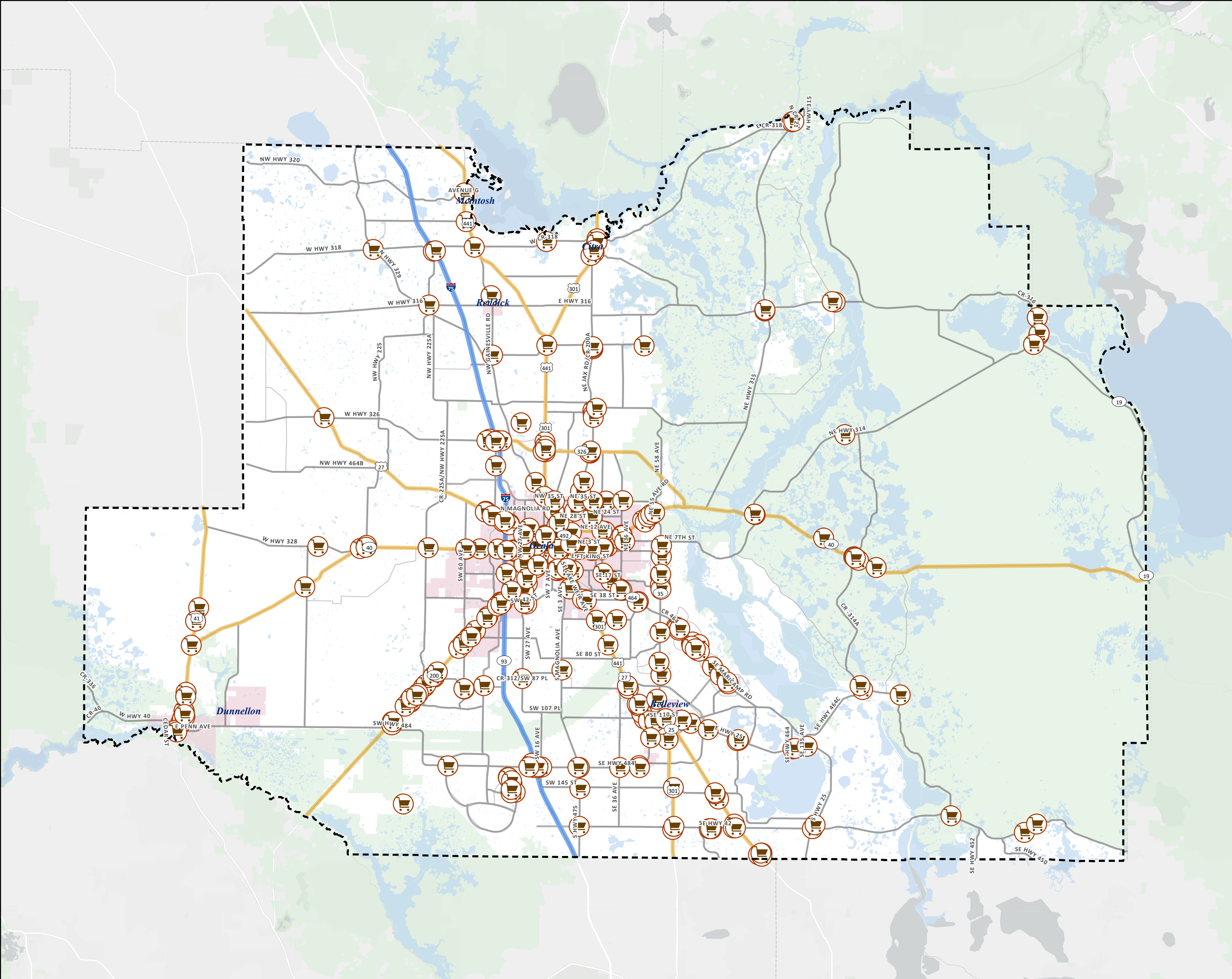
— NHS - Non-Interstate Roadway

— Other Roadway

■ Municipalities

- - - County Boundaries

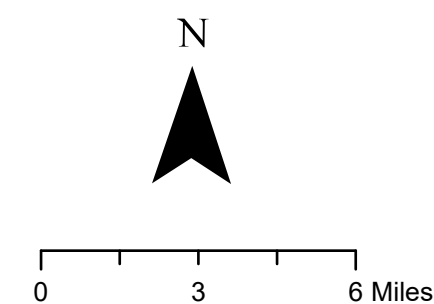


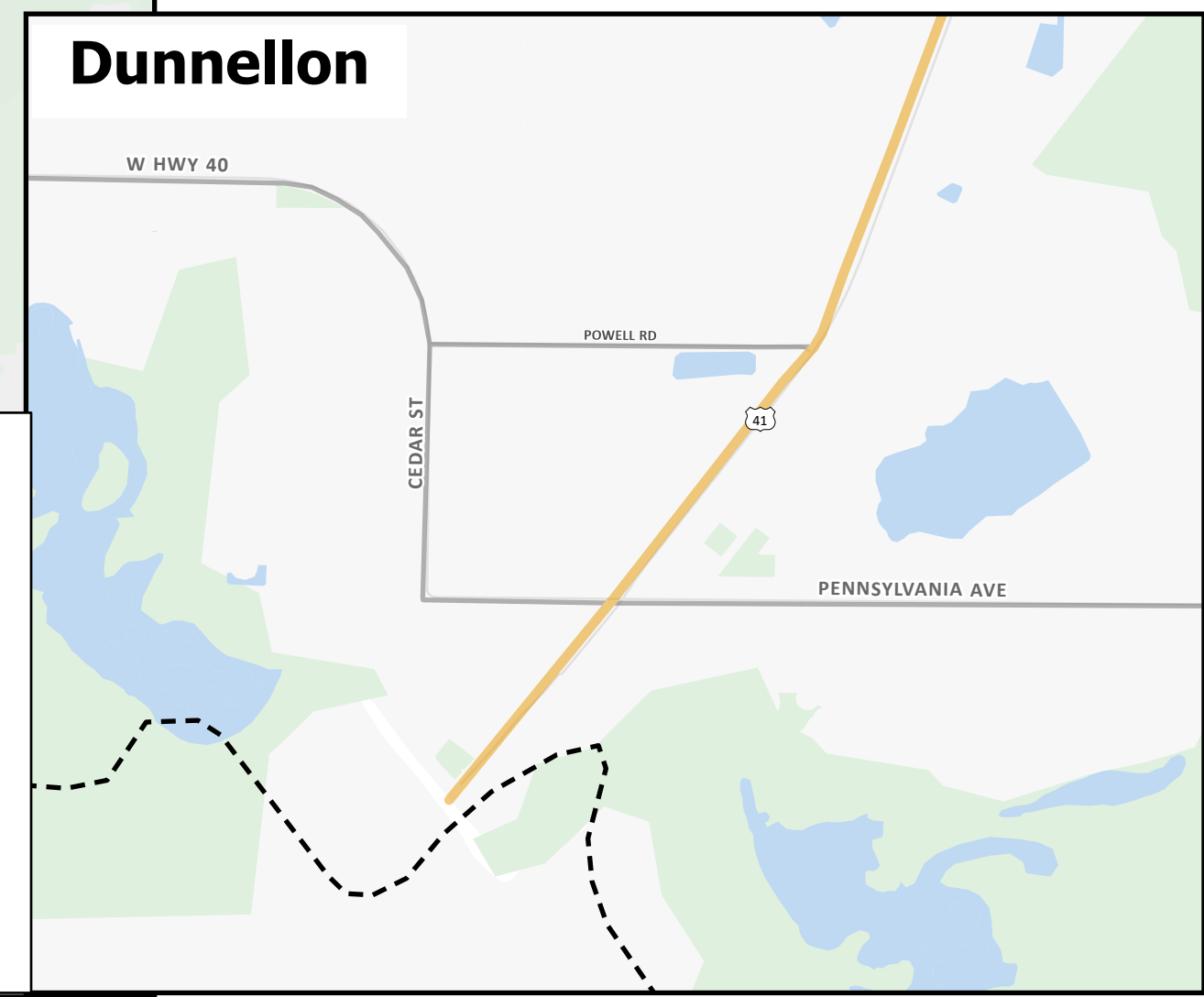
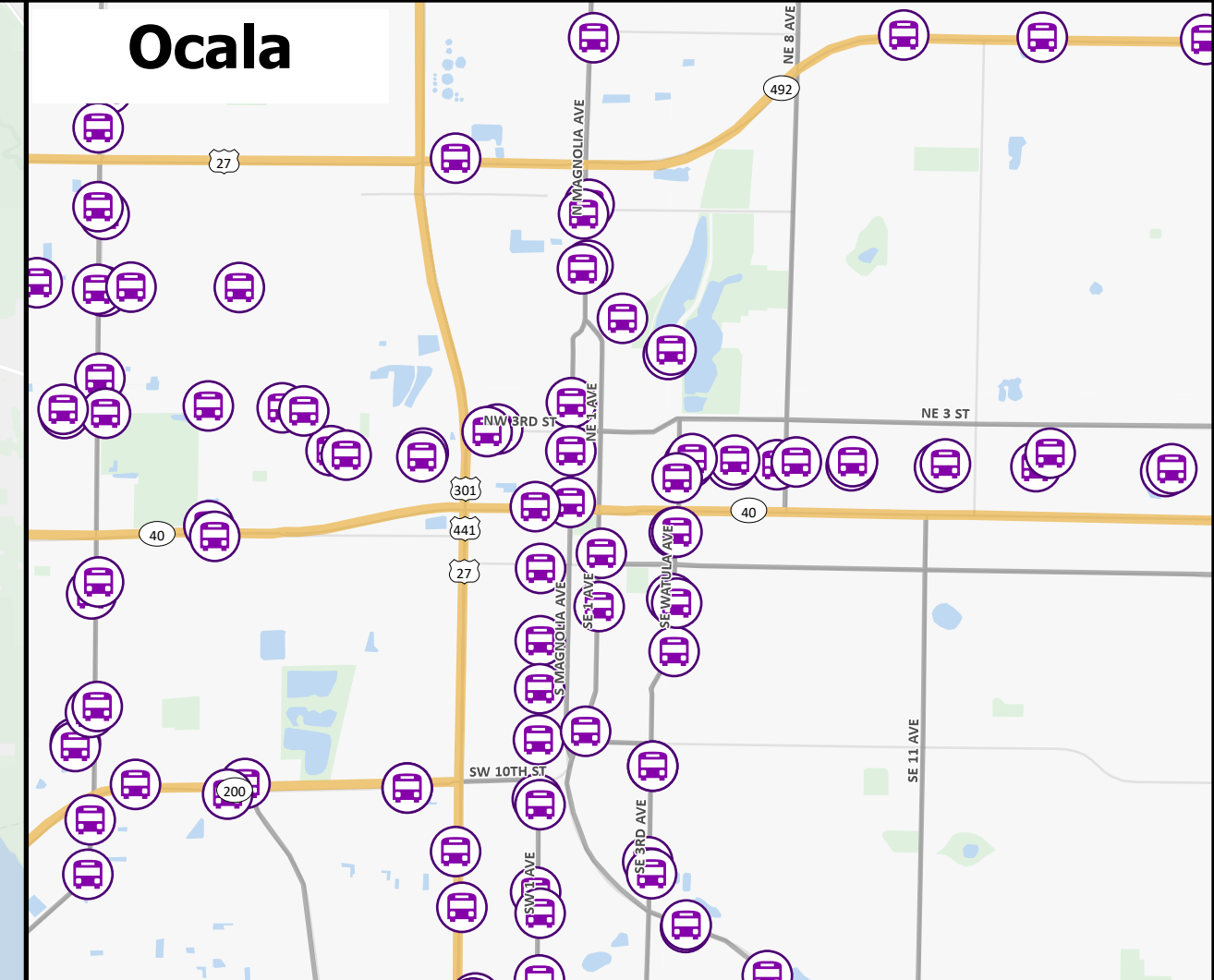
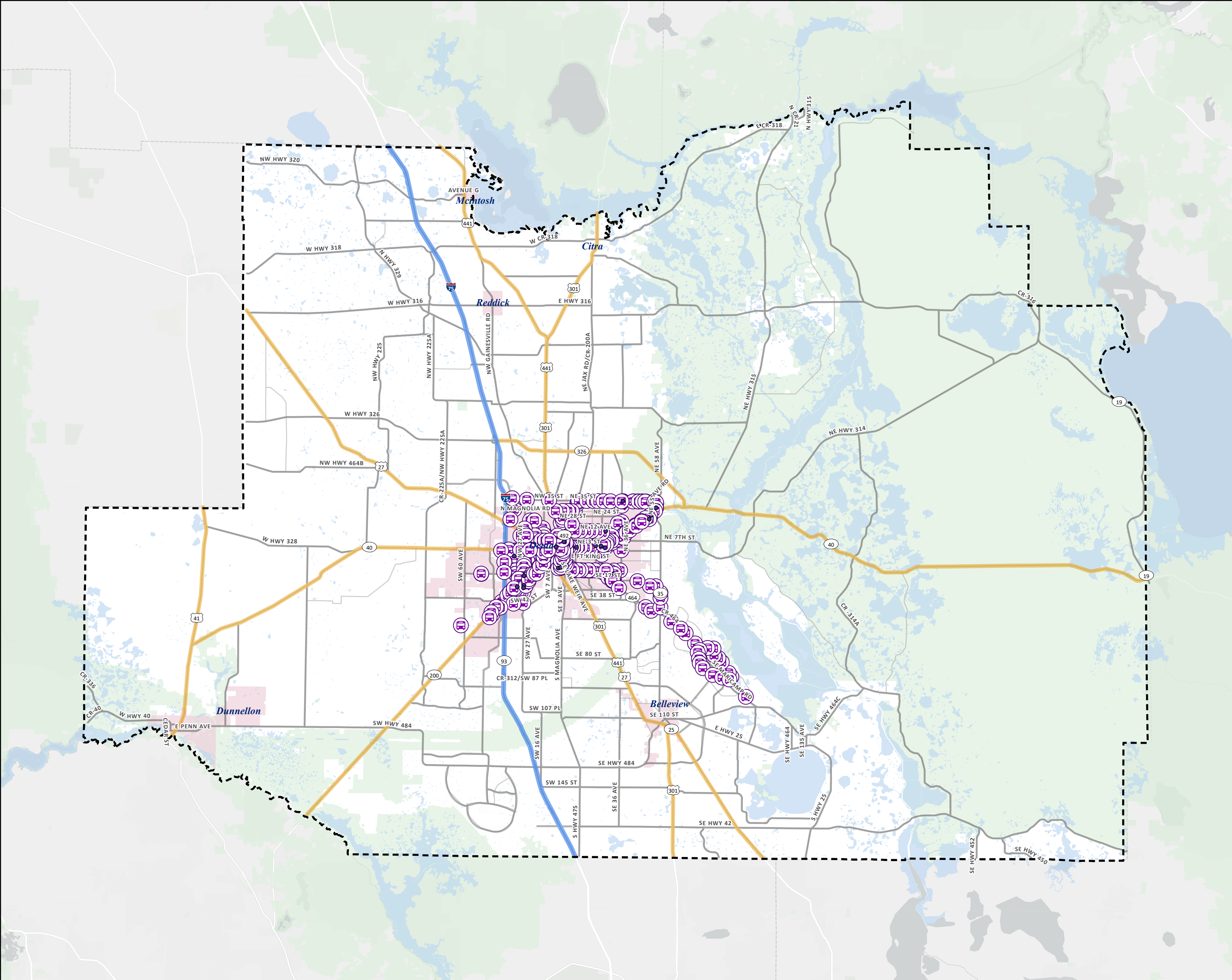


Ocala/Marion TPO Active Transportation Plan

Destination--SNAP Retail

- SNAP Retail
- Marion County Roadway Network
- SNAP Retail
 - NHS Interstate
 - NHS - Non-Interstate Roadway
 - Other Roadway
 - Municipalities
 - County Boundaries





Ocala/Marion TPO Active Transportation Plan

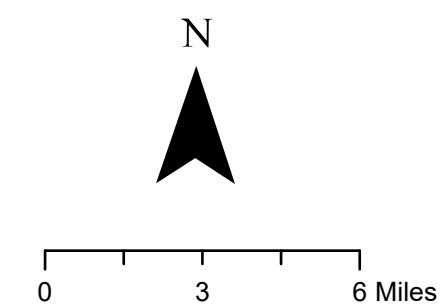
Destination--Bus Stops

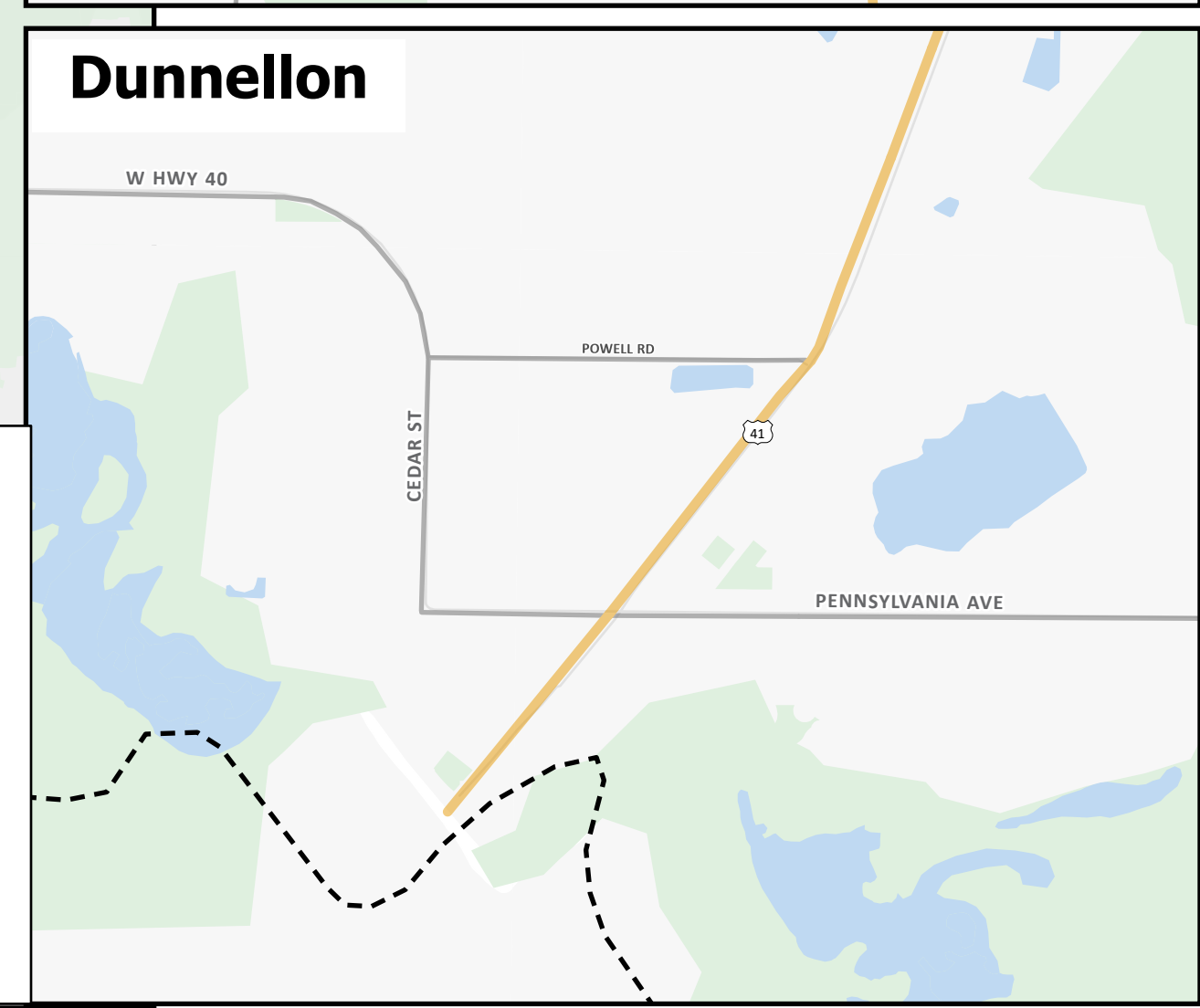
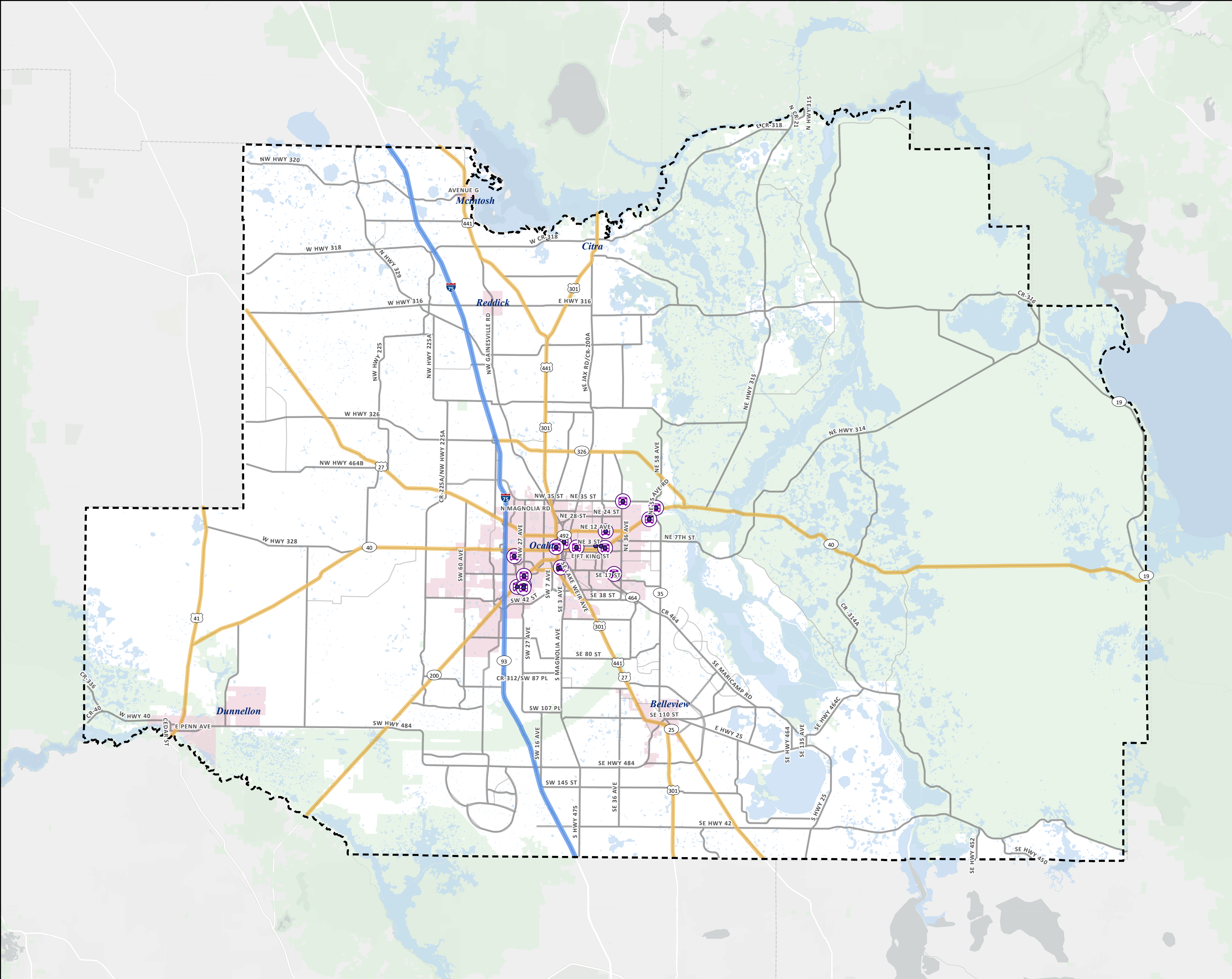
SunTran Bus Stops

 SunTran Bus Stops

Marion County Roadway Network

-  NHS Interstate
-  NHS - Non-Interstate Roadway
-  Other Roadway
-  Municipalities
-  County Boundaries





Ocala/Marion TPO Active Transportation Plan

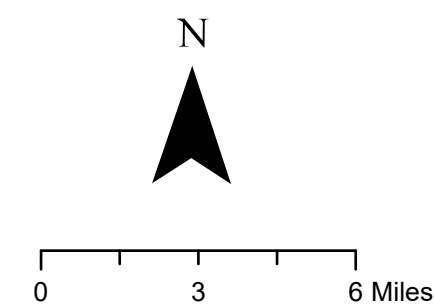
Destination--Top 15 Bus Stops

SunTran Top 15 Bus Stops

 SunTran Top 15 Bus Stops

Marion County Roadway Network

-  NHS Interstate
-  NHS - Non-Interstate Roadway
-  Other Roadway
-  Municipalities
-  County Boundaries



APPENDIX E:



Marion Oaks Trail Plan

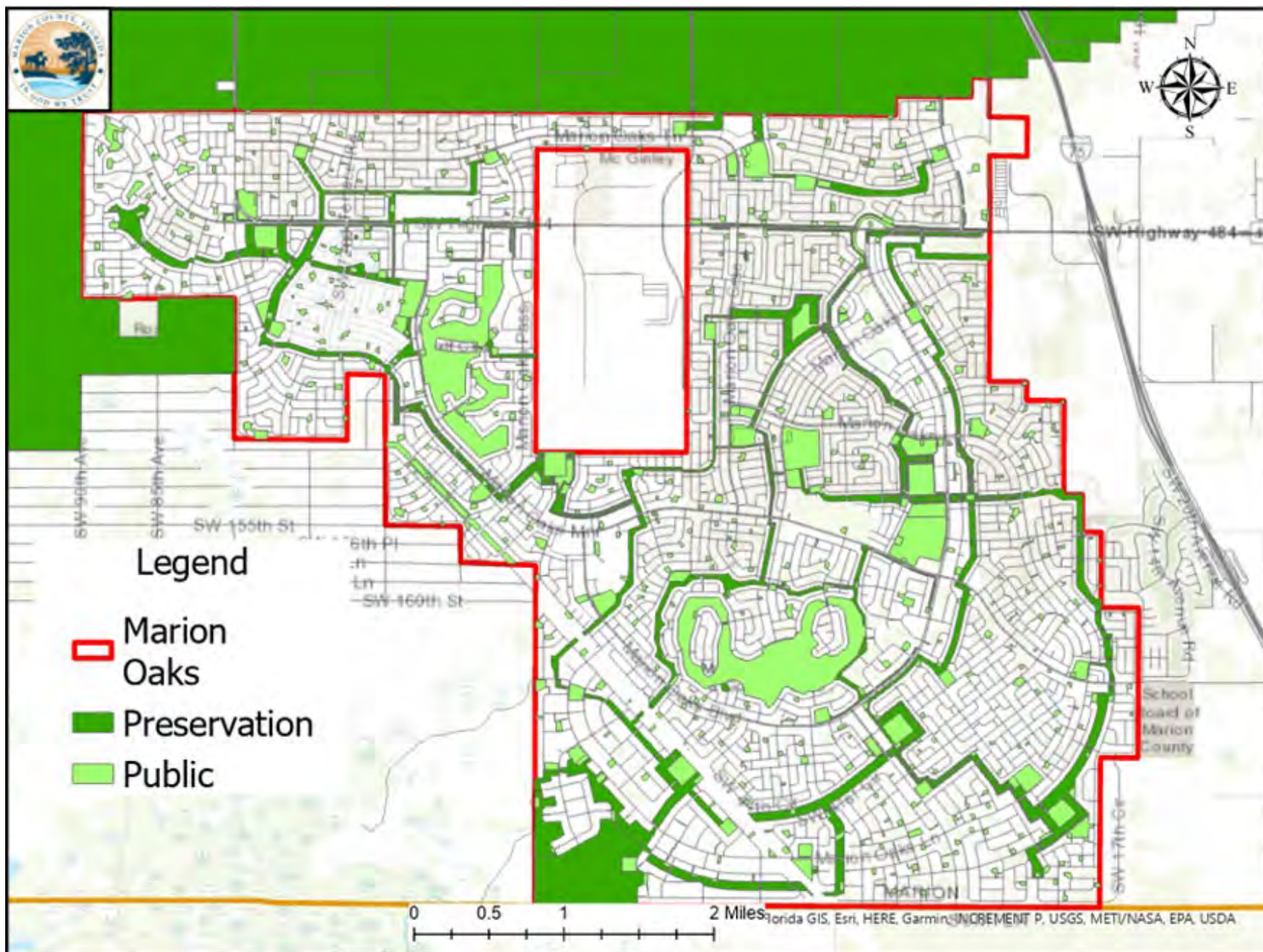


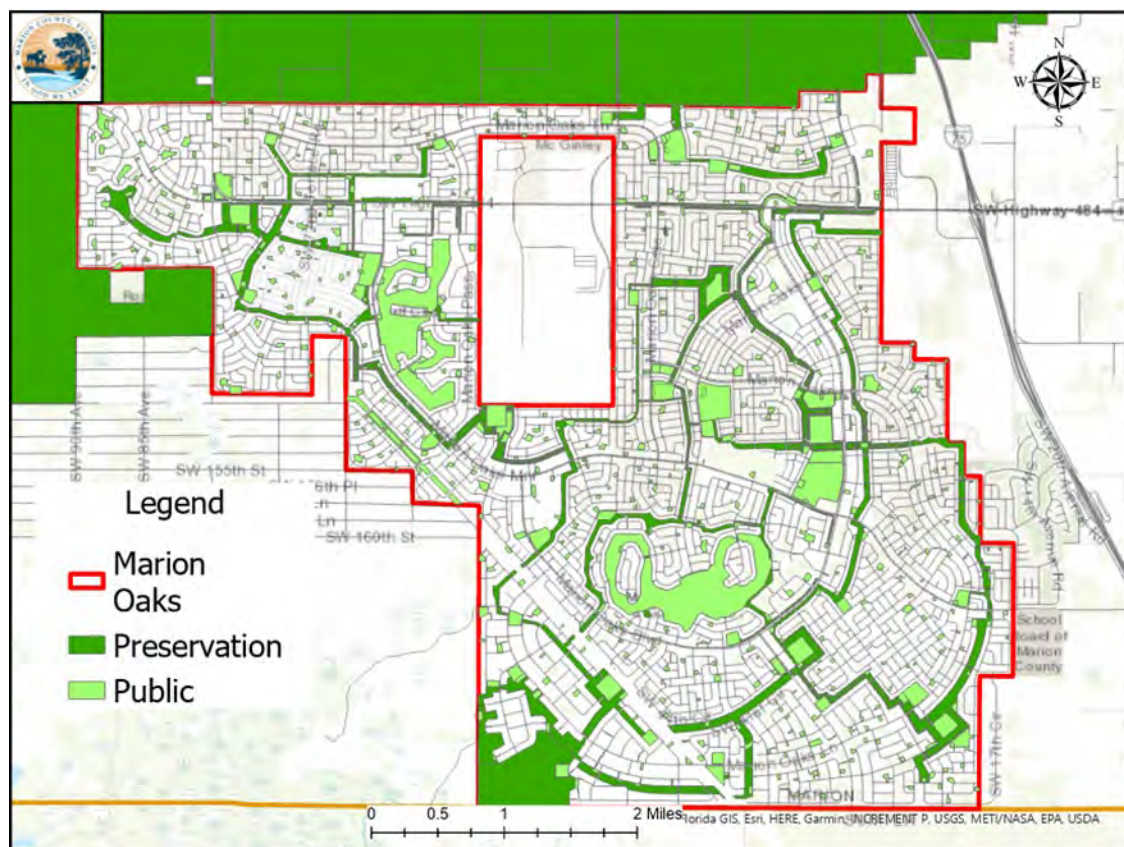
Legend

-  Marion Oaks
-  Preservation
-  Public

0 0.5 1 2 Miles

Florida GIS, Esri, HERE, Garmin, IGN, INCREMENT P, USGS, MET/NASA, EPA, USDA





APPENDIX F:



Active Transportation Strategies

Active Transportation Strategies

The following section introduces 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 (Section 3: Existing Conditions) and help establish priorities for multimodal facilities across the network.

Types of Treatments

Bicycle Treatments

Bicycle treatments provide dedicated or shared spaces that improve comfort and safety for cyclists. These include on-street facilities, intersections designed for bicyclists, and off-street shared use paths. Together, they expand network connectivity, improve visibility, and attract more users to active transportation.

Pedestrian Treatments

Pedestrian treatments focus on improving the walking environment through sidewalks, crossings, and supportive amenities. These treatments enhance comfort, shorten crossing distances, increase visibility, and improve accessibility for vulnerable users, ensuring that pedestrians feel safe and connected across the network.

Speed Management Treatments

Speed management treatments are designed to influence driver behavior, reduce vehicle speeds, and create safer conditions for all users. These include roadway design strategies and traffic calming tools that lower crash risk and improve comfort for people biking and walking.

How to Use This Toolbox

This toolbox includes two main parts:

- **Treatment Summary Table (Table 12)** – Highlights cost, implementation timeline, and applicable roadway characteristics for each treatment to support project scoping.
- **Treatment Details** – Provides expanded descriptions, benefits, constraints, and key design considerations for each treatment, with references to supporting design guidance.

Table 1: Treatment Summary Table

Type	Treatment	Cost Estimate	Timeline	Applicable Roadway Characteristics		
				Speed & Volume	Street Context	Land Use
Bicycle Treatments	Shared lane marking	\$1,000 each	Short-medium term	Low speed, low volume (less than 35 mph)	Local	Residential, commercial
	Bicycle lane	\$2600,000 per mile	Long term	Low speed (typically 30 mph or less)	Local, collectors	Residential, commercial
	Buffered bicycle lane	\$2600,000 per mile	Long term	Low speed, low volume	Local, collectors, minor arterials	Residential, commercial
	Separated bicycle lane	\$2900,000 per mile	Long term	Design speed ≤ 45 mph	Any, if separation can be maintained and conflict points are minimal	Any
	Bicycle Box/two-stage left-turn queue box	\$20,000 each	Short term	Any	Local, collectors (preferred 4 or fewer lanes)	Any
	Shared use path	\$681,822.62 per mile	Long term	Any	Any	Any
	Protected/dedicated intersection	\$25,000 each	Long term	Mid to higher speed roads and in urban areas	Any	Residential, commercial
	Advisory shoulder	\$2800,000 per mile	Medium term	Low speed	Local	Residential

Type	Treatment	Cost Estimate	Timeline	Applicable Roadway Characteristics		
				Speed & Volume	Street Context	Land Use
	Paved shoulder	\$2800,000 per mile	Long term	Any, usually on higher-speed roads, however for speeds greater than 45 mph, separation for a bike lane is highly recommended	Any	Any
	Wayfinding signs for trails	\$1,000 each	Short-medium term	Any	Any	Any
Pedestrian Treatments	Sidewalk	\$349,251.29 per mile	Long term	Any	Any	Residential, commercial, institutional
	High-visibility crosswalks	\$3,000 each	Short-medium term	Any, usually locations where pedestrians frequently cross a road	Any	Any
	Rectangular Rapid Flashing Beacon (RRFB)	\$65,000 each	Short-medium term	Low speed, low volume	Local, collectors	Residential, commercial
	Pedestrian Hybrid Beacon (PHB)	\$230,000 each	Medium term	Medium to high speed	Local, collectors, arterials	Residential, commercial

Type	Treatment	Cost Estimate	Timeline	Applicable Roadway Characteristics		
				Speed & Volume	Street Context	Land Use
	Raised crosswalk	\$45,000 each	Medium term	Low speed, low volume	Local, collectors	Residential, commercial
	Median refuge	\$240,000 each	Medium term	Moderate to high posted speed (≥ 35 mph), where pedestrians must cross two or more lanes at one time	Collectors, arterials, roads with 3 or more travel lanes	Commercial
Speed Management Treatments	Traffic diverter	\$5,000 ~ 20,000 each	Short term	Low speed, low volume	Local	Residential
	Neighborhood traffic circle	\$20,000 ~ \$40,000 each	Medium term	Low speed, low volume	Local	Residential
	Speed hump/table	\$45,000 each	Short term	Lower speed (typically 35 mph or less), Low volume	Local ,collectors	Residential, commercial
	Centerline hardening	\$300,000 per mile	Short term	Any	Local, collectors	Residential, commercial
	Choker/pinch point	\$5,000 ~ 10,000 each	Medium term	Low speed, low volume	Local, collectors	Residential, commercial
	Raised intersection	\$86,000 each	Medium term	Low speed (typically 25 mph or less)	Local	Residential, commercial

10.1 Bicycle Treatments

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 ≤ 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 ≤ 45 mph (ideal ≤ 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](#)

Buffered Bicycle Lane



Buffered bicycle lane in Ocala, FL

Description

Bicycle lanes separated from adjacent vehicle lanes by a painted buffer.

Typical Application

- Posted speeds $\leq$ 35 mph
- Local roads, collectors, and minor arterials
- Moderate traffic volumes where extra space is desired

Design Considerations

- Buffer should be marked clearly with paint or striping
- Buffer width can vary by roadway conditions

Benefits

- Provides additional comfort and safety compared to standard bike lanes
- Creates more separation from vehicles

Constraints

- Limited physical protection
- Requires adequate roadway width

Resources

[FHWA Bikeway Selection Guide](#)

[NACTO Urban Bikeway Design Guide](#)

[AASHTO Guide for the Development of Bicycle Facilities](#)

Separated Bicycle Lane



Separated bicycle lane in St. Petersburg, FL

Description

One- or two-way bike lanes physically separated from motor vehicle traffic with curbs, barriers, or on-street parking.

Typical Application

- Roads with design speeds $\leq$ 45 mph
- Best where driveway conflicts are minimal and intersections can maintain separation

Design Considerations

Types of separation:

- On 35 mph or less roads: tubular markers, curbs, islands, or parking separation
- On 40–45 mph roads: traffic separators or rigid barriers recommended

Benefits

- Increases comfort and safety for all roadway users

Constraints

- Higher cost and more complex to retrofit
- Requires careful intersection design

Resources

[FHWA Separated Bike Lane Planning & Design Guide](#)

[NACTO Urban Bikeway Design Guide](#)

Bicycle Box/Two-Stage Left-Turn Queue Box



Two-stage left-turn queue box in Miami, FL

Description

A designated space at intersections that allows bicyclists to wait ahead of vehicles, improving visibility and making left turns easier.

Typical Application

- Signalized intersections on local roads and collectors (≤ 4 lanes)
- Areas with frequent left-turn bicycle movements

Design Considerations

- Buffer should be marked clearly with paint or striping
- Buffer width can vary by roadway conditions

Benefits

- Improves bicyclist visibility at intersections
- Reduces conflicts between bicycles and vehicles turning left

Constraints

- Requires sufficient intersection space
- Dependent on proper driver compliance with markings

Resources

[FDM Section 223.2.1.5](#)

[FHWA Interim Approval IA-20](#)

Shared Use Path



Shared use path in Ocala, FL

Description

A paved travel area for both bicyclists and pedestrians, physically separated from motor vehicle traffic by open space or a barrier.

Typical Application

- Especially useful on high-speed and high-volume roadways
- Effective as connectors between communities in less dense areas

Design Considerations

- Must be wide enough to safely accommodate both bikes and pedestrians
- Requires clear signage and pavement markings to reduce conflicts

Benefits

- Comfortable facility for all ages and abilities
- Reduces conflicts with motor vehicles
- Supports high-demand corridors for walking and biking

Constraints

- Requires significant right-of-way

Resources

[FDM Chapter 224](#)

[FHWA Shared Use Path Publication](#)

Protected/Dedicated Intersection



Protected Intersection in St. Petersburg, FL

Description

An intersection design that provides dedicated paths and physical separation for bicyclists through the intersection.

Typical Application

- Mid- to higher-speed roads
- Crossings of collectors or arterials
- Signalized intersections.

Design Considerations

- Curb radii should be designed to reduce vehicle turning speeds to ≤ 15 mph
- Requires clear signage to prioritize bicyclists at crossings
- Option for green paint at bicycle/vehicle conflict points

Benefits

- Improves visibility of bicyclists
- Reduces conflict points with vehicles
- Provides safer, more intuitive intersection navigation

Constraints

- Higher design complexity and cost
- Requires adequate right-of-way

Resources

[NACTO Urban Bikeway Design Guide](#)
[NCHRP Research Report 926](#)

Advisory Shoulder



Advisory shoulder in Bloomington, IN

Description

A narrow central travel lane for two-way vehicle travel and dashed one-way bike lanes on each side of the street. Motor vehicles operate in yield conditions and use the advisory bike lane to pass oncoming vehicles when the bike lane is clear.

Typical Application

- Local roads with design speeds < 25 mph and ADT $\leq 3,000$
- Residential roads where standard bike lanes are not possible

Design Considerations

- Requires FHWA MUTCD Section 1A.10 "Request to Experiment" approval
- Pavement color or markings can improve visibility

Benefits

- Expands bicycle network coverage on constrained roads
- Low-cost option to provide space for cyclists

Constraints

- Higher design complexity and cost
- Requires adequate right-of-way

Resources

[FHWA Small Town and Rural Multimodal Networks](#)

Paved Shoulder



Paved shoulder on E Silver Springs Boulevard

Description

A roadway shoulder (minimum 4-footwide) that accommodates bicyclists, pedestrians, and emergency use.

Typical Application

- Roads with moderate to high volumes or truck traffic
- Rural highways

Design Considerations

- Contrasting pavement is recommended to highlight bicycle use
- Markings may designate shoulder as a bike lane (requires ≥ 5 –8 ft width)

Benefits

- Provides safer space for bicyclists on high-volume roads
- Increases comfort for pedestrians where sidewalks are not present

Constraints

- Does not provide full protection from traffic
- Effectiveness depends on maintenance and driver compliance

Resources

[FDM Section 223.2.2](#)

Wayfinding Signs for Trails



Wayfinding sign at Orlando Urban Trail

Description

Clear signage and markers that guide people along designated bicycle routes and trails, ensuring easy navigation and decision-making at intersections.

Typical Application

- Along trails and bicycle networks
- Where multiple bike routes converge or diverge

Design Considerations

- Consistent branding and symbols aid wayfinding
- Should be placed at decision points and regular intervals

Benefits

- Improves rider confidence and network usability
- Helps attract less-experienced riders by reducing navigation barriers

Constraints

- Requires consistent maintenance
- Effectiveness depends on clarity and visibility of signage

Resources

[Manual on Uniform Traffic Control Devices \(MUTCD\) Section 2D](#)

10.2 Pedestrian Treatments

Sidewalk



Sidewalks on E Fort King Street in Downtown Ocala, FL

Description

Continuous, paved walkways separated from the roadway, designed for pedestrian travel.

Typical Application

- Urban arterials, collectors, and most rural arterials where pedestrian activity is likely

Design Considerations

- Should include buffers or curb separation from traffic
- In higher-speed contexts, place sidewalks near the right-of-way line
- Must meet ADA accessibility standards

Benefits

- Provides separated, dedicated pedestrian space
- Supports walkable communities and multimodal access

Constraints

- Requires right-of-way and investment in maintenance
- Effectiveness depends on network connectivity

Resources

[FDOT Design Manual \(FDM\) Section 222](#)

[AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities](#)

High-Visibility Crosswalk



High-visibility crosswalk on E Fort King Street in Downtown Ocala, FL

Description

Crosswalks using bold striping to improve driver awareness and highlight pedestrian right-of-way. Typically use two stripes defining the width of a crosswalk with perpendicular ladder markings along its length.

Typical Application

- At midblock and uncontrolled marked crossings
- Residential, commercial, and school zones

Design Considerations

- Often used in conjunction with PHBs or RRFBs
- Avoid transverse line markings alone

Benefits

- Increases visibility of pedestrians
- Reduces pedestrian crash risk

Constraints

- Requires regular maintenance
- Less effective without complementary treatments

Resources

[MUTCD Section 3B](#)

[FHWA Crosswalk Visibility Enhancements Tech Sheet](#)

[PBIC An Overview and Recommendations of High-Visibility Crosswalk Marking Styles](#)

Rectangular Rapid Flashing Beacon (RRFB)



RRFB in Orlando, FL

Description

Pedestrian-activated flashing yellow beacons to alert drivers at crosswalks.

Typical Application

- Posted speed of 35 mph and lower
- Marked crosswalks with special emphasis pavement markings
- 4 through lanes or less regardless of median presence, or 5 lanes with a median refuge island

Design Considerations

- Requires push button or passive activation
- Best paired with high-visibility crosswalk markings

Benefits

- Increases driver yielding rates when compared to crosswalk markings alone
- Enhances pedestrian visibility at crossings

Constraints

- Must be activated by users
- Compliance lower than at full signals

Resources

[FDOT Traffic Engineering Manual \(TEM\) Chapter 5](#)
[FHWA RRFB Fact Sheet](#)

Pedestrian Hybrid Beacon (PHB)



PHB in Orlando, FL

Description

Pedestrian-activated traffic control device that stops vehicles to allow safe midblock crossing.

Typical Application

- Roads with higher speeds/volumes and insufficient gaps in traffic
- Locations where a full signal is not warranted

Design Considerations

- Requires MUTCD Section 4F compliance
- Should be paired with lighting

Benefits

- Provides protected crossing opportunities
- Increases safety on high-conflict corridors

Constraints

- May restrict nearby parking
- Requires driver familiarity for effectiveness

Resources

[FDOT Traffic Engineering Manual \(TEM\) Chapter 5](#)
[MUTCD Chapter 4J](#)

Raised Crosswalk



Raised crosswalk in Ocala, FL

Description

Crosswalks elevated to sidewalk height, slowing vehicles and improving visibility.

Typical Application

- Posted speed of 35 mph or lower
- Local or collector roads, driveways, or midblock crossings

Design Considerations

- Must include drainage considerations
- Detectable warnings required for ADA compliance

Benefits

- Improves driver yielding
- Reduces vehicle speeds at crossings
- Improves accessibility for people with mobility impairments

Constraints

- May slow emergency and transit vehicles
- Requires higher construction cost

Resources

[FDM Section 202.3.8 & Design Standard D520-030](#)
[FHWA Raised Crosswalk Tech Sheet](#)
[MUTCD Chapter 3B](#)

Median Refuge



Median refuge in Ocala, FL

Description

Protected space in the center of the roadway that allows pedestrians and cyclists to cross one direction of travel at a time.

Typical Application

- Moderate to high posted speed (≥ 35 mph), where pedestrians must cross two or more lanes at one time

Design Considerations

- Must be ADA-accessible
- Islands can also serve as speed management devices

Benefits

- Reduces pedestrian exposure time
- Improves crossing comfort and safety

Constraints

- Requires adequate roadway width
- May limit vehicle turns onto side streets and driveways

Resources

[FDM Section 202.3.8, FDOT Design Standard D520-030](#)
[NACTO Urban Street Design Guide](#)

10.3 Speed Management Treatments

Traffic Diverter



Traffic diverter in Ocala, FL

Description

A full or partial street closure for vehicles while still allowing pedestrian and bicycle passage, often using

Typical Application

- Low-speed, low-volume areas prioritizing walking and biking
- Local, residential, or commercial streets with cut-through traffic

Design Considerations

- Provide clear access for emergency vehicles
- Can be combined with landscape for visual quality

Benefits

- Reduces cut-through and speeding traffic
- Creates safer environments for walking and biking

Constraints

- May increase travel distance for drivers
- Requires community support to avoid resistance

Resources

[NACTO Urban Street Design Guide](#)

[FHWA Traffic Calming ePrimer Section 3.4](#)

Neighborhood Traffic Circle



Neighborhood traffic circle in Orlando, FL

Description

A small, circular intersection designed to calm traffic in low-volume residential neighborhoods.

Typical Application

- Roads with posted speed ≤ 25 mph
- Local neighborhood streets with higher multimodal activity

Design Considerations

- Center island may be landscaped
- Designed for low-speed yield control

Benefits

- Slows vehicle speeds
- Can add aesthetic improvements to neighborhoods

Constraints

- May require removal of some on-street parking
- Less effective on higher-volume roadways

Resources

[FHWA Traffic Calming ePrimer Section 3.7](#)

Speed Hump/Table



Speed humps in Ocala, FL

Description

Raised roadway elements providing vertical deflection to reduce vehicle speeds. Tables are longer, offering gentler transitions.

Typical Application

- Appropriate on streets with low speeds (25–35 mph)
- Often installed at key pedestrian crossings such as school zones, trail crossings, and neighborhood centers.

Design Considerations

- Should be spaced consistently (300–500 ft) for effectiveness
- Must coordinate with emergency services and transit agencies

Benefits

- Can reduce vehicle speeds
- Proven to reduce crashes and improve pedestrian safety

Constraints

- May slow emergency response times
- May increase noise from braking and acceleration

Resources

[FHWA Traffic Calming ePrimer Section 3.10 & 3.12](#)
[FDM Section 202.3.8, FDOT Design Standard D520-030](#)

Hardened Centerline



Hardened Centerline in Seattle, WA

Description

Raised elements (curbs, bollards, or flexible delineators) installed along the centerline at intersections to slow turning vehicle speeds.

Typical Application

- Any intersection where turning speeds are high
- Commercial and residential areas

Design Considerations

- Can use flexible delineators where truck movements require larger radii
- Ensure drainage is not obstructed

Benefits

- May require adjustment for bus/truck routes
- Needs regular maintenance of flexible elements

Constraints

- May restrict nearby parking
- Requires driver familiarity for effectiveness

Resources

[FDM Section 210.3.3](#)

Choker/Pinch Point



Pinch point in Orlando, FL

Description

Curb extensions that narrow the roadway, reducing pedestrian crossing distances and calming traffic.

Typical Application

- Appropriate on streets with moderate speeds (25–35 mph)
- Often installed at key pedestrian crossings such as school zones, trail crossings, and neighborhood centers.

Design Considerations

- Should be spaced consistently (300–500 ft) for effectiveness
- Must coordinate with emergency services and transit agencies

Benefits

- Reduces cut-through and speeding traffic
- Creates safer environments for walking and biking

Constraints

- May increase travel distance for drivers
- Requires community support to avoid resistance

Resources

[FHWA Traffic Calming ePrimer Section 3.10 & 3.12](#)

[FDM Section 202.3.8, FDOT Design Standard D520-030](#)

Raised Intersection



Raised intersection in Fort Lauderdale, FL

Description

Intersection design where the roadway is elevated to sidewalk grade, creating a level pedestrian crossing and reducing speeds.

Typical Application

- Lower speed, 2-3 lane roads
- Local roads or collectors
- Shared use path crossing
- Residential, commercial, or institutional land uses

Design Considerations

- Requires coordination with transit and emergency services
- Must include ADA-compliant curb ramps and detectable warnings
- Drainage should be considered

Benefits

- Slows vehicle speeds at intersections
- Improves visibility and safety for pedestrians

Constraints

- Higher construction costs
- May impact drainage and large vehicle turning
- May require emergency vehicles to slow down.

Resources

[FDM Section 202.3.8, FDOT Design Standard D520-030](#)

[NACTO Urban Street Design Guide](#)

APPENDIX G:



Funding Sources

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 stand-alone improvements or in conjunction with a new roadway, roadway extension, resurfacing, or widening. This section summarizes key funding sources for active transportation projects.

Federal

Federal grants offer the primary sources of funding available to local governments in Marion County for active transportation projects. Federal funding is contingent upon the current authorization of infrastructure legislation and the allocation of funding available to programs in support of active transportation projects.

Transportation Alternatives (TA): A federal cost (80/20) reimbursement grant program through FDOT. The State of Florida utilizes toll credits to serve as the local match. The local government must be Local Agency Program (LAP) certified to administer TA funding. In Ocala/Marion County, as a non-TMA area, the local government works with the TPO annually through the List of Priority Projects (LOPP) process to submit an FDOT project application, and specific TA application. FDOT District 5 determines eligibility and feasibility of the project for funding and programming into the Five-Year Work Program.

Surface Transportation Block Grant (STBG): Flexible funding that may be used to preserve and improve the condition of the Federal-aid highway system, including roadways, bridges, pedestrian and bicycle infrastructure, and transit projects. The local government works with the TPO annually through the LOPP process to submit an FDOT project application. FDOT District 5 determines eligibility and feasibility of the project for funding and programming into the Five-Year Work Program.

Safe Routes to School (SRTS): A statewide program, funded through FDOT and coordinated with each district. Federal funding is available through an application process. The Districts typically conduct a call for projects with a detailed schedule.

Local governments and schools are eligible for funding and must apply to FDOT. Projects include facilities that support walking and biking, as well as education/encouragement programs for school children, parents, and the community.

Recreational Trails Program (RTP): A federal grant program funded and administered through the Florida Department of Environmental Protection (FDEP). Local governments are eligible applicants and must apply to FDEP. Eligible projects include recreational trail facilities, trailheads, trail amenities, and others in support of both nonmotorized and motorized uses. A local match is required for an application.

Safety Program: A statewide program, funded through FDOT and coordinated through each district. The National Highway Traffic Safety Administration (NHTSA) apportions funding to FDOT each year. Local governments are eligible to pursue funding for projects that improve traffic safety on roadways, which may include facilities or amenities in support of active transportation. Local governments must apply to FDOT when a call for project applications is scheduled.

Federal Discretionary Funding: Competitive grant programs tied directly to the current federal transportation authorization.

National Grant Programs: Organizations across the nation provide opportunities for competitive grant funding of trail projects. Local governments may pursue grants for trails that support multiple user types and facilities, such as multiuse, shared use, and rail trails. The Rails to Trails Conservancy Trail Grants program is an example.

State

The primary source of state funding available to local governments for active transportation projects is the Florida Shared-Use Non-motorized (SUN) Trail Program, administered by FDOT. This source of funding is available for developing the designated SUN Trail network as identified in the Florida Greenways and Trails System (FGTS) Plan. In Marion County, this includes existing facilities and gaps of the Cross Florida Greenway and connecting trails, which may be viewed on the [FDOT website](#). Local governments must apply to FDOT when a call for project applications is scheduled.

Local

Local governments have various options to invest funding in active transportation projects. Local sources may include general funds, sales tax revenue, bond measures, impact fees, and mobility fees, among others. These funds may be used to match and leverage federal and state grant opportunities. Local funds may also be used in coordination with FDOT. For example, local governments can use its funding and coordinate with FDOT to incorporate bicycle/pedestrian amenities or other related features into state roadway projects, such as enhanced crosswalks, sidewalks, pedestrian-scale lighting, and bus stops/shelters. For local projects, funding may be programmed to add elements to a project that support active transportation and “complete streets”, enhancing safety and access for all users.

Private Investment

An additional investment option for active transportation projects is private sources. These funds may be received through donations or gifts, a foundation, or more extensive, including the formal development of a private-public partnership. Private funds may help supplement or support phases or aspects of a project, which may not be fully covered by grant or local government funding. Private involvement may also include land contributions or easements to help support and ensure project implementation.



TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP) Amendment #2

The Florida Department of Transportation (FDOT) has requested one project addition and one project change to the Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP). The TPO has also proposed an update to include revised Federal Planning (PL) funds, as part of a recent federally approved Unified Planning Work Program (UPWP) amendment. The proposed changes are included with the memo attachments.

FM# 435209-1: I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.

- New interchange project
- Right-of-Way (ROW) phase
- Funding in FY 2026 to FY 2029
- Revised project funding for ROW
- Prior Years (<FY 2026): \$2,922,728
- Total (FY 26-30): \$59,415,906

FM# 456984-1: State Road (SR) 464 and SE 25th Avenue Intersection Improvements

- Intersection/Turn Lanes
- Construction (CST) phase
- Funding in FY 2026
- Total: \$850,000
 - \$637,500 (State)
 - \$212,500 (Local)

**FM# 439331-5: Ocala/Marion Urban Area (TPO) FY 2025/2025 – FY 2025/2026
Unified Planning Work Program (UPWP)**

- Federal Planning (PL) Funds
- Funding in FY 2026
- Total: \$1,156,902 (+474,159)

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

Attachment(s)

- FDOT TIP Amendment Request Letter
- TIP Current and Proposed Project Pages
- FY 2026 to 2030 TIP Amendment #2

Committee Recommendation(s)

None. Due to the urgent request by FDOT to seek TPO Board approval of the amendment in October, the Citizens Advisory Committee and Technical Advisory Committee will be presented this information at the November 4, 2025 meeting.

Recommended Action

Recommend TPO Board approval of FY 2026 to FY 2030 TIP Amendment #2.

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

10/16/2025 | 1:32 PM EDT

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

RE: Request to Revise Fiscal Year (FY) 2025/26-2029/30 Transportation Improvement Program (TIP)

REVISED

Dear Mr. Balmes:

Florida Department of Transportation (FDOT) requests Ocala-Marion TPO amend the FY 2025/26-2029/30 TIP as described below.

Project 456984-1 received a legislative appropriation for funding of the Construction phase which added the project to FDOT's Five-Year Work Program in FY 26. This project should be added to the TIP through the amendment process as it is considered a regionally significant project.

The Right of Way (ROW) phase for project #435209-1 has increased and some of the funding sources for the project have changed. This will require the TIP to be amended so that authorization of federal funds for the project can be obtained. The amendment is for the ROW phase in FY 26, however additional information about the project for future years is included below.

Please use the information on the table below to revise the TIP accordingly:

FM #	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
456984-1	SR 464 and SE 25 th Avenue Intersection Improvements	N/A	.082 miles	CST	EM26	\$ 637,500	2026
					LF	\$ 212,500	
					Total	\$ 850,000	
435209-1	I-75 @ NW 49 th St	End of NW 49 th St to End of NW 35 th St	.001 miles	ROW	ACNP	\$13,670,509	2026
					ACSA	\$ 70,261	
					ACSL	\$ 8,145,122	2027
					CIGP	\$ 600,225	
					DIH	\$ 50,000	
					LF	\$12,017,113	
					TRIP	\$ 6,696,770	
					FY26 Total	\$41,250,000	
					ACSL	\$ 876,309	
					CIGP	\$2,000,000	
					DIH	\$ 39,654	
					SIWR	\$1,123,691	
					TRIP	\$2,750,000	
					TRWR	\$4,000,000	
					FY27 Total	\$10,789,654	2028
					ACSL	\$4,000,000	
					TRIP	\$3,176,252	2029
					FY28 Total	\$7,176,252	
					TRIP	\$ 184,895	
					TRWR	\$ 15,105	<2026
					FY29 Total	\$ 200,000	
						\$2,922,728	
					ROW PHASE TOTAL	\$62,338,634	

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

Sincerely,

DocuSigned by:

 CF82AD47584A405...
 Kia Powell
 MPO Liaison

c: Jonathan Scarfe, FDOT
 FDOT D5 Work Program
 Kellie Smith, FDOT
 Jim Stroz, FDOT

Current

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

Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

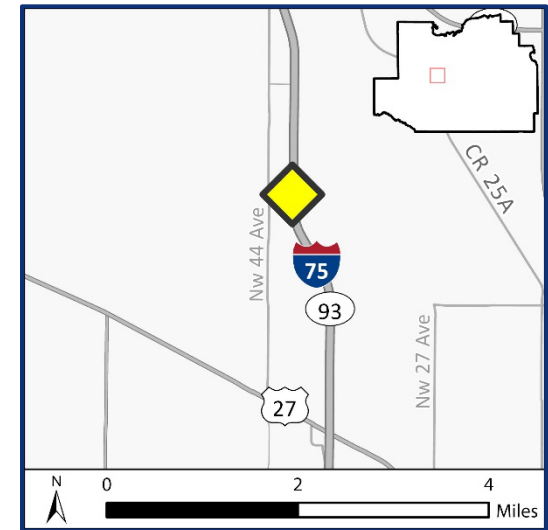
Length: N/A

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

SIS Status: Yes

Description

Construction of a new I-75 interchange at NW 49th Street to improve mobility, and address projected increases in freight traffic and regional economic development. The project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue, pedestrian accommodations and lighting.

**Prior <2026:** \$139,785,721**Future >2030:** \$0**Total Project Cost:** \$161,103,931

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
ROW	ACSL	Federal	\$2,400,642	\$0	\$0	\$0	\$0	\$2,400,642
ROW	CIGP	State 100%	\$2,031,605	\$2,000,000	\$0	\$0	\$0	\$4,031,605
ROW	DIH	State 100%	\$40,000	\$28,385	\$0	\$0	\$0	\$68,385
ROW	SA	Federal	\$6,712,579	\$1,153,242	\$0	\$603,977	\$0	\$8,469,798
ROW	SL	Federal	\$0	\$846,758	\$4,000,000	\$237,863	\$0	\$5,084,621
ROW	TRIP	State 100%	\$535,174	\$250,000	\$200,000	\$50,480	\$0	\$1,035,654
ROW	TRWR	State 100%	\$0	\$0	\$0	\$15,105	\$0	\$15,105
DSB	SA	Federal	\$0	\$212,400	\$0	\$0	\$0	\$212,400
Total:			\$11,720,000	\$4,490,785	\$4,200,000	\$907,425	\$0	\$21,318,210

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

Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

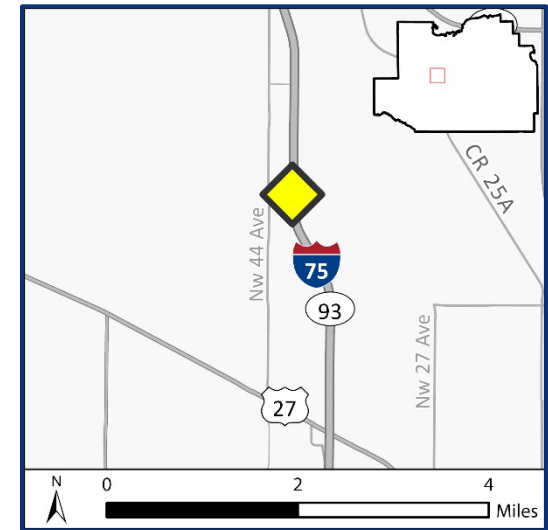
Length: N/A

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

SIS Status: Yes

Description

Construction of a new I-75 interchange at NW 49th Street to improve mobility, and address projected increases in freight traffic and regional economic development. The project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue, pedestrian accommodations and lighting.

**Prior <2026:** \$119,508,974**Future >2030:** \$0**Total Project Cost:** \$178,924,880

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
ROW	ACNP	Federal	\$13,670,509	\$0	\$0	\$0	\$0	\$13,670,509
ROW	ACSA	Federal	\$70,261	\$0	\$0	\$0	\$0	\$70,261
ROW	ACSL	Federal	\$8,145,122	\$876,309	\$4,000,000	\$0	\$0	\$13,021,431
ROW	CIGP	State 100%	\$600,225	\$2,000,000	\$0	\$0	\$0	\$2,600,225
ROW	DIH	State 100%	\$50,000	\$39,654	\$0	\$0	\$0	\$89,654
ROW	LF	Local	\$12,017,113	\$0	\$0	\$0	\$0	\$12,017,113
ROW	SIWR	State 100%	\$0	\$1,123,691	\$0	\$0	\$0	\$1,123,691
ROW	TRIP	State 100%	\$6,696,770	\$2,750,000	\$3,176,252	\$184,895	\$0	\$12,807,917
ROW	TRWR	State 100%	\$0	\$4,000,000	\$0	\$15,105	\$0	\$4,015,105
Total:			\$41,250,000	\$10,789,654	\$7,176,252	\$200,000	\$0	\$59,415,906

Current

Project: Ocala/Marion Urban Area FY 2024/2025-2025/2026 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Prior <2026: \$1,128,631**Future >2030:** \$0**Total Project Cost:** \$1,811,374

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$682,743	\$0	\$0	\$0	\$0	\$682,743
Total:			\$682,743	\$0	\$0	\$0	\$0	\$682,743

Project: Ocala/Marion Urban Area FY 2026/2027-2027/2028 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$1,365,486

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486
Total:			\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486

Proposed**Project: Ocala/Marion Urban Area FY 2024/2025-2025/2026 Unified Planning Work Program (UPWP)**

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Prior <2026: \$1,128,631**Future >2030:** \$0**Total Project Cost:** \$2,285,533

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$1,156,902	\$0	\$0	\$0	\$0	\$1,156,902
Total:			\$1,156,902	\$0	\$0	\$0	\$0	\$1,156,902

Project: Ocala/Marion Urban Area FY 2026/2027-2027/2028 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$1,365,486

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486
Total:			\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486

Proposed**Project: SR 464 and SE 25th Avenue Intersection Improvements**

Project Type: Intersection/Turn Lane

FM Number: 4569841

Lead Agency: City of Ocala

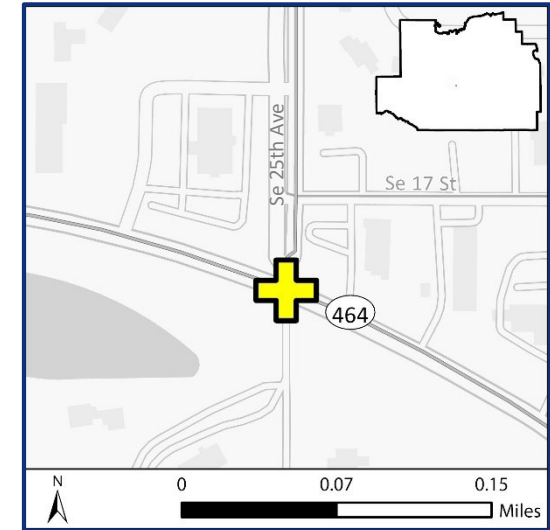
Length: .08 miles

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

SIS Status: No

Description

Construction of a northbound left-turn lane, shared/through left-turn lane and dedicated right-turn lane on SE 25th Avenue, and an exclusive westbound right turn lane on SR 464.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$850,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	EM26	State 100%	\$637,500	\$0	\$0	\$0	\$0	\$637,500
CST	LF	Local	\$212,500	\$0	\$0	\$0	\$0	\$212,500
Total:			\$850,000	\$0	\$0	\$0	\$0	\$850,000

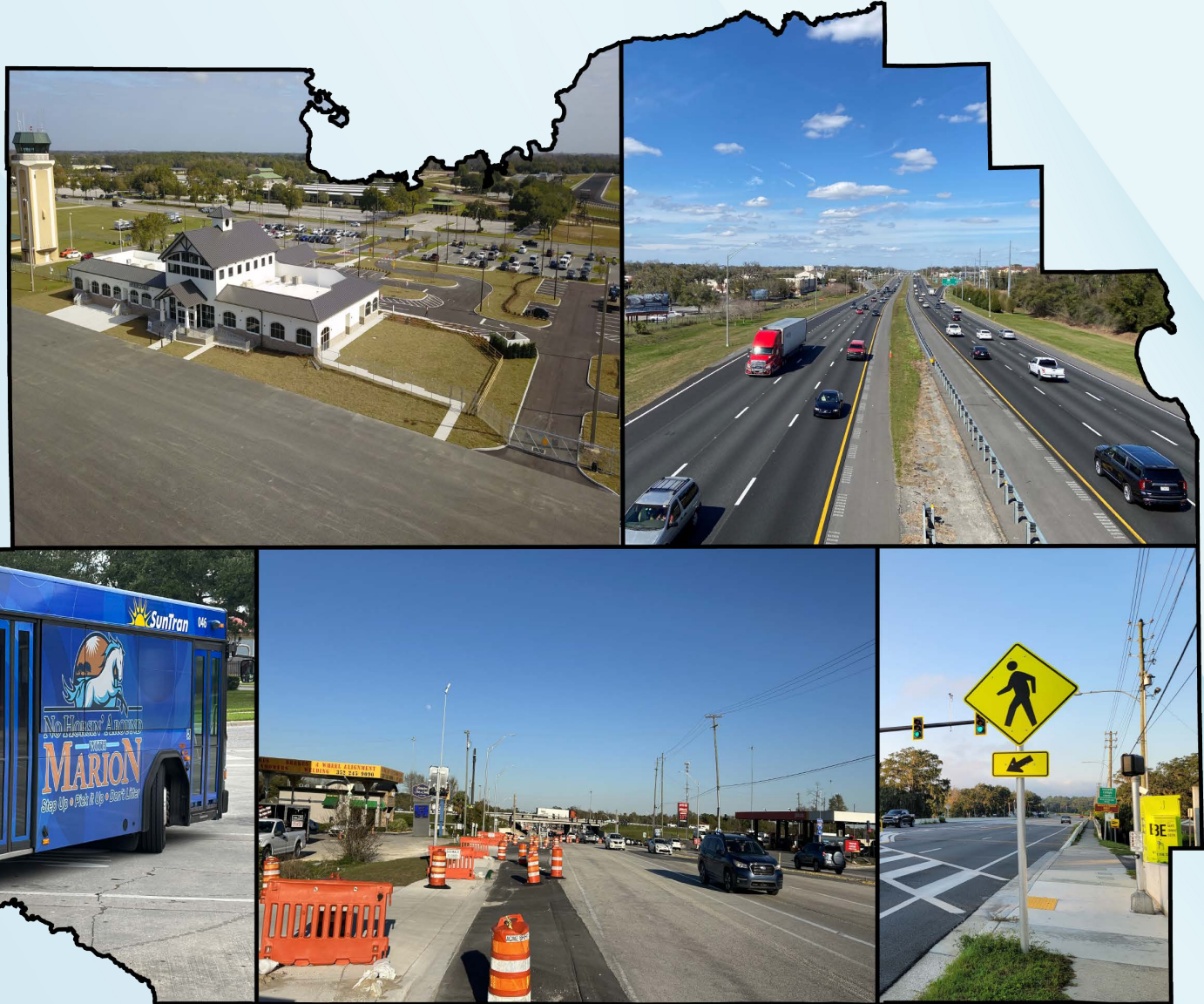
Transportation Improvement Program (TIP)

Fiscal Years 2026 to 2030

Adopted June 23, 2025

Amendment #1: September 23, 2025

Amendment #2: October 28, 2025



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

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

Ocala-Marion Transportation Planning Organization
2710 East Silver Springs Boulevard, Ocala, FL 34470

352-438-2630

Website: Ocalamariontpo.org

[RESOLUTION]

Resolution
No. 25-8

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEARS (FY) 2026 to 2030

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

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

WHEREAS, a Transportation Improvement Program is defined as "a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53" [23 CFR 450.104].

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the Transportation Improvement Program Amendment #1 for FY 2026 to FY 2030.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 23rd day of September 2025.

By:


Carl Zalak, III, Chair

Attest:


Robert Balmes, Director

Resolution
No. 25-6

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEARS (FY) 2026 to 2030

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

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

WHEREAS, a Transportation Improvement Program is defined as “a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53” [23 CFR 450.104].

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the Transportation Improvement Program for FY 2026 to FY 2030.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 23rd day of June 2025.

By: 
Carl Zalak, III, Chair

Attest: 
Robert Balmes, Director

**Ocala-Marion County
Transportation Planning Organization (TPO)**

Governing Board Members

Commissioner Carl Zalak, III, Marion County District 4, Chair
Councilmember James Hilty, City of Ocala District 5, Vice-Chair

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

Commissioner Kathy Bryant, Marion County District 2

Commissioner Craig Curry, Marion County District 1

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Ray Dwyer, City of Belleview Seat 2

Councilman Tim Inskeep, City of Dunnellon Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Mayor Ben Marciano, City of Ocala

Commissioner Matt McClain, Marion County District 3

Commissioner Michelle Stone, Marion County District 5

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

TPO Staff

Rob Balmes, AICP CTP, Director

Shakayla Irby, Administrative Specialist III/Social Media
Coordinator

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

Mission

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

Vision

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

www.ocalamariontpo.org

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

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1. INTRODUCTION

Purpose

The Ocala-Marion County Transportation Planning Organization (TPO) is the designated Metropolitan Planning Organization (MPO) in Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The Fiscal Years (FY) 2026 to 2030 TIP is a five-year schedule of transportation projects to be implemented by government agencies within the Metropolitan Planning Area (MPA) of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is developed on an annual basis in accordance with federal law [23 Code of Federal Regulations (C.F.R) 450.326]; [Title 49 United States Code (U.S.C), Chapter 53] and Subsection (S) 339.175(8), Florida Statutes (F.S.). The types of projects in the TIP include roadway capacity, interchanges, operations, maintenance, resurfacing, bicycle and pedestrian facilities, transit funding and aviation.

Fiscal Constraint

Transportation projects contained in the TIP are financially feasible and located within the designated MPA. Project funding is derived from current and proposed revenue sources based on the Florida Department of Transportation (FDOT) final Tentative Work Program (FY 2026 to FY 2030) for Marion County. As a condition of receiving federal project funding, the TIP must list all highway and public transportation projects proposed for funding under 23 U.S.C (highways) and 49 U.S.C (transit). The TIP must also contain state and locally funded regionally significant transportation projects. For a project to be considered fiscally constrained, the cost must not exceed anticipated revenue.

A list of the most current Federally Obligated projects is provided in **Appendix B**. The annual Federal Obligation list is a continuation of projects in the prior TIP, and in some cases started in previous TIP documents (23 C.F.R 450.334).

Planning Process (“3-C”)

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation planning process. This process, also known as the “3-C” planning process, must be reflected in the TIP, in conjunction with the TPO’s Long-Range Transportation Plan (LRTP). The 3-C process enables consideration and implementation of projects and strategies that address 10 federal planning factors as defined in 23 U.S.C 134(h) (next page):

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

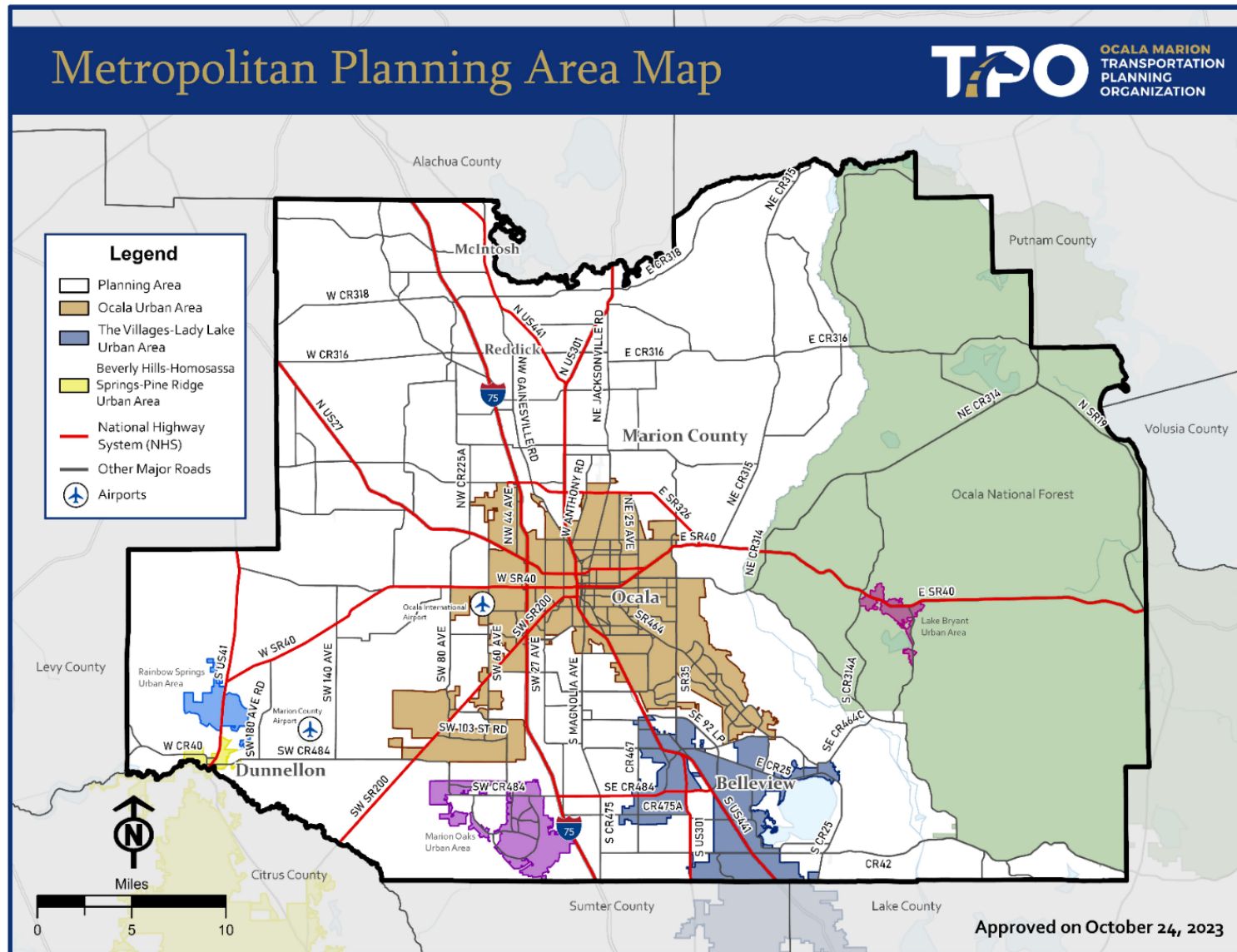
Consistency

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

TPO Planning Area

The TPO serves the cities of Belleview, Dunnellon, Ocala, and unincorporated Marion County. Due to population growth in the 1980s, the TPO Board approved the entirety of Marion County in 1992 as the MPA as displayed in Figure 1 (next page). The MPA is determined by the TPO Governing Board and the Governor every U.S. decennial census.

Figure 1: Map of TPO Planning Area (MPA)



Development of the TIP

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

TPO Boards and Committees

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

The TPO also submits a draft TIP to the TPO Board for review. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, prior to completing a final version of the TIP. The final version of the TIP is presented to the TPO Board for adoption in June of each year. In 2025, TPO staff presented the draft TIP to the TAC and CAC on May 13th and June 10th, the TPO Board on May 27th and June 23rd.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp>). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC and TPO Board meetings. Advance public notices were provided for all committee and board meetings per Florida Sunshine Law and the TPO's PPP. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter) and sending e-blast notifications. On May 6, 2025, a legal notice of the draft version of the TIP was advertised in the Ocala StarBanner. The public comment period for the TIP began on May 6, 2025 and concluded on June 13, 2025.

A copy of the public notice is provided in **Appendix E** and a list of public comments, including the TPO's response to each comment, is in **Appendix F**. On May 6th, the TPO also sent the Draft TIP to the following partner agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida

Commission for the Transportation Disadvantaged, East Central Florida Regional Planning Council, Marion Transit, SunTran and the St. Johns River Water Management District.

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

Joint Certification

The most recent joint certification between the TPO and FDOT was completed on March 25, 2025 through action by the TPO Board. This process includes a review by FDOT of the TPO's TIP and planning process. The next certification will occur from January to March of 2026.

Consistency with Other Plans and Programs

Projects and respective phases listed in the FY 2026 to 2030 TIP are consistent with state and local plans within the TPO's MPA [S. 339.175(8)(c)(7), F.S.]. The TPO ensures consistency with the following plans and programs:

2045 Long Range Transportation Plan (LRTP)

The 2045 LRTP outlines a long-term vision and goals for transportation. The 2045 LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail specific projects to fulfill long-term vision and goals. In order to remain current with the changing needs of Marion County, the TPO updates the LRTP every five years. The 2045 LRTP was adopted by the TPO Board on November 24, 2020, and amended on November 28, 2023, and June 25, 2024. A list of TIP projects referenced in the 2045 LRTP is provided in **Appendix H** (<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>).

Congestion Management Plan (CMP)

Maintenance of a Congestion Management Process (CMP) is required for all TPOs in Florida [S. 339.175 (6)(c)1, F.S.]. Guidance from the Federal Final Rule on the CMP states the intent of the process is to, "address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system". The TPO has developed and maintains a CMP located on the website (<https://ocalamariontpo.org/congestion-management-process-cmp>).

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan (<http://floridatransportationplan.com>).

Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, a network of transportation facilities that serves as the state's highest priority for transportation capacity investments. A map of the SIS is provided in **Appendix D**. Additionally, TIP projects supporting the SIS are noted in the individual project pages (SIS Project) (<https://www.fdot.gov/planning/systems/sis/plans.shtm>).

Florida's Strategic Highway Safety Plan (SHSP)

The Florida's Strategic Highway Safety Plan (SHSP) outlines a focus on safety programs to reduce crashes, serious injuries and fatalities to achieve zero traffic deaths and serious injuries (<https://www.fdot.gov/safety/shsp/shsp.shtm>).

Freight Mobility and Trade Plan (FMTP)

FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future (<https://www.fdot.gov/rail/plandevel/freight-mobility-and-trade-plan>).

Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines a process for effectively operating, maintaining, and improving physical transportation assets within Florida.

Transit Development Plan (TDP)

The SunTran Transit Development Plan (TDP) represents the vision for public transportation in Marion County for a 10-year horizon (<https://www.ocalafl.org/government/city-departments-i-z/suntran>).

Transportation Disadvantaged

The Transportation Disadvantaged (TD) program is a statewide program providing citizens with transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline; age 60 and older; or under 16 years old. In Marion County, TD transportation services are provided by Marion Transit. Program funding is included in the TIP (<https://www.mariontransit.org>).

Efficient Transportation Decision Making

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some projects in the TIP, when necessary, through the ETDM process. Information for projects in Marion County is available on the ETDM public website (<https://etdmpub.flas-etat.org/est>).

TIP Revisions

Upon adoption, revisions to the TIP are required when projects are changed, added or deleted. TIP Amendments require TPO Board action and opportunity for public comment. TIP modifications do not require TPO Board action or public comment (23 C.F.R 450.104). As summarized in the FDOT MPO Management Handbook, there are four types of TIP revisions:

TIP Modification

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

TIP Amendment

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

Roll Forward Amendment

Projects programmed in the prior TIP that were not authorized by the end of the state fiscal year (June 30) may be authorized between July 1 and September 30, and included in an annual Roll-Forward TIP report to be amended in the new TIP. The Roll Forward amendment process occurs prior to the start of the federal fiscal year on October 1. The TPO Board approves annually a Roll Forward TIP Amendment, and is then added as an appendix to this document.

Administrative TIP Amendment

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

2. PERFORMANCE MANAGEMENT

Performance Based Planning

Federal transportation law requires state departments of transportation (DOT), TPO/MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance measures are the quantitative expressions used to evaluate progress toward the goals. Performance targets are quantifiable levels of performance to be achieved within a specified time period. Overall, performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by Congress [23 C.F.R 490 or 23 U.S.C 150(b)] as follows:

- 1. Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2. Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
- 3. Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
- 4. System Reliability:** To improve the efficiency of the surface transportation system.
- 5. Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6. Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7. Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Performance Measures and Targets

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures and requirements for State DOTs, TPO/MPOs and transit operators to establish and report performance targets for each performance measure. In order to determine the amount of progress made for each performance measure, the aforementioned

agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals; and performance measures. Fact sheets explaining transportation performance management and target setting are provided in **Appendix C**.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt state and/or transit agency targets, or develop their own targets. The following four performance management program areas are required for performance measure target reporting by the TPO:

- Safety (PM1)
- Pavement and Bridge Condition (PM2)
- System Performance (PM3)
- Transit Asset Management and Safety



Safety (PM1)

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

As outlined in the Safe System approach promoted by FHWA, the death or serious injury by any person is unacceptable. Consequently, the TPO and FDOT are fully committed to Vision Zero. FDOT has set statewide targets of “0” for all five safety performance measures. Vision Zero and Target Zero are discussed in greater detail in the Strategic Highway Safety Plan and the Florida Transportation Plan. FDOT set statewide safety (PM1) performance targets on August 31, 2024. The TPO was then required within 180 days to either adopt FDOT’s targets or set their own targets.

On February 27, 2018, the TPO Board first adopted safety performance targets to better track progress, engage in board level discussions, and reflect greater accountability of progress made to the general public. In November 2022, the TPO Board adopted

Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. The goal of Commitment to Zero is to eliminate fatalities and serious injuries by 2045, and to be in alignment with the 2045 LRTP, SHSP and Target Zero. Integrating the adopted targets with Commitment to Zero implementation activities is part of the TPO's ongoing planning process. By adopting its own safety performance targets, the TPO is required to perform annual updates.

On January 28, 2025, the TPO Board adopted declining safety targets (5% reductions) with a focus toward realistic annual progress in reaching zero by 2045. The targets will be reviewed again in 2026 to determine the percentage of decline and/or other necessary changes. Figure 2 displays the safety performance targets for 2025 from FDOT and the TPO, and also 2024 targets and results.

The TPO is committed to improving safety for all roadway users, as demonstrated through planning and programming activities. Programmed projects in the TIP are consistent with the SHSP, LRTP and TPO investment priorities through the annual project-prioritization process. The TPO also analyzes crash data and trends, which are addressed in the Commitment to Zero safety action plan, and published in an annual safety report and online crash dashboard. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST) and local and state safety events. Local partners on a regular basis pursue federal safety funding through the FDOT safety program, and national Safe Streets and Roads-for-All grants.

Figure 2: Safety Performance Measure Targets and Results

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

*Signal Four Analytics Florida Traffic Safety Dashboard, April 21, 2025



Pavement and Bridge Condition (PM2)

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

The **Pavement** condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. FHWA established five pavement condition metrics and set a threshold for each metric to establish good, fair, or poor conditions. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

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

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

On October 1, 2024, FDOT revised one PM2 target (% of NHS bridges as Poor condition), requiring TPO Board action. On January 28, 2025, the TPO Board adopted the revised FDOT PM2 target.

Figure 3 (next page) displays the adopted two- and four-year pavement and bridge targets, with 2023 results in Marion County as a frame of reference. The TPO monitors and reports on the results to the TPO Board, Committees and public. As shown in Figure 3, 2023 target results indicate the percent of Interstate pavements in Good condition were not met in 2023; percent of Interstate pavements in Poor condition were met; and the percent of Non-Interstate NHS in Good and Poor condition were met. The percent of NHS bridges in Good and Poor condition were also met in 2023.

Figure 3: Pavement and Bridge Condition Targets and Results

Pavement and Bridge Condition Performance Measures (PM2)	FDOT/TPO 2023 Targets (2-Year)	2023 Target Results	2023 Targets Met?	FDOT/TPO 2025 Targets (4-Year)
Pavement Condition				
Percent of Interstate pavements in Good condition	60%	54.3%	No	60%
Percent of Interstate pavements in Poor condition	5.0%	0.3%	Yes	5.0%
Percent of non-Interstate NHS pavements in Good condition	40%	53.7%	Yes	40%
Percent of non-Interstate NHS pavements in Poor condition	5.0%	0.5%	Yes	5.0%
Bridge Condition				
Percent of NHS bridges by deck area in Good condition	50%	59.1%	Yes	50%
Percent of NHS bridges by deck area in Poor condition	10%	0.0%	Yes	5%



System Performance (PM3)

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

There are two specific NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the **(1) Level of Travel Time Reliability (LOTTR)** metric to calculate reliability on both the **Interstate** and **Non-Interstate NHS**. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day. A segment of roadway is “Reliable” if the LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, the segment is “Unreliable”.

FHWA established the **(2) Truck Travel Time Reliability (TTTR)** Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). This freight movement performance measure represents the reliability of travel times for trucks on the **Interstate**. The TTTR is generated by dividing the longer truck travel time by a normal travel time for

each segment of the Interstate over five time periods from all hours of each day. This is averaged across the length of all Interstate segments in the state or MPO/TPO planning area to determine the TTTR index.

FDOT established two-year and four-year statewide targets for these three **System Performance** measures on December 16, 2022. The TPO was required to adopt the state targets, or set their own no later than June 14, 2023. On March 28, 2023, the TPO Board adopted the two- and four-year state targets, agreeing to plan for projects in the TIP that once implemented, are anticipated to make progress toward achieving statewide targets.

On October 1, 2024, FDOT revised two of the PM3 targets (% of miles on Interstate Reliable, Percent of Non-Interstate NHS Reliable). On January 28, 2025, the TPO Board adopted the revised FDOT targets. The targets represent system performance at the end of both target years. Results from 2023 in Marion County are provided as information. The TPO monitors and reports on the results to the TPO Board, Committees and public. Figure 4 displays the most current System Performance measure targets and results. As shown, the targets for all three System Performance measures were met in 2023.

Figure 4: System Performance Targets and Results

System Performance Measures (PM3)	FDOT/TPO 2023 Targets (2-Year)	2023 Target Results	2023 Targets Met?	FDOT/TPO 2025 Targets (4-Year)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	100%	Yes	75%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	50%	97.0%	Yes	60%
Truck Travel Time Reliability (TTTR)	1.75	1.72	Yes	2.00

Note: The State of Florida and TPO meet all current air quality standards and are not subject to establishing targets for performance measures of the CMAQ program.



Transit Asset Management and Safety

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

SunTran, the local public transit agency, operates seven fixed bus routes primarily in the city of Ocala and in some areas of unincorporated Marion County. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for **Transit Asset Management**. In January 2023, the City of Ocala set transit asset management targets, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving transit asset targets. SunTran coordinates with FDOT on reporting targets to FTA through the National Transit Database (NTD). SunTran also coordinates with the TPO on a continuous basis and participates as a member of the Technical Advisory Committee (TAC). In May 2025, SunTran updated their Transit Asset Management Plan including transit asset targets (Figure 5).

Figure 5 displays the percentage of SunTran assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2025 and their performance targets for the next five years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

Figure 5: Transit Asset Management Targets and Results

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

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

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

Figure 6: Transit Safety Targets and Results

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

3. FINANCIAL PLAN

Overview

The FY 2026 to 2030 TIP includes a financial element that demonstrates how approved projects and programs will be implemented, indicates the sources of funding that are reasonably expected to be made available, and recommends any additional financing strategies (23 C.F.R 350.326).

The TIP is financially constrained each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program.

All projects in the TIP are designated for funding from Title 23 and 49 of U.S.C funding sources and regional transportation projects requiring federal action. Projects in the TIP are derived from the FDOT Work Program and must include a balanced 36-month forecast of revenue and expenditures and a five-year finance plan (S. 339.135, F.S.).

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

Funding Categories and Sources (Figure 7)

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

Funding by Category and Fiscal Year (Figure 8)

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

Funding Summary by Source, Project Mode/Type (Figures 9, 10, 11)

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

A summary of funding by mode/type, including Aviation, Bicycle-Pedestrian, Highway-Roadway, Maintenance-Planning and Transit.

Figure 7: Funding Categories and Sources

Acronym	Funding Category	Funding Source
ACNP	Advanced Construction NHPP	Federal
ACNR	Advanced Construction National Highway Resurfacing	Federal
ACSA	Advanced Construction	Federal
ACSL	Advanced Construction, Urban Areas under 200,000	Federal
ACSN	Advanced Construction	Federal
ACSS	Advanced Construction (SS)	Federal
ART	Arterial Highways Program	State
ARTW	Arterial Widening Program	State
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DI	State/Interstate Highway	State
DIH	District In-House	State
DIS	Strategic Intermodal System	State
DITS	Statewide Intelligent Transportation System	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
EM26	State Legislative Appropriation, Fiscal Year 2026	State
FAA	Federal Aviation Administration	Federal
FC5	Open Grade Friction Course	State
FCO	Fixed Capital Outlay	State
FTA	Federal Transit Administration	Federal
GMR	Growth Management for SIS	State
LF	Local Funds	Local

Acronym	Funding Category	Funding Source
MFF	Moving Florida Forward	State
PL	Metropolitan Planning	Federal
RHH	Rail Highway Safety	Federal
SA	Surface Transportation Program, Any Area	Federal
SIWR	Strategic Intermodal System Funding	State
SL	Surface Transportation Program, Population <=200K	Federal
SM	Surface Transportation, Population 5,000 to 49,999	Federal
SN	Surface Transportation Program, Population <=5K	Federal
STED	Strategic Economic Corridor	State
TALL	Transportation Alternative Program, Population <=200K	Federal
TALM	Transportation Alternative, Population 5,000 to 50,000	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TLWR	Trail Network	State
TRIP	Transportation Regional Incentive Program	State

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

Funding Category	2026	2027	2028	2029	2030	Total
ACNP	\$13,670,509	\$0	\$12,300,000	\$0	\$36,718,373	\$62,688,882
ACNR	\$1,821,793	\$12,379,350	\$17,363,276	\$0	\$0	\$31,564,419
ACSA	\$1,100,261	\$0	\$0	\$0	\$0	\$1,100,261
ACSL	\$8,155,422	\$876,309	\$4,000,000	\$0	\$0	\$13,031,731
ACSN	\$827,913	\$0	\$0	\$0	\$0	\$827,913
ACSS	\$2,294,034	\$1,814,846	\$3,959,592	\$0	\$0	\$8,068,472
ART	\$13,737,050	\$1,138,150	\$4,725,000	\$1,320,245	\$0	\$20,920,445
ARTW	\$9,162,950	\$12,000,000	\$0	\$0	\$0	\$21,162,950
CIGP	\$600,225	\$2,000,000	\$0	\$0	\$0	\$2,600,225
D	\$4,969,726	\$4,925,412	\$3,969,820	\$3,037,572	\$2,000,000	\$18,902,530
DDR	\$14,022,573	\$7,263,486	\$9,249,014	\$1,880,584	\$71,805,504	\$104,221,161
DI	\$0	\$0	\$0	\$0	\$48,089,006	\$48,089,006
DIH	\$526,586	\$439,337	\$1,303,803	\$236,361	\$58,450	\$2,564,537
DIS	\$0	\$0	\$0	\$0	\$4,355,066	\$4,355,066
DITS	\$49,065	\$513,450	\$0	\$0	\$0	\$562,515
DPTO	\$796,934	\$817,474	\$841,998	\$1,507,258	\$893,276	\$4,856,940
DRA	\$0	\$0	\$250,000	\$0	\$0	\$250,000
DS	\$18,201,913	\$797,894	\$8,908,765	\$3,156,325	\$17,726,919	\$48,791,816
DU	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
DWS	\$478,126	\$0	\$0	\$0	\$0	\$478,126
EM26	\$637,500	\$0	\$0	\$0	\$0	\$637,500
FAA	\$0	\$720,000	\$9,000,000	\$0	\$0	\$9,720,000
FC5	\$198,917	\$0	\$0	\$0	\$0	\$198,917
FCO	\$0	\$12,500	\$37,500	\$0	\$0	\$50,000
FTA	\$3,347,648	\$3,515,030	\$3,690,782	\$0	\$0	\$10,553,460
GMR	\$0	\$0	\$0	\$0	\$33,029,982	\$33,029,982

Funding Category	2026	2027	2028	2029	2030	Total
LF	\$17,390,089	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$25,566,156
MFF	\$8,642,126	\$7,118,495	\$3,750,477	\$1,250,000	\$1,150,000	\$21,911,098
PL	\$1,156,902	\$682,743	\$682,743	\$682,743	\$682,743	\$3,887,874
SA	\$6,440,856	\$2,445,034	\$8,343,816	\$0	\$8,000,000	\$25,229,706
SIWR	\$0	\$1,123,691	\$0	\$0	\$0	\$1,123,691
SL	\$0	\$5,744,454	\$1,902,904	\$0	\$9,878,647	\$17,526,005
SM	\$482,165	\$0	\$0	\$0	\$597,142	\$1,079,307
SN	\$4,823,776	\$0	\$0	\$0	\$5,676,822	\$10,500,598
STED	\$0	\$0	\$0	\$0	\$6,974,429	\$6,974,429
TALL	\$779,401	\$1,372,433	\$868,700	\$0	\$0	\$3,020,534
TALM	\$93,199	\$0	\$0	\$0	\$0	\$93,199
TALN	\$1,452,715	\$0	\$0	\$0	\$0	\$1,452,715
TALT	\$160,000	\$1,213,749	\$0	\$0	\$0	\$1,373,749
TLWR	\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000
TRIP	\$6,696,770	\$2,750,000	\$3,176,252	\$184,895	\$0	\$12,807,917
TRWR	\$0	\$4,000,000	\$0	\$15,105	\$0	\$4,015,105
Total:	\$149,282,403	\$80,508,616	\$100,529,135	\$14,298,346	\$248,729,635	\$593,348,135

Figure 9: 5-Year Funding Summary by Source

Funding Source	2026	2027	2028	2029	2030	Total
Federal	\$47,571,853	\$31,757,887	\$62,111,813	\$682,743	\$61,553,727	\$203,678,023
State	\$84,320,461	\$44,899,889	\$36,212,629	\$12,588,345	\$186,082,632	\$364,103,956
Local	\$17,390,089	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$25,566,156
Total:	\$149,282,403	\$80,508,616	\$100,529,135	\$14,298,346	\$248,729,635	\$593,348,135

Figure 10: Funding Summary by Source

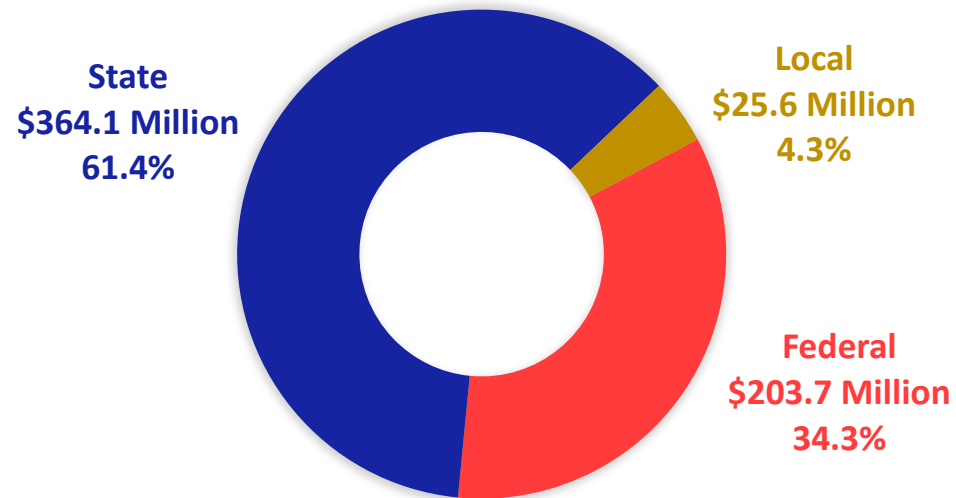
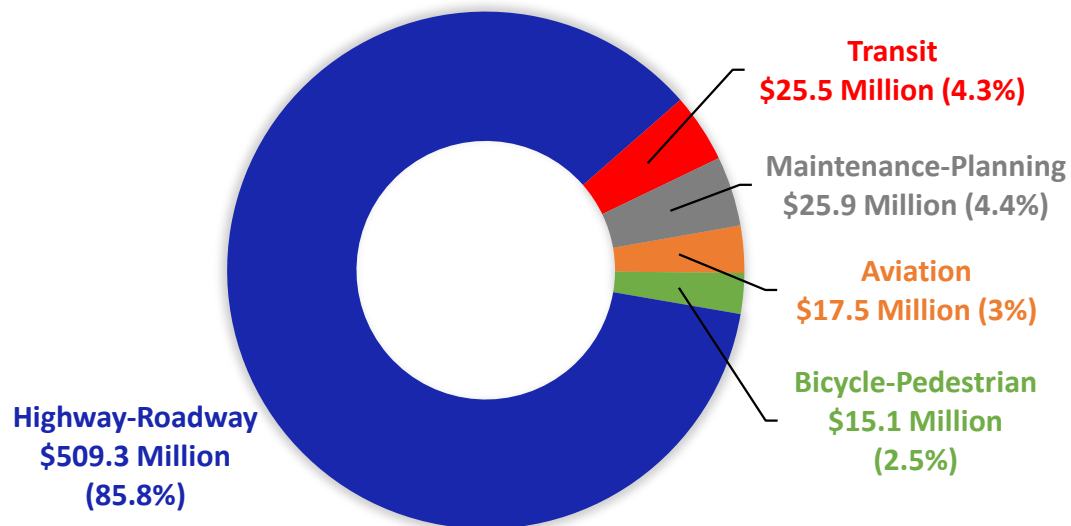


Figure 11: 5-Year Funding Summary by Type/Mode



4. PROJECT PRIORITIZATION PROCESS

Overview

The TPO's project prioritization process is undertaken during the development of the LRTP and annual List of Priority Projects (LOPP). During the development of the LRTP, once projects have been determined as "needs", TPO committees, staff and the TPO Board prioritize the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The result is the 'Cost Feasible Plan' and 'Needs Plan' of the LRTP, which become part of a prioritized set of project lists. These lists are also integrated into the TPO's annual List of Priority Projects (LOPP) process. On an annual basis, a revised LOPP is developed collaboratively by the TPO with local partners, TPO committee input and TPO Board approval. The LOPP is submitted to FDOT to receive consideration for funding in the Tentative Work Program. FDOT identifies projects from the LOPP that can be reasonably funded within cost/funding projections over the next five-year period.

Methodology

The TPO manages the annual LOPP prioritization, and continues to place an emphasis on prioritizing projects based on ranking criteria and board member strategic refinement. This includes projects closest to receiving construction funding; meeting federal performance measures; multimodal; improving safety, programmed funding; and/or include local funding and partnerships. Overall, this approach involves collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop an annual LOPP. The end-results of the process are a set of priority project lists.

The TPO's project prioritization process is consistent with the 2045 LRTP, state statute [S. 339.175(8)(b), F.S.], federal law [23 C.F.R. 450.332(b)] and [23 C.F.R. 450.326(n)(1)], and with local aviation master plans, public transit development plans, and approved local government comprehensive plans within the TPO planning area, to the maximum extent feasible [S. 339.175(8)(c)(7), F.S.].

A complete summary of the LOPP Policies and Procedures guidance document, including ranking and scoring methodology and the most up to date project lists are available on the TPO website (<https://ocalamariontpo.org/priority-project-list>).

5. PROJECTS

Overview

The FY 2026 to 2030 TIP projects are grouped into five categories. Projects with specific roadway locations are summarized in pages with corresponding inset maps to support a user-friendly format for the citizens of Marion County.

TIP Categories:

- **Highway-Roadway Projects:** State, City, County Roads and Highways (e.g., I-75, State Road 40, U.S. 41, NE 8th Avenue, County Road 42)
- **Bicycle-Pedestrian Projects:** Trails, and Sidewalks and Paths on City, County and State roadways
- **Aviation Projects:** Marion County Airport, Ocala International Airport
- **Transit Funding:** Marion Transit, SunTran grant funding
- **Maintenance-Planning:** Operations/maintenance contracts, planning grant funding, other facility improvements

Figure 12 on the next page displays a summary table of the acronyms used for various project phases/activities and the terms associated with the projects displayed in TIP summary pages. This chart may be used as a reference when reviewing project information in this section. Figure 13 provides a summary listing of all programmed projects by fiscal year and category for FY 2026 to 2030 (page 91).

Appendix G contains a summary of changes to major transportation projects from the previous Fiscal Years 2025 to 2029 TIP [23 C.F.R. 450.326(n)(2)]. **Appendix I** contains a companion “snapshot” listing of the TIP projects as submitted by FDOT to the TPO in April 2025.

Figure 12: Project Phase/Activity and Acronym List

Acronym	Project Phase Information
ADM	Administration
CAP	Capital Grant
CRT MTN	Contract Routine Maintenance
CST	Construction (includes Construction, Engineering, Inspection)
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development & Environmental Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Office Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Rights-of-Way Support & Acquisition
RRU	Railroad & Utilities
RT MNT	Routine Maintenance
UTIL	Utilities Construction

TIP Online Interactive Map

The FY 2026 to 2030 TIP online map provides project locations and general information including funding and total project cost. Projects with a specific location are included in the interactive map. The map may be accessed through the TPO website or directly at the following link: <https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=a1591413f8aa4cc7b2d78110c9b4e1a3>

Performance Management and TIP Projects

The following provides a summary of the programmed projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local transit system, including: Safety (PM1); Pavement and Bridge condition (PM2); System Performance (PM3); and Transit Asset Management and Safety. Safety projects include the entire federal aid transportation system. In some cases, a project may support meeting more than one federal performance measure.

Safety (PM1)

TIP project investments that support impacting Safety (PM1) performance measures include adding roundabouts, intersection improvements, traffic operation improvements, sidewalks/shared use paths and safety-specific projects. Because safety is inherent in many state and local projects, and the approach to achieve Target Zero and Vision Zero, the programming of projects in this TIP is anticipated to support progress towards achieving both FDOT and TPO safety targets. The following programmed projects support investments toward the improvement of safety on transportation facilities in Marion County.

FM Number	Project	Limits	TIP Funding	Improvement(s)
443624-3	I-75 Interchange Justification/Modification	I-75 at SR 326 Interchange	\$12,546,000	Interchange improvements
452074-1	I-75 Interchange	I-75 at SR 326 Interchange	\$1,055,000	Interchange improvements
452074-1	I-75	SR 200 to SR 326	\$20,886,098	Auxiliary Lanes
238648-1	SR 45 (US 41)	SW 110th Street to North of SR 40	\$112,358,984	Add Lanes, Shared Use Path
433660-1	US 441	at SR 464 (SE 17th Street)	\$4,537,846	Traffic Operations
410674-2	SR 40	End of 4 Lanes to East of CR 314	\$129,751,356	Add Lanes, Shared-use Path

FM Number	Project	Limits	TIP Funding	Improvement(s)
451251-1	SR 40	at SW 27th Avenue	\$1,822,492	Traffic Operations
450952-2	SR 40	US 441 to 25th Avenue	\$716,993	Intersection Enhancements
451253-1	SR 200	at SW 60th Avenue	\$1,161,885	Traffic Operations
451060-1	CR 42(1)	at CR 25	\$782,910	Traffic Operations
451060-2	CR 42(2)	at CR 25	\$125,185	Traffic Operations
454939-1	CR 475A	Paved shoulders	\$1,913,000	Safety Improvements
449443-1	NE 8th Avenue	Roundabouts	\$5,222,469	Traffic Operations
454940-1	SE 100th Avenue	Paved shoulders	\$1,257,000	Safety Improvements
453543-1	Bellevue to Greenway Trail (1)	SE 52nd Court to US 301/441/27	\$868,700	Shared Use Path
453543-2	Bellevue to Greenway Trail (2)	SE 52nd Court to US 301/441/27	\$265,000	Shared Use Path
439238-2	SR 25/500/US 441	SE 102nd Place to SR 200/SW 10th Street	\$5,240,567	Sidewalks, Path

Pavement and Bridge Condition (PM2)

The TIP contains significant project investments impacting Pavement and Bridge condition (PM2) on the NHS. The projects include pavement resurfacing, replacement or reconstruction of roadways, and new lanes or widening projects. The following programmed projects support investments toward the improvement of pavement and bridge condition and impacting PM2 targets on I-75 (Interstate) and non-Interstate NHS facilities in Marion County (next page).

FM Number	Project	Limits	TIP Funding	Improvement(s)
4520741	I-75	SR 200 to SR 326	\$20,886,098	Auxiliary Lanes, Resurfacing
238648-1	SR 45 (US 41)	SW 110th Street to North of SR 40	\$112,358,984	Add Lanes, Reconstruct
454214-1	SR 200 (US 441/301/27)	2nd Street to CR 200A/NW 20th Street	\$47,640,321	Resurfacing
452694-1	SR 35 (US 301)	Sumter County to CR 42	\$5,651,409	Resurfacing
454215-1	SR 35 (US 301)	SE 142nd Place to SR 500 (US 27/441)	\$15,252,300	Resurfacing
452635-1	SR 200 (US 301/441/27)	SW 10th Street to NW 4th Street	\$979,612	Resurfacing
450637-1	SR 500 (US 27/441)	North of SE 178th Pl to South of SE 62nd Ave	\$14,581,492	Resurfacing
410674-2	SR 40	End of 4 Lanes to East of CR 314	\$129,751,356	Add Lanes, Reconstruct
452636-1	SR 40	US 41 to South of SW 119th Avenue	\$13,539,220	Resurfacing
450665-1	SR 40	SW 80th Avenue to SW 52nd Avenue	\$11,170,365	Resurfacing
450951-1	SR 40	25th Avenue to NE 64th Avenue	\$9,300,934	Resurfacing
450952-1	SR 40	U.S. 441/301 (Pine Ave.) to 25th Avenue	\$5,564,910	Resurfacing
450948-1	SR 40	NE 64th Avenue to West of SE 196th Terr Rd.	\$9,006,247	Resurfacing
450948-2	SR 40	SE 196th Terr Road to Lake County Line	\$9,147,325	Resurfacing
452634-1	SR 464	SR 200 to SR 25/500 (US 301/441/27)	\$3,737,117	Resurfacing

System Performance (PM3)

The TIP also contains significant investments in projects impacting System Performance (PM3) on the NHS. Projects include operational improvements, intersection improvements, new facilities (e.g., interchange) and roadways. The following programmed projects support investments toward the improvement of system performance and impacting PM3 targets on I-75 (Interstate) and non-Interstate NHS facilities in Marion County (next page).

FM Number	Project	Limits	TIP Funding	Improvement(s)
435209-1	I-75 (SR 93)	I-75 at NW 49th New Interchange	\$21,318,210	Interchange, Roadways
443624-3	I-75 Interchange Justification/Modification	I-75 at SR 326 Interchange	\$12,546,000	Interchange improvements
452074-1	I-75 Interchange	I-75 at SR 326 Interchange	\$1,055,000	Interchange improvements
452074-1	I-75	SR 200 to SR 326	\$20,886,098	Auxiliary Lanes
238648-1	SR 45 (US 41)	SW 110th Street to North of SR 40	\$112,358,984	Add Lanes
433660-1	US 441	at SR 464 (SE 17th Street)	\$4,537,846	Traffic Operations
410674-2	SR 40	End of 4 Lanes to East of CR 314	\$129,751,356	Add Lanes
451251-1	SR 40	at SW 27th Avenue	\$1,822,492	Traffic Operations
456984-1	SR 464	at SE 25th Avenue	\$850,000	Traffic Operations

Transit Asset Management (TAM) and Transit Safety

FM Number	Grant	TIP Funding
442455-1	Marion-SunTran Block Grant Operating	\$3,228,816
442455-2	Marion-SunTran Block Grant Operating	\$5,205,064
427188-2	SunTran/Marion Urban Capital Operating Fixed Route	\$13,191,825

TIP Project Summary Pages

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

Summary Page Definitions

Project: Project name, project limits and location.

Project Type: Type of project improvement(s).

FM Number: The Financial Management (FM) number in FDOT's project tracking system.

Lead Agency: The agency with project management oversight.

LRTP (Page #): How the project meets 2045 LRTP goals and planning consistency, and page location in the Cost Feasible Plan.

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

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

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

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

Total Project Cost: Total project cost programmed, including prior year(s), current five-year and future year(s) funding.

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

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

Funding Source: The source of funding by phase for the project (Federal, State, Local).

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

The following pages summarize the programmed projects in the FY 2026 to FY 2030 TIP.

Highway-Roadway Projects

FM 435209-1: I-75 (SR 93) at NW 49th St from end of NW 49th St to end of SW 35th St
FM 443624-3: I-75 at SR 326 Interchange Justification/Modification
FM 452072-1: I-75 at SR 326 Interchange Improvements
FM 452074-1: I-75 Improvements from SR 200 to SR 326
FM 451440-2: SR 93/I-75 at SR 200 to South of Flyover
FM 451440-1: SR 93/I-75 from SR 40 to CR 318
FM 451440-3: SR 93/I-75 at CR 484 Interchange
FM 238648-1: SR 45 (US 41) from SW 110th Street to North of SR 40
FM 433660-1: US 441 at SR 464 Intersection
FM 452694-1: SR 35 (US 301) from Sumter County Line to CR 42
FM 454215-1: SR 35/US 301 from SE 142nd Place to SR 500 (US 27/441)
FM 452635-1: SR 200 (US 441/301/27) from SW 10th Street to NW 4th Street
FM 454214-1: SR 200/25/500 (US 441/301/27) from NW 2nd St to CR 200A/NW 20th St
FM 450637-1: SR 500 (US 27/441) from north of SE 176th PL to south of SE 62nd Avenue
FM 410674-2: SR 40 from End of Four Lanes to east of CR 314
FM 410674-3: SR 40 from East of CR 314 to East of CR 314A
FM 451251-1: SR 40 (West Silver Springs Blvd) at SW 27th Avenue
FM 450952-2: SR 40 from US 441 to 25th Avenue Intersection Enhancements
FM 452636-1: SR 40 from US 41 to South of SW 119 Avenue
FM 450665-1: SR 40 from SW 80th Avenue to SW 52nd Avenue
FM 450951-1: SR 40 from 25th Avenue to 64th Avenue
FM 450952-1: SR 40 from US 441 to 25th Avenue
FM 450948-1: SR 40 from NE 64th Avenue to west of SE 196th Terrace Road
FM 450948-2: SR 40 from SE 196th Terrace Road Lake County Line
FM 451253-1: SW SR 200 (SW College Rd) at SW 60th Avenue
FM 238651-1: SR 200 from Citrus County Line to CR 484
FM 452634-1: SR 464 from SR 200 to SR 25/500
FM 451060-1: CR 42 at CR 25 Intersection Improvements (1)
FM 451060-2: CR 42 at CR 25 Intersection Improvements (2)
FM 454939-1: CR 475A Lane Departure Safety Improvements
FM 449443-1: NE 8th Avenue from SR 40 to SR 492
FM 454940-1: SE 100th Avenue Safety Improvements
FM 456984-1: SR 464 at SE 25th Avenue Intersection Improvements



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

Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

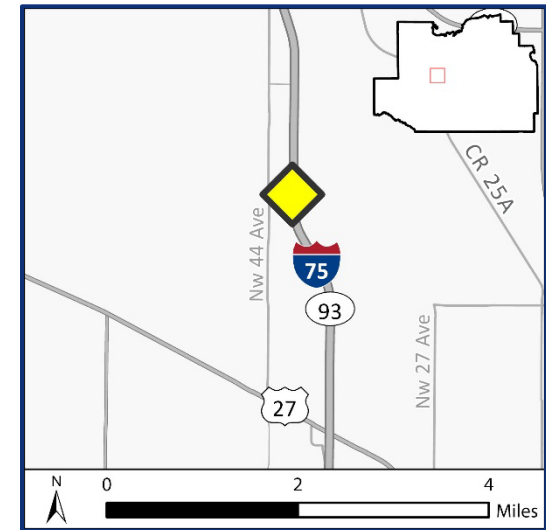
Length: N/A

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

SIS Status: Yes

Description

Construction of a new I-75 interchange at NW 49th Street to improve mobility, and address projected increases in freight traffic and regional economic development. The project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue, pedestrian accommodations and lighting.

**Prior <2026:** \$119,508,974**Future >2030:** \$0**Total Project Cost:** \$178,924,880

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
ROW	ACNP	Federal	\$13,670,509	\$0	\$0	\$0	\$0	\$13,670,509
ROW	ACSA	Federal	\$70,261	\$0	\$0	\$0	\$0	\$70,261
ROW	ACSL	Federal	\$8,145,122	\$876,309	\$4,000,000	\$0	\$0	\$13,021,431
ROW	CIGP	State 100%	\$600,225	\$2,000,000	\$0	\$0	\$0	\$2,600,225
ROW	DIH	State 100%	\$50,000	\$39,654	\$0	\$0	\$0	\$89,654
ROW	LF	Local	\$12,017,113	\$0	\$0	\$0	\$0	\$12,017,113
ROW	SIWR	State 100%	\$0	\$1,123,691	\$0	\$0	\$0	\$1,123,691
ROW	TRIP	State 100%	\$6,696,770	\$2,750,000	\$3,176,252	\$184,895	\$0	\$12,807,917
ROW	TRWR	State 100%	\$0	\$4,000,000	\$0	\$15,105	\$0	\$4,015,105
Total:			\$41,250,000	\$10,789,654	\$7,176,252	\$200,000	\$0	\$59,415,906

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

Project Type: Interchange Justification/Modification

FM Number: 4436243

Lead Agency: FDOT

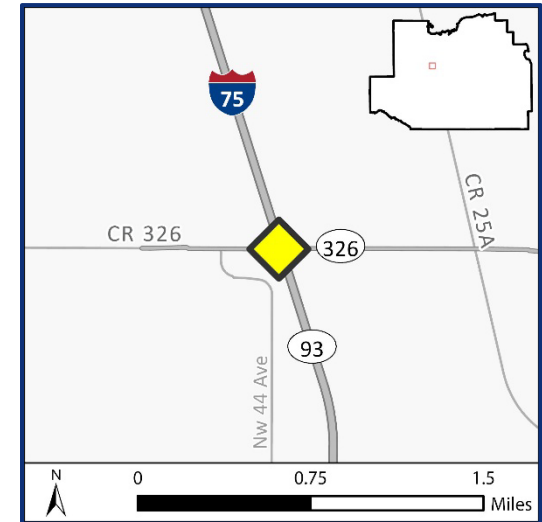
Length: 0.79 miles

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

SIS Status: Yes

Description

Operational improvements at the I-75/SR 326 interchange, including additional turn lanes on SR 326 at the interchange ramps, and improvements to interstate ramps.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$12,546,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACNP	Federal	\$0	\$0	\$12,300,000	\$0	\$0	\$12,300,000
PE	DIH	State 100%	\$0	\$0	\$246,000	\$0	\$0	\$246,000
Total:			\$0	\$0	\$12,546,000	\$0	\$0	\$12,546,000

Project: I-75 at SR 326 Interchange Improvements

Project Type: Interchange Improvements

FM Number: 4520721

Lead Agency: FDOT

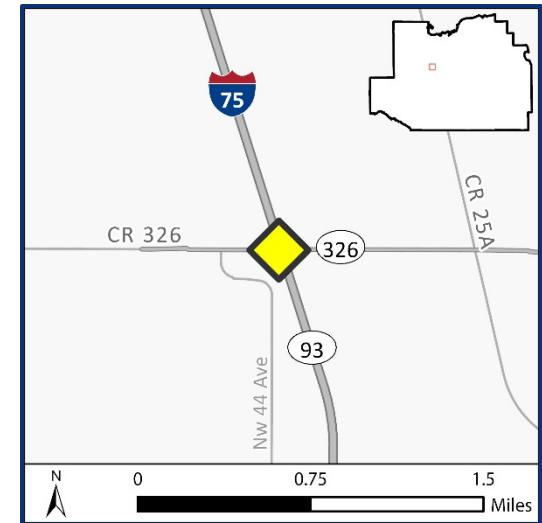
Length: 2.07 miles

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

SIS Status: Yes

Description

The project is part of the Moving Florida Forward Infrastructure Initiative and includes analysis and operational improvements at the I-75/SR 326 interchange.

**Prior <2026:** \$22,183,465**Future >2030:** \$0**Total Project Cost:** \$23,238,465

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
DSB	MFF	State 100%	\$517,545	\$415,067	\$122,388	\$0	\$0	\$1,055,000
Total:			\$517,545	\$415,067	\$122,388	\$0	\$0	\$1,055,000

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

Project Type: Add Auxiliary Lane(s)

FM Number: 4520741

Lead Agency: FDOT

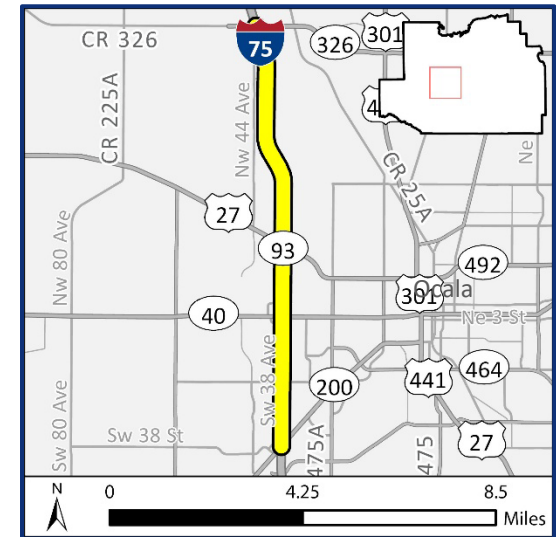
Length: 8 miles

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

SIS Status: Yes

Description

The project is part of the Moving Florida Forward Infrastructure Initiative and includes the addition of one auxiliary lane on the northbound and southbound sides of I-75 from SR 200 to SR 326.



Prior <2026: \$168,594,457

Future >2030: \$0

Total Project Cost: \$189,480,555

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	MFF	State 100%	\$583,201	\$400,881	\$206,857	\$0	\$0	\$1,190,939
ROW	DIH	State 100%	\$10,000	\$10,000	\$10,000	\$0	\$0	\$30,000
ROW	MFF	State 100%	\$2,800,000	\$2,500,000	\$2,300,000	\$1,250,000	\$1,150,000	\$10,000,000
DSB	MFF	State 100%	\$4,741,380	\$3,802,547	\$1,121,232	\$0	\$0	\$9,665,159
Total:			\$8,134,581	\$6,713,428	\$3,638,089	\$1,250,000	\$1,150,000	\$20,886,098

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

Project Type: Landscaping

FM Number: 4514402

Lead Agency: FDOT

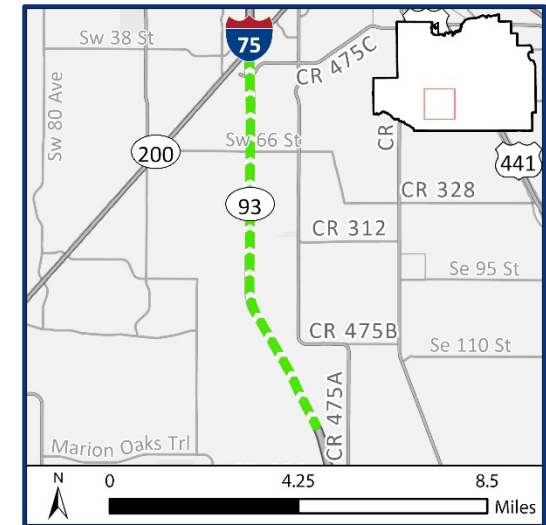
Length: 7.79 miles

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

SIS Status: Yes

Description

Landscaping on I-75 from SR 200 to south of the I-75 Flyover over (Cross Florida Greenway Landbridge). The project is part of the Moving Florida Forward improvements on I-75.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$630,241

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$0	\$566,000	\$0	\$566,000
CST	DIH	State 100%	\$0	\$0	\$0	\$64,241	\$0	\$64,241
Total:			\$0	\$0	\$0	\$630,241	\$0	\$630,241

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

Project Type: Landscaping

FM Number: 4514401

Lead Agency: FDOT

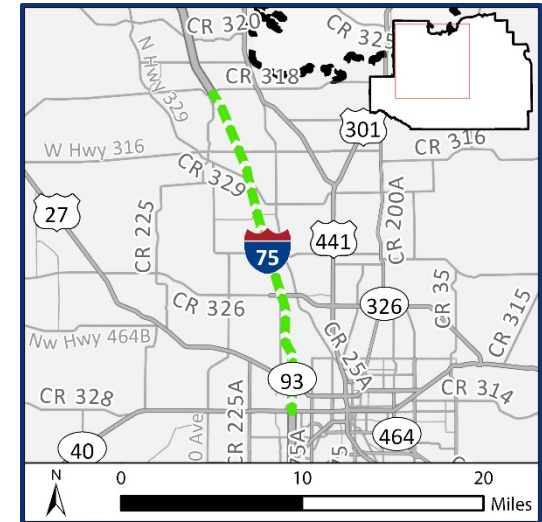
Length: 16.1 miles

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

SIS Status: Yes

Description

Landscaping on I-75 from the SR 40 Interchange to the CR 318 Interchange. The project is part of the Moving Florida Forward improvements on I-75.

**Prior <2026: \$0****Future >2030 \$0****Total Project Cost: \$512,117**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$0	\$452,800	\$0	\$452,800
CST	DIH	State 100%	\$0	\$0	\$0	\$59,317	\$0	\$59,317
Total:			\$0	\$0	\$0	\$512,117	\$0	\$512,117

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

Project Type: Landscaping

FM Number: 4514403

Lead Agency: FDOT

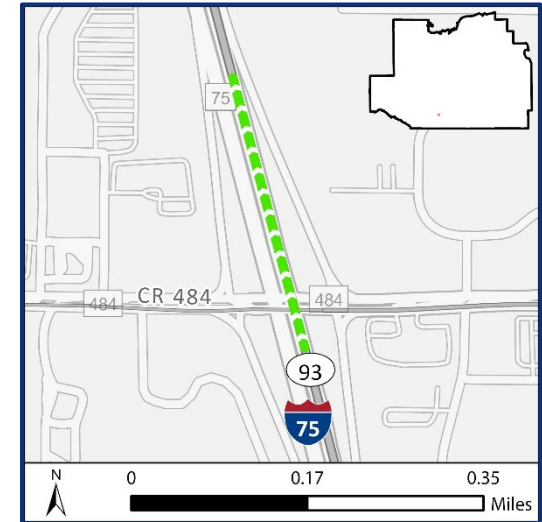
Length: 0.21 miles

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

SIS Status: Yes

Description

Landscaping on I-75 around the CR 484 Interchange. The project is part of the Moving Florida Forward improvements on I-75.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$513,795

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$0	\$454,283	\$0	\$454,283
CST	DIH	State 100%	\$0	\$0	\$0	\$59,512	\$0	\$59,512
Total:			\$0	\$0	\$0	\$513,795	\$0	\$513,795

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

Project Type: Capacity

FM Number: 2386481

Lead Agency: FDOT

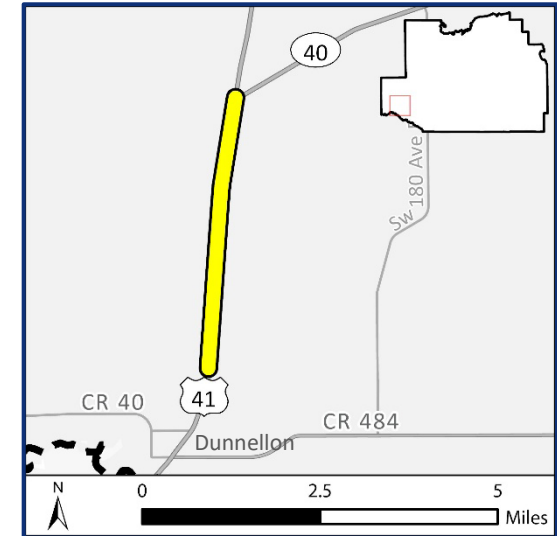
Length: 4.12 miles

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

SIS Status: No

Description

Widening of U.S. 41 from SW 110th Street to North of SR 40 to increase capacity and improve operations. The project includes the addition of travel lanes, separated by a median, with paved shoulders and shared use path.

**Prior <2026:** \$29,186,527**Future >2030:** \$0**Total Project Cost:** \$141,545,511

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$0	\$0	\$70,421,004	\$70,421,004
CST	DIH	State 100%	\$0	\$0	\$0	\$0	\$58,450	\$58,450
CST	DS	State 100%	\$0	\$0	\$0	\$0	\$17,726,919	\$17,726,919
CST	SA	Federal	\$0	\$0	\$0	\$0	\$8,000,000	\$8,000,000
CST	SL	Federal	\$0	\$0	\$0	\$0	\$9,878,647	\$9,878,647
CST	SM	Federal	\$0	\$0	\$0	\$0	\$597,142	\$597,142
CST	SN	Federal	\$0	\$0	\$0	\$0	\$5,676,822	\$5,676,822
Total:			\$0	\$0	\$0	\$0	\$112,358,984	\$112,358,984

Project: US 441 at SR 464

Project Type: Traffic Operations Improvement

FM Number: 4336601

Lead Agency: FDOT

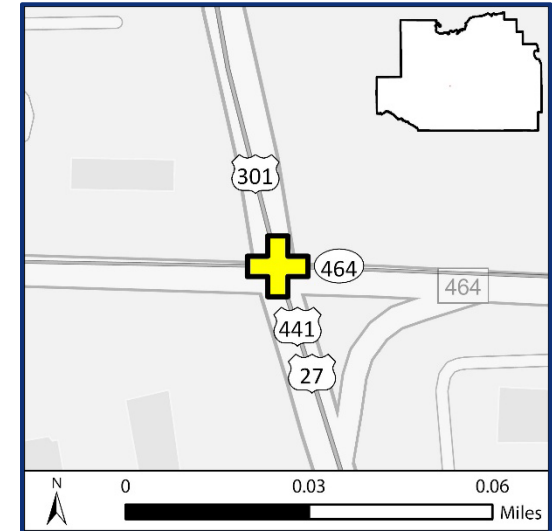
Length: 0.43 miles

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

SIS Status: No

Description

Traffic operational improvements at the U.S. 441 (U.S. 441/301/27/Pine Avenue) and SW 17th Street intersection, including the addition of a northbound left turn lane and a modified right turn lane.

**Prior <2026:** \$1,541,363**Future >2030:** \$0**Total Project Cost:** \$6,079,209

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$21,240	\$0	\$0	\$0	\$21,240
CST	DIH	State 100%	\$25,750	\$0	\$0	\$0	\$0	\$25,750
CST	SA	Federal	\$4,490,856	\$0	\$0	\$0	\$0	\$4,490,856
Total:			\$4,516,606	\$21,240	\$0	\$0	\$0	\$4,537,846

Project: SR 35 (US 301) from Sumter County Line to CR 42

Project Type: Resurfacing

FM Number: 4526941

Lead Agency: FDOT

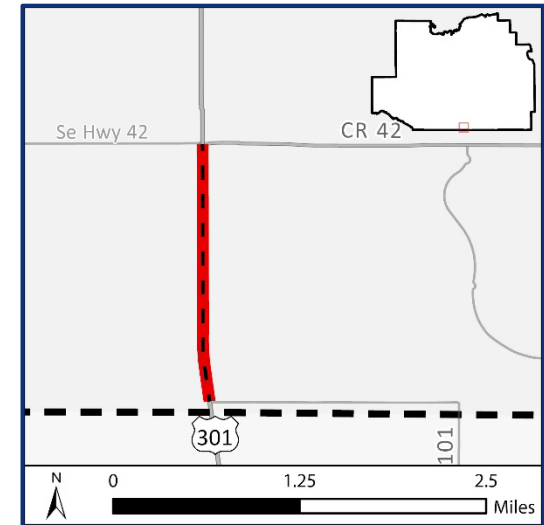
Length: 1.54 miles

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

SIS Status: No

Description

Resurfacing of SR 35 (U.S. 301) from the Sumter County Line to north of County Road (CR) 42.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$5,651,409

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DIH	State 100%	\$21,250	\$0	\$0	\$0	\$0	\$21,250
PE	DS	State 100%	\$350,000	\$0	\$0	\$0	\$0	\$350,000
CST	DDR	State 100%	\$0	\$0	\$5,238,374	\$0	\$0	\$5,238,374
CST	DIH	State 100%	\$0	\$0	\$41,785	\$0	\$0	\$41,785
Total:			\$371,250	\$0	\$5,280,159	\$0	\$0	\$5,651,409

Project: SR 35/US 301 from SE 142nd Place to SR 500 (US 27/441)

Project Type: Resurfacing

FM Number: 4542151

Lead Agency: FDOT

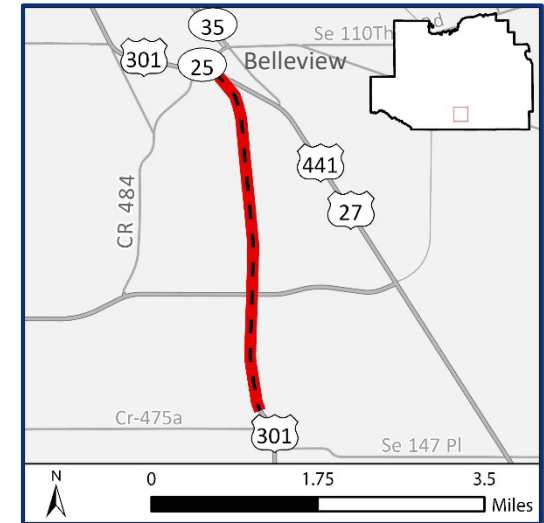
Length: 3.12 miles

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

SIS Status: No

Description

Resurfacing of SR 35 (U.S. 301) from Southeast 142nd Place to U.S. 27/441.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$15,252,300

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DIH	State 100%	\$21,500	\$0	\$0	\$0	\$0	\$21,500
PE	SA	Federal	\$1,075,000	\$0	\$0	\$0	\$0	\$1,075,000
CST	ACNR	Federal	\$0	\$0	\$12,772,189	\$0	\$0	\$12,772,189
CST	DIH	State 100%	\$0	\$0	\$23,373	\$0	\$0	\$23,373
CST	SL	Federal	\$0	\$0	\$1,360,238	\$0	\$0	\$1,360,238
Total:			\$1,096,500	\$0	\$14,155,800	\$0	\$0	\$15,252,300

Project: SR 200 (US 27/301/441) from SW 10th Street to NW 4th Street

Project Type: Resurfacing

FM Number: 4526351

Lead Agency: FDOT

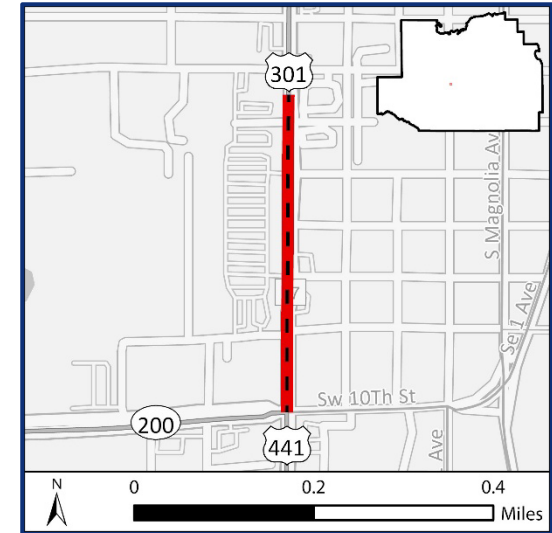
Length: 0.28 miles

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

SIS Status: No

Description

Resurfacing of Pine Avenue (U.S. 301/441/27) from SW 10th Street to NW 4th Street in the City of Ocala.

**Prior <2026:** \$462,825**Future >2030:** \$0**Total Project Cost:** \$1,442,437

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$174,246	\$0	\$0	\$0	\$174,246
CST	DIH	State 100%	\$0	\$7,472	\$0	\$0	\$0	\$7,472
CST	DS	State 100%	\$0	\$797,894	\$0	\$0	\$0	\$797,894
Total:			\$0	\$979,612	\$0	\$0	\$0	\$979,612

Project: SR 200/25/500 (US 441/301/27) from NW 2nd Street to CR 200A/NW 20th Street

Project Type: Resurfacing

FM Number: 4542141

Lead Agency: FDOT

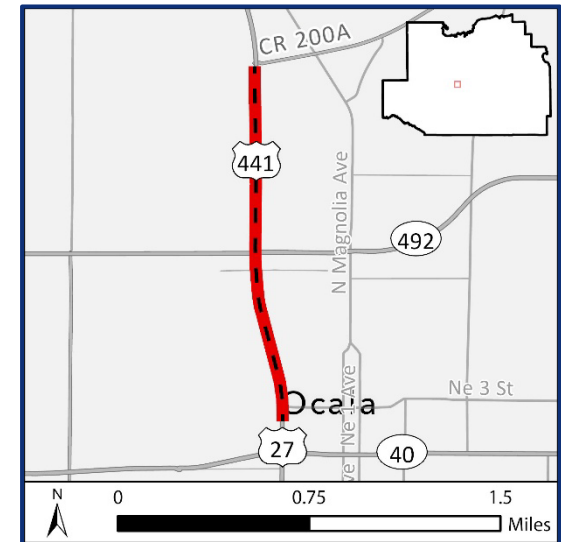
Length: 1.12 miles

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

SIS Status: No

Description

Resurfacing of U.S. 301/441/27 from NW 2nd Street to CR 200A/NW 20th Street.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$7,640,321

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$205,000	\$0	\$0	\$0	\$0	\$205,000
PE	DIH	State 100%	\$17,500	\$0	\$0	\$0	\$0	\$17,500
PE	SA	Federal	\$875,000	\$0	\$0	\$0	\$0	\$875,000
CST	ACNR	Federal	\$0	\$0	\$4,591,087	\$0	\$0	\$4,591,087
CST	ACSS	Federal	\$0	\$0	\$1,399,592	\$0	\$0	\$1,399,592
CST	DIH	State 100%	\$0	\$0	\$9,476	\$0	\$0	\$9,476
CST	SL	Federal	\$0	\$0	\$542,666	\$0	\$0	\$542,666
Total:			\$1,097,500	\$0	\$6,542,821	\$0	\$0	\$7,640,321

Project: SR 500 (US 27/441) from North of SE 178th Place to South of SE 62nd Avenue

Project Type: Resurfacing

FM Number: 4506371

Lead Agency: FDOT

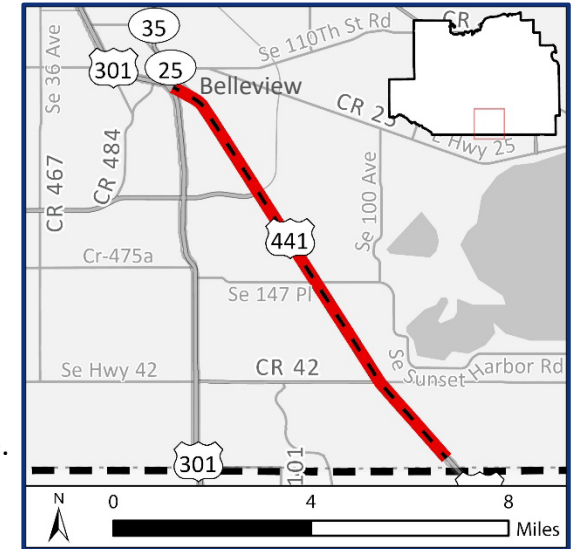
Length: 8.2 miles

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

SIS Status: No

Description

Resurfacing of U.S. 27/441 from north of Southeast 178th Place to south of Southeast of 62nd Avenue.



Prior <2026: \$1,297,934

Future >2030: \$0

Total Project Cost: \$15,879,426

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$2,567,439	\$0	\$0	\$0	\$0	\$2,567,439
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	DS	State 100%	\$12,003,753	\$0	\$0	\$0	\$0	\$12,003,753
Total:			\$14,581,492	\$0	\$0	\$0	\$0	\$14,581,492

Project: SR 40 from End of Four Lanes to East of CR 314

Project Type: Capacity

FM Number: 4106742

Lead Agency:

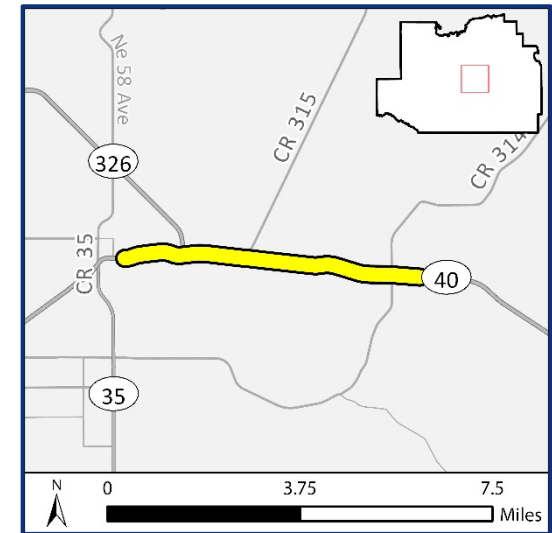
Length: 25.94 miles

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

SIS Status: SIS

Description

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

**Prior <2026:** \$16,771,761**Future >2030:** \$255,840**Total Project Cost:** \$146,778,957

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACNP	Federal	\$0	\$0	\$0	\$0	\$36,718,373	\$36,718,373
CST	DDR	State 100%	\$0	\$0	\$0	\$0	\$584,500	\$584,500
CST	DI	State 100%	\$0	\$0	\$0	\$0	\$48,089,006	\$48,089,006
CST	DIS	State 100%	\$0	\$0	\$0	\$0	\$4,355,066	\$4,355,066
CST	GMR	State 100%	\$0	\$0	\$0	\$0	\$33,029,982	\$33,029,982
CST	STED	State 100%	\$0	\$0	\$0	\$0	\$6,974,429	\$6,974,429
Total:			\$0	\$0	\$0	\$0	\$129,751,356	\$129,751,356

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

Project Type: Capacity

FM Number: 4106743

Lead Agency: FDOT

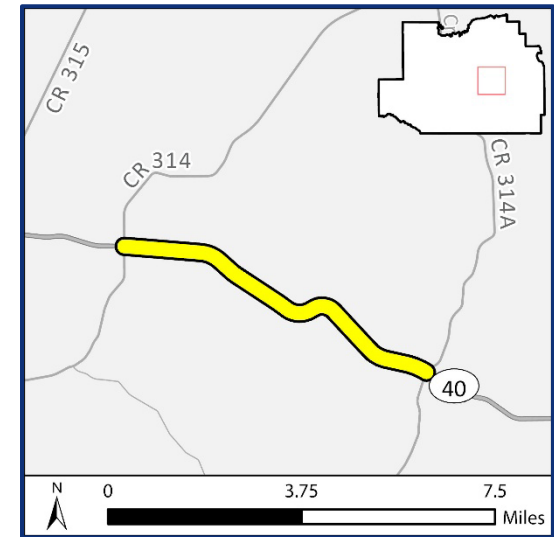
Length: 6.14 miles

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

SIS Status: Yes

Description

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

**Prior <2026:** \$22,090,660**Future >2030:** \$0**Total Project Cost:** \$64,804,053

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
ROW	ART	State 100%	\$13,737,050	\$1,138,150	\$4,725,000	\$1,320,245	\$0	\$20,920,445
ROW	ARTW	State 100%	\$9,162,950	\$12,000,000	\$0	\$0	\$0	\$21,162,950
ROW	DIH	State 100%	\$333,000	\$296,998	\$0	\$0	\$0	\$629,998
Total:			\$23,233,000	\$13,435,148	\$4,725,000	\$1,320,245	\$0	\$42,713,393

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

Project Type: Safety Project

FM Number: 4512511

Lead Agency: FDOT

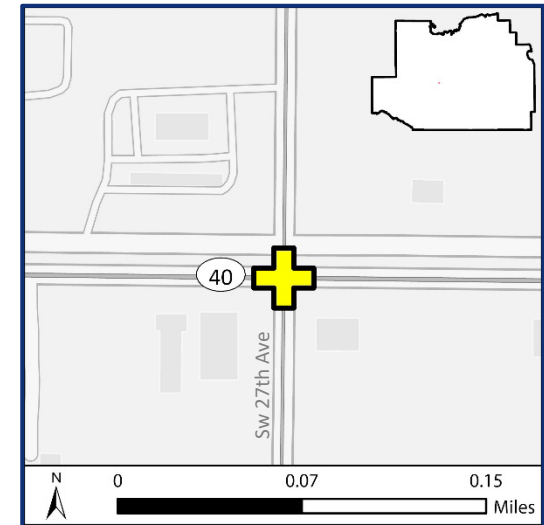
Length: 0.10 miles

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

SIS Status: No

Description

Construction of dual left-turn lanes at the SR 40/SW 27th Avenue intersection to improve operations and safety.

**Prior <2026:** \$880,000**Future >2030:** \$0**Total Project Cost:** \$2,702,492

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACSS	Federal	\$0	\$1,814,846	\$0	\$0	\$0	\$1,814,846
CST	DIH	State 100%	\$0	\$7,646	\$0	\$0	\$0	\$7,646
Total:			\$0	\$1,822,492	\$0	\$0	\$0	\$1,822,492

Project: SR 40 from US 441 to 25th Avenue Intersection Enhancements

Project Type: Intersection Project

FM Number: 4509522

Lead Agency: FDOT

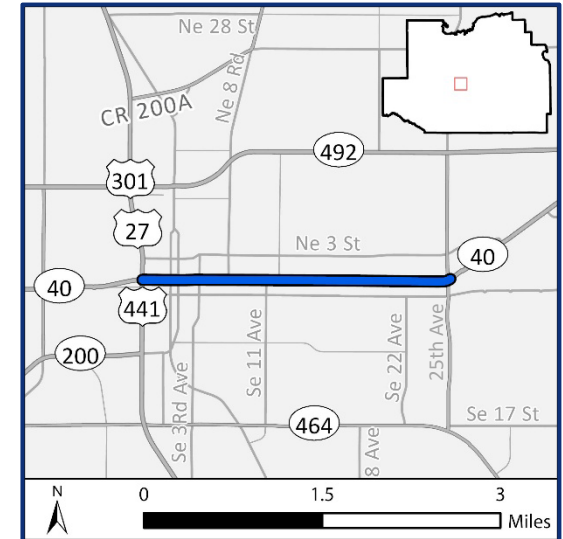
Length: 2.36 miles

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

SIS Status: No

Description

Intersection crosswalk enhancements on SR 40 (Silver Springs Boulevard) from US 441/301/Pine Avenue to 25th Avenue in the City of Ocala.



Prior <2026: \$11,160

Future >2030: \$0

Total Project Cost: \$728,153

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$716,993	\$0	\$0	\$0	\$0	\$716,993
Total:			\$716,993	\$0	\$0	\$0	\$0	\$716,993

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

Project Type: Resurfacing

FM Number: 4526361

Lead Agency: FDOT

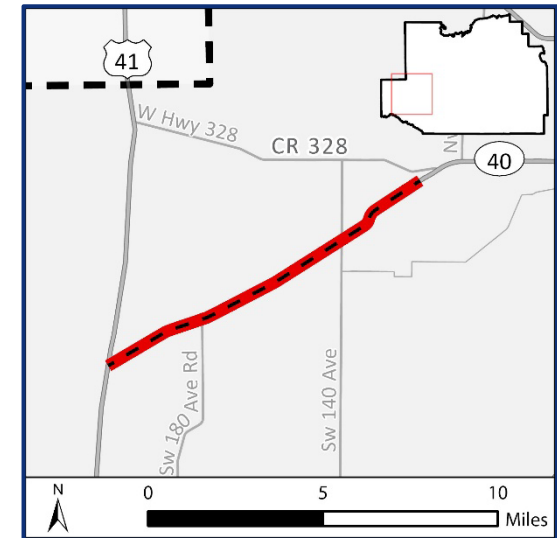
Length: 9.12 miles

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

SIS Status: No

Description

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

**Prior <2026:** \$2,557,375**Future >2030:** \$0**Total Project Cost:** \$16,096,595

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACNR	Federal	\$0	\$12,379,350	\$0	\$0	\$0	\$12,379,350
CST	DIH	State 100%	\$0	\$77,567	\$0	\$0	\$0	\$77,567
CST	SL	Federal	\$0	\$1,082,303	\$0	\$0	\$0	\$1,082,303
Total:			\$0	\$13,539,220	\$0	\$0	\$0	\$13,539,220

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

Project Type: Resurfacing

FM Number: 4506651

Lead Agency: FDOT

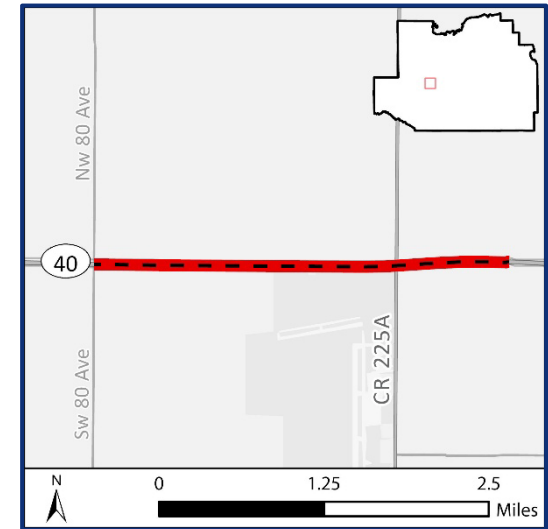
Length: 3.2 miles

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

SIS Status: No

Description

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

Prior <2026: \$173,461**Future >2030:** \$0**Total Project Cost:** \$11,343,826

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$2,250,640	\$0	\$0	\$2,250,640
CST	DIH	State 100%	\$0	\$0	\$10,960	\$0	\$0	\$10,960
CST	DS	State 100%	\$0	\$0	\$8,908,765	\$0	\$0	\$8,908,765
Total:			\$0	\$0	\$11,170,365	\$0	\$0	\$11,170,365

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

Project Type: Resurfacing

FM Number: 4509511

Lead Agency: FDOT

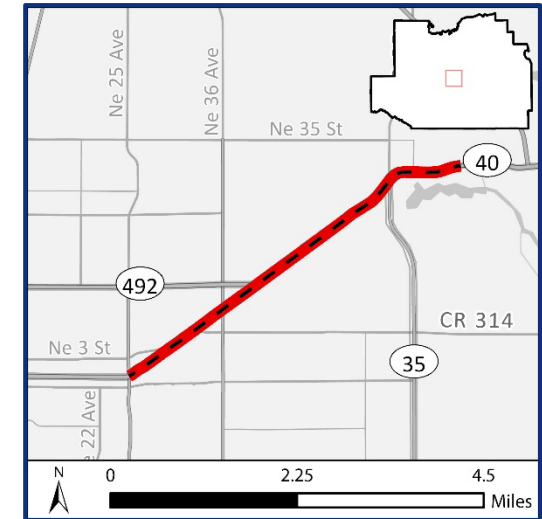
Length: 4.14 miles

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

SIS Status: No

Description

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

Prior <2026: \$1,298,202**Future >2030:** \$0**Total Project Cost:** \$10,599,136

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$8,461,484	\$0	\$0	\$0	\$0	\$8,461,484
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	DS	State 100%	\$829,150	\$0	\$0	\$0	\$0	\$829,150
Total:			\$9,300,934	\$0	\$0	\$0	\$0	\$9,300,934

Project: SR 40 from US 441 to 25th Avenue

Project Type: Resurfacing

FM Number: 4509521

Lead Agency: FDOT

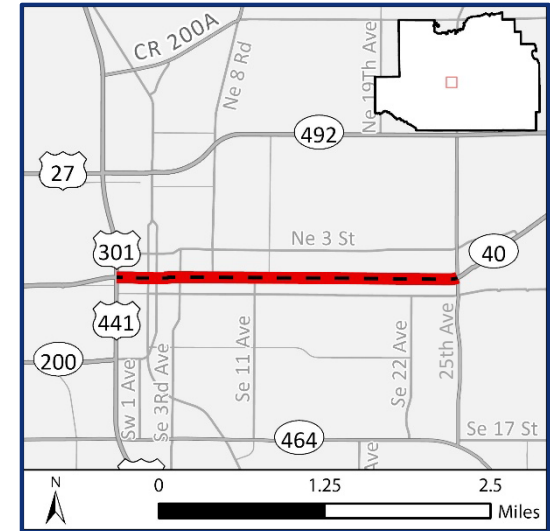
Length: 2.36 miles

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

SIS Status: No

Description

Resurfacing of SR 40 from U.S. 441 (U.S. 441/301/27/Pine Avenue) to 25th Avenue in the City of Ocala.

Prior <2026: \$1,155,453**Future >2030:** \$0**Total Project Cost:** \$6,720,363

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$535,600	\$0	\$0	\$0	\$0	\$535,600
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	DS	State 100%	\$5,019,010	\$0	\$0	\$0	\$0	\$5,019,010
Total:			\$5,564,910	\$0	\$0	\$0	\$0	\$5,564,910

Project: SR 40 from NE 64th Avenue to West of SE 196th Terrace Road

Project Type: Resurfacing

FM Number: 4509481

Lead Agency: FDOT

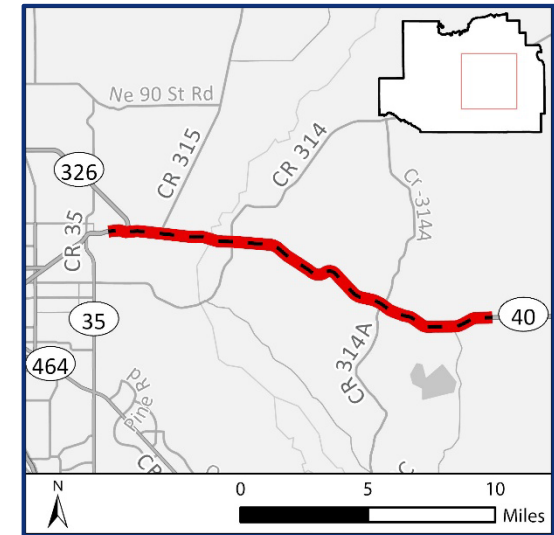
Length: 14.15 miles

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

SIS Status: Yes

Description

Resurfacing of SR 40 from NE 64th Avenue to Southeast 196th Terrace Road.

**Prior <2026:** \$2,341,629**Future >2030:** \$0**Total Project Cost:** \$11,347,876

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACNR	Federal	\$1,821,793	\$0	\$0	\$0	\$0	\$1,821,793
CST	ACSA	Federal	\$1,030,000	\$0	\$0	\$0	\$0	\$1,030,000
CST	ACSL	Federal	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	ACSN	Federal	\$827,913	\$0	\$0	\$0	\$0	\$827,913
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	SM	Federal	\$482,165	\$0	\$0	\$0	\$0	\$482,165
CST	SN	Federal	\$4,823,776	\$0	\$0	\$0	\$0	\$4,823,776
Total:			\$9,006,247	\$0	\$0	\$0	\$0	\$9,006,247

Project: SR 40 from SE 196th Terrace Road to Lake County Line

Project Type: Resurfacing

FM Number: 4509482

Lead Agency: FDOT

Length: 11.56 miles

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

SIS Status: Yes

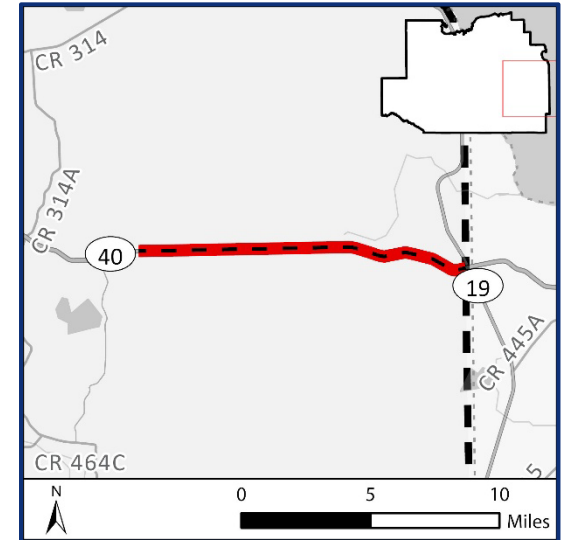
Description

Resurfacing of SR 40 from Southeast 196th Terrace Road to the Lake County Line.

Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$9,147,325



Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DIH	State 100%	\$0	\$0	\$803,509	\$0	\$0	\$803,509
CST	SA	Federal	\$0	\$0	\$8,343,816	\$0	\$0	\$8,343,816
Total:			\$0	\$0	\$9,147,325	\$0	\$0	\$9,147,325

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

Project Type: Safety Project

FM Number: 4512531

Lead Agency: FDOT

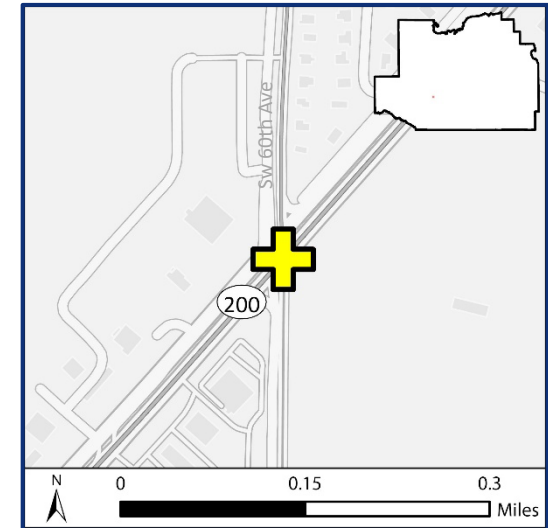
Length: 0.10 miles

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

SIS Status: No

Description

Operational and traffic signal improvements at the intersection, including new and additional traffic signals, enhanced lighting, and new signs/pavement markings.

**Prior <2026:** \$470,071**Future >2030:** \$0**Total Project Cost:** \$1,631,956

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACSS	Federal	\$1,093,184	\$0	\$0	\$0	\$0	\$1,093,184
CST	DIH	State 100%	\$6,386	\$0	\$0	\$0	\$0	\$6,386
CST	TALL	Federal	\$62,315	\$0	\$0	\$0	\$0	\$62,315
Total:			\$1,161,885	\$0	\$0	\$0	\$0	\$1,161,885

Project: SR 200 from Citrus County Line to CR 484

Project Type: Capacity

FM Number: 2386511

Lead Agency: Marion County

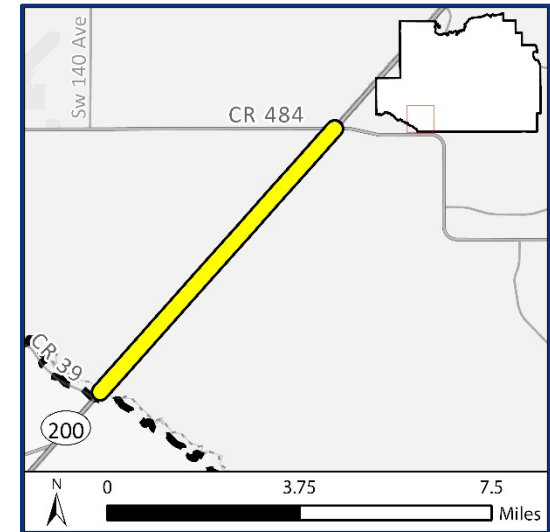
Length: 5.34 miles

LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.9)

SIS Status: No

Description

Preliminary engineering work to support future widening of SR 200 from Citrus County to CR 484.

**Prior <2026:** \$5,070,592**Future >2030:** \$0**Total Project Cost:** \$10,070,592

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DDR	State 100%	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Total:			\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

Project: SR 464 from SR 200 to SR 25/500

Project Type: Resurfacing

FM Number: 4526341

Lead Agency: FDOT

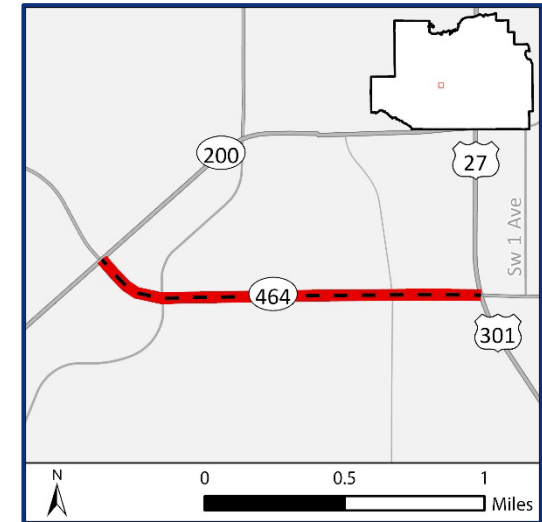
Length: 1.19 miles

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

SIS Status: No

Description

Resurfacing of SR 464 from SR 200 to SR 25/500 (U.S. 301/441/27/Pine Avenue).



Prior <2026: \$96,266

Future >2030: \$0

Total Project Cost: \$3,833,383

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DIH	State 100%	\$0	\$0	\$120,000	\$25,000	\$0	\$145,000
PE	DS	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
CST	DDR	State 100%	\$0	\$0	\$0	\$407,501	\$0	\$407,501
CST	DIH	State 100%	\$0	\$0	\$0	\$28,291	\$0	\$28,291
CST	DS	State 100%	\$0	\$0	\$0	\$3,156,325	\$0	\$3,156,325
Total:			\$0	\$0	\$120,000	\$3,617,117	\$0	\$3,737,117

Project: CR 42 at CR 25 Intersection Improvements (1)

Project Type: Intersection/Turn Lane

FM Number: 4510601

Lead Agency: Marion County

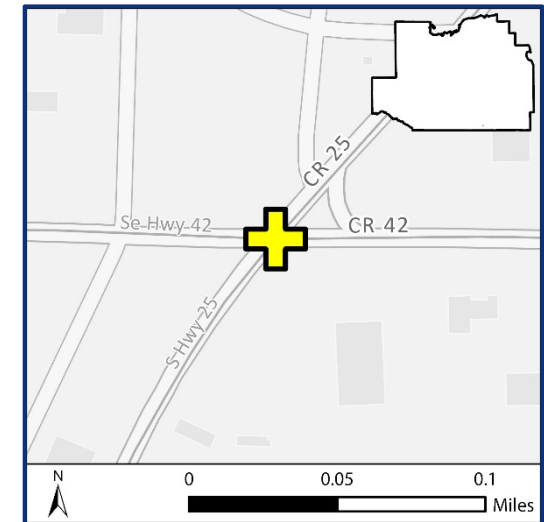
Length: N/A

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

SIS Status: No

Description

Construction of turn lane improvements at the intersection in unincorporated Marion County.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$782,910

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACSS	Federal	\$304,800	\$0	\$0	\$0	\$0	\$304,800
CST	LF	Local	\$478,110	\$0	\$0	\$0	\$0	\$478,110
Total:			\$782,910	\$0	\$0	\$0	\$0	\$782,910

Project: CR 42 at CR 25 Intersection Improvements (2)

Project Type: Intersection/Turn Lane

FM Number: 4510602

Lead Agency: Marion County

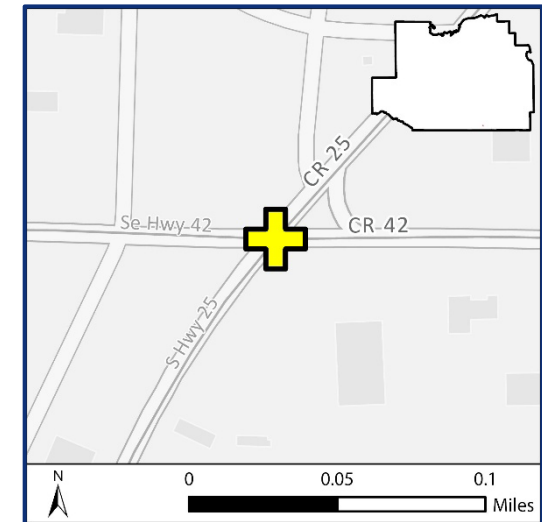
Length: N/A

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

SIS Status: No

Description

Construction of turn lane improvements at the intersection in unincorporated Marion County.

**Prior <2026:** \$204,296**Future >2030:** \$0**Total Project Cost:** \$329,481

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$0	\$0	\$0	\$0	\$0	\$0
CST	ACSS	Federal	\$81,050	\$0	\$0	\$0	\$0	\$81,050
CST	LF	Local	\$44,135	\$0	\$0	\$0	\$0	\$44,135
Total:			\$125,185	\$0	\$0	\$0	\$0	\$125,185

Project: CR 475A Lane Departure Safety Improvements

Project Type: Paved Shoulders

FM Number: 4549391

Lead Agency: Marion County

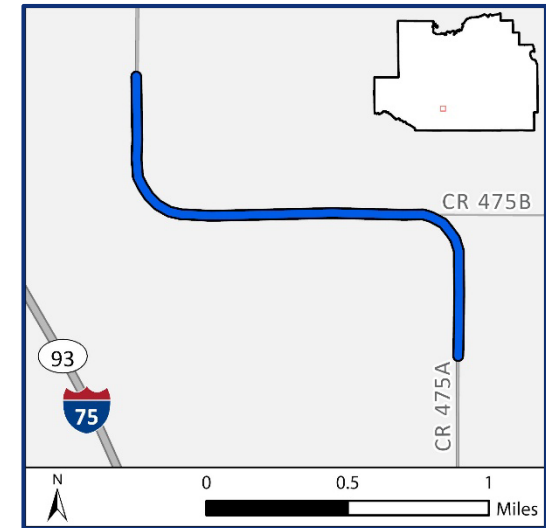
Length: 2 miles

LRTP (Page #): Goal 3, Objective 3.4 (14)

SIS Status: No

Description

Addition of paved shoulders on CR 475A in unincorporated Marion County.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$1,913,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$350,000	\$0	\$0	\$0	\$0	\$350,000
CST	ACSS	Federal	\$0	\$0	\$1,563,000	\$0	\$0	\$1,563,000
Total:			\$350,000	\$0	\$1,563,000	\$0	\$0	\$1,913,000

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

Project Type: Roundabout

FM Number: 4494431

Lead Agency: City of Ocala

Length: 0.9 miles

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

SIS Status: No

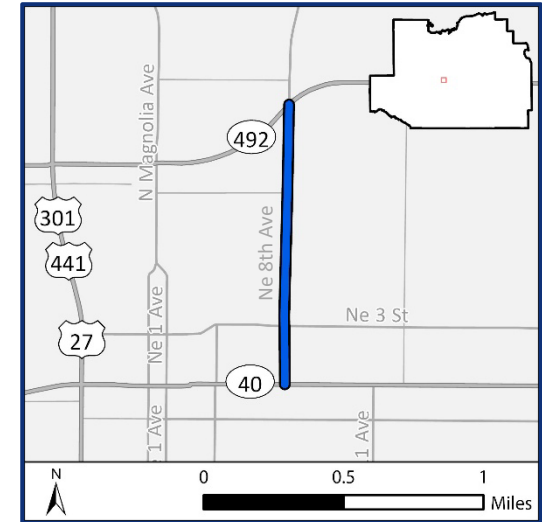
Description

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

Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$5,222,469



Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$0	\$769,669	\$0	\$0	\$0	\$769,669
CST	SL	Federal	\$0	\$4,452,800	\$0	\$0	\$0	\$4,452,800
Total:			\$0	\$5,222,469	\$0	\$0	\$0	\$5,222,469

Project: SE 100th Avenue Safety Improvements

Project Type: Paved Shoulders

FM Number: 4549401

Lead Agency: Marion County

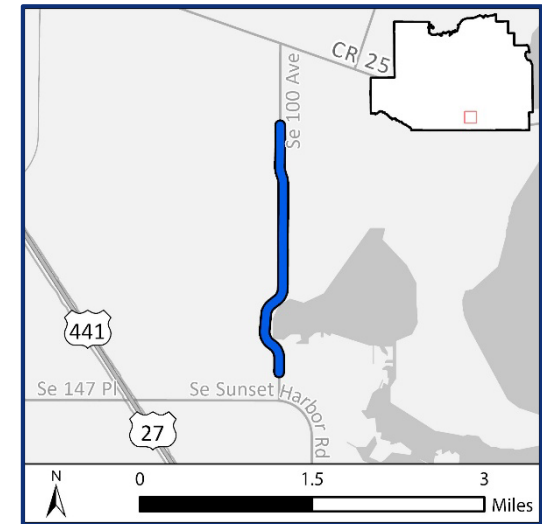
Length: 1.98 miles

LRTP (Page #): Goal 3, Objective 3.4 (14)

SIS Status: No

Description

Addition of paved shoulders on Southeast 100th Avenue in unincorporated Marion County.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$1,257,000

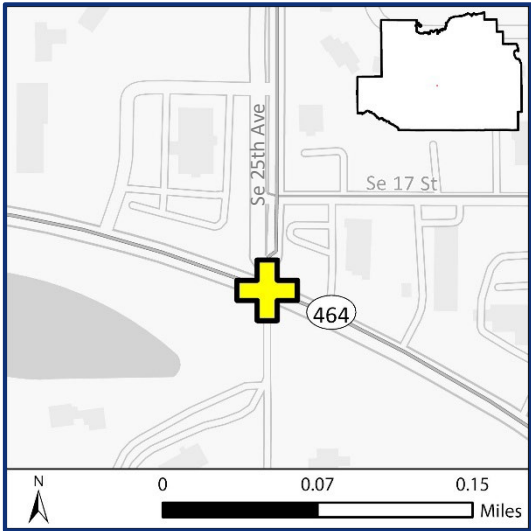
Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$260,000	\$0	\$0	\$0	\$0	\$260,000
CST	ACSS	Federal	\$0	\$0	\$997,000	\$0	\$0	\$997,000
Total:			\$260,000	\$0	\$997,000	\$0	\$0	\$1,257,000

Project: SR 464 and SE 25th Avenue Intersection Improvements

Project Type: Intersection/Turn Lane
 FM Number: 4569841
 Lead Agency: City of Ocala
 Length: .08 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)
 SIS Status: No

Description

Construction of a northbound left-turn lane, shared/through left-turn lane and dedicated right-turn lane on SE 25th Avenue, and an exclusive westbound right turn lane on SR 464.



Prior <2026: \$0 **Future >2030: \$0** **Total Project Cost: \$850,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	EM26	State 100%	\$637,500	\$0	\$0	\$0	\$0	\$637,500
CST	LF	Local	\$212,500	\$0	\$0	\$0	\$0	\$212,500
Total:			\$850,000	\$0	\$0	\$0	\$0	\$850,000

Bicycle-Pedestrian Projects

FM 453543-1: Belleview to Greenway Trail (1)

FM 453543-2: Belleview to Greenway Trail (2)

FM 422772-2: Cross Florida Greenway Baseline Road to Santos Paved Trail

FM 435484-2: Pruitt Trail from SR 200 to Pruitt Trailhead (1)

FM 435484-3: Pruitt Trail from SR 200 to Pruitt Trailhead (2)

FM 439238-2: SR 25/500/US 441/ from SE 102nd Place to SR 200/SW 10th Street



Project: Belleview to Greenway Trail (1)

Project Type: Bike Path and Trail

FM Number: 4535431

Lead Agency: Marion County

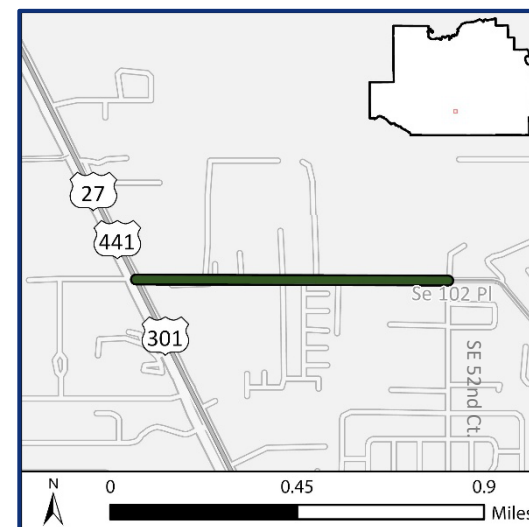
Length: 0.65 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

Description

Construction of the Belleview to Greenway Trail. Project includes a shared-use path on SE 102nd Place from SE 52nd Court to US 301/441; and on-street sharrows from SE 102nd Place to Lake Lillian Park.

**Prior <2026:** \$0**Future >2030** \$0**Total Project Cost:** \$868,700

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	TALL	Federal	\$0	\$0	\$868,700	\$0	\$0	\$868,700
Total:			\$0	\$0	\$868,700	\$0	\$0	\$868,700

Project: Belleview to Greenway Trail (2)

Project Type: Bike Path and Trail

FM Number: 4535432

Lead Agency: Marion County

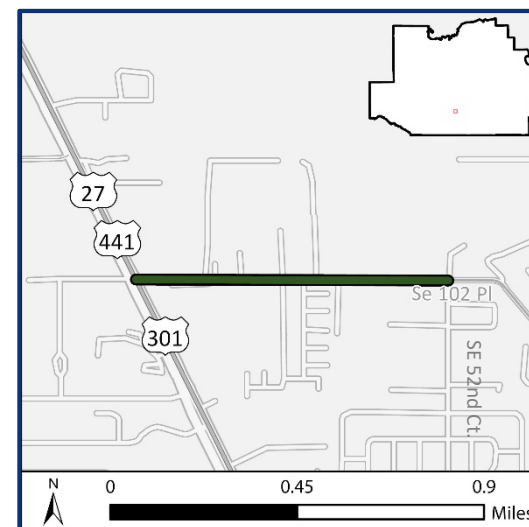
Length: 0.65 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

Description

Design of the Belleview to Greenway Trail. Project includes a shared-use path on SE 102nd Place from SE 52nd Court to US 301/441; and on-street sharrows from SE 102nd Place to Lake Lillian Park.

**Prior <2026:** \$0**Future >2030** \$0**Total Project Cost:** \$265,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	TALL	Federal	\$265,000	\$0	\$0	\$0	\$0	\$265,000
Total:			\$265,000	\$0	\$0	\$0	\$0	\$265,000

Project: Cross Florida Greenway from Baseline Road to Santos Paved Trail

Project Type: Bike Path and Trail

FM Number: 4227722

Lead Agency: Marion County

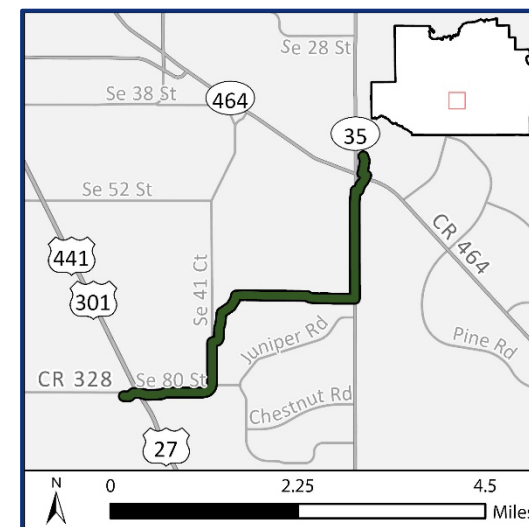
Length: 4.75 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

Description

Construction of the Cross Florida Greenway paved trail connection from the Santos trailhead to the Baseline Road trailhead.

**Prior <2026:** \$1,498,078**Future >2030:** \$0**Total Project Cost:** \$7,098,078

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	TLWR	State 100%	\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000
Total:			\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000

Project: Pruitt Trail from SR 200 to Pruitt Trailhead (1)

Project Type: Bike Path and Trail

FM Number: 4354842

Lead Agency: Marion County

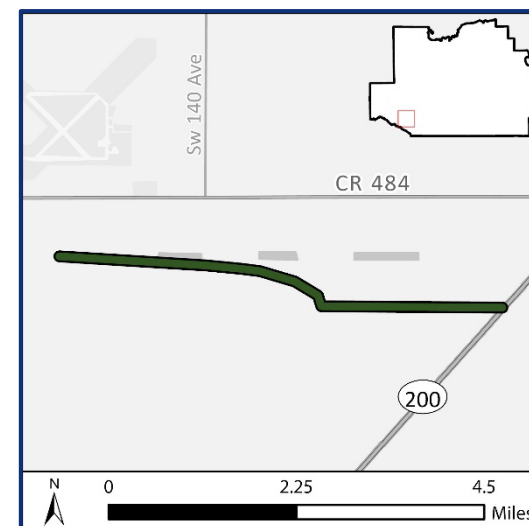
Length: 5.5 miles

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

SIS Status: No

Description

Construction of a shared use path trail from SR 200 to the Pruitt Trailhead, south of CR 484. Project includes crossing improvements at SR 200, and provides a connection to the Cross Florida Greenway.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$2,909,926

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$911,626	\$0	\$0	\$0	\$0	\$911,626
CST	TALL	Federal	\$452,086	\$0	\$0	\$0	\$0	\$452,086
CST	TALM	Federal	\$93,199	\$0	\$0	\$0	\$0	\$93,199
CST	TALN	Federal	\$1,452,715	\$0	\$0	\$0	\$0	\$1,452,715
Total:			\$2,909,626	\$0	\$0	\$0	\$0	\$2,909,626

Project: Pruitt Trail from SR 200 to Pruitt Trailhead (2)

Project Type: Bike Path and Trail

FM Number: 4354843

Lead Agency: Marion County

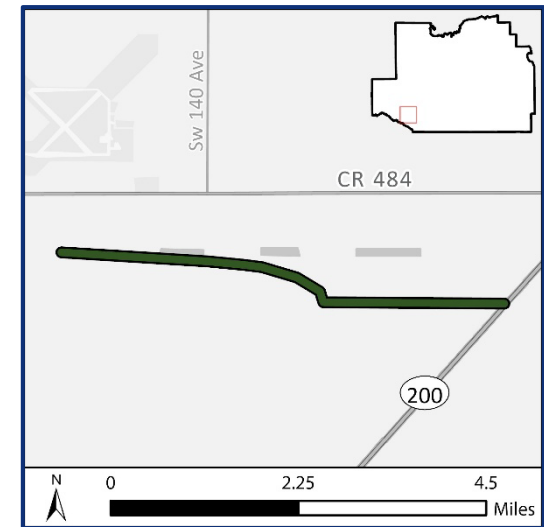
Length: 5.5 miles

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

SIS Status: No

Description

Construction of a shared use path trail from SR 200 to the Pruitt Trailhead, south of CR 484. Project includes crossing improvements at SR 200, and provides a connection to the Cross Florida Greenway.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$203,007

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$43,007	\$0	\$0	\$0	\$0	\$43,007
CST	TALT	Federal	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total:			\$203,007	\$0	\$0	\$0	\$0	\$203,007

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

Project Type: Sidewalks and Path

FM Number: 4392382

Lead Agency: FDOT

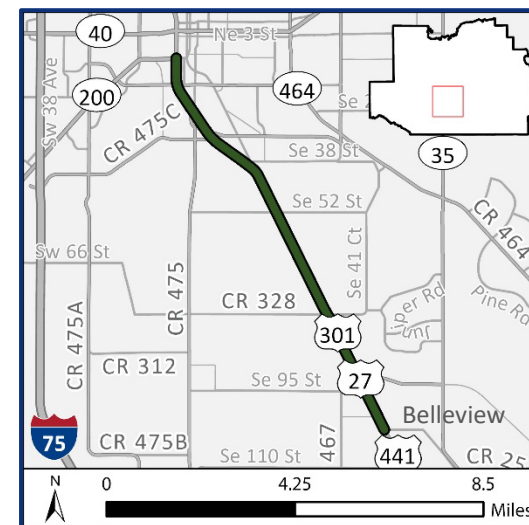
Length: 7.23 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

Description

Addition of sidewalks and a shared use path on U.S. 441/301 to fill in existing gaps. Project provides a multimodal connection from Belleview to Ocala.

**Prior <2026:** \$2,492,434**Future >2030:** \$0**Total Project Cost:** \$7,733,001

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	SA	Federal	\$0	\$2,445,034	\$0	\$0	\$0	\$2,445,034
CST	SL	Federal	\$0	\$209,351	\$0	\$0	\$0	\$209,351
CST	TALL	Federal	\$0	\$1,372,433	\$0	\$0	\$0	\$1,372,433
CST	TALT	Federal	\$0	\$1,213,749	\$0	\$0	\$0	\$1,213,749
Total:			\$0	\$5,240,567	\$0	\$0	\$0	\$5,240,567

Aviation Projects

FM 438417-1: Marion County Airport Runway Improvements

FM 449774-1: Marion County Airport Hangar

FM 454045-1: Marion County Airport Equipment

FM 438477-1: Ocala International Airport Taxiway Improvements

FM 448575-1: Ocala International Airport ARFF Building

FM 455963-1: Ocala International Airport Fuel Farm

FM 455964-1: Ocala International Airport Runway Improvements



Project: Marion County Airport Runway Improvements

Project Type: Aviation Preservation

FM Number: 4384171

Lead Agency: Marion County

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$437,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$350,000	\$0	\$0	\$0	\$0	\$350,000
CAP	LF	Local	\$87,500	\$0	\$0	\$0	\$0	\$87,500
Total:			\$437,500	\$0	\$0	\$0	\$0	\$437,500

Project: Marion County Airport Hangar

Project Type: Aviation Preservation

FM Number: 4497741

Lead Agency: Marion County

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,900,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$520,000	\$1,000,000	\$0	\$0	\$0	\$1,520,000
CAP	LF	Local	\$130,000	\$250,000	\$0	\$0	\$0	\$380,000
Total:			\$650,000	\$1,250,000	\$0	\$0	\$0	\$1,900,000

Project: Marion County Airport Equipment

Project Type: Aviation Safety

FM Number: 4540451

Lead Agency: Marion County

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$400,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$320,000	\$0	\$0	\$320,000
CAP	LF	Local	\$0	\$0	\$80,000	\$0	\$0	\$80,000
Total:			\$0	\$0	\$400,000	\$0	\$0	\$400,000

Project: Ocala International Airport Taxiway Improvements

Project Type: Aviation Preservation

FM Number: 4384771

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$10,800,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$64,000	\$800,000	\$0	\$0	\$864,000
CAP	FAA	Federal	\$0	\$720,000	\$9,000,000	\$0	\$0	\$9,720,000
CAP	LF	Local	\$0	\$16,000	\$200,000	\$0	\$0	\$216,000
Total:			\$0	\$800,000	\$10,000,000	\$0	\$0	\$10,800,000

Project: Ocala International Airport ARFF Building

Project Type: Aviation Safety

FM Number: 4485751

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,000,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$0	\$0	\$800,000	\$800,000
CAP	LF	Local	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total:			\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Project: Ocala International Airport Fuel Farm

Project Type: Aviation Operations

FM Number: 4559631

Lead Agency: City of Ocala

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

Prior <2026: \$679,150**Future >2030: \$0****Total Project Cost: \$2,054,150**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$600,000	\$500,000	\$0	\$0	\$0	\$1,100,000
CAP	DPTO	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
CAP	LF	Local	\$150,000	\$125,000	\$0	\$0	\$0	\$275,000
Total:			\$750,000	\$625,000	\$0	\$0	\$0	\$1,375,000

Project: Ocala International Airport Runway Improvements

Project Type: Aviation Preservation

FM Number: 4559641

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,600,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$640,000	\$0	\$0	\$640,000
CAP	DPTO	State 100%	\$0	\$0	\$0	\$640,000	\$0	\$640,000
CAP	LF	Local	\$0	\$0	\$160,000	\$160,000	\$0	\$320,000
Total:			\$0	\$0	\$800,000	\$800,000	\$0	\$1,600,000

Transit Funding

FM 442455-1: Marion-SunTran Block Grant Operating Assistance

FM 442455-2: Marion-SunTran Block Grant Operating Assistance

FM 427188-2: SunTran/Marion Urban Capital-Operating Fixed Route, FTA 5307

FM 442460-1: Marion Senior Services, FTA 5311



Project: Marion-SunTran Block Grant Operating Assistance, Fixed Route

FM Number: 4424551

Lead Agency: City of Ocala

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

Prior <2026: \$2,866,702**Future >2030:** \$0**Total Project Cost:** \$6,095,518

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DPTO	State 100%	\$796,934	\$817,474	\$0	\$0	\$0	\$1,614,408
OPS	LF	Local	\$796,934	\$817,474	\$0	\$0	\$0	\$1,614,408
Total:			\$1,593,868	\$1,634,948	\$0	\$0	\$0	\$3,228,816

Project: Marion-SunTran Block Grant Operating Assistance, Fixed Route

FM Number: 4424552

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$5,205,064

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DPTO	State 100%	\$0	\$0	\$841,998	\$867,258	\$893,276	\$2,602,532
OPS	LF	Local	\$0	\$0	\$841,998	\$867,258	\$893,276	\$2,602,532
Total:			\$0	\$0	\$1,683,996	\$1,734,516	\$1,786,552	\$5,205,064

Project: SunTran/Ocala/Marion Urban Capital Operating, Fixed Route FTA Section 5307

FM Number: 4271882

Lead Agency: City of Ocala

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

Prior <2026: \$22,768,538**Future >2030:** \$0**Total Project Cost:** \$35,960,363

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	FTA	Federal	\$3,347,648	\$3,515,030	\$3,690,782	\$0	\$0	\$10,553,460
CAP	LF	Local	\$836,912	\$878,758	\$922,695	\$0	\$0	\$2,638,365
Total:			\$4,184,560	\$4,393,788	\$4,613,477	\$0	\$0	\$13,191,825

Project: Marion Senior Services, Section 5311 FTA Rural Transportation Grant

FM Number: 4424601

Lead Agency: Marion Transit (Marion Senior Services)

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

Prior <2026: \$1,961,580**Future >2030:** \$0**Total Project Cost:** \$5,879,976

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DU	Federal	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
OPS	LF	Local	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
Total:			\$1,930,518	\$1,987,878	\$0	\$0	\$0	\$3,918,396

Maintenance-Planning

FM 455943-1: Marion Southbound I-75 Rest Area Parking Lot

FM 447861-1: I-75 Wildwood Weigh Station Inspection Barn Upgrades

FM 446910-1: Asset Maintenance Marion County

FM 442738-1: City of Ocala MOA

FM 413615-3: Lighting Agreements

FM 453959-1: Ocala Operations, Design and Install New FDOT Sign

FM 451648-1: Demo of Old Buildings, FDOT

FM 453921-1: Ocala Operations, Building Construction, FDOT

FM 418107-1: Marion County Primary In-House

FM 455106-1: Marion County TSMCA

FM 455106-2: City of Ocala TSMCA

FM 413019-4: Marion County Traffic Engineering Contracts

FM 439331-5: Ocala/Marion Urban Area FY 2024/2025-2025/2026 UPWP

FM 439331-6: Ocala/Marion Urban Area FY 2026/2027-2027/2028 UPWP

FM 439331-7: Ocala/Marion Urban Area FY 2028/2029-2029/2030 UPWP



Project: Marion Southbound I-75 Rest Area Parking Lot Resurfacing

Project Type: Rest Area

FM Number: 4559431

Lead Agency: FDOT

Length: N/A

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$288,700**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DIH	State 100%	\$0	\$0	\$38,700	\$0	\$0	\$38,700
CST	DRA	State 100%	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Total:			\$0	\$0	\$288,700	\$0	\$0	\$288,700

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

Project Type: Weigh Station

FM Number: 4478611

Lead Agency: FDOT

Length: 1.14 miles

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

SIS Status: Yes

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$478,126**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DWS	State 100%	\$478,126	\$0	\$0	\$0	\$0	\$478,126
Total:			\$478,126	\$0	\$0	\$0	\$0	\$478,126

Project: Asset Maintenance Marion County

Project Type: Routine Maintenance

FM Number: 4469101

Lead Agency: FDOT

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

Prior <2026: \$11,233,062**Future >2030:** \$0**Total Project Cost:** \$17,147,439

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$2,371,820	\$2,371,820	\$971,820	\$0	\$0	\$5,715,460
MNT	FC5	State 100%	\$198,917	\$0	\$0	\$0	\$0	\$198,917
Total:			\$2,570,737	\$2,371,820	\$971,820	\$0	\$0	\$5,914,377

Project: City of Ocala MOA

Project Type: Routine Maintenance

FM Number: 4427381

Lead Agency: City of Ocala

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

Prior <2026: \$153,825**Future >2030:** \$0**Total Project Cost:** \$214,800

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$60,975	\$0	\$0	\$0	\$60,975
Total:			\$0	\$60,975	\$0	\$0	\$0	\$60,975

Project: Lighting Agreements

Project Type: Lighting

FM Number: 4136153

Lead Agency: FDOT

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

Prior <2026: \$6,977,103**Future >2030: \$0****Total Project Cost: \$8,057,626**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$592,906	\$487,617	\$0	\$0	\$0	\$1,080,523
Total:			\$592,906	\$487,617	\$0	\$0	\$0	\$1,080,523

Project: Ocala Operations, Design and Install New FDOT Entrance Sign, Florida Department of Transportation

Project Type: Routine Maintenance

FM Number: 4539591

Lead Agency: FDOT

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$9,572**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$0	\$9,572	\$0	\$9,572
Total:			\$0	\$0	\$0	\$9,572	\$0	\$9,572

Project: Demo of Old Buildings (South Part of Yard), Florida Department of Transportation

Project Type: Fixed Capital Overlay

FM Number: 4516481

Lead Agency: FDOT

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$37,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	FCO	State 100%	\$0	\$0	\$37,500	\$0	\$0	\$37,500
Total:			\$0	\$0	\$37,500	\$0	\$0	\$37,500

Project: Ocala Operations – Building Construction, Florida Department of Transportation

Project Type: Fixed Capital Outlay

FM Number: 4539211

Lead Agency: FDOT

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$12,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	FCO	State 100%	\$0	\$12,500	\$0	\$0	\$0	\$12,500
Total:			\$0	\$12,500	\$0	\$0	\$0	\$12,500

Project: Marion Primary In-House

Project Type: Routine Maintenance

FM Number: 4181071

Lead Agency: FDOT

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

Prior <2026: \$51,427,179**Future >2030:** \$0**Total Project Cost:** \$61,437,179

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$2,005,000	\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,010,000
Total:			\$2,005,000	\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,010,000

Project: Marion County TSMCA (Traffic Signal Maintenance and Compensation Agreement)

Project Type: Traffic Signals

FM Number: 4551061

Lead Agency: Marion County

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

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$1,003,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$494,000	\$509,000	\$0	\$1,003,000
Total:			\$0	\$0	\$494,000	\$509,000	\$0	\$1,003,000

Project: City of Ocala TSMCA (Traffic Signal Maintenance and Compensation Agreement)

Project Type: Traffic Signals

FM Number: 4551062

Lead Agency: City of Ocala

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

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,023,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$504,000	\$519,000	\$0	\$1,023,000
Total:			\$0	\$0	\$504,000	\$519,000	\$0	\$1,023,000

Project: Marion County Traffic Engineering Contracts

Project Type: Traffic Signals

FM Number: 4130194

Lead Agency: Marion County

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

Prior <2026: \$9,848,971**Future >2030: \$0****Total Project Cost: \$11,903,536**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DDR	State 100%	\$988,050	\$504,000	\$0	\$0	\$0	\$1,492,050
OPS	DITS	State 100%	\$49,065	\$513,450	\$0	\$0	\$0	\$562,515
Total:			\$1,037,115	\$1,017,450	\$0	\$0	\$0	\$2,054,565

Project: Ocala/Marion Urban Area FY 2024/2025-2025/2026 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Prior <2026: \$1,128,631**Future >2030:** \$0**Total Project Cost:** \$2,285,533

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$1,156,902	\$0	\$0	\$0	\$0	\$1,156,902
Total:			\$1,156,902	\$0	\$0	\$0	\$0	\$1,156,902

Project: Ocala/Marion Urban Area FY 2026/2027-2027/2028 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

Prior <2026: \$0**Future >2030:** \$0**Total Project Cost:** \$1,365,486

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486
Total:			\$0	\$682,743	\$682,743	\$0	\$0	\$1,365,486

Project: Ocala/Marion Urban Area FY 2028/2029-2029/2030 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393317

Lead Agency: Ocala/Marion TPO

Prior <2026: \$0**Future >2030: \$0****Total Project Cost: \$1,365,486**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PLN	PL	Federal	\$0	\$0	\$0	\$682,743	\$682,743	\$1,365,486
Total:			\$0	\$0	\$0	\$682,743	\$682,743	\$1,365,486

Figure 13: Summary of Projects by Fiscal Year

Fiscal Year 2026					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	435209-1	I-75 at NW 49th Street Interchange	ROW	New interchange at NW 49th Street	\$41,250,000
2026	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$517,545
2026	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$8,134,581
2026	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$23,233,000
2026	450952-2	SR 40 from US 441 to 25th Avenue	CST	Intersection enhancements/improvements	\$716,993
2026	450948-1	SR 40 from NE 64th to W of SE 196 Ter	CST	Resurfacing of roadway	\$9,006,247
2026	450951-1	SR 40 from 25th to NE 64th	CST	Resurfacing of roadway	\$9,300,934
2026	450951-1	SR 40 from US 441 to 25th Avenue	CST	Resurfacing of roadway	\$5,564,910
2026	451060-1	CR 42 at CR 25 (1)	CST	Intersection improvements	\$782,910
2026	451060-2	CR 42 at CR 25 (2)	CST	Intersection improvements	\$125,185
2026	451253-1	SR 200 at SW 60th Avenue	CST	Intersection/traffic signals	\$1,161,885
2026	452694-1	US 301 from Sumter Co to CR 42	PE	Resurfacing of roadway	\$371,250
2026	454215-1	US 301 from SE 142nd to US 441	PE	Resurfacing of roadway	\$1,096,500
2026	450637-1	US 27/441 N of SE 178th to S of SE 62nd	CST	Resurfacing of roadway	\$14,581,492
2026	454214-1	US 301/441 from NW 2nd to NW 20th	PE	Resurfacing of roadway	\$1,097,500
2026	433660-1	US 441 at SR 464	CST	Intersection operations/improvements	\$4,516,606
2026	454939-1	CR 475A Safety Improvements	PE	Paved shoulders	\$350,000
2026	454940-1	SE 100th Avenue Safety Improvements	PE	Paved shoulders	\$260,000
2026	456984-1	SR 464 at SE 25th Avenue Intersection	CST	Intersection operations/improvements	\$850,000
Total:					\$122,917,538
Bicycle-Pedestrian Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	435484-2	Pruitt Trail (1)	CST	12-foot bike path/trail from SR 200 to Pruitt Trailhead	\$2,909,626
2026	435484-3	Pruitt Trail (2)	CST	12-foot bike path/trail from SR 200 to Pruitt Trailhead	\$203,007

2026	454214-2	Bellevue to Greenway Trail (2)	PE	Shared Use Path from SE 52nd Court to US 441/301	\$265,000
2026	422772-2	Cross Florida Greenway Trail	CST	Bike Path/Trail from Santos Trailhead to Baseline	\$5,600,000
Total:					\$8,977,633
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	438417-1	Marion County Airport Runway	CAP	Runway improvements at Marion County Airport	\$437,500
2026	449774-1	Marion County Airport Hangar	CAP	Hangar at Marion County Airport	\$650,000
2026	455963-1	Ocala International Airport Fuel Farm	CAP	Fuel Farm at Ocala International Airport	\$750,000
Total:					\$1,837,500
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	442460-1	Marion Senior Services Section 5311	OPS	Operating grant for Marion Transit, FTA Section 5311	\$1,930,518
2026	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,184,560
2026	442455-1	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,593,868
Total:					\$7,708,946
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	447861-1	I-75 Wildwood Weigh Station	CST	Weigh station inspection barn upgrades	\$478,126
2026	413615-3	Lighting Agreements	MNT	Lighting ongoing maintenance	\$592,906
2026	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,005,000
2026	439331-5	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2025/26	\$1,156,902
2026	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$2,570,737
2026	413019-4	Marion County Traffic Engineering	OPS	Traffic signals	\$1,037,115
Total:					\$7,840,786
					FY 2026 Total: \$149,282,403
Fiscal Year 2027					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	435209-1	I-75 at NW 49th Street Interchange	ROW	New interchange at NW 49th Street	\$10,789,654
2027	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$415,067
2027	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$6,713,428
2027	451251-1	SR 40 at SW 27th Avenue	CST	Safety improvements on SR 40	\$1,822,492
2027	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$13,435,148

2027	452636-1	SR 40 from US 41 to S of SW 119th Ave	CST	Resurfacing of roadway	\$13,539,220
2027	238651-1	SR 200 from Citrus Co. to CR 484	PE	Widening of SR 200	\$5,000,000
2027	452635-1	US 301/441 from SW 10th to NW 4th	CST	Resurfacing of roadway	\$979,612
2027	433660-1	US 441 at SR 464	CST	Intersection operations/improvements	\$21,240
2027	449443-1	NE 8th Avenue Roundabouts	CST	Construction of roundabouts	\$5,222,469
Total:					\$57,938,330
Bicycle-Pedestrian Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	439238-1	US 401/301 from SE 102nd to SR 200	CST	Sidewalks/Shared Use Path	\$5,240,567
Total:					\$5,240,567
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	438477-1	Ocala International Airport Taxiway	CAP	Taxiway improvements at Ocala International Airport	\$800,000
2027	449774-1	Marion County Airport Hangar	CAP	Hangar at Marion County Airport	\$1,250,000
2027	455963-1	Ocala International Airport Fuel	CAP	Fuel Farm at Ocala International Airport	\$625,000
Total:					\$2,675,000
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	442460-1	Marion Senior Services Section 5311	OPS	Operating grant for Marion Transit, FTA Section 5311	\$1,987,878
2027	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,393,788
2027	442455-1	SunTran Block Grant	OPS	Operating grant for SunTran	\$1,634,948
Total:					\$8,016,614
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	453921-1	Ocala Operations Building	CST	Construction of equipment shed	\$12,500
2027	413615-3	Lighting Agreements	MNT	Lighting ongoing maintenance	\$487,617
2027	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,005,000
2027	439331-6	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2026/27	\$682,743
2027	442738-1	City of Ocala MOA	MNT	Routine Maintenance	\$60,975
2027	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$2,371,820
2027	413019-4	Marion County Traffic Engineering	OPS	Traffic signals	\$1,017,450
Total:					\$6,638,105
FY 2027 Total:					\$80,508,616

Fiscal Year 2028					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	435209-1	I-75 at NW 49th Street Interchange	ROW	New interchange at NW 49th Street	\$7,176,252
2028	443624-3	I-75 at SR 326 Interchange Justification	PE	Interchange modifications	\$12,546,000
2028	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$122,388
2028	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$3,638,089
2028	450665-1	SR 40 from SW 80th to SW 52nd	CST	Resurfacing of roadway	\$11,170,365
2028	450948-2	SR 40 from SE 196 Ter Dr to Lake Co.	CST	Resurfacing of roadway	\$9,147,325
2028	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$4,725,000
2028	452634-1	SR 464 from SR 200 to US 301/441	PE	Resurfacing of roadway	\$120,000
2028	452694-1	US 301 from Sumter Co to CR 42	CST	Resurfacing of roadway	\$5,280,159
2028	454214-1	US 301/441 from NW 2nd to NW 20th	CST	Resurfacing of roadway	\$6,542,821
2028	454215-1	US 301 from SE 142nd to US 441	CST	Resurfacing of roadway	\$14,155,800
2028	454939-1	CR 475A Safety Improvements	CST	Paved shoulders	\$1,563,000
2028	454940-1	SE 100th Avenue Safety Improvements	CST	Paved shoulders	\$997,000
Total:					\$77,184,199
Bicycle-Pedestrian Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	454214-1	Bellevue to Greenway Trail (2)	CST	Shared Use Path from SE 52nd Court to US 441/301	\$868,700
Total:					\$868,700
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	438477-1	Ocala International Airport Taxiway	CAP	Taxiway improvements at Ocala International Airport	\$10,000,000
2028	454045-1	Marion County Airport Equipment	CAP	Equipment for Marion County Airport	\$400,000
2028	455964-1	Ocala International Airport Runway	CAP	Runway improvements at Ocala International Airport	\$800,000
Total:					\$11,200,000
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,683,996
2028	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,613,477
Total:					\$6,297,473

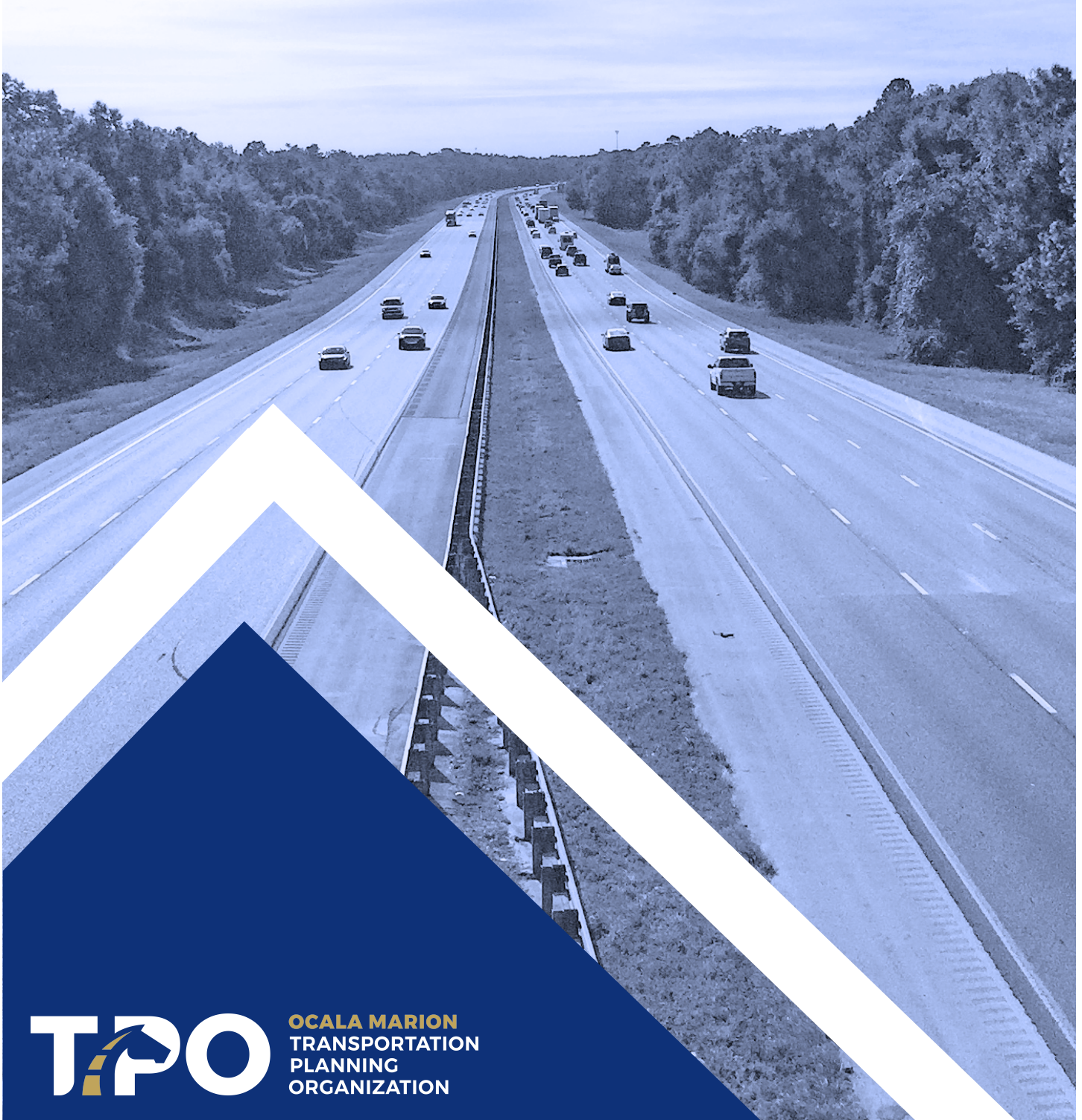
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	451648-1	Ocala Demo Old Buildings	CST	Fixed capital outlay, demo of FDOT old buildings	\$37,500
2028	455943-1	Marion SB Parking Lot	CST	Resurfacing of Rest Area southbound parking lot	\$288,700
2028	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2028	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$971,820
2028	439331-6	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2027/28	\$682,743
2028	455106-1	Marion County TSMCA	MNT	Traffic signals, maintenance	\$494,000
2028	455106-2	City of Ocala TSMCA	MNT	Traffic signals, maintenance	\$504,000
Total:					\$4,978,763
FY 2028 Total:					\$100,529,135
Fiscal Year 2029					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	435209-1	I-75 at NW 49th Street Interchange	ROW	New interchange at NW 49th Street	\$200,000
2029	452074-1	I-75 Improvements from SR 200 to SR 326	ROW	Auxiliary lanes on I-75	\$1,250,000
2029	451440-1	I-75 from SR 40 to SR 318	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$512,117
2029	451440-2	I-75 from SR 200 to S of Flyover	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$630,241
2029	451440-3	I-75 at CR 484 Interchange	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$513,795
2029	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$1,320,245
2029	452634-1	SR 464 from SR 200 to US 301/441	CST, PE	Resurfacing of SR 464	\$3,617,117
Total:					\$8,043,515
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	455964-1	Ocala International Airport Runway	CAP	Runway improvements at Ocala International Airport	\$800,000
Total:					\$800,000
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,734,516
Total:					\$1,734,516
Maintenance-Planning					

Year	FM	Project Name	Phase	Project Description	Programmed
2029	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2029	453951-1	Ocala Operations	MNT	Design, install new FDOT entrance sign	\$9,572
2029	455106-1	Marion County TSMCA	MNT	Traffic signals, maintenance	\$509,000
2029	455106-2	City of Ocala TSMCA	MNT	Traffic signals, maintenance	\$519,000
2029	439331-7	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2028/29	\$682,743
Total:					\$3,720,315
FY 2029 Total:					\$14,298,346
Fiscal Year 2030					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	452074-1	I-75 from SR 200 to SR 326	ROW	Auxiliary lanes on I-75	\$1,150,000
2030	410674-2	SR 40 end of 4 lanes to E of CR 314	CST	Widening of SR 40	\$129,751,356
2030	238648-1	US 41 from SW 110th St to N of SR 40	CST	Widening of US 41	\$112,358,984
Total:					\$243,260,340
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	448575-1	Ocala International Airport ARFF	CAP	ARFF Building at Marion County Airport	\$1,000,000
Total:					\$1,000,000
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,786,552
Total:					\$1,786,552
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	418107-1	Marion County Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2030	439331-7	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2029/30	\$682,743
Total:					\$2,682,743
FY 2030 Total:					\$248,729,635
FY 2026 to 2030 Total:					\$593,348,135

6. APPENDIX

Appendix A: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

March 2025

ACRYONYM	NAME	DESCRIPTION
3C	Continuing, Cooperative and Comprehensive	A Continuing, Cooperative and Comprehensive (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
AADT	Average Annual Daily Traffic	Average daily traffic on a roadway segment for all days of the week during a period of one year expressed in vehicles per day.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BCA	Benefit-Cost Analysis	A benchmark to evaluate and compare expected benefits and costs of a transportation project.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CIP	Capital Improvement Program	The CIP is a multi-year schedule of programmed capital improvement projects, including cost estimates and budgeted by year. CIP documents are typically updates annually by a local government.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
COOP	Continuity of Operations Plan	The COOP outlines guidance to TPO Staff and Board Members to ensure all federal and state required essential functions continue to be performed in the event of an extended interruption of services due to a declared emergency or disaster.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html).
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions

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

ACRYONYM	NAME	DESCRIPTION
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
IIJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
L RTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that serves as the defining vision for the region's transportation systems and services. The L RTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent L RTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariantpo.org/plans-and-programs/long-range-transportation-plan-lrtp/ .

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

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

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

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

Appendix B: Federal Obligations Report

ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	642,707	
SN	306,774	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN	60,549	
TOTAL 410674 2	1,010,030	
TOTAL 410674 2	1,010,030	

ITEM NUMBER:410674 3	PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 6.140MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	173,135	
TOTAL 410674 3	173,135	
TOTAL 410674 3	173,135	

ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND CODE	2024	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN	-7,112	
TOTAL 431798 1	-7,112	
TOTAL 431798 1	-7,112	

ITEM NUMBER:431935 1	PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK
ROADWAY ID:36080000	PROJECT LENGTH: .633MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	-13,350	
TOTAL 431935 1	-13,350	
TOTAL 431935 1	-13,350	

HIGHWAYS
=====

ITEM NUMBER:433651 1
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .741MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-10,667
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT GFSL SA SL SN	-1,223 1,100,000 -10,344 -98,156
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT SL SN	-3,879 1,136,099
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP SA SM SN	199 111,445 44,014 513,298
TOTAL 433651 1	2,780,786
TOTAL 433651 1	2,780,786

ITEM NUMBER:433651 4
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .414MI

NON-SIS
TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	2024
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	250,335
TOTAL 433651 4	250,335
TOTAL 433651 4	250,335

ITEM NUMBER:433652 1
DISTRICT:05
ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE
COUNTY:MARION
PROJECT LENGTH: 1.309MI

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

FUND CODE	2024
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	-40,129
TOTAL 433652 1	-40,129
TOTAL 433652 1	-40,129

HIGHWAYS

=====

ITEM NUMBER:433661 1	PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY)	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
ROADWAY ID:36030000	PROJECT LENGTH: .384MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	25,000	
SL	7,381	
TOTAL 433661 1	32,381	
TOTAL 433661 1	32,381	

ITEM NUMBER:434844 1	PROJECT DESCRIPTION:CR 42 AT SE 182ND	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:36130000	PROJECT LENGTH: .307MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
HSP	297,447	
TOTAL 434844 1	297,447	
TOTAL 434844 1	297,447	

ITEM NUMBER:434844 2	PROJECT DESCRIPTION:CR 42 AT SE 182ND	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	117,533	
TOTAL 434844 2	117,533	
TOTAL 434844 2	117,533	

ITEM NUMBER:435209 1	PROJECT DESCRIPTION:I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:INTERCHANGE (NEW)
ROADWAY ID:36210000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 2
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CM	4,872	
SL	6,006,996	
TOTAL 435209 1	6,011,868	
TOTAL 435209 1	6,011,868	

HIGHWAYS
=====

ITEM NUMBER:435660 2	PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILE RD)	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000	PROJECT LENGTH: .216MI	LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1
FUND CODE	2024	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	1,000	
TOTAL 435660 2	1,000	
TOTAL 435660 2	1,000	

ITEM NUMBER:436755 1	PROJECT DESCRIPTION:INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALL	-1,336	
TOTAL 436755 1	-1,336	
TOTAL 436755 1	-1,336	

ITEM NUMBER:437596 2	PROJECT DESCRIPTION:SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK
ROADWAY ID:36110000	PROJECT LENGTH: 1.406MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-23,179	
TALL	-64,941	
TOTAL 437596 2	-88,120	
TOTAL 437596 2	-88,120	

ITEM NUMBER:438562 1	PROJECT DESCRIPTION:I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:REST AREA
ROADWAY ID:36210000	PROJECT LENGTH: .346MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARL	25,924	
TOTAL 438562 1	25,924	
TOTAL 438562 1	25,924	

ITEM NUMBER:440880 1	PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK
ROADWAY ID:36000173	PROJECT LENGTH: .840MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-781	
TALT	-379	
TOTAL 440880 1	-1,160	
TOTAL 440880 1	-1,160	

ITEM NUMBER:441141 1	PROJECT DESCRIPTION:SR 464 FROM SR 500 (US 27/301) TO SR 35	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36004000	PROJECT LENGTH: 5.878MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	5,059,111	
SA	-234	
SL	34,500	
TOTAL 441141 1	5,093,377	
TOTAL 441141 1	5,093,377	

ITEM NUMBER:443170 1	PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36210000	PROJECT LENGTH: 13.993MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	-990	
TOTAL 443170 1	-990	
TOTAL 443170 1	-990	

ITEM NUMBER:445217 1	PROJECT DESCRIPTION:SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36518000	PROJECT LENGTH: 8.404MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	7,768,485	
SA	-482	
TOTAL 445217 1	7,768,003	
TOTAL 445217 1	7,768,003	

ITEM NUMBER:445687 1	PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36060000	PROJECT LENGTH: .100MI	TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	8,000	
TOTAL 445687 1	8,000	
TOTAL 445687 1	8,000	

ITEM NUMBER:445688 1	PROJECT DESCRIPTION:US 27/US 441 @ CR 42	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36220000	PROJECT LENGTH: .065MI	TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-6,219	
SA	-12,512	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	528,533	
TOTAL 445688 1	509,802	
TOTAL 445688 1	509,802	

ITEM NUMBER:445701 1	PROJECT DESCRIPTION:SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36010000	PROJECT LENGTH: .180MI	TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	19,579	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	12,745	
TOTAL 445701 1	32,324	
TOTAL 445701 1	32,324	

ITEM NUMBER:445800 1	PROJECT DESCRIPTION:E SR 40 @ SR 492	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36080000	PROJECT LENGTH: .116MI	TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	214,093	
TOTAL 445800 1	214,093	
TOTAL 445800 1	214,093	

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

DATE RUN: 10/01/2024

TIME RUN: 15.20.41
MBROBLTP

ITEM NUMBER:450952 1
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM US 441 TO 25TH AVE
COUNTY:MARION
PROJECT LENGTH: 2.356MI

NON-SIS

TYPE OF WORK:PAVEMENT ONLY RESURFACE (FLEX)
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2024

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL

-2,000,000

TOTAL 450952 1

-2,000,000

TOTAL 450952 1

-2,000,000

ITEM NUMBER:451253 1
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE
COUNTY:MARION
PROJECT LENGTH: .100MI

NON-SIS

TYPE OF WORK:SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND
CODE

2024

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

262,500

SA

68,651

TALL

87,500

TOTAL 451253 1

418,651

TOTAL 451253 1

418,651

ITEM NUMBER:452229 3
DISTRICT:05
ROADWAY ID:36070000

PROJECT DESCRIPTION:SWRS - DISTRICTWIDE RUMBLE STRIPES BUNDLE 5C - MARION
COUNTY:MARION
PROJECT LENGTH: 49.514MI

SIS

TYPE OF WORK:SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2024

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

830, 834

TOTAL 452229 3

830, 834

TOTAL 452229 3

830, 834

TOTAL DIST: 05

24,422,600

TOTAL HIGHWAYS

24,422,600

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

PLANNING
=====

ITEM NUMBER:439331 4	PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000
FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	288,845
TOTAL 439331 4	288,845
TOTAL 439331 4	288,845

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

ITEM NUMBER:439331 5	PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000
FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BCC	
PL	246,004
TOTAL 439331 5	246,004
TOTAL 439331 5	246,004
TOTAL DIST: 05	534,849
TOTAL PLANNING	534,849

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

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

MISCELLANEOUS

=====

ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	13,000	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	44,426	
TOTAL 426179 1	57,426	
TOTAL 426179 1	57,426	

ITEM NUMBER:436361 1	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-9,021	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	17,399	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	293,423	
TOTAL 436361 1	301,801	
TOTAL 436361 1	301,801	

ITEM NUMBER:440900 2	PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP	255	
TOTAL 440900 2	255	
TOTAL 440900 2	255	
TOTAL DIST: 05	359,482	
TOTAL MISCELLANEOUS	359,482	

GRAND TOTAL 25,316,931

Appendix C: Transportation Performance Management

Transportation Performance Management

January 2024

OVERVIEW

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

TRANSPORTATION PERFORMANCE MANAGEMENT FRAMEWORK

Federal transportation law requires state DOTs and MPOs to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. TPM uses past performance levels and

forecasted conditions to measure progress toward strategic goals as a means to guide investments.



Three FHWA Performance Measures (PM) rules and two FTA transit rules establish various performance measures to assess highway safety (PM1), bridge and pavement condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The FHWA and FTA Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP).*

Long Range Transportation Plans

The LRTP must:

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

Transportation Improvement Programs

The TIP must:

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

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

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

TIMELINE FOR MPO ACTIONS

PM1

BY FEBRUARY 27 (ANNUALLY)
MPOs must establish safety (PM1) targets for the current calendar year (180 days after FDOT establishes targets).

BY AUGUST 31 (ANNUALLY)
FDOT Safety Office establishes targets for the next calendar year in its Highway Safety Improvement Program (HSIP) annual report to FHWA.

● FDOT
■ MPOs

PM2 & PM3

BY OCTOBER 1, 2024
Mid Performance Period Report due: Includes 2023 performance and progress towards achieving 2023 targets. FDOT may adjust the 2025 targets.

BY MARCH 30, 2025
MPOs may update 2025 targets if FDOT adjusts its 2025 targets.

TIMEFRAME

TRANSIT ASSET MANAGEMENT AND TRANSIT SAFETY

PUBLIC TRANSPORTATION PROVIDERS

TAM

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

Transit Safety

- Update safety targets annually

MPOs

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

TARGET SETTING OPTIONS

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

Support the target established by FDOT or the public transportation provider(s).

The MPO agrees to plan and program projects so that they contribute toward the accomplishment of the state or public transportation provider(s) target.

OR

Establish own target.

The MPO coordinates with FDOT or the public transportation provider(s) regarding the methodology used to develop the target and the proposed target prior to establishing a final target.

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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

PM1: Safety (All Public Roads)



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

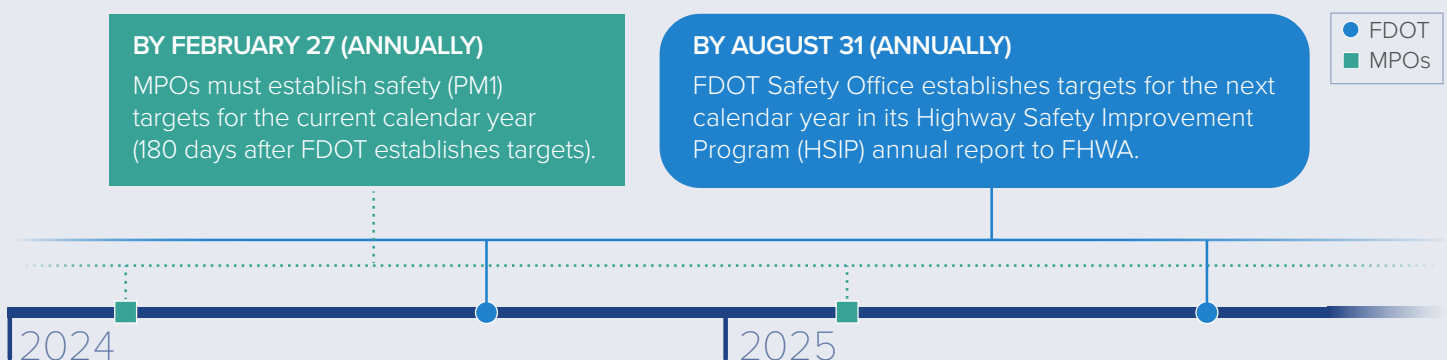
OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

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

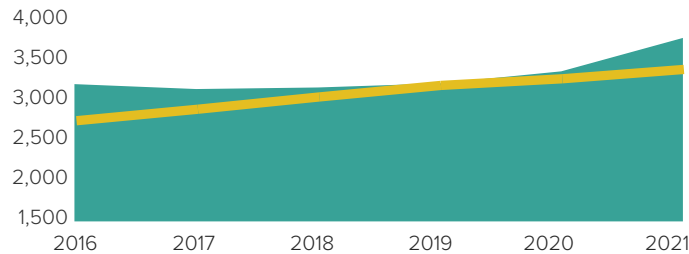
TIMELINE



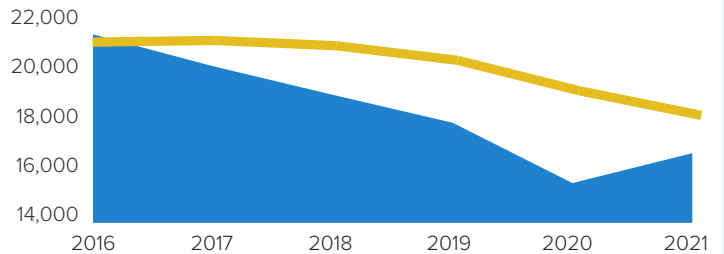
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

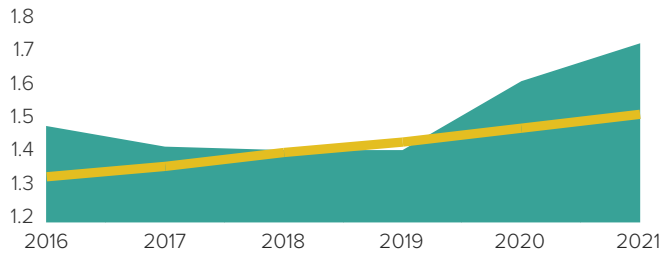
ANNUAL FATALITIES



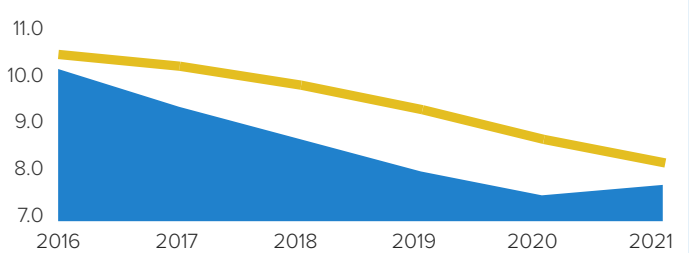
ANNUAL SERIOUS INJURIES



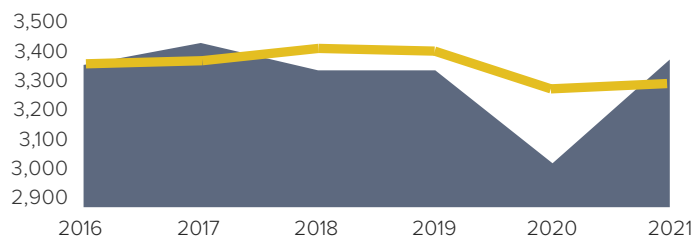
FATALITY RATE (PER HUNDRED MILLION VMT)



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



This is the current data available.

Source: FLHSMV, 2022.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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

PM2: Bridge and Pavement



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PAVEMENT PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

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

POOR CONDITION

Suggests major investment is needed.

TIMELINE

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

BY OCTOBER 1, 2024

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

BY MARCH 30, 2025

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



2024

2025

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

EXISTING STATEWIDE CONDITIONS

NHS Bridges

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

Interstate Pavements

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

Non-Interstate NHS Pavements

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

Source: FDOT and FHWA.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

MINIMUM CONDITIONS

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

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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

PM3: System Performance



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PERFORMANCE MEASURES

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

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

TIMELINE

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



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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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

ASSET MANAGEMENT

Public Transit



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit Asset Categories and TAM Performance Measures

FTA ASSET CATEGORIES	PERFORMANCE MEASURES
EQUIPMENT Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good

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

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

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

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

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

MPOs

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

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

TAM PLAN

Tier I versus Tier II Agencies

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

TIER I

Operates rail

OR

≥ 101 vehicles across all fixed route modes

OR

≥ 101 vehicles in one non-fixed route mode

TIER II

Subrecipient of 5311 funds

OR

American Indian Tribe

OR

≤ 100 vehicles across all fixed route modes

OR

≤ 100 vehicles in one non-fixed route mode

Required Elements of Provider TAM Plans

1. Inventory of Capital Assets

2. Condition Assessment

3. Decision Support Tools

4. Investment Prioritization

**TIERS I
AND II**

5. TAM and SGR Policy

6. Implementation Strategy

7. List of Key Annual Activities

8. Identification of Resources

9. Evaluation Plan

**TIER I
ONLY**

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

A **TIER II** public transportation provider may develop its own plan or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan.

The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2022 that includes collective TAM targets for the participating providers. Participants in FDOT's Group TAM Plan primarily operate in areas of the state that are not served by an MPO.

MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

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

SAFETY

Public Transit



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

Recipients and Sub-recipients of FTA 5307 funds

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

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

Small public transportation providers without rail and with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES	<i>Total number of reportable fatalities and rate per total vehicle revenue miles by mode.</i>
INJURIES	<i>Total number of reportable injuries and rate per total vehicle revenue miles by mode.</i>
SAFETY EVENTS	<i>Total number of reportable events and rate per total vehicle revenue miles by mode.</i>
SYSTEM RELIABILITY	<i>Mean distance between major mechanical failures by mode.</i>

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

- Update safety targets annually

MPOs

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

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

RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

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

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

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

REQUIREMENTS

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

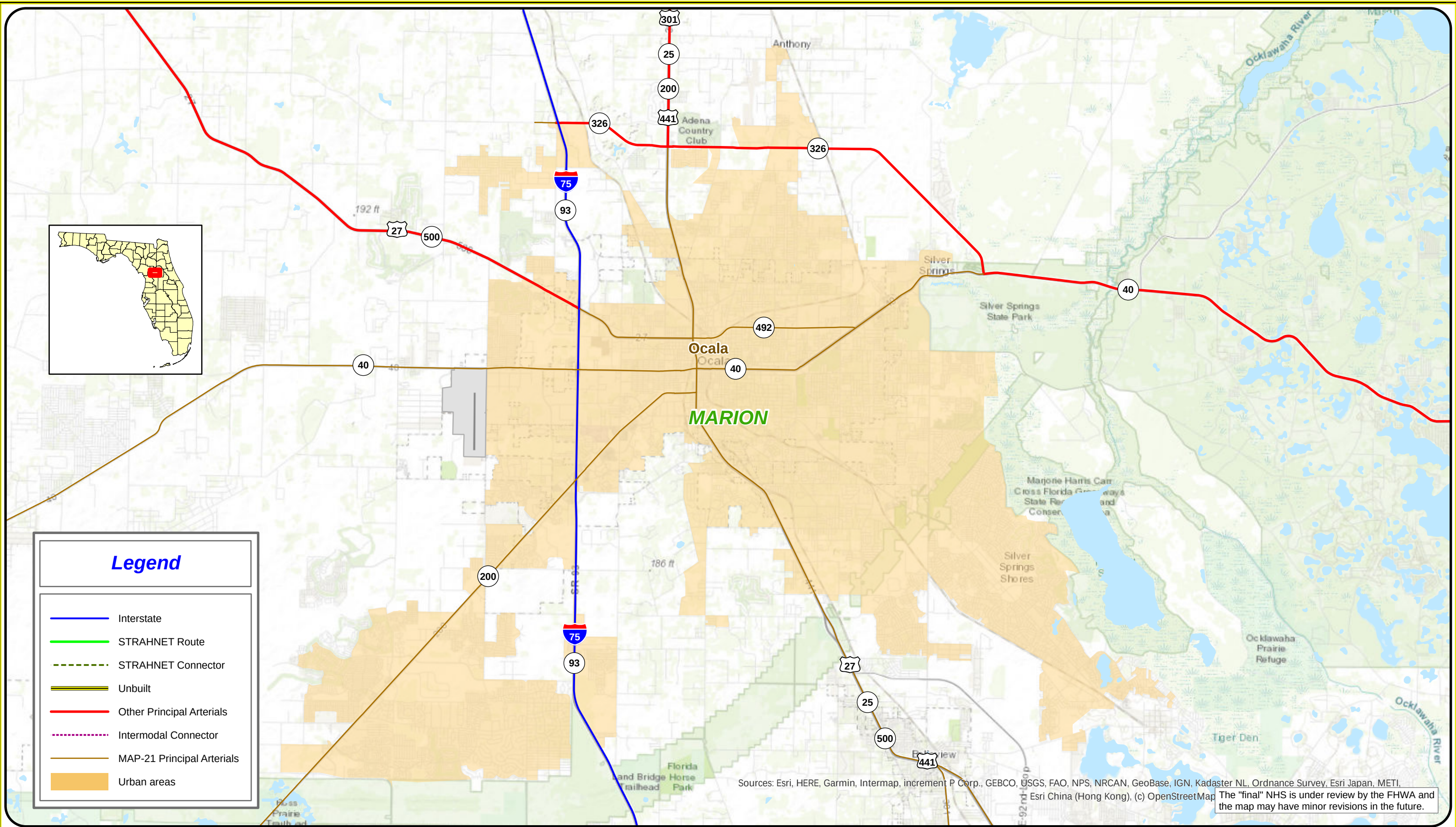
- » Public transportation providers that annually draft and certify a PTASP and transit safety targets must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » MPOs are not required to establish transit safety targets annually each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

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

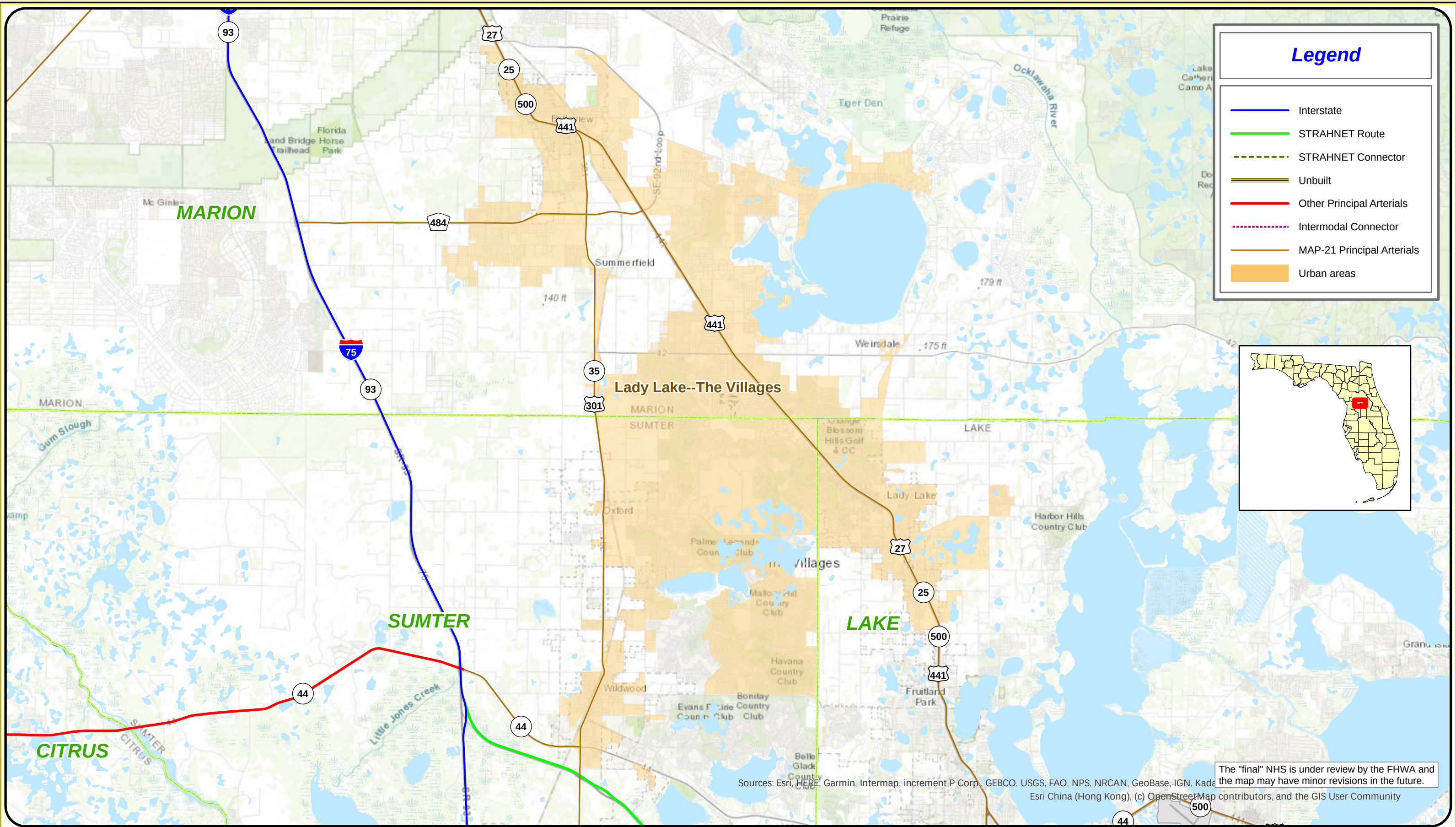
Florida Department of Transportation | Regina.Colson@dot.state.fl.us | (850) 414-5271

Appendix D: National Highway System (NHS) and Strategic Intermodal System (SIS)



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

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

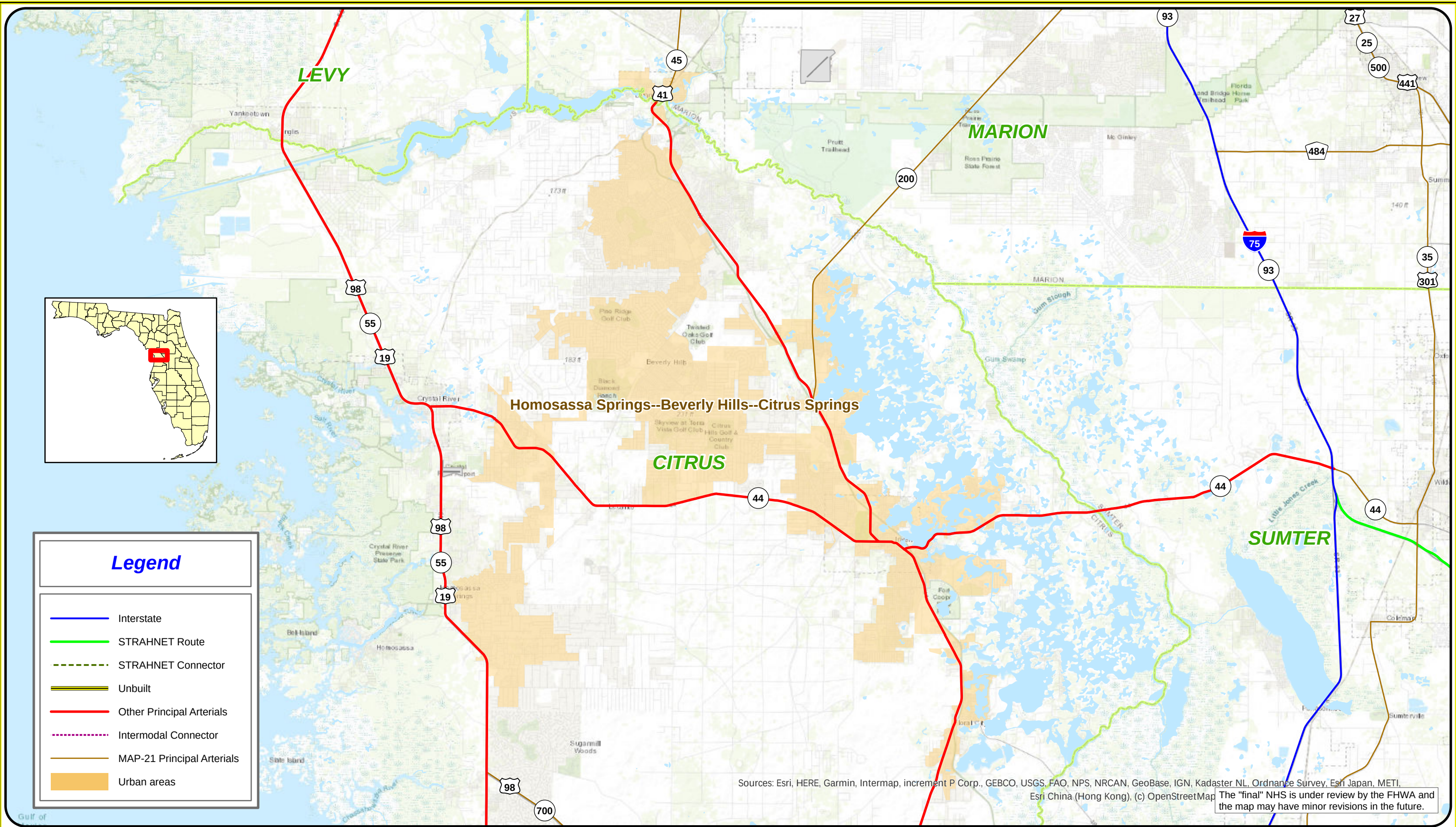


Legend

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

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

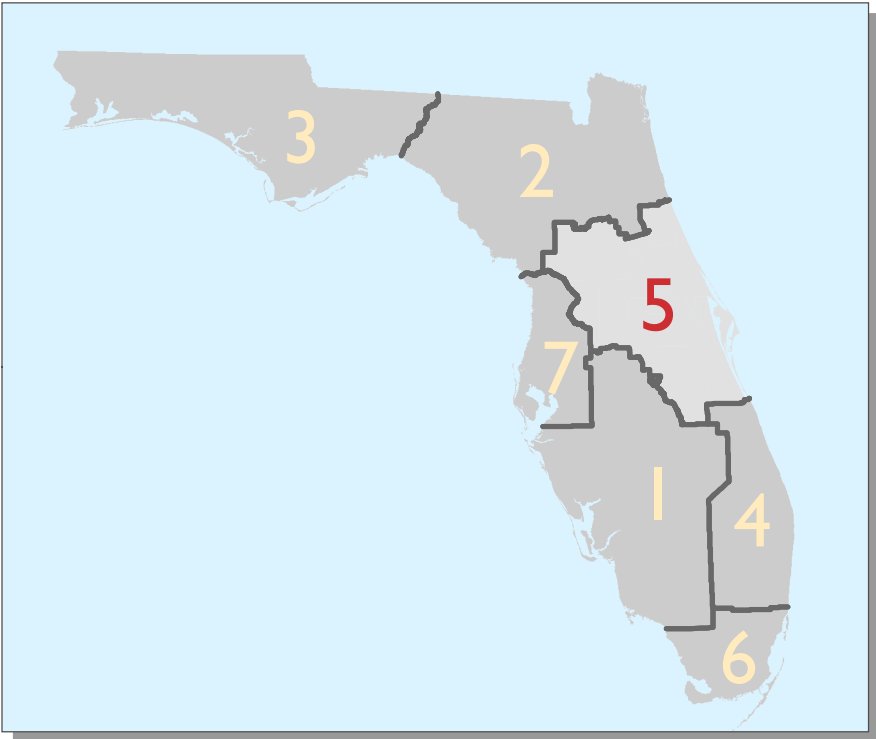
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.



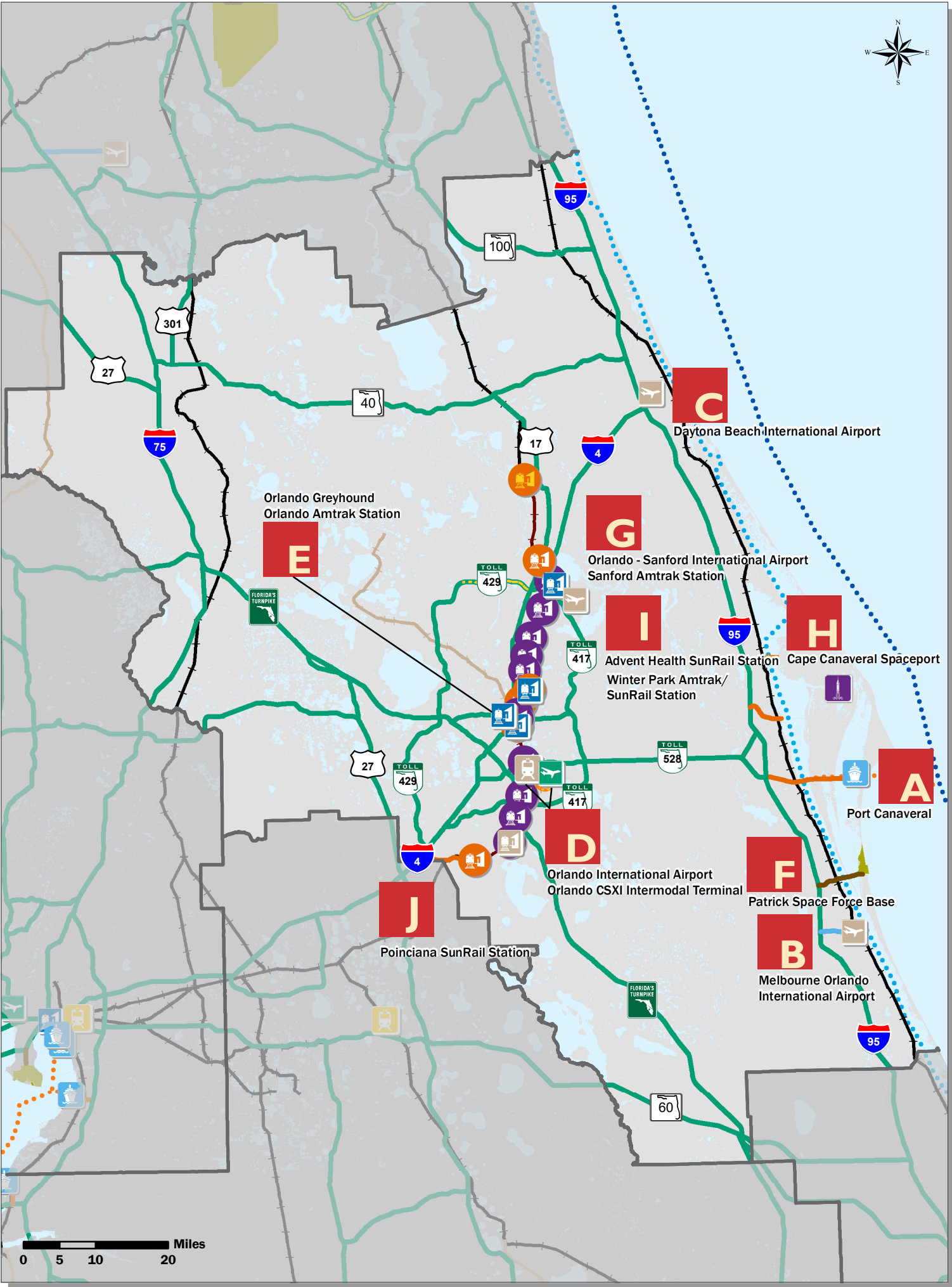
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap

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

DISTRICT 5 overview



Designated SIS and Strategic Growth Facilities						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	1	3	-	-	-	-
Spaceports	1					
Seaports	1	-	-	-	-	-
Freight Terminals	-	1	-	-	-	-
Passenger Terminals	4	1	-	-	-	-
UFG Hubs / Stations	6 / 11	-	-	-	-	1 / 0
Rail Miles	301	54	2	3	-	6
Urban Fixed Guideway	52	-	-	-	-	12
Highway Miles (Centerline)	796	-	38	17	6	13
Highway Miles (Lane)	3803	-	140	72	26	11
Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included						



SISatlas

Airports and Spaceports

SIS Airport

Strategic Growth Airport

SIS Spaceport

Seaports

SIS Seaport

Freight Rail Terminals

Strategic Growth Freight Rail Terminal

Passenger Terminals

SIS Passenger Terminal

Strategic Growth Passenger Terminal

UFG Transit Terminals

SIS Urban Fixed Guideway Hub

Future SIS Urban Fixed Guideway Hub

SIS Urban Fixed Guideway Station

Highway

SIS Highway Corridor

Future SIS Highway Corridor

SIS Highway Connector

Strategic Growth Highway Connector

Military Access Facility

Rail

SIS Railway Corridor

Strategic Growth Railway Corridor

SIS Railway Connector

Urban Fixed Guideway (UFG)

SIS Urban Fixed Guideway Corridor

Waterways

SIS Waterway

SIS Waterway Connector

SIS Waterway Shipping Lane

Connector Map Insets

A

Florida Department of Transportation
Strategic Intermodal System

Appendix E: Public and Partner Notices



NEWS RELEASE

FOR IMMEDIATE RELEASE
MAY 6, 2025

The Ocala-Marion Transportation Planning Organization (TPO) Draft Fiscal Years 2026 to 2030 Transportation Improvement Program (TIP) is available for public review and comment

The Transportation Improvement Program (TIP) is a five-year schedule of funded transportation improvements throughout Marion County. The TIP document includes the anticipated timing and cost of transportation projects funded with federal, state and local sources. TIP projects include: roadway and interchange construction, traffic operations, roadway widening, resurfacing, bicycle-pedestrian, transit funding and aviation.

The **Draft TIP for Fiscal Years 2026 to 2030** is available by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.

Please send feedback by email to: OcalaMarionTPO@marionfl.org; or contact Rob Balmes, TPO Director at: 352-438-2630, rob.balmes@marionfl.org. The comment period closes on **June 13, 2025**.

#

The Ocala Marion Transportation Planning Organization is a federally-mandated public agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County.

The Draft TIP for Fiscal Years 2026 to 2030 is now available for public review – Transportation Planning Organization

Draft Transportation Improvement Program (TIP)

Fiscal Years 2026 to 2030

Public Review:
May 6 to June 13, 2025



TPO OCALA-MARION
TRANSPORTATION
PLANNING
ORGANIZATION

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

Ocala-Marion Transportation Planning Organization
2710 East Silver Springs Boulevard, Ocala, FL 34470
352-438-2630
Website: [OcalaMariontpo.org](http://ocalamariontpo.org)

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Your Source

Public Notices

for the latest...

Fictitious Business

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of DeSimone Real Estate Services located at 805 S Magnolia Ave, Suite C in the County of Marion in the City of Ocala, FL 34471, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida. Dated at Ocala, Florida, this 9th, day of January, 2025. Owner, Dale W DeSimone May 6 2025 LSAR0290598

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of ADMIRAL FURNITURE located at 707 SW 20TH STREET in the County of Marion in the City of OCALA, FL 32617, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida. Dated at OCALA, Florida, this 28th, day of April, 2025. Owner, PAVCO FURNITURE, LLC May 6 2025 LSAR0287209

Fictitious Business

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of CUSHION CONCEPTS located at 707 SW 20TH STREET in the County of Marion in the City of OCALA, FL 34471, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida. Dated at OCALA, Florida, this 28th, day of April, 2025. Owner, PAVCO FURNITURE, LLC May 6 2025 LSAR0287211

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of SUNDRELLA OUTDOOR FURNISHINGS located at 707 SW 20TH STREET in the County of Marion in the City of OCALA, FL 34471, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida. Dated at OCALA, Florida, this 28th, day of April, 2025. Owner, PAVCO FURNITURE, LLC May 6 2025 LSAR0287210

Foreclosure/Sheriff Sales

IN THE CIRCUIT COURT OF THE SEVENTEENTH JUDICIAL CIRCUIT IN AND FOR MARION COUNTY, FLORIDA CIVIL ACTION CASE NO. 23-CA-002108

NATIONSTAR MORTGAGE, LLC, Plaintiff, vs. SPENCER C. TARICIC; MELISSA A. TARICIC; CRESTWOOD NORTH VILLAGE HOMEOWNERS ASSOCIATION OF OCALA, INC.; STATE OF FLORIDA; MARION COUNTY CLERK OF THE CIRCUIT COURT; UNKNOWN TENANT #1; UNKNOWN TENANT #2; ALL OTHER UNKNOWN PARTIES CLAIMING INTERESTS BY, THROUGH, UNDER, AND AGAINST THE HEREIN NAMED DEFENDANT(S) WHO ARE NOT KNOWN TO BE DEAD OR ALIVE, WHETHER SAME UNKNOWN PARTIES MAY CLAIM AN INTEREST AS SPOUSES, HEIRS, DEVISEES, GRANTEE, OR OTHER CLAIMANTS Defendant(s).

NOTICE OF FORECLOSURE SALE

NOTICE IS HEREBY GIVEN that pursuant to an Order Resetting Foreclosure Sale entered on March 10, 2025 of the Circuit Court of the Fifth Judicial Circuit in and for Marion County, Florida, the style of which is indicated above, Gregory C. Harrell, the Clerk of Court will on JUNE 5, 2025 at 11:00 a.m. at www.marion.realforeclose.com offer for sale and sell at public outcry to the highest and best bidder for cash, the following described property situated in Marion, Florida, LOT 3, BLOCK F, CRESTWOOD UNIT NO. 1, A SUBDIVISION ACCORDING TO THE PLAT THEREOF OF RECORDED AT PLAT BOOK 6, PAGE 115, IN THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA. Property Address: 3802 SE 15th Street, Ocala, FL 34471 Any person claiming an interest in the surplus from the sale, if any, other than the property owner as of the date of the Lis Pendens must file a claim before the clerk reports the surplus as unclaimed.

Dated: April 30, 2025

/s/ Audrey J. Dixon
Audrey J. Dixon, Esq.
Florida Bar No. 39288
MCMICHAEL TAYLOR GRAY, LLC
3550 Engineering Drive, Suite 260
Peachtree Corners, GA 30092
Phone: (404)474-7149
E-Mail: adixon@mtglaw.com
E-Service: servicef@mtglaw.com
11285824

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT IN AND FOR MARION COUNTY, FLORIDA

CASE NO. 25CA278
DIVISION:
CLAUDE PLACIDE, Plaintiff, v. GINA EMMANUEL, Defendants.

NOTICE OF ACTION
TO: GINA EMMANUEL
480 NE 111th ST
MIAMI, FL 33161
YOU ARE NOTIFIED that an action to quiet title on the following property in Marion County, Florida: THE FOLLOWING DESCRIBED LAND, SITUATE, LYING, AND BEING IN MARION COUNTY, FLORIDA, TO WIT: SEC 07 TWP 16 RGE 23 SILVER SPRINGS SHORES UNIT 17 BLK 289 LOT 25 PLAT BOOK J PAGE 138, has been filed against you and that you are required to serve a copy of your written defenses, if any, to it on The Law Office of C.W. Wickersham,

Foreclosure/Sheriff Sales

Jr., P.A., Plaintiff's attorney, at 2720 Park Street, Suite 205, Jacksonville, Florida, 32205, Phone Number: (904) 389-6202, not less than 28 days of the first date of publication of this Notice, and file the original with the Clerk of this Court, at 110 NW 1ST Ave #1, Ocala, Florida 34471 before service on Plaintiff or immediately thereafter. If you fail to do so, a Default may be entered against you for the relief demanded in the Complaint. DATED this 7TH day of APRIL 2025. Clerk of the Circuit Court By: H.BIBB As Deputy Clerk H.BIBB April 22, 29, May 6, 13 2025 LSAR0281174

Govt Public Notices

AMENDED PUBLIC NOTICE
Advertisement of Availability of Coronavirus Funding of \$200,000, Substantial Amendment to the CDBG 2019-2023 Five-Year Consolidated Plan, Substantial Amendment to the 2019-2020 Annual Action Plan
Changing the Public Hearing Date From May 6, 2025, to May 20, 2025

Funding Availability
Substantial Amendment
2019-2020 Annual Action Plan
Citizen Participation Plan

The City of Ocala Community Development Services is proposing to amend both the 2019-2023 Consolidated Plan and the 2019 Annual Action Plan and for use of the Community Development Block Grant (CDBG) funds. In accordance with 24 CFR 91.05(c) (2) and subpart B of the federal regulations relative to citizen participation for Community Development Services Programs; and applicable waivers made available to those requirements through the Coronavirus Aid, Relief, and Economic Security Act CARES Act. This is a Substantial amendment because the City is re-allocating funds from previously approved CDBG activities. The City originally received an allocation of CDBG-CV funds and amended its HUD Five Year Consolidated Plan 2019-2023 and Annual Action Plan Fiscal Year 2019-2020 to receive additional CDBG funding made available to the City of Ocala by HUD through the CARES Act and to enable the City of Ocala to administer \$422,871 in CDBG funding from the U.S. Department of Housing and Urban Development (HUD). The above funds were allocated to support the activities below that was designed to focus the City's COVID-19 relief and recovery activities:

- Microenterprises
- Education Programs targeted to students from LMI families who may have fallen behind in their education as a result of the pandemic due to absenteeism, inadequate internet access, or other lack of other support for remote learning.
- Public Services, Meals on Wheels
- Broadband infrastructure projects to expand high speed internet access to LMI communities.

The City of Ocala is proposing to re-allocate \$200,000 from its Microenterprises strategy to a rental assistance strategy to better address the needs of the community. The proposed Annual Action Plan and amendments to the Consolidated Plan and Annual Action Plan can be viewed at https://www.ocalafl.org/government/city-departments-o-h/community-development-services/community-programs Public Comment Period and Process: This Consolidated Plan and Annual Action Plan amendment is available for public review and comment period from April 11, 2025, to May 20, 2025. Citizens who wish to submit written comments during the public review and comment period may mail them via United States Postal Services (USPS), postmarked no later than May 20, 2025, to the following address:

City of Ocala
Attention: James Haynes
Director, Community Development
201 SE 3rd Street, 2nd Floor
Ocala, FL 34470

You may also email comments no later than May 20, 2025, to jhaynes@ocalafl.gov. Public Hearing: There will be a public hearing during the City's regularly scheduled City Council Meeting held Tuesday May 20, 2025, at 4:00 pm at City Hall, 110 SE Watula Ave, Ocala FL 34471. Anyone needing special accommodations for either meeting should contact Natalia Cox at ncox@ocalafl.gov or (352) 629-8322. 11289110

Notice To Creditors

IN THE FIFTH JUDICIAL CIRCUIT COURT IN AND FOR MARION COUNTY, FLORIDA PROBATE DIVISION File No.: 42-2023-CP-1121 IN RE: ESTATE OF BARRINGTON ANTHONY QUALLO Deceased.

NOTICE TO CREDITORS
The administration of the estate of BARRINGTON ANTHONY QUALLO, deceased, whose date of death was August 30, 2024, is pending in the Circuit Court for Marion County, Florida, Probate Division, the address of which is 110 NW 1ST AVENUE OCALA, FL 34470. The names and addresses of the personal representative and the personal representative's attorney are set forth below.

All creditors of the decedent and other persons having claims or demands against decedent's estate on whom a copy of this notice is required to be served must file their claims with this court ON OR BEFORE THE LATER OF 3 MONTHS AFTER THE TIME OF THE FIRST PUBLICATION OF THIS NOTICE OR 30 DAYS AFTER THE DATE OF SERVICE OF A COPY OF THIS NOTICE ON THEM.

The personal representative has no duty to discover whether any property held at the time of the decedent's death by the decedent or the decedent's surviving spouse is property to which the Florida Uniform Disposition of Community Property Rights at Death Act as described in ss. 732.216-732.228, Florida Statutes, applies, or may apply, unless a written demand is made by a creditor as specified under s. 732.2211, Florida Statutes.

All other creditors of the decedent and other persons having claims or demands against decedent's estate must file their claims with this court WITHIN 3 MONTHS AFTER THE DATE OF THE FIRST PUBLICATION OF THIS NOTICE. ALL CLAIMS NOT FILED WITHIN THE TIME PERIODS SET FORTH IN FLORIDA STATUTES SECTION 733.702 WILL BE FOREVER BARRED. NOTWITHSTANDING THE TIME PERIODS SET FORTH ABOVE, ANY CLAIM FILED TWO (2) YEARS OR MORE AFTER THE DECEDENT'S DATE OF DEATH IS BARRED. The date of first publication of this notice is May 6th, 2025. Respectfully submitted,

Personal Representative:
Beverly Quallo

FULL FOCUS LAW
By: /s/ Christian A. Straile
Christian A. Straile
Florida Bar No. 0690317
PO Box 5355
Gainesville, Florida 32627
Tel. (352)371-9141
Fax (352)371-9142
CAstraile@FullFocusLaw.com
EService@FullFocusLaw.com
skielmann@FullFocusLaw.com
Attorney for Petitioner
#1280062

Public Notices

The Ocala-Marion Transportation Planning Organization (TPO) Draft Fiscal Years 2026 to 2030 Transportation Improvement Program (TIP) is available for public review and comment. The Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout Marion County. The TIP document includes the anticipated timing and cost of transportation projects funded by federal, state and local sources. TIP projects include: roadway and interchange construction, traffic operations, roadway widening, resurfacing, bicycle-pedestrian, transit funding and aviation. The Draft TIP for Fiscal Years 2026 to 2030 is available by accessing the TPO website at: ocalamariontpo.org. Please send feedback by email to: OcalaMarionTPO@marionfl.org; or contact Rob Balmes, TPO Director at: 352-438-2630, rob.balmes@marionfl.org. The comment period closes on June 13, 2025.

Public Sale

Notice of Self Storage Sale
Notice is hereby given that FreeUp Storage Ocala located at 9161 NE Jacksonville Rd, Anthony, FL 32617 intends to offer for sale the personal property of the Occupants described below to enforce a lien imposed under the Self Storage Facility Act Statutes 83.801-83.809. The auction will take place online at www.storageauctions.com on Wednesday May 21, 2025 at 12:00 pm. Unless stated otherwise the description of the contents are household goods, furnishings and garage essentials. This sale may be withdrawn at any time without notice. G163 Rocco Gaudious May 6, 13 2025 LSAR0282962

SELL IT BUY IT FIND IT

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Place your classified ad today.

The World's Lightest Wheelchair



For those of us who've found daily activities becoming more challenging, there's a remarkable breakthrough in mobility that's changing lives. This ultra-lightweight wheelchair is nothing like the bulky and heavy models of yesterday weighing over 35lbs! - imagine gliding effortlessly through your garden again, joining your family at the park, or meeting friends for coffee, all without worry of fatigue or dependency. Why not take that first step toward renewed freedom? Your next chapter of independence is here.

Throughout the ages, there have been significant advancements in mobility aids. From canes to walkers, rollators, and scooters,

these devices were created to help those with mobility issues maintain their independence. However, there haven't been any truly revolutionary new products in this field until now. Until now, that is, because a team of engineers has developed something that's set to change the game. They've created the world's lightest wheelchair, weighing only 13.5 lbs, a personal mobility solution that's been called a game-changer. It's called the **Featherweight Wheelchair**, and there is nothing out there quite like it.

The first thing you'll notice about the **Featherweight Wheelchair** is how light it is! This is the world's lightest wheelchair at 13.5lbs, making it possible for anyone to lift into a vehicle. It's modern design and custom color options make it very lightweight, durable, and great to look at.

Why take our word for it? Call now, and **receive \$50 Off** when you purchase a **Matte Black Featherweight Wheelchair! Only \$599!** Mention CODE 50FEATHER to start your journey towards effortless mobility.



Only 13.5 lbs!



Jennifer F. us
Verified Buyer

01/09/25

★★★★★ Lightweight wheelchair

It's so light weight that it's no problem to lift in and out of the back of my car. It's also easy to set up and collapse down. It is very compact and the wheels come off for compact packing alongside luggage or groceries etc. My Mom finds it very comfortable to ride in as well and enjoys the look. We both love it.

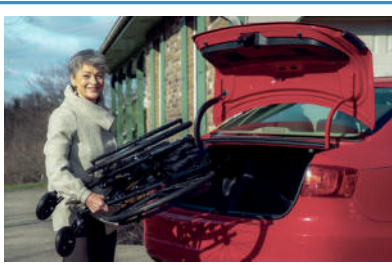
1800
WHEELCHAIR.COM
Since 1997

855-520-6122

*13.5 lbs. with the rear wheels removed. Overall weight, with rear wheels, is 19 lbs.



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Appendix F: Partner Agency Comments

FY 2026 TO 2030 TIP PARTNER AGENCY COMMENTS

The following list summarizes comments received from partner agencies during the public comment period from May 6 to June 13, 2025.

Florida Department of Transportation (FDOT)

- See checklist on next page

East Central Florida Regional Planning Council

- In Figure 1, there seems to be elements on the map that are not reflected in the legend.
- I believe the descriptions in each project could be more descriptive. For example, when stating operational improvements, what do these look like?
- Commitment to Vision Zero is mentioned but not exemplified in these projects. When applicable, perhaps describing how each project contributes to Vision Zero could be beneficial.
- I enjoyed exploring the interactive WebApp and think this will be useful in conveying information.



TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

MPO: **Ocala Marion**

LRTP Submittal Date:

Review #: **1**Date of Review: **6/9/2025**Reviewed By: **Kia Powell**

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

Comments should be categorized as:

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

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

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

If a question is categorized as Editorial, Enhancement, or Critical, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

TIP Formatting and Content

- Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption? Address can be listed on the subsequent pages as needed. **Yes** | If yes, page number: **1**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the Table of Contents show the title of each section with the correct page number? **Yes** | If yes, page number: **4**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.
Not Applicable | If yes, page number: **2**
[Editorial](#) | [Draft TIP](#)

- Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms? **Yes** | If yes, page number: **98**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53] **Yes** | If yes, page number: **5**
[Choose an item.](#) | [Click here to enter comments](#)
- Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)] **Yes** | If yes, page number: **5**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP demonstrate sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, and identify any innovative financing techniques by comparing revenues and costs for each year? It is recommended that the TIP include a table(s) that compares funding sources and amounts, by year, to total project costs. [23 CFR 450.326(k)]; [23 CFR 450.326(j)]; [s. 339.175(8)(c)(3) FS] **Yes** | If yes, page number: **27-32**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP describe the project selection process and state that it is consistent with federal requirements in 23 CFR 450.332(b) and 23 CFR. 450.332(c) for non-TMA MPOs? **Yes** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP identify the MPO's criteria and process for prioritizing projects from the LRTP (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 CFR 450.326(n)(1)] **Yes** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP describe how projects are consistent with the MPO's LRTP and, to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#). **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS] **Yes** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 CFR 450.334]; [s. 339.175(8)(h), FS] **Yes** | If yes, page number: **108**
[Choose an item.](#) | [Click here to enter comments](#)
- Was the TIP developed with input from the public? [23 CFR 450.316]; [23 CFR 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.) **Yes** | If yes, page number: **8**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification. **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. [s. 339.175(6)(c)(1), FS] **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS and 41-2.009(2) FAC] **Yes** | If yes, page number: **10**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss how once implemented, the MPO will make progress toward achieving the performance targets for:
 - ✓ Safety performance measures
 - ✓ System performance measures
 - ✓ Bridge performance measures
 - ✓ Pavement performance measures
 - ✓ State asset management plan, including risk to off-system facilities during emergency events (if applicable)
 - ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)] **Yes** | If yes, page number: **13-19**
[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:
 - ✓ Safety performance measures
 - ✓ System performance measures
 - ✓ Bridge performance measures
 - ✓ Pavement performance measures
 - ✓ State asset management plan
 - ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)] **Yes** | If yes, page number: **13-19**

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

- Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#). **Yes** | If yes, page number: **20**

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

- Does the TIP contain projects listed in FDOT's [23 CFR Part 667 Report](#)? If so, does the MPO reference the report in the TIP for that project? **No** | If yes, page number: **xx**

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

Detail Project Listing for Five Fiscal Years

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

Yes | If yes, page number: **109-118**

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

TIP Review

- What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments. **Yes** | **5/6/2025**

Appendix G: Changes from Prior Transportation Improvement Program (TIP)

MAJOR CHANGES FROM PRIOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The following list summarizes major projects that were programmed in the previous Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP) and their respective status toward implementation. This includes projects advanced; completed/underway; construction; deleted; or deferred.

Project Status from Prior Transportation Improvement Program (TIP) Advanced, Completed/Underway, Construction, Deleted, Deferred			
Project Number/FM	Project Description	Project Status	FY 25-29 TIP Funding
4106744	SR 40 from 314A to Levy Hammock Road	ENV Completed/Underway	\$65,000
4336514	CR 484 from SW 20th Avenue to CR 475A, Landscaping	Construction Phase	\$250,335
4367561	Downtown Ocala Trail to Silver Springs State Park	PE Completed/Underway	\$253,001
4352092	NW 49th Street from NW 70th to NW 44th Avenue	Construction Phase	\$3,424,000
4378261	I-75 Marion County Rest Areas, Landscaping	Construction Phase	\$488,301
4352091	I-75 (SR 93) at NW 49th Street new interchange	Construction Phase	\$121,279,072
4384271	Marion Airfield Pavement Improvements	Construction Phase	\$2,500,000
4407801	Marion-Ocala International Pavement Rehabilitation	Construction Phase	\$1,250,000
4452181	SR 25 (US 441) from Avenue I to Alachua County, Resurfacing	Construction Phase	\$8,036,954
4486351	SR 25 (US 441) from North of CR 25A to Avenue I, Resurfacing	Construction Phase	\$7,943,273
4485261	SR 45/US 41 from Citrus County to SW 110th, Resurfacing	Construction Phase	\$5,142,526
2386481	SR 45 (US 41) from SW 110th Street to north of SR 40	Deferred FY 28/29 to 29/30	\$108,363,022
4384771	Marion-Ocala International Taxiway Improvements	Deferred FY 25/26 to 26/27	\$6,500,000
4485751	Marion-Ocala International Airport Rescue and Firefighting ARFF	Deferred FY 26/27 to 29/30	\$1,000,000
4506651	SR 40 from SW 80th Avenue to SW 52nd Avenue, Resurfacing	Deferred FY 25/26 to 27/28	\$8,637,342
4514401	SR 93/I-75 from SR 40 to SR 318 interchanges, Landscaping	Deferred FY 27/28 to 28/29	\$510,307
4514402	SR 93/I-75 from SR 200 to south of Flyover, Landscaping	Deferred FY 27/28 to 28/29	\$637,884
4514403	SR 93/I-75 at County Road 484 Interchange, Landscaping	Deferred FY 27/28 to 28/29	\$511,979
4526341	SR 464 from SR 200 to SR 25/500 (Pine Avenue), Resurfacing	Deferred FY 26/27 to 28/29	\$3,619,177

(continued on next page)

Project Number/FM	Project Description	Project Status	FY 25-29 TIP Funding
4526941	SR 35 (US 301) from Sumter County Line to CR 42, Resurfacing	Deferred FY 26/27 to 27/28	\$5,168,316
4492611	SW 60th Avenue from SW 54th Street to SECO, Intersection	Deleted	\$199,243
4521862	US 301 (US 27/US 441) GAP EV Charging Phase II	Deleted	\$2,400,000
4523642	I-75 (SR 93) GAP EV Phase I	Deleted	\$3,960,000

Also summarized as follows are major projects programmed in the prior FY 2025-2029 TIP and respective project schedule and/or funding changes in comparison to the FY 2026-2030 TIP.

Major Project Funding Changes Prior FY 25-29 TIP to Current 26-30 TIP			
Project Number/FM	Project Description	Project Schedule Changes	*Change in Programmed Funding
2386481	SR 45 (US 41) from SW 110th Street to north of SR 40	Deferred CST FY 28/29 to 29/30	\$3,995,962
4106743	SR 40 from East of CR 314 to East of CR 314A	None	\$7,261,443
4336601	US 441 at SR 464 Intersection	None	\$145,089
4352091	I-75 (SR 93) at NW 49th Street new interchange	ROW, DSB Programmed FY 2026-2029	(\$99,960,862)
4354842	Pruitt Trail from SR 200 to Pruitt Trailhead	None	\$954,633
4392382	SR 25/500/US 441 from SE 102nd to SR 200, Sidewalks/Path	None	\$648,596
4494431	NE 8th Avenue from SR 40 to SR 492, Roundabouts	None	\$769,669
4506651	SR 40 from SW 80th Avenue to SW 52nd Avenue, Resurfacing	CST Deferred FY 25/26 to 27/28	\$2,533,023
4509481	SR 40 from NE 64th Avenue to Lake County Line	Project limits changed	---
4509511	SR 40 from 25th Avenue to 64th Avenue, Resurfacing	None	\$86,897
4509521	SR 40 from US 441 to 25th Avenue, Resurfacing	None	(\$148,214)
4526361	SR 40 from US 41 to South of SW 119th Avenue	None	\$3,516,622
4526941	SR 35 (US 301) from Sumter County to N of SE 42, Resurfacing	Deferred FY 26/27 to 27/28	\$483,093
4520721	I-75 at SR 326 Interchange Improvements	DSB Programmed FY 2026-2028	(\$17,093,465)
4520741	I-75 Improvements from SR 200 to SR 326	PE, ROW Programmed FY 2026-2030	(\$84,111,382)
4526341	SR 464 from SR 200 to SR 25/500 (Pine Avenue), Resurfacing	CST Deferred FY 26/27 to 28/29	\$117,940

*Projects programmed in prior TIP documents are also part of the annual Roll Forward TIP amendment process. Funding for projects may be rolled forward from the prior TIP to the current TIP annually by October.

Appendix H: List of TIP Projects in the 2045 Long Range Transportation Plan (LRTP)

FIGURE 7.2: 2021-2025 PROJECTS

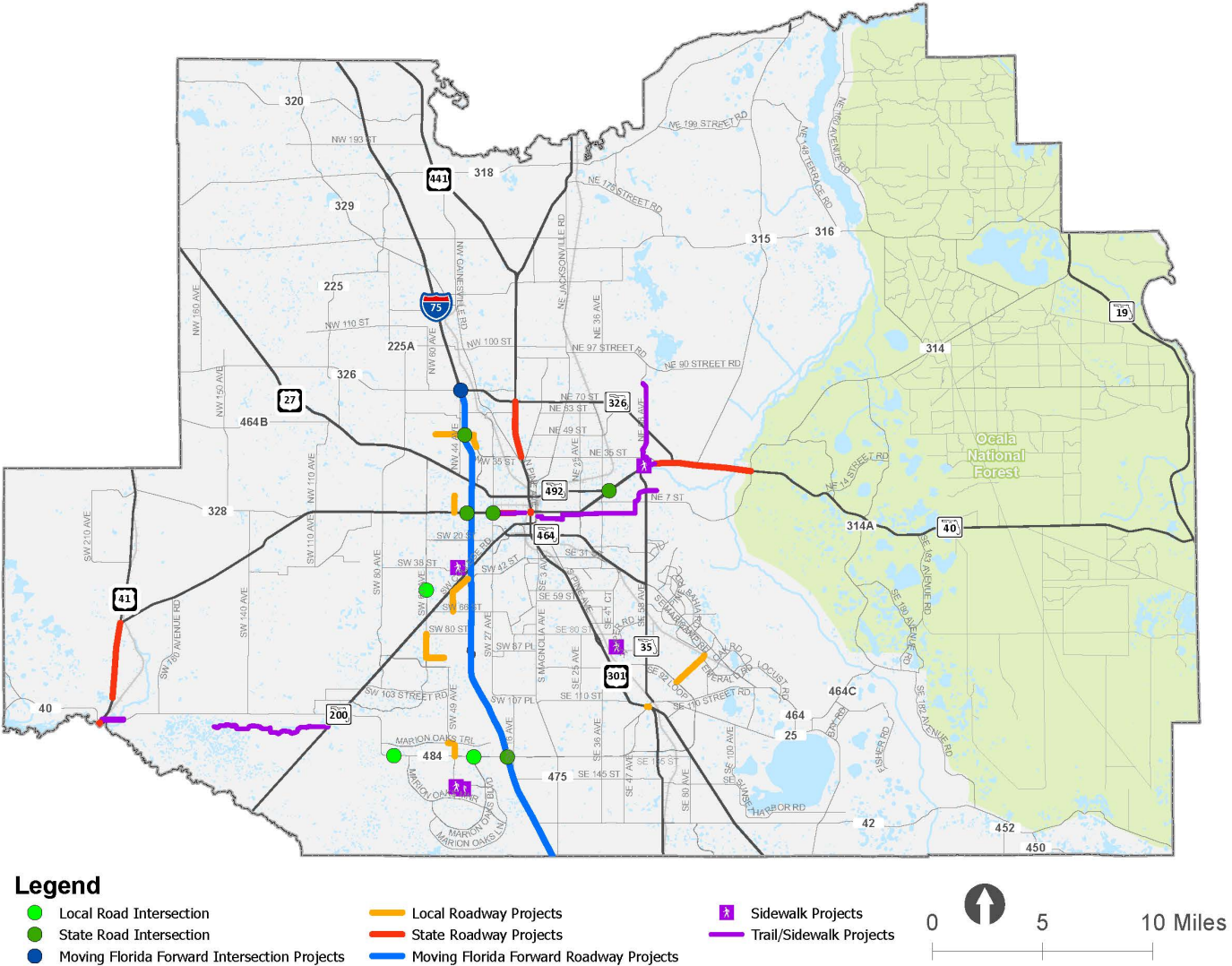


TABLE 7.2: 2021-2025 PROJECTS

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

FIGURE 7.3: 2026-2030 PROJECTS

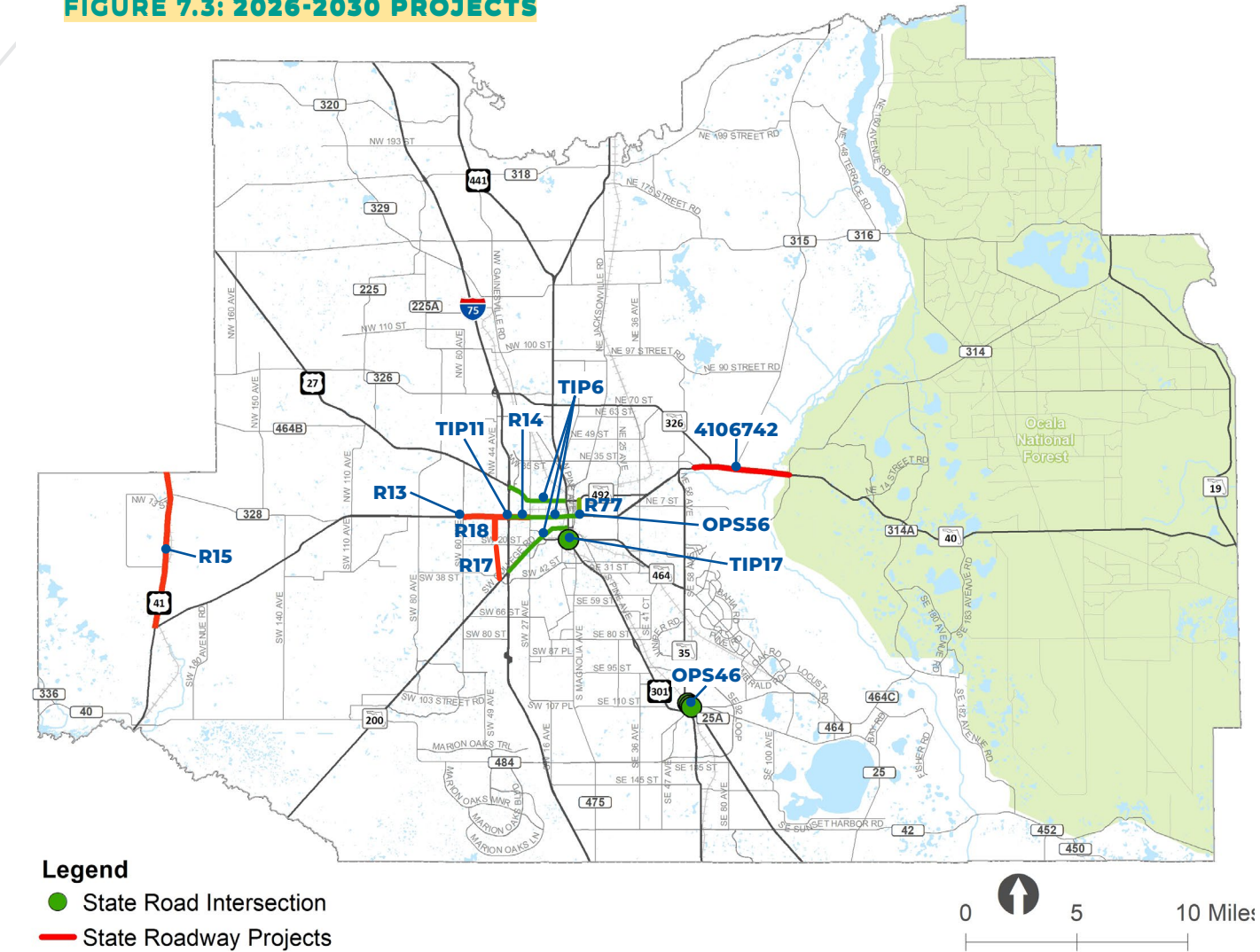


FIGURE 7.4: 2031-2035 PROJECTS

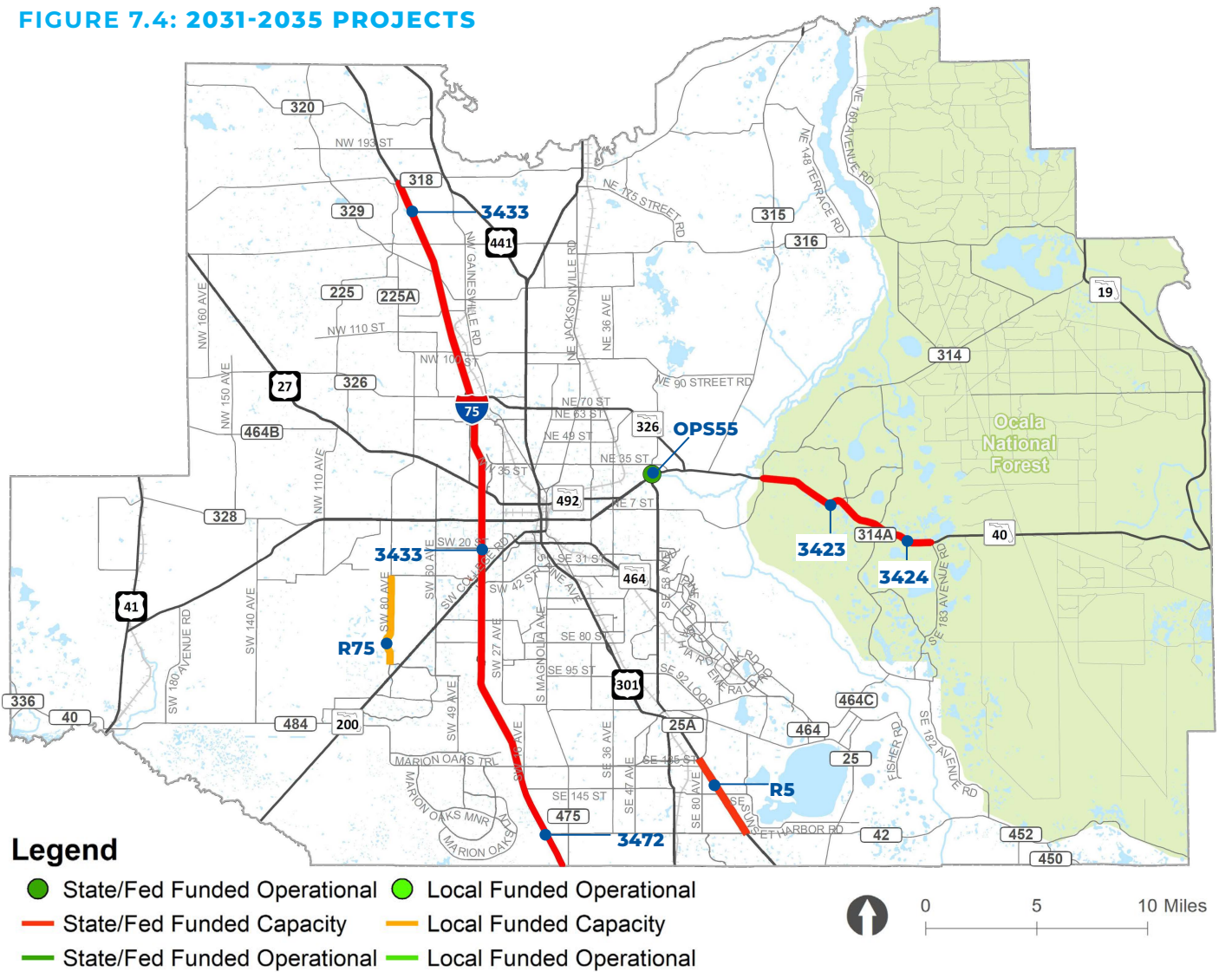


TABLE 7.3: 2026-2030 PROJECTS

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

TABLE 7.4: 2031-2035 PROJECTS

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

FIGURE 7.5: 2036-2040 PROJECTS

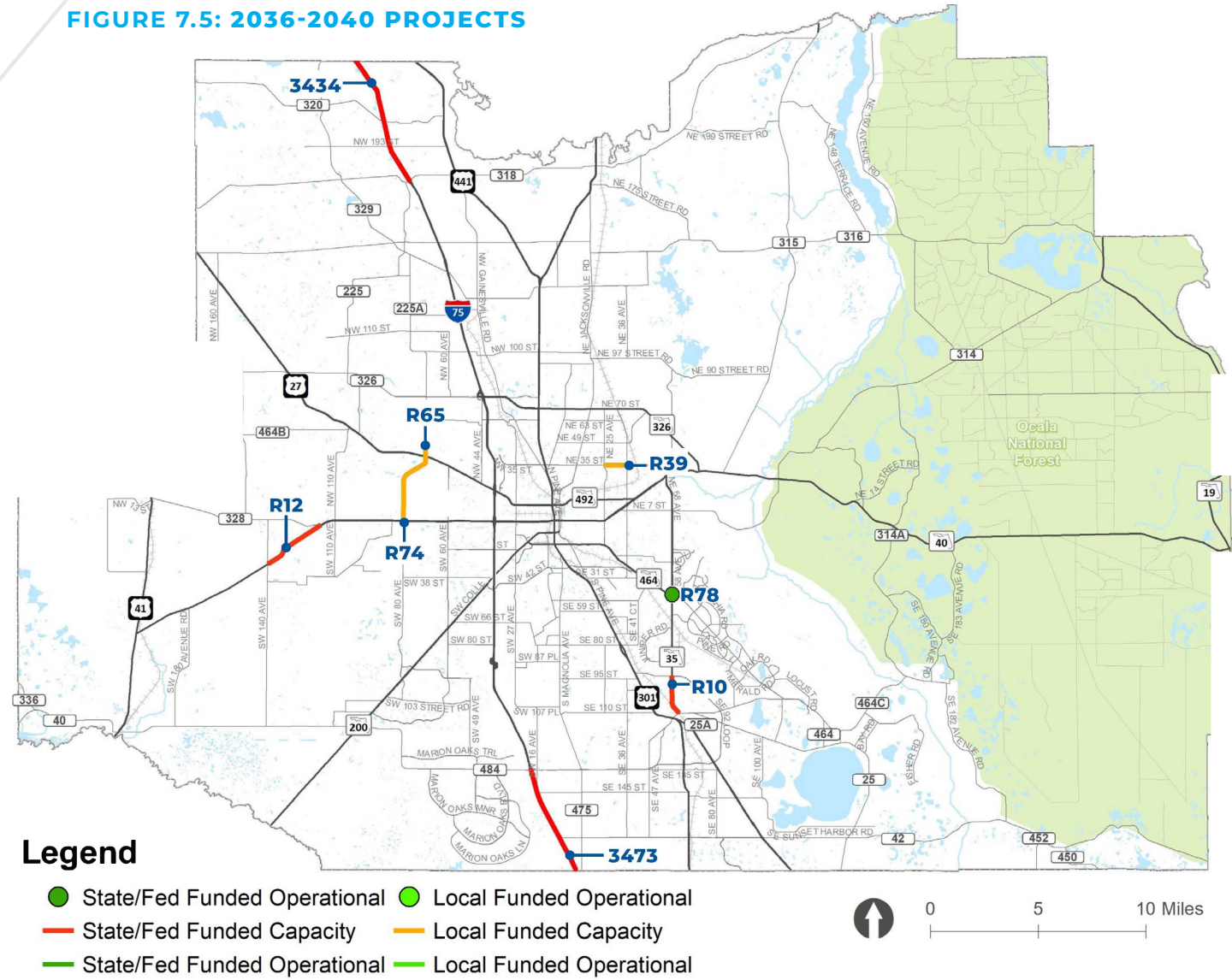


FIGURE 7.6: 2041-2045 PROJECTS

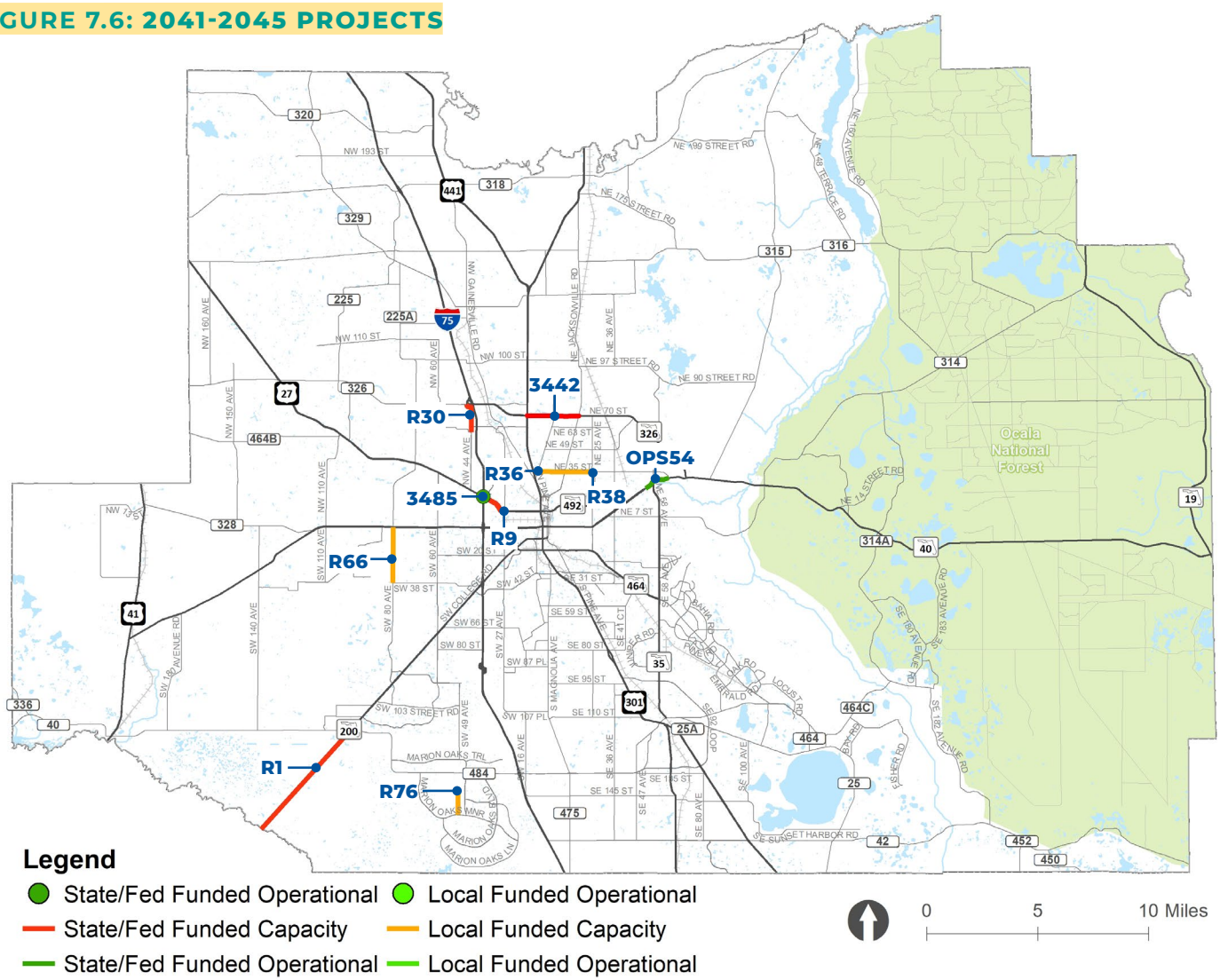


TABLE 7.5: 2036-2040 PROJECTS

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

TABLE 7.6: 2041-2045 PROJECTS

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

Boxed Fund Projects

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

TABLE 7.7: BOXED FUNDS PROGRAMS

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

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

FIGURE 7.7: CORRIDOR STUDIES AND ITS BOXED FUNDS PROJECTS

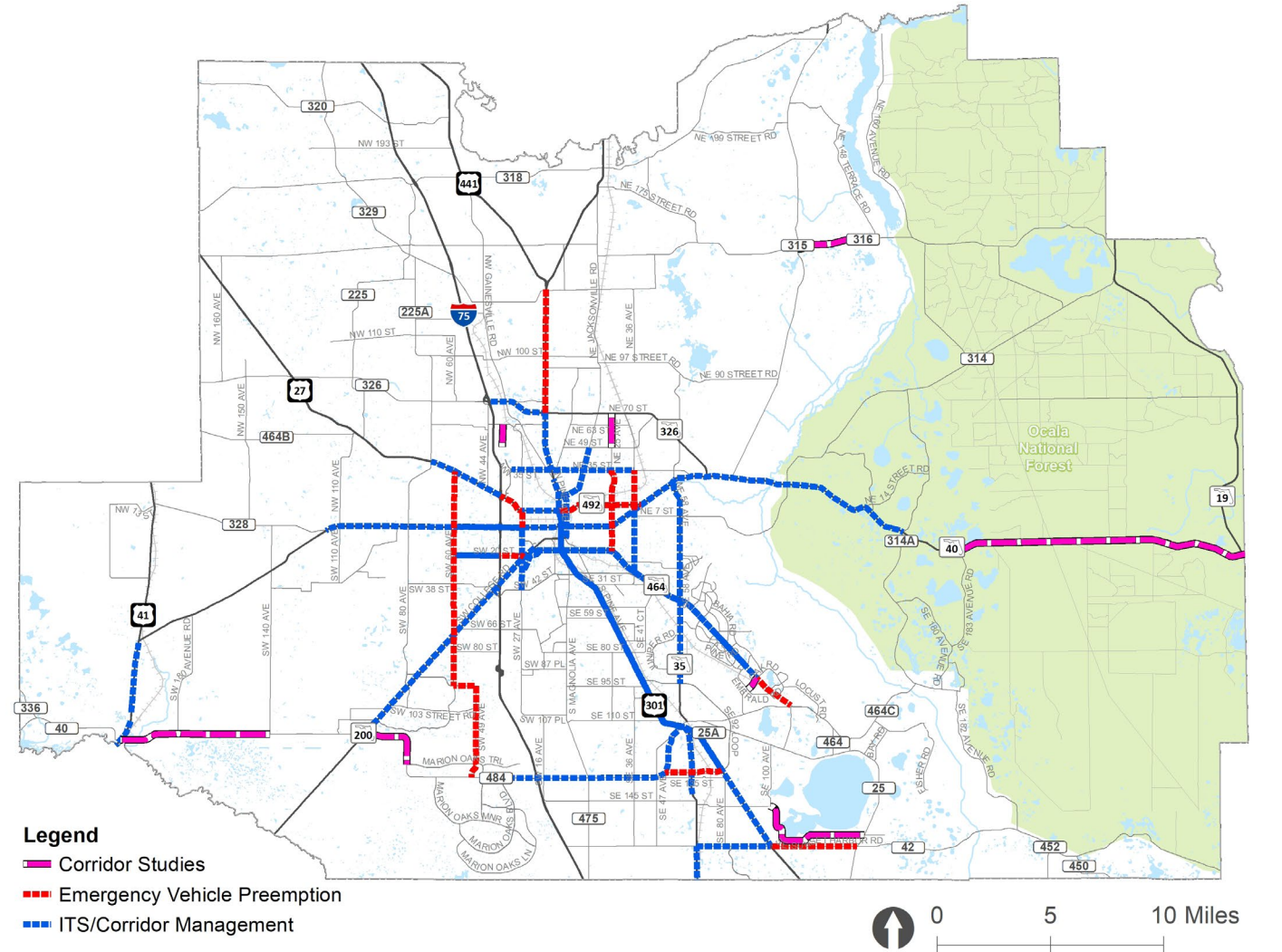


TABLE 7.8: MULTIMODAL BOXED FUND PROJECTS

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

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

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

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



Appendix I: FDOT Detailed Project Listing

STIP Project Detail and Summaries Online Report

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

Selection Criteria	
TIP County/MPO Area: Ocala-Marion TPO All Funds As Of: 4 = 04/09/25	Detail Geographic District: District 5 Number Of Years: 5 Version: G1

HIGHWAYS									
Item Number: 238648 1		Project Description: SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40							
District: 05		County: MARION		Type of Work: ADD LANES & RECONSTRUCT				Project Length: 4.118MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	143,104							143,104
	HPP-HIGH PRIORITY PROJECTS	682,728							682,728
	SA-STP, ANY AREA	987,634							987,634
Phase: P D & E Totals		1,813,466							1,813,466
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	511,971							511,971
	DDR-DISTRICT DEDICATED REVENUE	547,588							547,588
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	382,283							382,283
	DS-STATE PRIMARY HIGHWAYS & PTO	114,967							114,967
	EB-EQUITY BONUS	6,851							6,851
	GFSL-GF STPBG <200K<5K (SMALL URB)	205,655							205,655
	GFSN-GF STPBG <5K (RURAL)	30,330							30,330
	SA-STP, ANY AREA	26,674							26,674
	SL-STP, AREAS <= 200K	589,759							589,759
	SN-STP, MANDATORY NON-URBAN <= 5K	2,642,547							2,642,547
Phase: PRELIMINARY ENGINEERING Totals		5,058,625							5,058,625
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	10,337,582							10,337,582
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	975,343							975,343
	DS-STATE PRIMARY HIGHWAYS & PTO	3,121,944							3,121,944
	HPP-HIGH PRIORITY PROJECTS	90,955							90,955
	SA-STP, ANY AREA	2,070,206							2,070,206
	SL-STP, AREAS <= 200K	5,718,406							5,718,406
Phase: RIGHT OF WAY Totals		22,314,436							22,314,436

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE						70,421,004		70,421,004
	DIH-STATE IN-HOUSE PRODUCT SUPPORT						58,450		58,450
	DS-STATE PRIMARY HIGHWAYS & PTO						17,726,919		17,726,919
	SA-STP, ANY AREA						8,000,000		8,000,000
	SL-STP, AREAS <= 200K						9,878,647		9,878,647
	SM-STBG AREA POP. W/ 5K TO 49,999						597,142		597,142
	SN-STP, MANDATORY NON-URBAN <= 5K						5,676,822		5,676,822
Phase: CONSTRUCTION Totals							112,358,984		112,358,984
Item: 238648 1 Totals		29,186,527					112,358,984		141,545,511
Project Totals		29,186,527					112,358,984		141,545,511

Item Number: 238651 1 **Project Description:** SR 200 FROM CITRUS CO LINE TO CR 484
District: 05 **County:** MARION **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 5.343MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	2,451							2,451
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PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE	402,670		5,000,000					5,402,670
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	1,367,773							1,367,773
	DS-STATE PRIMARY HIGHWAYS & PTO	93,900							93,900
	SA-STP, ANY AREA	538,174							538,174
Phase: PRELIMINARY ENGINEERING Totals		2,402,517		5,000,000					7,402,517

RIGHT OF WAY / MANAGED BY FDOT

Fund Code:	BNDS-BOND - STATE	251,979							251,979
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	94,558							94,558
	ML-MA, AREAS <= 200K	1,891,323							1,891,323
	SL-STP, AREAS <= 200K	213,888							213,888
Phase: RIGHT OF WAY Totals		2,451,748							2,451,748

ENVIRONMENTAL / MANAGED BY FDOT

Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K	213,876							213,876
Item: 238651 1 Totals		5,070,592		5,000,000					10,070,592
Project Totals		5,070,592		5,000,000					10,070,592

Item Number: 410674 1 **Project Description:** SR 40 FROM END OF 4 LN SECTION TO LAKE CO LINE *SIS*

District: 05 **County:** MARION **Type of Work:** PD&E/EMO STUDY **Project Length:** 25.943MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	2,509,658							2,509,658
	Item: 410674 1 Totals	2,509,658							2,509,658
Item Number: 410674 2		Project Description: SR 40 FROM END OF 4 LANES TO EAST OF CR 314							*SIS*
District: 05		County: MARION		Type of Work: ADD LANES & RECONSTRUCT				Project Length: 5.327MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)	14,093							14,093
	ART-ARTERIAL HIGHWAYS PROGRAMS	1,200,000							1,200,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	381,615							381,615
	DS-STATE PRIMARY HIGHWAYS & PTO	8,039							8,039
	EB-EQUITY BONUS	139,975							139,975
	SA-STP, ANY AREA	854,956							854,956
	SL-STP, AREAS <= 200K	5,660,253							5,660,253
	SN-STP, MANDATORY NON-URBAN <= 5K	1,616,589							1,616,589
Phase: PRELIMINARY ENGINEERING Totals		9,875,520							9,875,520
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	29,493							29,493
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	57,762							57,762
	DS-STATE PRIMARY HIGHWAYS & PTO	254,185							254,185
	GFSN-GF STPBG <5K (RURAL)	288,171							288,171
	SA-STP, ANY AREA	1,639,313							1,639,313
	SL-STP, AREAS <= 200K	422,219							422,219
	SN-STP, MANDATORY NON-URBAN <= 5K	3,145,098							3,145,098
Phase: RIGHT OF WAY Totals		5,836,241							5,836,241
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	400,000							400,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP						36,718,373		36,718,373
	DDR-DISTRICT DEDICATED REVENUE						584,500	255,840	840,340
	DI-ST. - S/W INTER/INTRASTATE HWY						48,089,006		48,089,006
	DIS-STRATEGIC INTERMODAL SYSTEM						4,355,066		4,355,066
	GMR-GROWTH MANAGEMENT FOR SIS						33,029,982		33,029,982
	STED-2012 SB1998-STRATEGIC ECON COR						6,974,429		6,974,429
Phase: CONSTRUCTION Totals							129,751,356	255,840	130,007,196
ENVIRONMENTAL / MANAGED BY FDOT									

Fund Code:	DDR-DISTRICT DEDICATED REVENUE	496,206							496,206
	TALN-TRANSPORTATION ALTS- < 5K	163,794							163,794
Phase:	ENVIRONMENTAL Totals	660,000							660,000
	Item: 410674 2 Totals	16,771,761					129,751,356	255,840	146,778,957

Item Number: 410674 3	Project Description: SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A	*SIS*
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District: 05 **County:** MARION **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 6.140MI

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

[illegible]

DIH-STATE IN-HOUSE PRODUCT SUPPORT	399,700							399,700
DS-STATE PRIMARY HIGHWAYS & PTO	50,699							50,699
EB-EQUITY BONUS	136,930							136,930
SA-STP, ANY AREA	340,953							340,953
SL-STP, AREAS <= 200K	5,416,792							5,416,792
SN-STP, MANDATORY NON-URBAN <= 5K	139,162							139,162

Phase: PRELIMINARY ENGINEERING Totals	8,033,247							8,033,247
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RIGHT OF WAY / MANAGED BY FDOT

Code:	HIGHWAYS PROGRAMS	10,327,249	13,737,050	1,138,150	4,725,000	1,320,245			31,247,694
	ARTW-ARTERIAL WIDENING PROGRAM	1,305,917	9,162,950	12,000,000					22,468,867
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	386,561	333,000	296,998					1,016,559
Phase: RIGHT OF WAY Totals		12,019,727	23,233,000	13,435,148	4,725,000	1,320,245			54,733,120

ENVIRONMENTAL / MANAGED BY FDOT

Code:	SA-STP, ANY AREA	1,000,000							1,000,000
	SN-STP, MANDATORY NON-URBAN <= 5K	37,686							37,686
	TALN-TRANSPORTATION ALTS- < 5K	150,000							150,000
	TALT-TRANSPORTATION ALTS- ANY AREA	850,000							850,000
	Phase: ENVIRONMENTAL Totals	2,037,686							2,037,686
Item: 410674 3 Totals		22,090,660	23,233,000	13,435,148	4,725,000	1,320,245			64,804,053

Item Number: 410674 4	Project Description: SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD	*SIS*
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District: 05	County: MARION	Type of Work: ADD LANES & RECONSTRUCT	Project Length: 2.655MI
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	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

Fund									
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ENVIRONMENTAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	-TOTAL OUTSIDE YEARS	190,000							190,000
Item: 410674 4 Totals		3,384,827							3,384,827

RIGHT OF WAY / MANAGED BY FDOT

Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	1,401,642							1,401,642
	ACSL-ADVANCE CONSTRUCTION (SL)	1,195,604	2,400,642						3,596,246
	CIGP-COUNTY INCENTIVE GRANT PROGRAM	5,348,611	2,031,605	2,000,000					9,380,216
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	56,080	40,000	28,385					124,465
	LF-LOCAL FUNDS	13,700,000							13,700,000
	SA-STP, ANY AREA	999,000	6,712,579	1,153,242		603,977			9,468,798
	SL-STP, AREAS <= 200K			846,758	4,000,000	237,863			5,084,621
	TRIP-TRANS REGIONAL INCENTIVE PROGM	189,538	535,174	250,000	200,000	50,480			1,225,192
	TRWR-2015 SB2514A-TRAN REG INCT PRG	309,000				15,105			324,105
Phase: RIGHT OF WAY Totals		23,199,475	11,720,000	4,278,385	4,200,000	907,425			44,305,285

RAILROAD & UTILITIES / MANAGED BY FDOT

Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	228,298							228,298
	LF-LOCAL FUNDS	4,644,137							4,644,137
	SA-STP, ANY AREA	991,168							991,168
Phase: RAILROAD & UTILITIES Totals		5,863,603							5,863,603

DESIGN BUILD / MANAGED BY FDOT

Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP	61,877,614							61,877,614
	ACSL-ADVANCE CONSTRUCTION (SL)	2,724,134							2,724,134
	CM-CONGESTION MITIGATION - AQ	4,872							4,872
	DDR-DISTRICT DEDICATED REVENUE	3,858,750							3,858,750
	LF-LOCAL FUNDS	12,060,162							12,060,162
	SA-STP, ANY AREA			212,400					212,400
	SL-STP, AREAS <= 200K	6,006,996							6,006,996
	TRIP-TRANS REGIONAL INCENTIVE PROGM	10,409,760							10,409,760
	TRWR-2015 SB2514A-TRAN REG INCT PRG	4,407,071							4,407,071
Phase: DESIGN BUILD Totals		101,349,359		212,400					101,561,759
Item: 435209 1 Totals		139,785,721	11,720,000	4,490,785	4,200,000	907,425			161,103,931

Item Number: 448376 1 **Project Description:** I-75/SR 93 FROM SR 200 TO NORTH OF SR 500 *SIS*

District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 4.469MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	1,440,220							1,440,220
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DESIGN BUILD / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	12,946,108							12,946,108
Item: 448376 1 Totals		14,386,328							14,386,328

Item Number: 452072 1 **Project Description:** I-75 AT SR 326 INTERCHANGE IMPROVEMENTS *SIS*

District: 05 County: MARION Type of Work: INTERCHANGE IMPROVEMENT Project Length: 2.074MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000							20,000
	MFF-MOVING FLORIDA FOWARD	1,694,070							1,694,070
Phase: PRELIMINARY ENGINEERING Totals		1,714,070							1,714,070

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	MFF-MOVING FLORIDA FOWARD	3,688,000							3,688,000

DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	257,250							257,250
	MFF-MOVING FLORIDA FOWARD	16,524,145	517,545	415,067	122,388				17,579,145
Phase: DESIGN BUILD Totals		16,781,395	517,545	415,067	122,388				17,836,395
Item: 452072 1 Totals		22,183,465	517,545	415,067	122,388				23,238,465

Item Number: 452074 1 Project Description: I-75 IMPROVEMENTS FROM SR 200 TO SR 326 *SIS*
District: 05 County: MARION Type of Work: ADD AUXILIARY LANE(S) Project Length: 8.009MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	40,133							40,133
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	115,394							115,394
	DS-STATE PRIMARY HIGHWAYS & PTO	516							516
	MFF-MOVING FLORIDA FOWARD	12,700,287	583,201	400,881	206,857				13,891,226
Phase: PRELIMINARY ENGINEERING Totals		12,816,197	583,201	400,881	206,857				14,007,136

RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	47,727	10,000	10,000	10,000				77,727
	MFF-MOVING FLORIDA FOWARD	30,275,000	2,800,000	2,500,000	2,300,000	1,250,000	1,150,000		40,275,000
Phase: RIGHT OF WAY Totals		30,322,727	2,810,000	2,510,000	2,310,000	1,250,000	1,150,000		40,352,727

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	MFF-MOVING FLORIDA FOWARD	4,492,000							4,492,000

DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,433,181							1,433,181
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	400,000							400,000
	MFF-MOVING FLORIDA FOWARD	119,090,219	4,741,380	3,802,547	1,121,232				128,755,378

Phase: DESIGN BUILD Totals	120,923,400	4,741,380	3,802,547	1,121,232				130,588,559
Item: 452074 1 Totals	168,594,457	8,134,581	6,713,428	3,638,089	1,250,000	1,150,000		189,480,555
Project Totals	344,949,971	20,372,126	11,619,280	7,960,477	2,157,425	1,150,000		388,209,279

Item Number: 435484 1		Project Description: PRUITT TRAIL FROM WITHLACOOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200	
District: 05	County: MARION	Type of Work: BIKE PATH/TRAIL	Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	2,081							2,081

PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	-TOTAL OUTSIDE YEARS	69,923							69,923
	Item: 435484 1 Totals	72,004							72,004

Item Number: 435484 2		Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD	
District: 05	County: MARION	Type of Work: BIKE PATH/TRAIL	Project Length: 0.000

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C								

Fund Code:	LF-LOCAL FUNDS		911,626						911,626
	TALL-TRANSPORTATION ALTS- <200K		452,086						452,086
	TALM-TAP AREA POP. 5K TO 50,000		93,199						93,199
	TALN-TRANSPORTATION ALTS- < 5K		1,452,715						1,452,715
Phase: CONSTRUCTION Totals			2,909,626						2,909,626
Item: 435484 2 Totals			2,909,626						2,909,626

Item Number: 435484 3	Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD		
District: 05	County: MARION	Type of Work: BIKE PATH/TRAIL	Project Length: 0.000

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT								

Fund Code:	LF-LOCAL FUNDS		43,007						43,007
	TALT-TRANSPORTATION ALTS- ANY AREA		160,000						160,000
	Phase: CONSTRUCTION Totals		203,007						203,007
	Item: 435484 3 Totals		203,007						203,007
	Project Totals	72,004	3,112,633						3,184,637

Item Number: 438562 1	Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200			*SIS*
District: 05	County: MARION	Type of Work: REST AREA	Project Length: 0.346MI	

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								

[illegible]

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	3,300,000							3,300,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	33,647,524							33,647,524
	Item: 438562 1 Totals	40,186,418							40,186,418
	Project Totals	40,186,418							40,186,418
Item Number: 439238 1 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET District: 05 County: MARION Type of Work: RESURFACING Project Length: 10.612MI									
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	2,903,988							2,903,988
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	302,778							302,778
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	322,641							322,641
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	18,783,994							18,783,994
	Item: 439238 1 Totals	22,313,401							22,313,401
Item Number: 439238 2 Project Description: SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET District: 05 County: MARION Type of Work: BIKE LANE/SIDEWALK Project Length: 7.230MI									
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,673,197							1,673,197
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	77,760							77,760
	DS-STATE PRIMARY HIGHWAYS & PTO	690,313							690,313
	Phase: PRELIMINARY ENGINEERING Totals	2,441,270							2,441,270
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	31,000							31,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,164							20,164
	Phase: RIGHT OF WAY Totals	51,164							51,164
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	SA-STP, ANY AREA			2,445,034					2,445,034

SL-STP, AREAS <= 200K			209,351						209,351
TALL-TRANSPORTATION ALTS- <200K			1,372,433						1,372,433
TALT-TRANSPORTATION ALTS- ANY AREA			1,213,749						1,213,749
Phase: CONSTRUCTION Totals			5,240,567						5,240,567
Item: 439238 2 Totals	2,492,434		5,240,567						7,733,001
Project Totals	24,805,835		5,240,567						30,046,402

Item Number: 443624 3 **Project Description:** I-75 (SR 93) AT SR 326 *SIS*
District: 05 **County:** MARION **Type of Work:** INTERCHANGE JUSTIFICA/MODIFICA **Project Length:** 0.794MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				12,300,000				12,300,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				246,000				246,000
Phase: PRELIMINARY ENGINEERING Totals				12,546,000					12,546,000
Item: 443624 3 Totals				12,546,000					12,546,000

Item Number: 443624 5 **Project Description:** I-75 (SR 93) FROM SR 200 TO SR 326 - PHASE 1 *SIS*
District: 05 **County:** MARION **Type of Work:** ADD AUXILIARY LANE(S) **Project Length:** 7.027MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	6,980							6,980
Item: 443624 5 Totals	6,980								6,980
Project Totals	6,980			12,546,000					12,552,980

Item Number: 446910 1 **Project Description:** ASSET MAINTENANCE MARION COUNTY
District: 05 **County:** MARION **Type of Work:** ROUTINE MAINTENANCE **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

MISCELLANEOUS / MANAGED BY FDOT

Fund Code:	DER-EMERGENCY RELIEF - STATE FUNDS	25,000							25,000
Item: 446910 1 Totals	25,000								25,000
Project Totals	25,000								25,000

Item Number: 447861 1 **Project Description:** I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES *SIS*
District: 05 **County:** MARION **Type of Work:** MCCO WEIGH STATION STATIC/WIM **Project Length:** 1.136MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DWS-WEIGH STATIONS - STATE 100%	478,126							478,126
Item: 447861 1 Totals		478,126							478,126
Project Totals		478,126							478,126

Item Number: 449443 1 **Project Description:** NE 8TH AVE FROM SR 40 TO SR 492

District: 05 County: MARION Type of Work: ROUNDABOUT Project Length: 0.900MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY CITY OF OCALA									
Fund Code:	LF-LOCAL FUNDS			769,669					769,669
	SL-STP, AREAS <= 200K			4,452,800					4,452,800
Phase: CONSTRUCTION Totals				5,222,469					5,222,469
Item: 449443 1 Totals				5,222,469					5,222,469
Project Totals				5,222,469					5,222,469

Item Number: 450637 1 Project Description: SR 500 (US 27/441) FROM NORTH OF SE 178TH PLACE TO S OF SE 62ND AVE
District: 05 County: MARION Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 8.202MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,101,076							1,101,076
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	50,931							50,931
	DS-STATE PRIMARY HIGHWAYS & PTO	145,927							145,927
	Phase: PRELIMINARY ENGINEERING Totals	1,297,934							1,297,934

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		2,567,439						2,567,439
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		12,003,753						12,003,753
Phase: CONSTRUCTION Totals			14,581,492						14,581,492
Item: 450637 1 Totals		1,297,934	14,581,492						15,879,426

Item Number: 450637 2 Project Description: SR 500 (US 27/441) AT SE 135TH STREET
District: 05 County: MARION Type of Work: TRAFFIC OPS IMPROVEMENT Project Length: 0.100MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	270,000							270,000
Item: 450637 2 Totals		270,000							270,000
Project Totals		1,567,934	14,581,492						16,149,426

Item Number: 450665 1 Project Description: SR 40 FROM SW 80TH AVE TO SW 52ND AVE
District: 05 County: MARION Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 3.204MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	150,793							150,793
	DS-STATE PRIMARY HIGHWAYS & PTO	22,668							22,668

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				803,509				803,509
	SA-STP, ANY AREA				8,343,816				8,343,816
Phase: CONSTRUCTION Totals					9,147,325				9,147,325
Item: 450948 2 Totals					9,147,325				9,147,325

Item Number: 450951 1 **Project Description:** SR 40 FROM 25TH AVE TO NE 64TH AVE
District: 05 **County:** MARION **Type of Work:** PAVEMENT ONLY RESURFACE (FLEX) **Project Length:** 4.138MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,184,635							1,184,635
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	25,076							25,076
	DS-STATE PRIMARY HIGHWAYS & PTO	88,491							88,491
	Phase: PRELIMINARY ENGINEERING Totals	1,298,202							1,298,202

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		8,461,484						8,461,484
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		829,150						829,150
	Phase: CONSTRUCTION Totals		9,300,934						9,300,934
Item: 450951 1 Totals		1,298,202	9,300,934						10,599,136
Project Totals		3,639,831	18,307,181		9,147,325				31,094,337

Item Number: 450952 1 **Project Description:** SR 40 FROM US 441 TO 25TH AVE
District: 05 **County:** MARION **Type of Work:** PAVEMENT ONLY RESURFACE (FLEX) **Project Length:** 2.356MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,000,000							1,000,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	27,500							27,500
	DS-STATE PRIMARY HIGHWAYS & PTO	77,953							77,953
	Phase: PRELIMINARY ENGINEERING Totals	1,105,453							1,105,453

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	50,000							50,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		535,600						535,600
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		5,019,010						5,019,010
	Phase: CONSTRUCTION Totals		5,564,910						5,564,910
Item: 450952 1 Totals		1,155,453	5,564,910						6,720,363

Item Number: 450952 2		Project Description: SR 40 FROM US 441 TO 25TH AVE INTERSECTION ENHANCEMENTS							
District: 05		County: MARION		Type of Work: INTERSECTION IMPROVEMENT				Project Length: 2.356MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	11,160							11,160
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS		716,993						716,993
Item: 450952 2 Totals		11,160	716,993						728,153
Project Totals		1,166,613	6,281,903						7,448,516
Item Number: 451060 1		Project Description: CR 42 AT CR 25 INTERSECTION IMPROVEMENTS							
District: 05		County: MARION		Type of Work: INTERSECTION IMPROVEMENT				Project Length: 0.002MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		304,800						304,800
	LF-LOCAL FUNDS		478,110						478,110
Phase: CONSTRUCTION Totals			782,910						782,910
Item: 451060 1 Totals			782,910						782,910
Item Number: 451060 2		Project Description: CR 42 AT CR 25 INTERSECTION IMPROVEMENTS							
District: 05		County: MARION		Type of Work: INTERSECTION IMPROVEMENT				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	204,296							204,296
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		81,050						81,050
	LF-LOCAL FUNDS		44,135						44,135
Phase: CONSTRUCTION Totals			125,185						125,185
Item: 451060 2 Totals		204,296	125,185						329,481
Project Totals		204,296	908,095						1,112,391
Item Number: 451251 1		Project Description: SR 40 (WEST SILVER SPRINGS BLVD) AT SW 27TH AVE							
District: 05		County: MARION		Type of Work: SAFETY PROJECT				Project Length: 0.100MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	800,000							800,000

	DIH-STATE IN-HOUSE PRODUCT SUPPORT	80,000							80,000
	Phase: PRELIMINARY ENGINEERING Totals	880,000							880,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)			1,814,846					1,814,846
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			7,646					7,646
	Phase: CONSTRUCTION Totals			1,822,492					1,822,492
	Item: 451251 1 Totals	880,000		1,822,492					2,702,492
	Project Totals	880,000		1,822,492					2,702,492
Item Number: 451253 1 Project Description: SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE District: 05 County: MARION Type of Work: SAFETY PROJECT Project Length: 0.100MI									
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	7,870							7,870
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	35,000							35,000
	DS-STATE PRIMARY HIGHWAYS & PTO	8,550							8,550
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	262,500							262,500
	SA-STP, ANY AREA	68,651							68,651
	TALL-TRANSPORTATION ALTS- <200K	87,500							87,500
	Phase: PRELIMINARY ENGINEERING Totals	470,071							470,071
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		1,093,184						1,093,184
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		6,386						6,386
	TALL-TRANSPORTATION ALTS- <200K		62,315						62,315
	Phase: CONSTRUCTION Totals		1,161,885						1,161,885
	Item: 451253 1 Totals	470,071	1,161,885						1,631,956
	Project Totals	470,071	1,161,885						1,631,956
Item Number: 451440 1 Project Description: SR 93 / I 75 FROM SR 40 INTERCHANGE TO SR 318 INTERCHANGE *SIS* District: 05 County: MARION Type of Work: LANDSCAPING Project Length: 16.107MI									
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					452,800			452,800
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					59,317			59,317
	Phase: CONSTRUCTION Totals					512,117			512,117
	Item: 451440 1 Totals					512,117			512,117

Item Number: 451440 2		Project Description: SR 93 / I 75 FROM I-75 AT SR 200 TO I-75 SOUTH OF FLYOVER							*SIS*
District: 05		County: MARION		Type of Work: LANDSCAPING				Project Length: 7.788MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					566,000			566,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					64,241			64,241
Phase: CONSTRUCTION Totals						630,241			630,241
Item: 451440 2 Totals						630,241			630,241
Item Number: 451440 3		Project Description: SR 93/I-75 @ SR 484 INTERCHANGE LANDSCAPING							*SIS*
District: 05		County: MARION		Type of Work: LANDSCAPING				Project Length: 0.209MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					454,283			454,283
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					59,512			59,512
Phase: CONSTRUCTION Totals						513,795			513,795
Item: 451440 3 Totals						513,795			513,795
Project Totals						1,656,153			1,656,153
Item Number: 452634 1		Project Description: SR 464 FROM SR 200 TO SR25/500							
District: 05		County: MARION		Type of Work: PAVEMENT ONLY RESURFACE (FLEX)				Project Length: 1.193MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	79,395			120,000	25,000			224,395
	DS-STATE PRIMARY HIGHWAYS & PTO	16,871							16,871
Phase: PRELIMINARY ENGINEERING Totals		96,266			120,000	25,000			241,266
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					407,501			407,501
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					28,291			28,291
	DS-STATE PRIMARY HIGHWAYS & PTO					3,156,325			3,156,325
Phase: CONSTRUCTION Totals						3,592,117			3,592,117
Item: 452634 1 Totals		96,266			120,000	3,617,117			3,833,383
Project Totals		96,266			120,000	3,617,117			3,833,383
Item Number: 452635 1		Project Description: SR 25/SR 200 (US 27/US 301/US 441) FROM SW 10TH ST TO NW 4TH ST							
District: 05		County: MARION		Type of Work: PAVEMENT ONLY RESURFACE (FLEX)				Project Length: 0.284MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	19,000							19,000
	DS-STATE PRIMARY HIGHWAYS & PTO	443,825							443,825
Phase: PRELIMINARY ENGINEERING Totals		462,825							462,825

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE			174,246					174,246
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			7,472					7,472
	DS-STATE PRIMARY HIGHWAYS & PTO			797,894					797,894
Phase: CONSTRUCTION Totals				979,612					979,612
Item: 452635 1 Totals		462,825		979,612					1,442,437
Project Totals		462,825		979,612					1,442,437

Item Number: 452636 1 **Project Description:** SR 40 FROM US 41 TO SOUTH OF SW 119 AVE
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 9.118MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	45,300							45,300
	DS-STATE PRIMARY HIGHWAYS & PTO	1,606,075							1,606,075
	SN-STP, MANDATORY NON-URBAN <= 5K	906,000							906,000
Phase: PRELIMINARY ENGINEERING Totals		2,557,375							2,557,375

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING			12,379,350					12,379,350
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			77,567					77,567
	SL-STP, AREAS <= 200K			1,082,303					1,082,303
Phase: CONSTRUCTION Totals				13,539,220					13,539,220
Item: 452636 1 Totals		2,557,375		13,539,220					16,096,595
Project Totals		2,557,375		13,539,220					16,096,595

Item Number: 452694 1 **Project Description:** SR 35 (US 301) FROM SUMTER COUNTY LINE TO CR 42
District: 05 **County:** MARION **Type of Work:** PAVEMENT ONLY RESURFACE (FLEX) **Project Length:** 1.540MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		21,250						21,250
	DS-STATE PRIMARY HIGHWAYS & PTO		350,000						350,000
Phase: PRELIMINARY ENGINEERING Totals			371,250						371,250

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE				5,238,374				5,238,374
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				41,785				41,785
Phase: CONSTRUCTION Totals					5,280,159				5,280,159
Item: 452694 1 Totals			371,250		5,280,159				5,651,409
Project Totals			371,250		5,280,159				5,651,409

Item Number: 453543 1 **Project Description:** BELLEVIEW TO GREENWAY TRAIL
District: 05 **County:** MARION **Type of Work:** BIKE PATH/TRAIL **Project Length:** 0.647MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K				868,700				868,700
Item: 453543 1 Totals					868,700				868,700

Item Number: 453543 2 **Project Description:** BELLEVIEW TO GREENWAY TRAIL
District: 05 **County:** MARION **Type of Work:** BIKE PATH/TRAIL **Project Length:** 0.647MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K		265,000						265,000
Item: 453543 2 Totals			265,000						265,000
Project Totals			265,000		868,700				1,133,700

Item Number: 454214 1 **Project Description:** SR 200/25/500 (US 441/301/27) FROM NW 2ND ST TO CR 200A/NW 20TH ST
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 1.117MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		205,000						205,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		17,500						17,500
	SA-STP, ANY AREA		875,000						875,000
Phase: PRELIMINARY ENGINEERING Totals			1,097,500						1,097,500

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				4,591,087				4,591,087
	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				1,399,592				1,399,592
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				9,476				9,476
	SL-STP, AREAS <= 200K				542,666				542,666
Phase: CONSTRUCTION Totals					6,542,821				6,542,821
Item: 454214 1 Totals			1,097,500		6,542,821				7,640,321
Project Totals			1,097,500		6,542,821				7,640,321

Item Number: 454215 1		Project Description: SR 35/US 301 FROM SE 142 PL TO SR 500 (US 27/441)							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 3.119MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		21,500						21,500
	SA-STP, ANY AREA		1,075,000						1,075,000
Phase: PRELIMINARY ENGINEERING Totals			1,096,500						1,096,500
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				12,772,189				12,772,189
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				23,373				23,373
	SL-STP, AREAS <= 200K				1,360,238				1,360,238
	Phase: CONSTRUCTION Totals				14,155,800				14,155,800
Item: 454215 1 Totals			1,096,500		14,155,800				15,252,300
Project Totals			1,096,500		14,155,800				15,252,300
Item Number: 454939 1		Project Description: CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS							
District: 05		County: MARION		Type of Work: PAVE SHOULDERS				Project Length: 2.000MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		350,000						350,000
CONSTRUCTION / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				1,563,000				1,563,000
Item: 454939 1 Totals			350,000		1,563,000				1,913,000
Project Totals			350,000		1,563,000				1,913,000
Item Number: 454940 1		Project Description: SE 100TH AVENUE SAFETY IMPROVEMENTS							
District: 05		County: MARION		Type of Work: PAVE SHOULDERS				Project Length: 1.970MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		260,000						260,000
CONSTRUCTION / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				997,000				997,000
Item: 454940 1 Totals			260,000		997,000				1,257,000
Project Totals			260,000		997,000				1,257,000
Item Number: 455943 1		Project Description: MARION SB PARKING LOT RESURFACING							

District: 05 County: MARION Type of Work: REST AREA Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				38,700				38,700
	DRA-REST AREAS - STATE 100%				250,000				250,000
Phase: CONSTRUCTION Totals					288,700				288,700
Item: 455943 1 Totals					288,700				288,700
Project Totals					288,700				288,700

FIXED CAPITAL OUTLAY

Item Number: 451648 1 Project Description: OCALA - DEMO OF OLD BUILDINGS (SOUTH PART OF YARD)

District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY				37,500				37,500
Item: 451648 1 Totals					37,500				37,500
Project Totals					37,500				37,500

Item Number: 453921 1 Project Description: OCALA OPERATIONS - BUILDING CONSTRUCTION - EQUIPMENT STORAGE BUILDING

District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY			12,500					12,500
Item: 453921 1 Totals				12,500					12,500
Project Totals				12,500					12,500

TRANSPORTATION PLANNING

Item Number: 439331 1 Project Description: OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP

District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY CITY OF OCALA									
Fund Code:	-TOTAL OUTSIDE YEARS	1,236,809							1,236,809
Item: 439331 1 Totals		1,236,809							1,236,809

Item Number: 439331 2 Project Description: OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP

District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY MARION COUNTY BOCC									
Fund Code:	-TOTAL OUTSIDE YEARS	1,168,472							1,168,472
Item: 439331 2 Totals		1,168,472							1,168,472

Item Number: 439331 3										Project Description: OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP									
District: 05				County: MARION				Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000							
										Fiscal Year									
Phase / Responsible Agency				<2026		2026		2027		2028		2029		2030		>2030		All Years	
PLANNING / MANAGED BY MARION COUNTY BOCC																			
Fund Code:		-TOTAL OUTSIDE YEARS		803,398														803,398	
Item: 439331 3 Totals				803,398														803,398	
Item Number: 439331 4										Project Description: OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP									
District: 05				County: MARION				Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000							
										Fiscal Year									
Phase / Responsible Agency				<2026		2026		2027		2028		2029		2030		>2030		All Years	
PLANNING / MANAGED BY MARION COUNTY BOCC																			
Fund Code:		-TOTAL OUTSIDE YEARS		968,557														968,557	
Item: 439331 4 Totals				968,557														968,557	
Item Number: 439331 5										Project Description: OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP									
District: 05				County: MARION				Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000							
										Fiscal Year									
Phase / Responsible Agency				<2026		2026		2027		2028		2029		2030		>2030		All Years	
PLANNING / MANAGED BY MARION COUNTY BCC																			
Fund Code:		PL-METRO PLAN (85% FA; 15% OTHER)		1,128,631		682,743												1,811,374	
Item: 439331 5 Totals				1,128,631		682,743												1,811,374	
Item Number: 439331 6										Project Description: OCALA/MARION URBAN AREA FY 2026/2027-2027/2028 UPWP									
District: 05				County: MARION				Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000							
										Fiscal Year									
Phase / Responsible Agency				<2026		2026		2027		2028		2029		2030		>2030		All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE																			
Fund Code:		PL-METRO PLAN (85% FA; 15% OTHER)						682,743		682,743								1,365,486	
Item: 439331 6 Totals								682,743		682,743								1,365,486	
Item Number: 439331 7										Project Description: OCALA/MARION URBAN AREA FY 2028/2029-2029/2030 UPWP									
District: 05				County: MARION				Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000							
										Fiscal Year									
Phase / Responsible Agency				<2026		2026		2027		2028		2029		2030		>2030		All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE																			
Fund Code:		PL-METRO PLAN (85% FA; 15% OTHER)										682,743		682,743				1,365,486	
Item: 439331 7 Totals												682,743		682,743				1,365,486	
Project Totals				5,305,867		682,743		682,743		682,743		682,743		682,743				8,719,582	
MAINTENANCE																			
Item Number: 413615 3										Project Description: LIGHTING AGREEMENTS									

Project Length: 0.000

Item Number: 453959 1		Project Description: OCALA OPERATIONS - DESIGN INSTALL NEW FDOT ENTRANCE SIGN	
District: 05	County: MARION	Type of Work: FIXED CAPITAL OUTLAY	Project Length: 0.000
		Fiscal Year	

Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY					9,572			9,572
Item: 453959 1 Totals						9,572			9,572
Project Totals						9,572			9,572
Item Number: 455106 1				Project Description: MARION COUNTY TSMCA					
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY MARION COUNTY BCC									
Fund Code:	D-UNRESTRICTED STATE PRIMARY				494,000	509,000			1,003,000
Item: 455106 1 Totals					494,000	509,000			1,003,000
Item Number: 455106 2				Project Description: CITY OF OCALA TSMCA					
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
Fund Code:	D-UNRESTRICTED STATE PRIMARY				504,000	519,000			1,023,000
Item: 455106 2 Totals					504,000	519,000			1,023,000
Project Totals					998,000	1,028,000			2,026,000
FLP: AVIATION									
Item Number: 438417 1				Project Description: MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS					
District: 05		County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		350,000						350,000
	LF-LOCAL FUNDS		87,500						87,500
Phase: CAPITAL Totals			437,500						437,500
Item: 438417 1 Totals			437,500						437,500
Project Totals			437,500						437,500
Item Number: 438477 1				Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS					
District: 05		County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			64,000	800,000				864,000
	FAA-FEDERAL AVIATION ADMIN			720,000	9,000,000				9,720,000
	LF-LOCAL FUNDS			16,000	200,000				216,000
Phase: CAPITAL Totals				800,000	10,000,000				10,800,000
Item: 438477 1 Totals				800,000	10,000,000				10,800,000
Project Totals				800,000	10,000,000				10,800,000
Item Number: 448575 1				Project Description: MARION-OCALA INTL ARFF BUILDING					

District: 05 County: MARION Type of Work: AVIATION SAFETY PROJECT Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE						800,000		800,000
	LF-LOCAL FUNDS						200,000		200,000
	Phase: CAPITAL Totals						1,000,000		1,000,000
Item: 448575 1 Totals							1,000,000		1,000,000
Project Totals							1,000,000		1,000,000

Item Number: 449774 1 Project Description: MARION COUNTY AIRPORT HANGAR
District: 05 County: MARION Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		520,000	1,000,000					1,520,000
	LF-LOCAL FUNDS		130,000	250,000					380,000
	Phase: CAPITAL Totals		650,000	1,250,000					1,900,000
Item: 449774 1 Totals			650,000	1,250,000					1,900,000
Project Totals			650,000	1,250,000					1,900,000

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

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				320,000				320,000
	LF-LOCAL FUNDS				80,000				80,000
	Phase: CAPITAL Totals				400,000				400,000
Item: 454045 1 Totals					400,000				400,000
Project Totals					400,000				400,000

Item Number: 455963 1 Project Description: MARION-OCALA INTL FUEL FARM
District: 05 County: MARION Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		600,000	500,000					1,100,000
	DPTO-STATE - PTO	543,320							543,320
	LF-LOCAL FUNDS	135,830	150,000	125,000					410,830
Phase: CAPITAL Totals		679,150	750,000	625,000					2,054,150
Item: 455963 1 Totals		679,150	750,000	625,000					2,054,150
Project Totals		679,150	750,000	625,000					2,054,150

Item Number: 455964 1 Project Description: MARION-OCALA INTL RUNWAY
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000

	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

Fund Code:	DDR-DISTRICT DEDICATED REVENUE				640,000				640,000
	DPTO-STATE - PTO					640,000			640,000
	LF-LOCAL FUNDS				160,000	160,000			320,000
	Phase: CAPITAL Totals				800,000	800,000			1,600,000
	Item: 455964 1 Totals				800,000	800,000			1,600,000
	Project Totals				800,000	800,000			1,600,000

Item Number: 427188 2	Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307		
District: 05	County: MARION	Type of Work: CAPITAL FOR FIXED ROUTE	Project Length: 0.000
Extra Description:	AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.		

CAPITAL / MANAGED BY MARION COUNTY TRANSIT

Item Number: 442455 1		Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE	
District: 05	County: MARION	Type of Work: OPERATING FOR FIXED ROUTE	Project Length: 0.000

OPERATIONS / MANAGED BY OCALA

Item Number: 442455 2		Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE	
District: 05	County: MARION	Type of Work: OPERATING FOR FIXED ROUTE	Project Length: 0.000

OPERATIONS / MANAGED BY Ocala

Item Number: 442460 1		Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION	
District: 05	County: MARION	Type of Work: OPERATING/ADMIN. ASSISTANCE	Project Length: 0.000

OPERATIONS / MANAGED BY MARION COUNTY TRANSIT

Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB								
		980,790	965,259	993,939					2,939,988
	LF-LOCAL FUNDS	980,790	965,259	993,939					2,939,988
Phase: OPERATIONS Totals		1,961,580	1,930,518	1,987,878					5,879,976
Item: 442460 1 Totals		1,961,580	1,930,518	1,987,878					5,879,976
Project Totals		1,961,580	1,930,518	1,987,878					5,879,976
MISCELLANEOUS									
Item Number: 244932 5		Project Description: BRIDGE INSPECTION DUE TO HURRICANE MATTHEW - MARION							
District: 05		County: MARION		Type of Work: EMERGENCY OPERATIONS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
MISCELLANEOUS / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	4,646							4,646
Item: 244932 5 Totals		4,646							4,646
Project Totals		4,646							4,646
Item Number: 413019 4		Project Description: MARION TRAFFIC ENGINEERING CONTRACTS							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
OPERATIONS / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	8,412,359	988,050	504,000					9,904,409
	DITS-STATEWIDE ITS - STATE 100%.	1,436,612	49,065	513,450					1,999,127
Phase: OPERATIONS Totals		9,848,971	1,037,115	1,017,450					11,903,536
Item: 413019 4 Totals		9,848,971	1,037,115	1,017,450					11,903,536
Project Totals		9,848,971	1,037,115	1,017,450					11,903,536
Item Number: 422772 2		Project Description: CROSS FLORIDA GREENWAY BASELINE RD. TO SANTOS PAVED TRAIL							
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	GRTR-FY2024 SB106 TRAIL NETWORK	898,078							898,078
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	TLWR-2015 SB2514A- TRAIL NETWORK	600,000							600,000
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	TLWR-2015 SB2514A- TRAIL NETWORK		5,600,000						5,600,000
Item: 422772 2 Totals		1,498,078	5,600,000						7,098,078
Project Totals		1,498,078	5,600,000						7,098,078
Grand Total		616,544,969	118,428,244	74,209,747	97,552,883	15,005,771	248,729,635	255,840	1,170,727,089

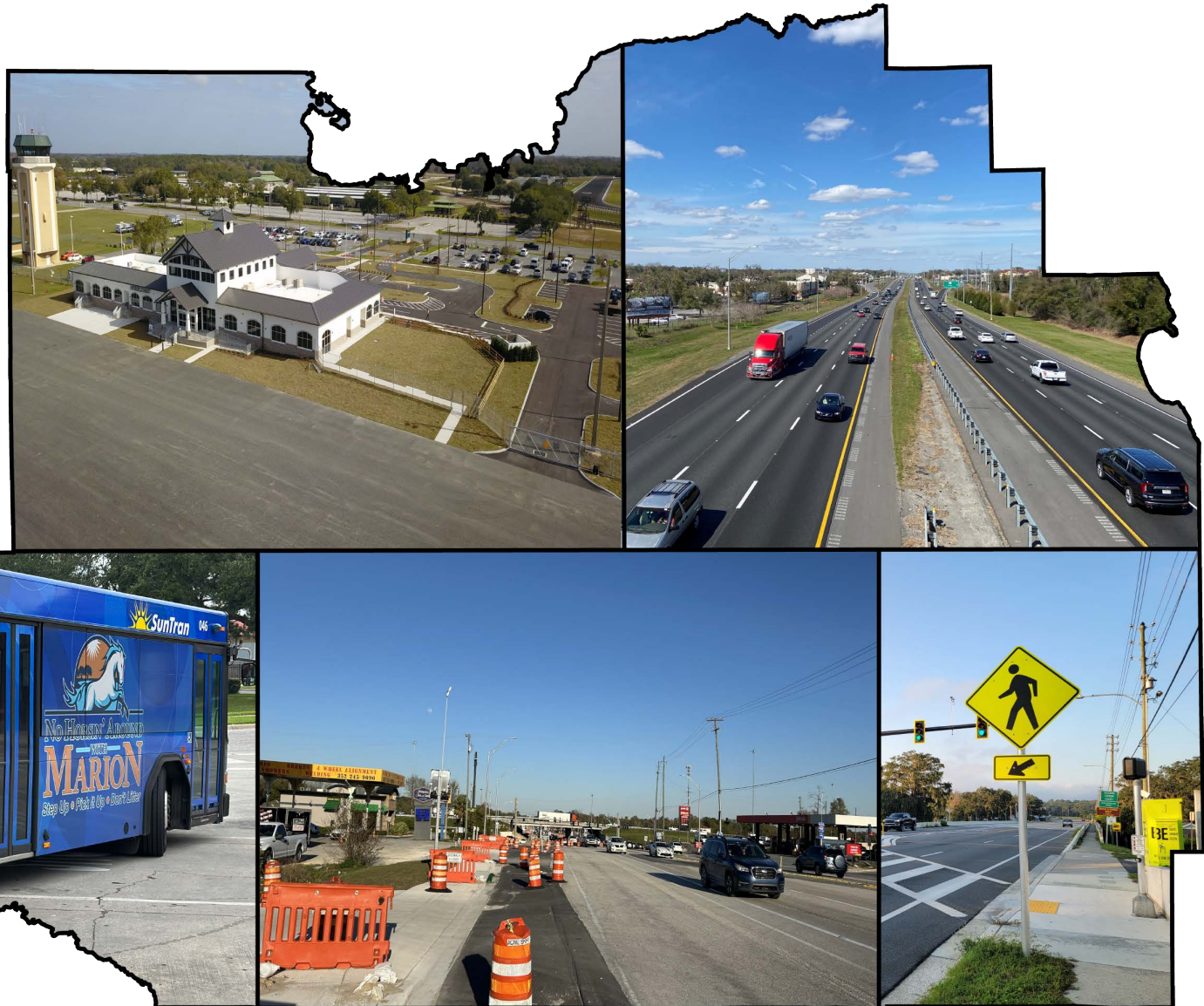
Appendix J: Roll Forward TIP Amendment

Transportation Improvement Program (TIP)

Fiscal Years 2026 to 2030

Roll Forward Amendment

September 23, 2025



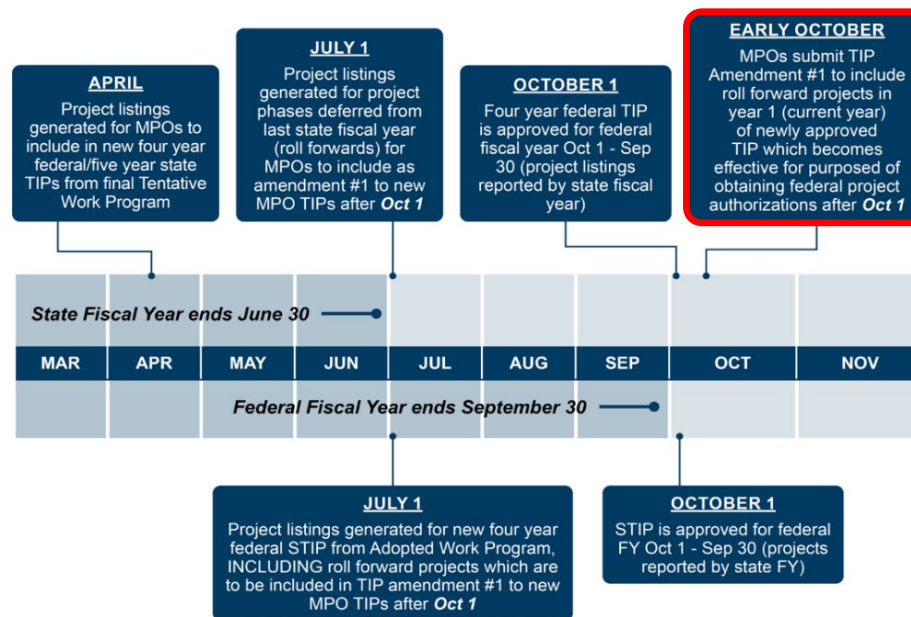
ROLL FORWARD TIP AMENDMENT

Overview

The TPO's FY 2026 to FY 2030 Transportation Improvement Program (TIP) was adopted by the Board on June 23, 2025. The purpose of the TIP Roll Forward Amendment is to ensure full consistency by October 1 each year between the Ocala-Marion County Transportation Planning Organization (TPO) TIP and the Florida Department of Transportation (FDOT) Five-Year Work Program.

In some cases, project funding programmed in the previous fiscal year of the prior TIP document was not authorized and encumbered prior to June 30. These projects then roll-forward in the FDOT Work Program for year one (FY 2026), but not into the TPO's TIP to meet the timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include roll-forward project phases in the current fiscal year to ensure consistency with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

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



Source: Florida Department of Transportation MPO Program Management Handbook
Chapter 4, August 2024

Roll Forward TIP Summary

The following tables summarize roll forward projects and corresponding funding by phase for the FY 2026 to FY 2030 TIP. The table includes current FY 2026 project funding, amount of funding rolled forward, and revised FY 2026 TIP project funding. The table is a summary from a companion report provided by FDOT, and is included in this report.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
444877 1	Marion-Ocala International Airport Hangar	Aviation Revenue/Ops.	CAP TOTAL:	\$0 \$0	\$25,000 \$25,000	\$25,000 \$25,000
449760 1	Marion County Airport Fuel System	Aviation Revenue/Ops.	CAP TOTAL:	\$0 \$0	\$31,250 \$31,250	\$31,250 \$31,250
431798 3	NE 36th Avenue from NE 20th Pl to north of NE 25th Street	Rail Capacity	CST TOTAL:	\$0 \$0	\$31,369 \$31,369	\$31,369 \$31,369
410674 4	SR 40 From CR 314A To Levy Hammock Road	Add Lanes	ENV TOTAL:	\$0 \$0	\$190,000 \$190,000	\$190,000 \$190,000
411256 5	SR 35 (US 301) Dallas Pond Redesign	Drainage	CST TOTAL:	\$0 \$0	\$300 \$300	\$300 \$300
433651 1	CR 484 From SW 20th Avenue to CR 475A	Interchange Improvements	CST PE TOTAL:	\$0 \$0 \$0	\$48,161 \$2,884 \$51,045	\$48,161 \$2,884 \$51,045
435209 1	I-75 at NW 49th from End OF NW 49th St To End NE 35th	New Interchange	DB PD&E PE RRU ROW TOTAL:	\$0 \$0 \$0 \$0 \$11,720,000 \$11,720,000	\$10,226,507 \$17,054 \$10,099 \$1,219,466 \$31,957,388 \$43,430,514	\$10,226,507 \$17,054 \$10,099 \$1,219,466 \$43,677,389 \$55,150,515

(continued next page)

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
448376 1	I-75/SR 93 from SR 200 to North of SR 500	Resurfacing	DB	\$0	\$1,022,826	\$1,022,826
			PE	\$0	\$10,775	\$10,775
			TOTAL:	\$0	\$1,033,601	\$1,033,601
452072 1	I-75 at SR 326 Improvements	Interchange Impr.	DB	\$517,545	\$257,130	\$774,675
			PE	\$0	\$18,900	\$18,900
			TOTAL:	\$517,545	\$276,030	\$793,575
452074 1	I-75 Improvements from SR 200 TO SR 326	Add Auxiliary Lanes	DB	\$4,731,380	\$534,472	\$5,265,852
			PD&E	\$0	\$1,465	\$1,465
			PE	\$583,201	\$3,596	\$586,797
			ROW	\$2,810,000	\$14,118	\$2,824,118
			TOTAL:	\$8,124,581	\$553,651	\$8,678,232
436755 1	Indian Lake Trail from Silver Spr St Park to Indian Lake Park	Bike/Trail Path	PE	\$0	\$4,026	\$4,026
			TOTAL:	\$0	\$4,026	\$4,026
436756 1	Downtown Ocala Tr. to SE Osceola Ave/Silver Springs Park	Bike/Trail Path	PE	\$0	\$3,001	\$3,001
			TOTAL:	\$0	\$3,001	\$3,001
437826 1	I-75 Marion County Areas Landscaping	Landscaping	CST	\$0	\$10,290	\$10,290
			TOTAL:	\$0	\$10,290	\$10,290
438562 1	I-75 (SR 93) Rest Area from N of CR 484 to S of SR 200	Rest Area	CST	\$0	\$10,601	\$10,601
			PE	\$0	\$2,235	\$2,235
			RRU	\$0	\$244,659	\$244,659
			TOTAL:	\$0	\$257,495	\$257,495
439234 1	SR 200 from I-75 to US 301	Resurfacing	PE	\$0	\$3,055	\$3,053
			TOTAL:	\$0	\$3,055	\$3,053
439238 1	SR 25/500/US441/ from SR 35 to SR 200/SW 10th Street	Resurfacing	CST	\$0	\$2,574	\$2,574
			PE	\$0	\$1,000	\$1,000
			TOTAL:	\$0	\$3,574	\$3,574
439238 2	SR 25/500/US441/ from SE 102nd PL to SR 200/SW 10th St	Bike Lane/Sidewalk	PE	\$0	\$7,927	\$7,927
			ROW	\$0	\$50,698	\$50,698
			TOTAL:	\$0	\$58,625	\$58,625

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
441136 1	SR25/SR200/US301/US441 from CR 25A TO US 301/US441	Resurfacing	CST	\$0	\$6,492	\$6,492
			PE	\$0	\$1,500	\$1,500
			TOTAL:	\$0	\$7,992	\$7,992
441141 2	SR 464 from SR 500 (US 27/301) to SR 35	Lighting	CST	\$0	\$34,500	\$34,500
			TOTAL:	\$0	\$34,500	\$34,500
441366 1	SR 40 from SW 27th Ave TO MLK Jr. Avenue	Safety Project	CST	\$0	\$4,426	\$4,426
			TOTAL:	\$0	\$4,426	\$4,426
443270 1	SR 25/SR 200 to Alachua Bridges 360025 & 360026	Bridge Repair/Reh.	CST	\$0	\$500	\$500
			PE	\$0	\$200	\$200
			TOTAL:	\$0	\$700	\$700
443703 1	SR 35 (SE 58th) From CR 464 (SE Maricamp Rd) to SR 40	Landscaping	CST	\$0	\$500	\$500
			TOTAL:	\$0	\$500	\$500
443730 1	US 301/US 441 Split (The Y) south of Split to north of Split	Landscaping	CST	\$0	\$500	\$500
			TOTAL:	\$0	\$500	\$500
445218 1	SR 25 from Avenue I to Alachua Co. Line	Resurfacing	CST	\$0	\$34,393	\$34,393
			PE	\$0	\$4,978	\$4,978
			TOTAL:	\$0	\$39,371	\$39,371
448635 1	SR 25 from North of CR 25A to AVENUE I	Resurfacing	CST	\$0	\$28,960	\$28,960
			PE	\$0	\$500	\$500
			TOTAL:	\$0	\$29,460	\$29,460
445302 1	SR 35/US 301 north of CR 42 to north of SE 144 PL Road	Resurfacing	CST	\$0	\$4,809	\$4,809
			PE	\$0	\$1,097	\$1,097
			TOTAL:	\$0	\$5,906	\$5,906
447137 1	SR 200 Bridges 360044 & 360059, SR 40 Bridge 360044	Bridge Repair/Reh.	CST	\$0	\$953	\$953
			TOTAL:	\$0	\$953	\$953
448924 1	SR-492 Over CSX RR & SW 66th ST Over I-75	Bridge Rep./Rehab.	CST	\$0	\$1,484	\$1,484
			PE	\$0	\$100	\$100
			TOTAL:	\$0	\$1,584	\$1,584

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
450948 2	SR 40 from SE 196 Ter Dr To Lake County Line	Resurfacing	PE TOTAL:	\$0 \$0	\$98,000 \$98,000	\$98,000 \$98,000
450952 2	SR 40 from US 441 to 25th Ave Intersect. Enhancements	Intersection	CST PE TOTAL:	\$716,993 \$0 \$716,993	\$716,993 \$11,160 \$728,153	\$1,433,986 \$11,160 \$1,445,146
452229 3	SWRS - Districtwide Rumblestrips Bundle 5C - Marion	Safety Project	CST PE TOTAL:	\$0 \$0 \$0	\$24,078 \$8,849 \$32,927	\$24,078 \$8,849 \$32,927
453003 1	Intersection Lighting at SR 464/Maricamp Rd at SE 35/SE 58th Ave.	Lighting	CST TOTAL:	\$0 \$0	\$18,227 \$18,227	\$18,227 \$18,227
453201 1	NW 49th St. from NW 70th Ave. (CR 225A) to NW 44th Avenue	Add lanes and Reconstruction	CST TOTAL:	\$0 \$0	\$30,000,000 \$30,000,000	\$30,000,000 \$30,000,000
457015 1	Marion Oaks Manor Extension and Widening	New Road	PD&E TOTAL:	\$0 \$0	\$5,000 \$5,000	\$5,000 \$5,000
422772 2	Cross FL Greenway Baseline Rd. to Santos Paved Trail	Bike Path/Trail	RRU TOTAL:	\$0 \$0	\$600,000 \$600,000	\$600,000 \$600,000
436474 2	Saddlewood Elementary School Sidewalk Improvements	Sidewalk	CST TOTAL:	\$0 \$0	\$1,284 \$1,284	\$1,284 \$1,284
439310 1	Osceola Avenue Trail from SE 3rd St To NE 5th St	Bike Path/Trail	CST TOTAL:	\$0 \$0	\$101 \$101	\$101 \$101
455761 5	Milton Roof Damages to Carpenter Shop/Storage	Emergency Ops	MISC TOTAL:	\$0 \$0	\$20,500 \$20,500	\$20,500 \$20,500
427188 2	SunTran/Ocala/Marion Urb. Cap/Oper. Fixed Rt. FTA 5307	Capital	CAP TOTAL:	\$4,184,560 \$4,184,560	\$26,953,098 \$26,953,098	\$31,137,658 \$31,137,658
445377 1	Marion Ocala Section 5339 Small Urban Capital	Capital	CAP TOTAL:	\$0 \$0	\$1,231,367 \$1,231,367	\$1,231,367 \$1,231,367

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2026	Amount Rolled Forward	Revised TIP FY 2026
448170 1	Marion/Ocala Section 5339 Small Urb Capital Fixed Route	Capital	CAP TOTAL:	\$0 \$0	\$470,711 \$470,711	\$470,711 \$470,711
449238 1	Marion-Ocala SunTran Section 5307 ARP Small Urban Area	Capital	CAP TOTAL:	\$0 \$0	\$783,759 \$783,759	\$783,759 \$783,759
453464 1	City of Ocala Transit - SunTran FY 23 FTA Low-No Award	Purchase Vehicle/ Equipment	CAP TOTAL:	\$0 \$0	\$16,166,822 \$16,166,822	\$16,166,822 \$16,166,822

TOTAL: \$25,263,679 \$123,198,667 \$148,462,346

Project Phase Acronym Description

CAP	Capital
CST	Construction
DB	Design-Build
ENV	Environmental
OPS	Operations
MISC	Miscellaneous
PE	Preliminary Engineering
ROW	Right of Way
RRU	Railroad and Utilities

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

HIGHWAYS
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ITEM NUMBER:410674 4
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD
COUNTY:MARION
PROJECT LENGTH: 2.655MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ART	3,116,478	0	0	0	0	0	0	3,116,478
DIH	92,786	0	0	0	0	0	0	92,786
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ART	0	125,000	0	0	0	0	0	125,000
DS	0	65,000	0	0	0	0	0	65,000
TOTAL 410674 4	3,209,264	190,000	0	0	0	0	0	3,399,264
TOTAL PROJECT:	3,209,264	190,000	0	0	0	0	0	3,399,264

ITEM NUMBER:411256 5
DISTRICT:05
ROADWAY ID:36050000

PROJECT DESCRIPTION:SR 35 (US 301) DALLAS POND REDESIGN
COUNTY:MARION
PROJECT LENGTH: 1.404MI

NON-SIS
TYPE OF WORK:DRAINAGE IMPROVEMENTS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	235,004	0	0	0	0	0	0	235,004
DIH	22,782	0	0	0	0	0	0	22,782
DS	4,572	0	0	0	0	0	0	4,572
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	219,696	0	0	0	0	0	0	219,696
DIH	50,358	0	0	0	0	0	0	50,358
DS	53,849	0	0	0	0	0	0	53,849
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	285,050	0	0	0	0	0	0	285,050
DIH	19,775	300	0	0	0	0	0	20,075
DS	39,645	0	0	0	0	0	0	39,645
TOTAL 411256 5	930,731	300	0	0	0	0	0	931,031
TOTAL PROJECT:	930,731	300	0	0	0	0	0	931,031

ITEM NUMBER:433651 1
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .741MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	1,116	2,884	0	0	0	0	0	4,000
SA	134,118	0	0	0	0	0	0	134,118
SL	61,687	0	0	0	0	0	0	61,687
SN	2,315,460	0	0	0	0	0	0	2,315,460
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	31,250	0	0	0	0	0	0	31,250
DIH	415	0	0	0	0	0	0	415
GFSL	534	0	0	0	0	0	0	534
GFSN	186,511	0	0	0	0	0	0	186,511
SA	1,298,335	0	0	0	0	0	0	1,298,335
SL	551,530	0	0	0	0	0	0	551,530

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

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HIGHWAYS

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SN	1,756,091	0	0	0	0	0	0	1,756,091
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,878	0	0	0	0	0	0	3,878
GFSL	150,075	0	0	0	0	0	0	150,075
GFSN	463,490	0	0	0	0	0	0	463,490
SA	308,991	0	0	0	0	0	0	308,991
SL	980,115	0	0	0	0	0	0	980,115
SN	1,915,402	0	0	0	0	0	0	1,915,402
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	46,260	0	0	0	0	0	46,260
ACSA	314,470	0	0	0	0	0	0	314,470
DDR	148,192	0	0	0	0	0	0	148,192
GFSA	1,004,134	0	0	0	0	0	0	1,004,134
GFSN	216,943	0	0	0	0	0	0	216,943
LF	21,958	0	0	0	0	0	0	21,958
NFP	9,303,454	0	0	0	0	0	0	9,303,454
SA	555,670	0	0	0	0	0	0	555,670
SM	44,014	0	0	0	0	0	0	44,014
SN	952,753	1,901	0	0	0	0	0	954,654
TOTAL 433651 1	22,720,586	51,045	0	0	0	0	0	22,771,631
TOTAL PROJECT:	22,720,586	51,045	0	0	0	0	0	22,771,631

ITEM NUMBER:435209 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST
COUNTY:MARION
PROJECT LENGTH: .001MI

SIS
TYPE OF WORK:INTERCHANGE (NEW)
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,636,410	0	0	0	0	0	0	2,636,410
DIH	178,813	17,054	0	0	0	0	0	195,867
DS	448,613	0	0	0	0	0	0	448,613
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	5,318,867	0	0	0	0	0	0	5,318,867
DIH	369,671	10,099	0	0	0	0	0	379,770
DS	266,877	0	0	0	0	0	0	266,877
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	1,401,642	0	0	0	0	0	1,401,642
ACSL	0	3,596,246	0	0	0	0	0	3,596,246
CIGP	749,775	6,630,441	2,000,000	0	0	0	0	9,380,216
DIH	30,887	65,193	28,385	0	0	0	0	124,465
LF	1,682,887	12,017,113	0	0	0	0	0	13,700,000
SA	0	7,711,579	1,153,242	0	603,977	0	0	9,468,798
SL	0	0	846,758	4,000,000	237,863	0	0	5,084,621
TRIP	189,538	535,174	250,000	200,000	50,480	0	0	1,225,192
TRWR	309,000	0	0	0	15,105	0	0	324,105
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	228,298	0	0	0	0	0	228,298
LF	4,644,137	0	0	0	0	0	0	4,644,137
SA	0	991,168	0	0	0	0	0	991,168
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	55,697,198	6,180,416	0	0	0	0	0	61,877,614
ACSL	2,724,134	0	0	0	0	0	0	2,724,134
CM	4,872	0	0	0	0	0	0	4,872
DDR	0	3,858,750	0	0	0	0	0	3,858,750
LF	11,975,723	84,439	0	0	0	0	0	12,060,162
SA	0	0	212,400	0	0	0	0	212,400
SL	5,904,094	102,902	0	0	0	0	0	6,006,996
TRIP	10,409,760	0	0	0	0	0	0	10,409,760
TRWR	4,407,071	0	0	0	0	0	0	4,407,071
TOTAL 435209 1	107,948,327	43,430,514	4,490,785	4,200,000	907,425	0	0	160,977,051

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ITEM NUMBER:448376 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75/SR 93 FROM SR 200 TO NORTH OF SR 500
COUNTY:MARION
PROJECT LENGTH: 4.469MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	1,379,091	10,775	0	0	0	0	0	1,389,866
DS	36,013	0	0	0	0	0	0	36,013
NHPP	27,281	0	0	0	0	0	0	27,281
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	12,937,831	0	0	0	0	0	0	12,937,831
DDR	8,277	1,022,826	0	0	0	0	0	1,031,103
TOTAL 448376 1	14,388,493	1,033,601	0	0	0	0	0	15,422,094

ITEM NUMBER:452072 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 AT SR 326 INTERCHANGE IMPROVEMENTS
COUNTY:MARION
PROJECT LENGTH: 2.074MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	51,838	0	0	0	0	0	0	51,838
DIH	1,100	18,900	0	0	0	0	0	20,000
MFF	1,694,070	0	0	0	0	0	0	1,694,070
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	3,688,000	0	0	0	0	0	0	3,688,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	120	257,130	0	0	0	0	0	257,250
MFF	17,041,690	0	415,067	122,388	0	0	0	17,579,145
TOTAL 452072 1	22,476,818	276,030	415,067	122,388	0	0	0	23,290,303

ITEM NUMBER:452074 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 IMPROVEMENTS FROM SR 200 TO SR 326
COUNTY:MARION
PROJECT LENGTH: 8.009MI

SIS
TYPE OF WORK:ADD AUXILIARY LANE(S)
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	41,598	1,465	0	0	0	0	0	43,063
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	36,545	0	0	0	0	0	0	36,545
DIH	134,798	3,596	0	0	0	0	0	138,394
DS	516	0	0	0	0	0	0	516
MFF	13,086,087	0	400,881	206,857	0	0	0	13,693,825
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	54,149	14,118	10,000	10,000	0	0	0	88,267
MFF	32,979,435	0	2,500,000	2,300,000	1,250,000	1,150,000	0	40,179,435
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	4,492,000	0	0	0	0	0	0	4,492,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	271,440	138,915	0	0	0	0	0	410,355
DIH	4,443	395,557	0	0	0	0	0	400,000

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PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DRA	3,055,341	244,659	0	0	0	0	0	3,300,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	2,798,888	0	0	0	0	0	0	2,798,888
CARB	5,676,056	0	0	0	0	0	0	5,676,056
CARL	629,693	10,141	0	0	0	0	0	639,834
DDR	63,091	0	0	0	0	0	0	63,091
DIH	56,994	460	0	0	0	0	0	57,454
DRA	24,357,833	0	0	0	0	0	0	24,357,833
DS	100,175	0	0	0	0	0	0	100,175
TOTAL 438562 1	40,172,351	257,495	0	0	0	0	0	40,429,846
TOTAL PROJECT:	40,172,351	257,495	0	0	0	0	0	40,429,846

ITEM NUMBER:439234 1
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM I-75 TO US 301
COUNTY:MARION
PROJECT LENGTH: 3.321MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

	FUND	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
DDR	798,273	0	0	0	0	0	0	0	798,273
DIH	43,092	3,053	0	0	0	0	0	0	46,145
DS	1,125,896	0	0	0	0	0	0	0	1,125,896
PHASE:	RAILROAD & UTILITIES / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
DDR	140,000	0	0	0	0	0	0	0	140,000
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
ARDR	548,101	0	0	0	0	0	0	0	548,101
DDR	6,169,434	0	0	0	0	0	0	0	6,169,434
DIH	19,235	2	0	0	0	0	0	0	19,237
DS	11,380,664	0	0	0	0	0	0	0	11,380,664
TOTAL 439234 1	20,224,695	3,055	0	0	0	0	0	0	20,227,750
TOTAL PROJECT:	20,224,695	3,055	0	0	0	0	0	0	20,227,750

ITEM NUMBER:439238 1
DISTRICT:05
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET
COUNTY:MARION
PROJECT LENGTH: 10.612MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	2,241,110	0	0	0	0	0	0	2,241,110
	DIH	157,664	1,000	0	0	0	0	0	158,664
	DS	504,214	0	0	0	0	0	0	504,214
PHASE:	RIGHT OF WAY / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	301,000	0	0	0	0	0	0	301,000
	DIH	1,778	0	0	0	0	0	0	1,778
PHASE:	RAILROAD & UTILITIES / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	322,641	0	0	0	0	0	0	322,641
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	3,405,247	0	0	0	0	0	0	3,405,247
	DIH	167,331	0	0	0	0	0	0	167,331
	DS	856,219	0	0	0	0	0	0	856,219
	NHRE	5,823,937	0	0	0	0	0	0	5,823,937
	SA	8,528,686	2,574	0	0	0	0	0	8,531,260
TOTAL	439238 1	22,309,827	3,574	0	0	0	0	0	22,313,401

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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
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ITEM NUMBER:439238 2
DISTRICT:05
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET
COUNTY:MARION
PROJECT LENGTH: 7.230MI

NON-SIS

TYPE OF WORK:BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,673,197	0	0	0	0	0	0	1,673,197
	DIH	69,833	7,927	0	0	0	0	0	77,760
	DS	690,624	0	0	0	0	0	0	690,624
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	0	31,000	0	0	0	0	0	31,000
	DIH	466	19,698	0	0	0	0	0	20,164
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	SA	0	0	2,445,034	0	0	0	0	2,445,034
	SL	0	0	209,351	0	0	0	0	209,351
	TALL	0	0	1,372,433	0	0	0	0	1,372,433
	TALT	0	0	1,213,749	0	0	0	0	1,213,749
TOTAL	439238 2	2,434,120	58,625	5,240,567	0	0	0	0	7,733,312
TOTAL PROJECT:		24,743,947	62,199	5,240,567	0	0	0	0	30,046,713

ITEM NUMBER:441136 1
DISTRICT:05
ROADWAY ID:36001000

PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE
COUNTY:MARION
PROJECT LENGTH: 8.846MI

SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,620,856	0	0	0	0	0	0	1,620,856
	DIH	83,844	1,500	0	0	0	0	0	85,344
	DS	90,455	0	0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACNR	147,939	0	0	0	0	0	0	147,939
	DDR	2,677,125	0	0	0	0	0	0	2,677,125
	DIH	96,419	6,492	0	0	0	0	0	102,911
	DS	1,289,016	0	0	0	0	0	0	1,289,016
	GFSL	4,198	0	0	0	0	0	0	4,198
	NHRE	2,000	0	0	0	0	0	0	2,000
	SA	15,576,082	0	0	0	0	0	0	15,576,082
	SL	679,485	0	0	0	0	0	0	679,485
TOTAL	441136 1	22,267,419	7,992	0	0	0	0	0	22,275,411
TOTAL PROJECT:		22,267,419	7,992	0	0	0	0	0	22,275,411

ITEM NUMBER:441141 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:SR 464 FROM SR 500 (US 27/301) TO SR 35
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY:	RESPONSIBLE AGENCY NOT AVAILABLE							
ACSL	0	34,500	0	0	0	0	0	34,500
TOTAL 441141 2	0	34,500	0	0	0	0	0	34,500
TOTAL PROJECT:	0	34,500	0	0	0	0	0	34,500

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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
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ITEM NUMBER:441366 1
DISTRICT:05
ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE
COUNTY:MARION
PROJECT LENGTH: .790MI

NON-SIS

TYPE OF WORK:SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DIH	28,949	0	0	0	0	0	0	28,949
	DS	4,140	0	0	0	0	0	0	4,140
	HSP	397,257	0	0	0	0	0	0	397,257
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACSS	1,461	3,490	0	0	0	0	0	4,951
	DDR	1,484	0	0	0	0	0	0	1,484
	HSP	748,452	936	0	0	0	0	0	749,388
TOTAL	441366 1	1,181,743	4,426	0	0	0	0	0	1,186,169
TOTAL PROJECT:		1,181,743	4,426	0	0	0	0	0	1,186,169

ITEM NUMBER:443270 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:SR 25 / 200 TO ALACH BRIDGE 360025 & 360026
COUNTY:MARION
PROJECT LENGTH: .790MI

NON-SIS

TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	BRRP	62,469	0	0	0	0	0	0	62,469
	DIH	6,778	200	0	0	0	0	0	6,978
	DS	1,803	0	0	0	0	0	0	1,803
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	BRRP	404,049	0	0	0	0	0	0	404,049
	DIH	66,325	500	0	0	0	0	0	66,825
TOTAL 443270 1		541,424	700	0	0	0	0	0	542,124
TOTAL PROJECT:		541,424	700	0	0	0	0	0	542,124

ITEM NUMBER:443703 1
DISTRICT:05
ROADWAY ID:36009000

PROJECT DESCRIPTION:SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40
COUNTY:MARION
PROJECT LENGTH: 5.393MI

NON-SIS

TYPE OF WORK:LANDSCAPING

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	580,217	0	0	0	0	0	0	580,217
	DIH	24,959	500	0	0	0	0	0	25,459
	DS	928	0	0	0	0	0	0	928
TOTAL	443703 1	606,104	500	0	0	0	0	0	606,604
TOTAL PROJECT:		606,104	500	0	0	0	0	0	606,604

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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

ITEM NUMBER:443730 1
DISTRICT:05
ROADWAY ID:36001000

PROJECT DESCRIPTION:US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF SPLIT TO NORTH OF SPLIT
COUNTY:MARION
PROJECT LENGTH: 2.262MI

SIS

TYPE OF WORK:LANDSCAPING

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	422,523	0	0	0	0	0	0	422,523
	DIH	327	500	0	0	0	0	0	827
	DS	246,318	0	0	0	0	0	0	246,318
TOTAL	443730 1	669,168	500	0	0	0	0	0	669,668
TOTAL PROJECT:		669,168	500	0	0	0	0	0	669,668

ITEM NUMBER:445218 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE
COUNTY:MARION
PROJECT LENGTH: 3.146MI

NON-SIS

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,050,832		0	0	0	0	0	1,050,832
	DIH	37,889	4,978	0	0	0	0	0	42,867
	DS	12,945		0	0	0	0	0	12,945
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACNR	5,788,974		0	0	0	0	0	5,788,974
	ACSN	362,101		0	0	0	0	0	362,101
	DDR	697,838		0	0	0	0	0	697,838
	DIH		9,805	0	0	0	0	0	10,290
	DS	116,471	24,588	0	0	0	0	0	141,059
	SN	700,000		0	0	0	0	0	700,000
TOTAL	445218 1	8,767,535	39,371	0	0	0	0	0	8,806,906

ITEM NUMBER:448635 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:SR 25 FROM NORTH OF CR 25A TO AVENUE I
COUNTY:MARION
PROJECT LENGTH: 3.173MI

NON-SIS

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	920,601	0	0	0	0	0	0	920,601
DIH	19,714	500	0	0	0	0	0	20,214
DS	12,709	0	0	0	0	0	0	12,709
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	5,612,640	0	0	0	0	0	0	5,612,640
DDR	441,136	18,670	0	0	0	0	0	459,806
DIH	0	10,290	0	0	0	0	0	10,290
SA	1,344,854	0	0	0	0	0	0	1,344,854
TOTAL 448635 1	8,351,654	29,460	0	0	0	0	0	8,381,114
TOTAL PROJECT:	17,119,189	68,831	0	0	0	0	0	17,188,020

ITEM NUMBER:445302 1
DISTRICT:05
ROADWAY ID:36050000

PROJECT DESCRIPTION:SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD
COUNTY:MARION
PROJECT LENGTH: 2.207MI

NON-SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	867,776	0	0	0	0	0	0	867,776
	DIH	41,271	1,097	0	0	0	0	0	42,368
	DS	7,958	0	0	0	0	0	0	7,958
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	4,184,421	0	0	0	0	0	0	4,184,421
	DIH	25,471	4,809	0	0	0	0	0	30,280
	DS	2,248,379	0	0	0	0	0	0	2,248,379
TOTAL	445302 1	7,375,276	5,906	0	0	0	0	0	7,381,182
TOTAL PROJECT:		7,375,276	5,906	0	0	0	0	0	7,381,182

ITEM NUMBER:447137 1
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB
COUNTY:MARION
PROJECT LENGTH: .543MI

SIS

TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	BRRP	57,368	0	0	0	0	0	0	57,368
	DIH	742	0	0	0	0	0	0	742
PHASE:	RAILROAD & UTILITIES / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	BRRP	39,618	0	0	0	0	0	0	39,618
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	BRRP	1,023,666	0	0	0	0	0	0	1,023,666
	DDR	13,588	0	0	0	0	0	0	13,588
	DIH	23,255	953	0	0	0	0	0	24,208
TOTAL	447137 1	1,158,237	953	0	0	0	0	0	1,159,190
TOTAL PROJECT:		1,158,237	953	0	0	0	0	0	1,159,190

ITEM NUMBER:448924 1
DISTRICT:05
ROADWAY ID:36000076

PROJECT DESCRIPTION:SR-492 OVER CSX RR & SW 66TH ST OVER I-75
COUNTY:MARION
PROJECT LENGTH: .102MI

NON-SIS

TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	BRRP	43,595	0	0	0	0	0	0	43,595
	DIH	420	100	0	0	0	0	0	520
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	106,000	0	0	0	0	0	0	106,000
	DS	40,000	0	0	0	0	0	0	40,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	BRRP	330,747	0	0	0	0	0	0	330,747
	DIH	5,876	1,484	0	0	0	0	0	7,360
TOTAL	448924 1	526,638	1,584	0	0	0	0	0	528,222
TOTAL PROJECT:		526,638	1,584	0	0	0	0	0	528,222

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

ITEM NUMBER:450948 2
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM SE 196 TER DR TO LAKE COUNTY LINE
COUNTY:MARION
PROJECT LENGTH: 11.563MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SN		0	98,000	0	0	0	0	98,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR		0	0	0	8,343,816	0	0	8,343,816
DIH		0	0	0	803,509	0	0	803,509
TOTAL 450948 2		0	98,000	0	9,147,325	0	0	9,245,325
TOTAL PROJECT:		0	98,000	0	9,147,325	0	0	9,245,325

ITEM NUMBER:450952 2
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM US 441 TO 25TH AVE INTERSECTION ENHANCEMENTS
COUNTY:MARION
PROJECT LENGTH: 2.356MI

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

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF		0	11,160	0	0	0	0	11,160
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF		0	716,993	0	0	0	0	716,993
TOTAL 450952 2		0	728,153	0	0	0	0	728,153
TOTAL PROJECT:		0	728,153	0	0	0	0	728,153

ITEM NUMBER:452229 3
DISTRICT:05
ROADWAY ID:36070000

PROJECT DESCRIPTION:SWRS - DISTRICTWIDE RUMBLE STRIPES BUNDLE 5C - MARION
COUNTY:MARION
PROJECT LENGTH: 49.514MI

SIS
TYPE OF WORK:SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH		11,151	8,849	0	0	0	0	20,000
DS		7,323	0	0	0	0	0	7,323
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA		61,175	0	0	0	0	0	61,175
ACSS		49,388	0	0	0	0	0	49,388
DDR		38	0	0	0	0	0	38
DIH		5,922	24,078	0	0	0	0	30,000
HSP		785,887	0	0	0	0	0	785,887
TOTAL 452229 3		920,884	32,927	0	0	0	0	953,811
TOTAL PROJECT:		920,884	32,927	0	0	0	0	953,811

FLORIDA DEPARTMENT OF TRANSPORTATION
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MPO ROLLFORWARD REPORT
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DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

HIGHWAYS
=====

ITEM NUMBER:453003 1
DISTRICT:05
ROADWAY ID:36009000

PROJECT DESCRIPTION:INTERSECTION LIGHTING AT SR 464/MARICAMP RD AT SE 35/SE 58TH AVE
COUNTY:MARION
PROJECT LENGTH: .002MI

NON-SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C								
DDR	0	18,227	0	0	0	0	0	18,227
TOTAL 453003 1	0	18,227	0	0	0	0	0	18,227
TOTAL PROJECT:	0	18,227	0	0	0	0	0	18,227

ITEM NUMBER:453201 1
DISTRICT:05
ROADWAY ID:36000070

PROJECT DESCRIPTION:NW 49TH ST. FROM NW 70TH AVE (CR 225A) TO NW 44TH AVE
COUNTY:MARION
PROJECT LENGTH: 3.792MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C								
GR24	1,000,000	0	0	0	0	0	0	1,000,000
LF	2,174,598	0	0	0	0	0	0	2,174,598
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C								
EM25	0	1,500,000	0	0	0	0	0	1,500,000
EM26	0	2,000,000	0	0	0	0	0	2,000,000
LF	0	26,500,000	0	0	0	0	0	26,500,000
TOTAL 453201 1	3,174,598	30,000,000	0	0	0	0	0	33,174,598
TOTAL PROJECT:	3,174,598	30,000,000	0	0	0	0	0	33,174,598

ITEM NUMBER:457015 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:MARION OAKS MANOR EXTENSION AND WIDENING
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:NEW ROAD CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	5,000	0	0	0	0	0	5,000
TOTAL 457015 1	0	5,000	0	0	0	0	0	5,000
TOTAL PROJECT:	0	5,000	0	0	0	0	0	5,000
TOTAL DIST: 05	488,330,304	76,883,406	17,367,495	17,107,802	2,157,425	1,150,000	0	602,996,432
TOTAL HIGHWAYS	488,330,304	76,883,406	17,367,495	17,107,802	2,157,425	1,150,000	0	602,996,432

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

=====

ITEM NUMBER:444877 1		PROJECT DESCRIPTION:MARION-OCALA INTL HANGAR					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:AVIATION REVENUE/OPERATIONAL		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA									
DDR		0	20,000	0	0	0	0	0	20,000
LF		0	5,000	0	0	0	0	0	5,000
TOTAL 444877 1		0	25,000	0	0	0	0	0	25,000
TOTAL PROJECT:		0	25,000	0	0	0	0	0	25,000

ITEM NUMBER:449760 1		PROJECT DESCRIPTION:MARION CO AIRPORT FUEL SYSTEM					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:AVIATION REVENUE/OPERATIONAL		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE									
DDR		0	25,000	0	0	0	0	25,000	
LF		0	6,250	0	0	0	0	6,250	
TOTAL 449760 1		0	31,250	0	0	0	0	31,250	
TOTAL PROJECT:		0	31,250	0	0	0	0	31,250	
TOTAL DIST: 05		0	56,250	0	0	0	0	56,250	
TOTAL AVIATION		0	56,250	0	0	0	0	56,250	

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

RAIL
=====

ITEM NUMBER:431798 3		PROJECT DESCRIPTION:NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:RAIL CAPACITY PROJECT	
ROADWAY ID:36000042		PROJECT LENGTH: .350MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	14,412	0	0	0	0	0	0	14,412
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	41,821	0	0	0	0	0	0	41,821
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	79,100	0	0	0	0	0	0	79,100
TOTAL 431798 3	135,333	0	0	0	0	0	0	135,333
TOTAL PROJECT:	135,333	0	0	0	0	0	0	135,333
TOTAL DIST: 05	135,333	0	0	0	0	0	0	135,333
TOTAL RAIL	135,333	0	0	0	0	0	0	135,333

FLORIDA DEPARTMENT OF TRANSPORTATION
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MPO ROLLFORWARD REPORT
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TRANSIT
=====

DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

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

NON-SIS

TYPE OF WORK:CAPITAL FOR FIXED ROUTE

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

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT									
	FTA	0	21,222,863	3,515,030	3,690,782	0	0	0	28,428,675
	LF	0	5,730,235	878,758	922,695	0	0	0	7,531,688
TOTAL	427188 2	0	26,953,098	4,393,788	4,613,477	0	0	0	35,960,363
TOTAL PROJECT:		0	26,953,098	4,393,788	4,613,477	0	0	0	35,960,363

ITEM NUMBER:445377 1	PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000

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*NON-SIS*
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	985,093	0	0	0	0	0	985,093
LF	0	246,274	0	0	0	0	0	246,274
TOTAL 445377 1	0	1,231,367	0	0	0	0	0	1,231,367
TOTAL PROJECT:	0	1,231,367	0	0	0	0	0	1,231,367

ITEM NUMBER:448170 1	PROJECT DESCRIPTION:MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000

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*NON-SIS*
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	376,569	0	0	0	0	0	376,569
LF	0	94,142	0	0	0	0	0	94,142
TOTAL 448170 1	0	470,711	0	0	0	0	0	470,711
TOTAL PROJECT:	0	470,711	0	0	0	0	0	470,711

ITEM NUMBER:449238 1	PROJECT DESCRIPTION:MARION - OCALA SUNTRAN	SECTION 5307 ARP	SMALL URBAN AREA
DISTRICT:05	COUNTY:MARION		
ROADWAY ID:	PROJECT	LENGTH:	.000

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*NON-SIS*
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	627,007	0	0	0	0	0	627,007
LF	0	156,752	0	0	0	0	0	156,752
TOTAL 449238 1	0	783,759	0	0	0	0	0	783,759
TOTAL PROJECT:	0	783,759	0	0	0	0	0	783,759

FLORIDA DEPARTMENT OF TRANSPORTATION
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MPO ROLLFORWARD REPORT
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TRANSIT

=====

DATE RUN: 07/07/2025
TIME RUN: 11.31.23
MBRMPOTP

ITEM NUMBER:453464 1 PROJECT DESCRIPTION:CITY OF OCALA TRANSIT - SUNTRAN FY23 FTA LOW-NO AWARD *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	16,166,822	0	0	0	0	0	16,166,822
TOTAL 453464 1	0	16,166,822	0	0	0	0	0	16,166,822
TOTAL PROJECT:	0	16,166,822	0	0	0	0	0	16,166,822
TOTAL DIST: 05	0	45,605,757	4,393,788	4,613,477	0	0	0	54,613,022
TOTAL TRANSIT	0	45,605,757	4,393,788	4,613,477	0	0	0	54,613,022

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

FLA. RAIL ENT.
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ITEM NUMBER:431798 3		PROJECT DESCRIPTION:NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET					*SIS*	
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:RAIL CAPACITY PROJECT	
ROADWAY ID:36000042		PROJECT LENGTH: .350MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPT0	2,611,305	0	0	0	0	0	0	2,611,305
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TRIP	15,061,842	0	0	0	0	0	0	15,061,842
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	592,367	0	0	0	0	0	0	592,367
TRIP	71,955	0	0	0	0	0	0	71,955
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPT0	78,094	0	0	0	0	0	0	78,094
DS	414,211	0	0	0	0	0	0	414,211
LF	415,925	31,369	0	0	0	0	0	447,294
TRIP	17,636,384	0	0	0	0	0	0	17,636,384
TOTAL 431798 3	36,882,083	31,369	0	0	0	0	0	36,913,452
TOTAL PROJECT:	36,882,083	31,369	0	0	0	0	0	36,913,452
TOTAL DIST: 05	36,882,083	31,369	0	0	0	0	0	36,913,452
TOTAL FLA. RAIL ENT.	36,882,083	31,369	0	0	0	0	0	36,913,452

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

MISCELLANEOUS
=====

DATE RUN: 07/07/2025

TIME RUN: 11.31.23
MBRMPOTP

ITEM NUMBER:422772 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION: CROSS FLORIDA GREENWAY BASELINE RD. TO SANTOS PAVED TRAIL
COUNTY: MARION
PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C									
	GRTR	898,078	0	0	0	0	0	0	898,078
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	TLWR	0	600,000	0	0	0	0	0	600,000
TOTAL	422772 2	898,078	600,000	0	0	0	0	0	1,498,078
TOTAL PROJECT:		898,078	600,000	0	0	0	0	0	1,498,078

ITEM NUMBER:436474 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:SIDEWALK

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

[illegible]

ITEM NUMBER:439310 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

[illegible]

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

MISCELLANEOUS
=====

ITEM NUMBER:455761 5		PROJECT DESCRIPTION:MILTON ROOF DAMAGES TO CARPENTER SHOP & STORAGE					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:EMERGENCY OPERATIONS		
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DER	0	20,500	0	0	0	0	0	20,500	
TOTAL 455761 5	0	20,500	0	0	0	0	0	20,500	
TOTAL PROJECT:	0	20,500	0	0	0	0	0	20,500	
TOTAL DIST: 05	2,301,606	621,885	0	0	0	0	0	2,923,491	
TOTAL MISCELLANEOUS	2,301,606	621,885	0	0	0	0	0	2,923,491	
GRAND TOTAL	527,649,326	123,198,667	21,761,283	21,721,279	2,157,425	1,150,000	0	697,637,980	



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

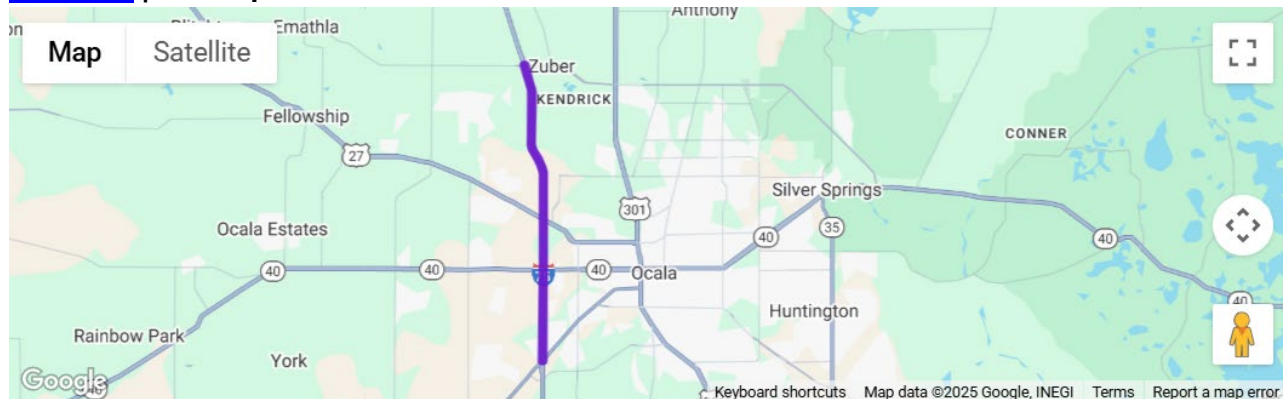
Marion County Project Status Update as of September 30, 2025

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. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at 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

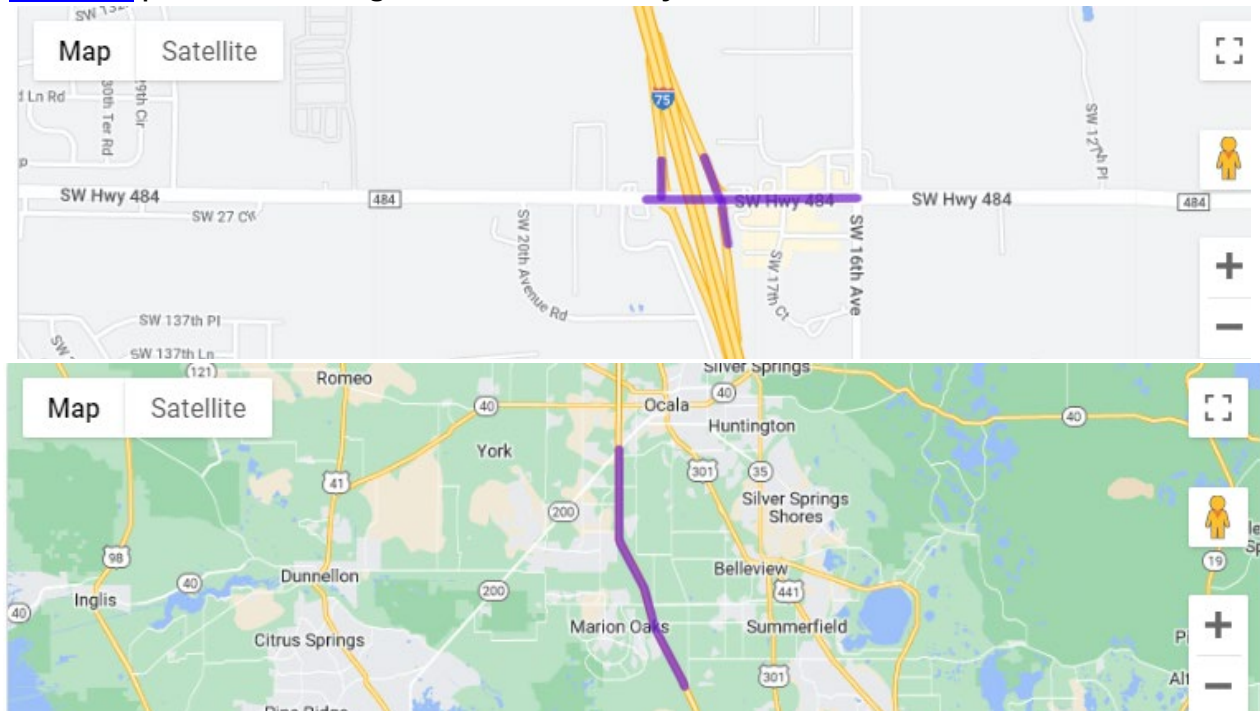
www.fdot.gov

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

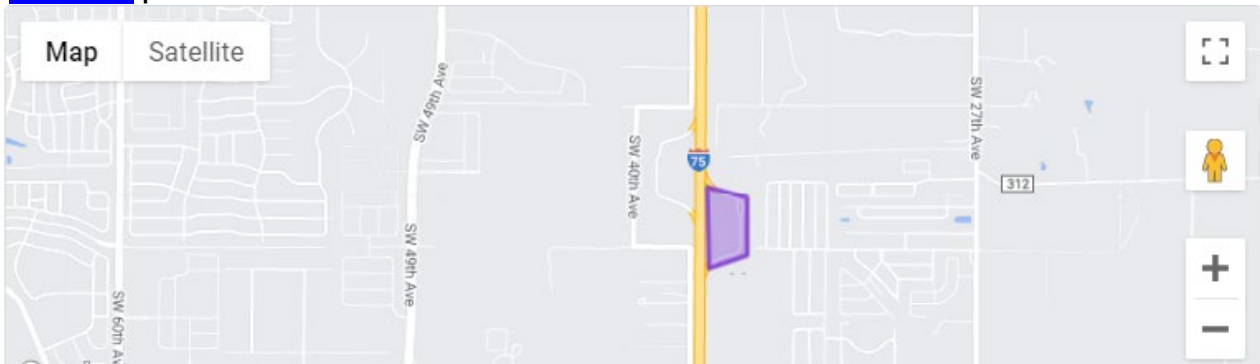


- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start Date: January 4, 2023
- Estimated Completion Date: Early 2026
- Construction Cost: \$40 million

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



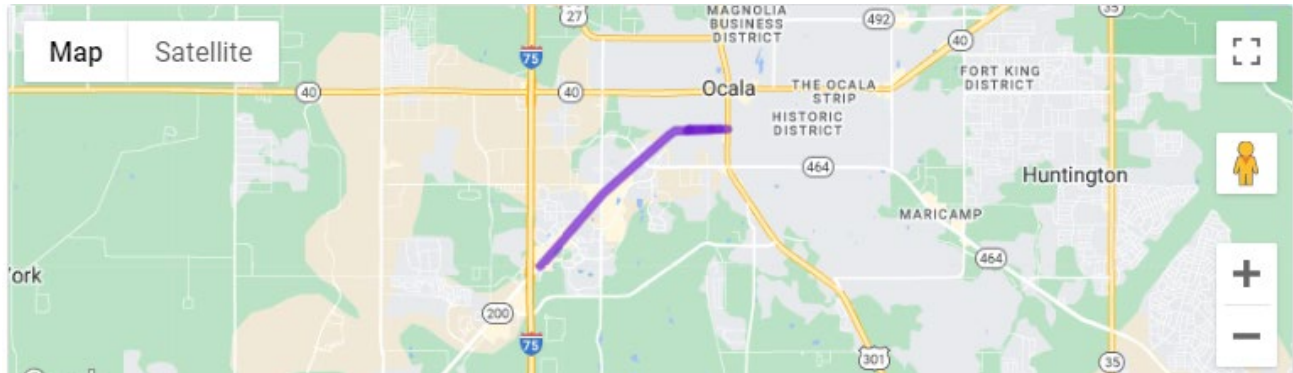
- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023

- 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

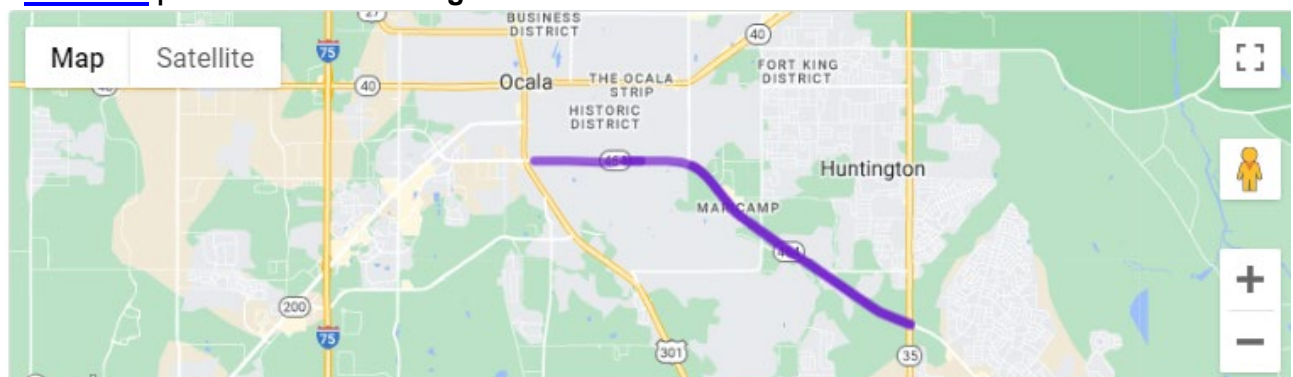


- Contract: E51F6
- Contractor: Anderson Columbia Co., Inc.
- Start Date: September 3, 2024
- Estimated Completion Date: Late 2025
- Construction Cost: \$16.6 million

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



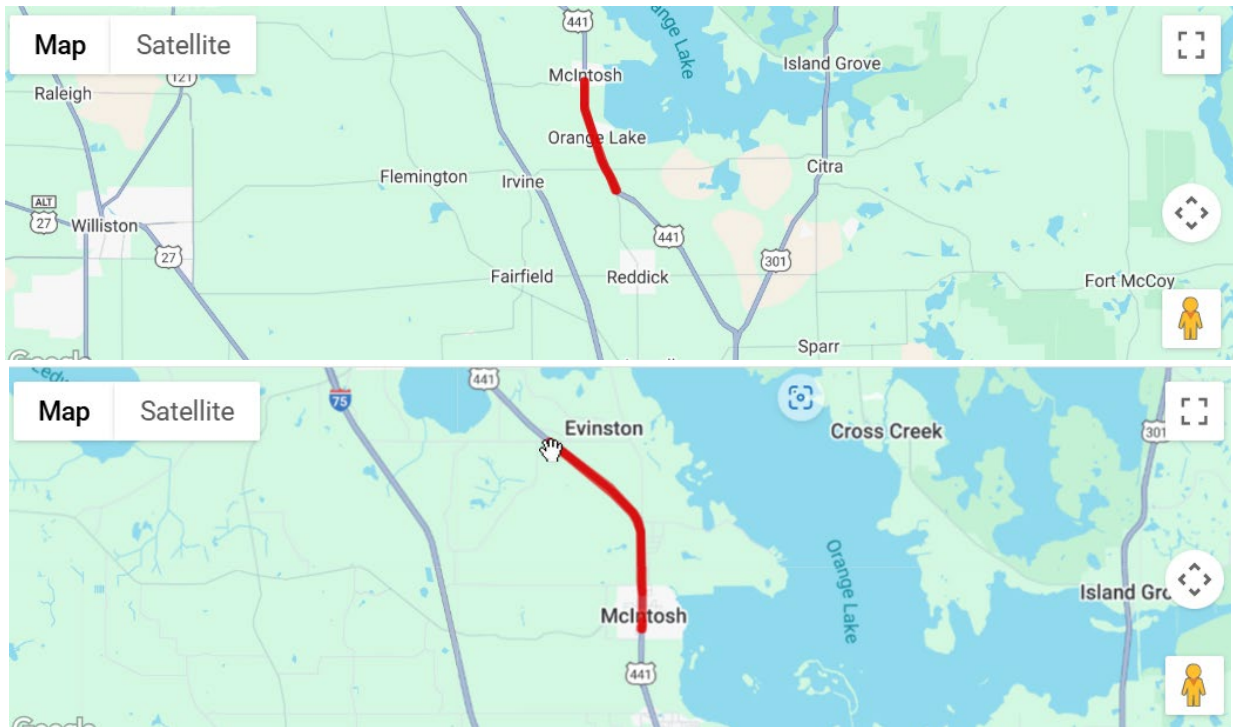
- Contract: T5831
- Contractor: Superior Asphalt, Inc.
- Start Date: May 28, 2025
- Estimated Completion Date: Early 2026
- Construction Cost: \$3.9 million

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

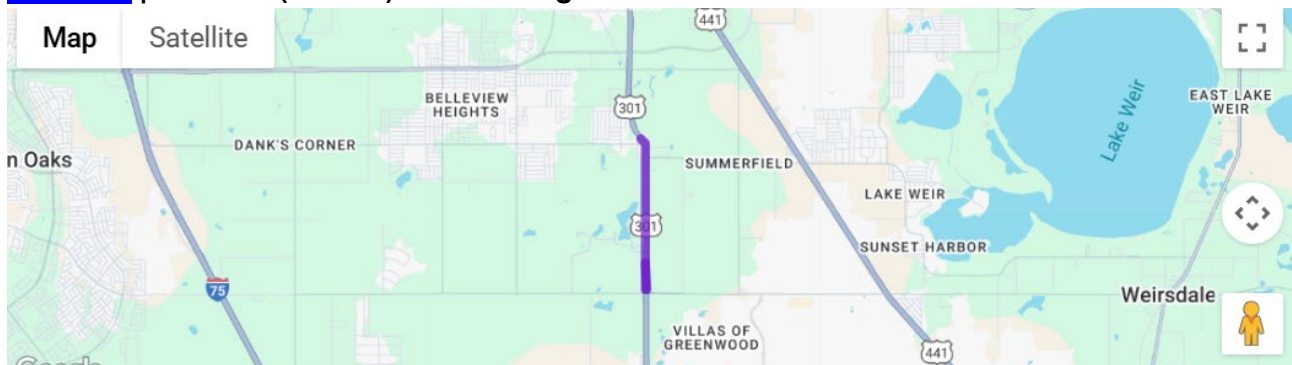


- Contract: T5847
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 11, 2025
- Estimated Completion Date: Summer 2026
- Construction Cost: \$16.2 million

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 144th Place Road



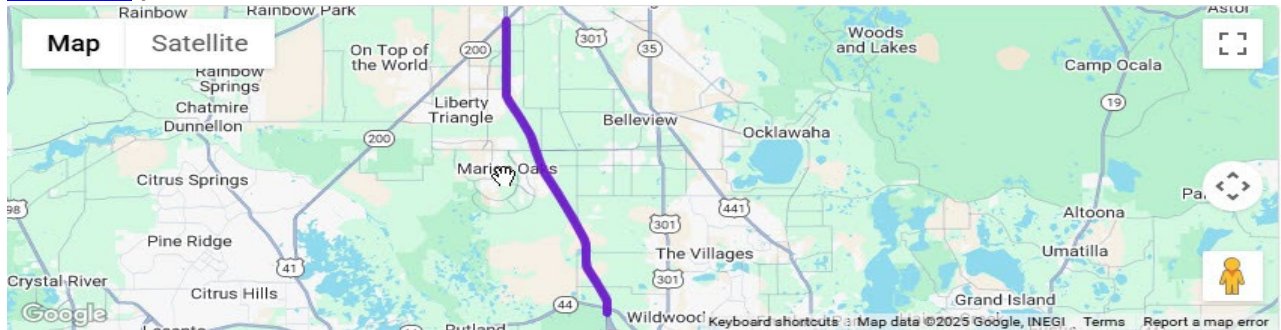
- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: August 28, 2024
- Estimated Completion Date: Fall 2025
- Construction Cost: \$5.6 million

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.



TO: Board Members

FROM: Rob Balmes, Director

RE: November Meeting

As a general reminder, the next TPO Board meeting will be held on November 13, 2025, at 3:00 pm. This schedule revision was made in January due to the adoption requirement of the 2050 Long Range Transportation Plan (LRTP) by November 24, 2025.

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



TO: Board Members

FROM: Rob Balmes, Director

RE: Central Florida MPO Alliance Update

On October 10, 2025, a Central Florida MPO Alliance meeting was held at MetroPlan Orlando. Highlights of the meeting included:

- Approval of the Fiscal Years 2026-27 List of Regional Priorities (attached)
 - Projects in Marion County were approved by the TPO Board on June 23
- Election of Officers
 - Commissioner Michelle Stone elected as Alliance Secretary
- Central Florida MPO Alliance Regional Indicators Report

The 2025 Regional Indicators Report was published by MetroPlan Orlando staff, serving as a state of the system document. The Report may be accessed at the MetroPlan website:

<https://metroplanorlando.gov/wp-content/uploads/CFMPOA-Regional-Indicators-Report-2025.pdf>

A total of four meetings are scheduled for 2026, including a joint meeting with the Sun Coast Transportation Planning Alliance (SCTPA).

Attachment(s)

- Adopted Central Florida MPO Alliance Fiscal Years 2026/27 Regional Priority Project List

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



26/27 Central Florida MPO Alliance Regional Priority Project List

FINAL Adopted: October 10, 2025

Priority Categories:

Transportation Regional Incentive Program (TRIP) Projects.....	Pages 1-3
Strategic Intermodal System (SIS) Fully Funded Projects.....	Page 4
Strategic Intermodal System (SIS) Highway Projects.....	Pages 5-7
Regional Trail Projects - SUNTRAIL TIER ONE, Coast to Coast Trail.....	Page 8
Regional Trail Projects - SUNTRAIL TIER TWO, St Johns River to Sea Loop Trail.....	Page 9
Regional Trail Projects - SUNTRAIL TIER THREE & Transportation Alternatives.....	Pages 10-11
Regional Transit Priorities.....	Page 12
Transportation Systems Management and Operations (TSMO).....	Page 13





**FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECTS**

ADOPTED OCTOBER 10, 2025

FM #	Project Name	Project Limits	Description	Primary Performance	Proposed Phase & Cost	Programmed Phases & Costs	Project Sponsor
MetroPlan Orlando*							
439040-1	SR 434	at Ronald Reagan Blvd / CR 427	Intersection Improvements	System Performance	CST - 2,680,000 (FY 26)	ROW - \$6,395,000 (FY 26)	Seminole County
437508-2	Orlando Citywide Pedestrian Traffic Signals	Citywide	Traffic Signals	System Performance	CST - \$980,000 (FY 26)	CST - \$1,953,424 (FY 26)	Orlando
442334-3	Shingle Creek Trail, Ph. 2B South / Yates Connector (SUNTrail Eligible)	Pleasant Hill Rd to Toho Vista	Shared Use Path	System Performance	CST - \$4,730,000 (FY 26)	CST - \$9,461,815 (FY 26)	Osceola Co.
446485-1	Virginia Dr, Forest Ave & Corrine Dr	SR 527/Orange Ave to Bennett Rd	Complete Streets with Shared Use Path	System Performance	CST - \$9,900,000 (FY 26)	CST - \$19,804,020 (FY 26, 27)	Orlando
442870-2	Shingle Creek Trail, Ph. 2C North / Countyline Connector (SUNTrail Eligible)	Orange / Osceola County Line to CR 522 / Osceola Pkwy	Shared Use Path	System Performance	CST - \$5,350,000 (FY 26)	CST - \$10,702,845 (FY 26)	Osceola Co.
447388-3	UPS Expansion Ph. 2 (Downtown Orlando)	Citywide	Install uninterruptable power supplies (UPS) at 53 intersections & install emergency vehicle preemption systems at 51 intersections & expansion and upgrade downtown DMS	System Performance	CST - \$450,000 (FY 26)	CST - \$898,840 (FY 29)	Orlando
447611-1	Hickory Tree Elementary School Ph. 1	Englewood Dr to Beechwood Dr / Oak Wind Ct to Oak Wind Ct / Jan Lan Blvd to Jan Lan Blvd	Safe Routes to School	System Performance	CST - \$800,000 (FY 26)	CST - \$1,593,889 (FY 27)	Osceola Co.
448775-1	Osceola ATMS Ph. 6 Boggy Creek Rd	Simpson Rd to Narcoossee Rd	ITS/Technology	System Performance	CST - \$1,930,000 (FY 26)	CST - \$3,862,000 (FY 26)	Osceola Co.
446491-2	SR 434 Roundabouts	W of Jetta Pt Artesia St	Roundabouts	System Performance	CST - \$6,580,000 (FY 26)	ROW - \$13,403,000 (FY 27)	Seminole Co.
437932-2	N Central Ave (Design Only)	Martin Luther King Blvd to W Donegan Ave	Complete Streets	System Performance	CST - \$640,000 (FY 26)	PE - \$1,287,507 (FY 26) ROW - \$ 800,000 (FY 28)	Kissimmee
448756-1	Shingle Creek / Kirkman Trail (SUNTrail Eligible)	Raleigh St to Old Winter Garden Rd	Shared Use Path	System Performance	CST - \$1,520,000 (FY 27)	CST - \$3,045,907 (FY 27)	Orange Co.
435521-1	St. Andrew's Trail	Cady Way Trail to Aloma Ave	Shared Use Path	System Performance	CST - \$6,620,000 (FY 27)	CST - \$13,244,837 (FY 27)	Orange Co.
446493-2	Winter Park Dr (Ph. 1)	Marigold Rd to Seminola Blvd	Complete Streets / Safety / Ops	System Performance	CST - \$3,150,000 (FY 27)	CST - \$6,296,937 (FY 27)	Casselberry
446903-1	E Church Ave	N Ronald Reagan Blvd to US 17/92	Complete Streets with Shared Use Path	System Performance	CST - \$1,460,000 (FY 27)	CST - \$2,923,195 (FY 27)	Longwood
453486-1	Rock Springs Rd (Construction Only)	Welch Rd to Lester Rd	Complete Streets	System Performance	CST - \$2,410,000 (FY 27)	PE - \$1,000,000 (FY 26) CST - \$4,814,200 (FY 27)	Apopka / Orange Co.
437472-4	Downtown Kissimmee Complete Streets Ph. 2	W Emmett St to Main St	Complete Streets	System Performance	CST - \$3,500,000 (FY 28)	CST - \$6,991,460 (FY 28)	Kissimmee
452359-1	Kaley Ave	I-4 to SR 527 / Orange Ave	ITS/Technology	System Performance	CST - \$370,000 (FY 28)	CST - \$745,500 (FY 28)	Orlando
452360-1	Church St	Hughey Ave to S Rosalind Ave	ITS/Technology	System Performance	CST - \$8,780,000 (FY 28)	PE - \$1,640,924 (FY 26) CST - \$17,566,687 (FY 28)	Orlando
453494-1	Texas Ave	Chancellor Dr to E of Emperor Dr	Critical Sidewalk Gap Bundle	System Performance	CST - \$1,220,000 (FY 28)	CST - \$2,444,087 (FY 28)	Orange Co.
452290-1	Lawrence Silas Blvd	Neptune Rd to E Oak St	ITS/Technology	System Performance	PE - \$50,000 (FY 28)	PE - \$104,000 (FY 28)	Kissimmee
452291-1	Hughey Ave	SR 526 / Robinson St to SR 50 / Colonial Dr	Operational / Safety	System Performance	PE - \$350,000 (FY 28)	PE - \$705,120 (FY 28)	Orlando
452303-1	Livingston St	Highland Ave to Mills Ave N	ITS/Technology	System Performance	PE - \$210,000 (FY 28)	PE - \$426,000 (FY 28)	Orlando
452304-1	W Anderson St	US 17/92/441 / Orange Blossom Trl to S Division Ave	ITS/Technology	System Performance	PE - \$230,000 (FY 28)	PE - \$455,000 (FY 28)	Orlando
453499-1	Commander Dr	Gatlin Ave to Pershing Ave	ITS/Technology	System Performance	CST - \$460,000 (FY 29)	PE - \$154,043 (FY 27) CST - \$923,006 (FY29)	Orlando



**FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECTS**

ADOPTED OCTOBER 10, 2025

FM #	Project Name	Project Limits	Description	Primary Performance	Proposed Phase & Cost	Programmed Phases & Costs	Project Sponsor
453466-1	John Young Pkwy	SR 482 / Sand Lake Rd to Hunters Creek Blvd	ITS/Technology	System Performance	CST - \$4,250,000 (FY 29)	PE - \$1,111,581 (FY 27) CST - \$8,495,000 (FY29)	Orlando
453468-1	Carrier Dr	W of Universal Blvd to Grand National Dr	ITS/Technology	System Performance	CST - \$550,000 (FY 29)	PE - \$136,028 (FY 27) CST - \$993,140 (FY29)	Orlando
453487-1	Amelia St	Parramore Ave to Highland Ave	ITS/Technology	System Performance	CST - \$1,070,000 (FY 29)	PE - \$437,200 (FY 27) CST - \$2,145,110 (FY29)	Orlando
452545-1	W Gore St	S Rio Grande Ave to Delaney Ave	Complete Streets	System Performance	PE - \$1,490,000 (FY 29)	PE - \$2,976,575 (FY 29)	Orlando
453500-1	Mitchell Hammock Rd	SR 426 / Broadway St to Lockwood Blvd	Complete Streets	System Performance	PE - \$200,000 (FY 29)	PE - \$407,750 (FY 29)	Oviedo
Volusia-Flagler TPO*							
415964-1 (a)	Old Kings Road	Palm Harbor Pkwy to Farnum Lane		System Performance	CST/CEI - \$28,569,000		Palm Coast
415964-1 (b)	Old Kings Road	Farnum Lane to Forest Grove Dr	Widen from 2 to 4 lanes	System Performance	CST/CEI - \$22,042,000		Palm Coast
435561-1	Old Kings Road Extension - Phase II	Matanzas Woods Pkwy to Old Kings Rd	New 2 lane roadway	System Performance	CST/CEI - \$8,760,000		Palm Coast
433675-1	Matanzas Woods Parkway (west)	US 1 to SB I-95 Ramps	Widen from 2 to 4 lanes	System Performance	PE - \$1,950,000 ROW/ENV - \$216,697 CST/CEI - \$14,294,000		Palm Coast
	Matanzas Woods Parkway (east)	I-95 SB Ramps to Old Kings Rd Extension	Widen from 2 to 4 lanes	System Performance	PE - \$1,207,000 ROW/ENV - \$400,000 CST/CEI - \$8,848,000		Palm Coast
	Old Kings Road	Town Center Blvd to Palm Coast Pkwy	Widen from 2 to 4 lanes	System Performance	CST - \$7,800,000		Palm Coast
	Old Kings Road South	SR 100 to Old Dixie Hwy	Widen from 2 to 4 lanes	System Performance	TBD		Palm Coast
	SR 100	Old Kings Rd to Belle Terre Pkwy	Widen from 4 to 6 lanes	System Performance	ROW - \$3,170,000 CST - \$31,700,000		Palm Coast
	Palm Coast Parkway	US 1 to Belle Terre Pkwy	Widen from 4 to 6 lanes	System Performance	TBD		Palm Coast
	Belle Terre Parkway	Pine Cone Drive to Pritchard Dr	Intersection Improvements	System Performance	CST/CEI - \$1,110,000		Palm Coast
	Belle Terre Parkway	Ponce DeLeon Dr to Point Pleasant Dr	Intersection Improvements	System Performance	CST/CEI - 360,340		Palm Coast
	Belle Terre Parkway	at Royal Palms Pkwy	Intersection Improvements	System Performance	CST/CEI - \$1,620,000		Palm Coast
	CR 404/Dunn Ave	CR 4019/LPGA Blvd to CR 415/Tomoka Farms Rd	new 2 lanes	System Performance	TBD		Volusia County
	CR 4101/W. Volusia Beltway	CR 4145/Graves Ave to SR 472	Widen from 2 to 4 lanes	System Performance	TBD		Volusia County
	Hand Avenue	Clyde Morris Blvd to SR 5A (Nova Rd)	Widen from 2 to 4 lanes	System Performance	PE - \$1,000,000 ROW - TBD CST/CEI - \$6,000,000		Volusia County



**FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECTS**

ADOPTED OCTOBER 10, 2025

FM #	Project Name	Project Limits	Description	Primary Performance	Proposed Phase & Cost	Programmed Phases & Costs	Project Sponsor
	CR 4101/W Volusia Beltway (Veterans Memorial Pkwy)	S of Rhode Island Ave to CR 4145/Graves Ave	Widen from 2 to 4 lanes	System Performance	PE - \$1,400,000 ROW - TBD CST/CEI - \$8,400,000		Volusia County
	SR 4009/Williamson Blvd	Madeline Ave to SR 400/Beville Rd	Widen from 2 to 4 lanes	System Performance	TBD		Volusia County
	CR 421/Taylor Rd	Forest Preserve Blvd to N Summer Trees Rd	Widen from 2 to 4 lanes	System Performance	TBD		Volusia County
	Josephine Street	Old Mission Rd to Tatum St	Widen from 2 to 4 lanes	System Performance	PE - \$750,000 ROW - TBD CST/CEI - \$4,200,000		Volusia County
Space Coast TPO							
437210-1	Malabar Road (CR 514)	St Johns Heritage Parkway (SJHP) to Minton	Widen from 2 to 4 lanes	System Performance	ROW - \$2,900,000	PD&E FY 2020 \$1,000,000 PE \$10,039,000 Underway	City of Palm Bay
437204-1	Babcock Street (CR 507)	South of Malabar Road to to north of I-95 Bridge	Widen from 2 to 4 lanes	System Performance	PE - \$1,673,103	PD&E FY 2018 \$2,000,000	City of Palm Bay
436370-1	Washingtonia Extension	Ellis Rd. to Viera DRI limits	New 2 lane roadway	System Performance	PD&E - TBD	Corridor Study Complete	Brevard County
437203-1	Hollywood Blvd	Palm Bay Rd to US 192	Widen from 2 to 4 lanes	System Performance	ROW - \$20,816,410	PE Underway	Brevard County
453200-1	St Johns Heritage Parkway (SJHP)	Malabar Road to .73 miles North of Emerson Drive (northern city limits)	Widen from 2 to 4 lanes	System Performance	CST \$30,000,000	PE Underway	City of Palm Bay
Ocala-Marion TPO							
	County Road 484	Marion Oaks Boulevard to CR 475A	Widen from 4 to 6 lanes	System Performance	DES \$2,500,000	PE/Planning	Marion County
	Marion Oaks Manor Extension	Marion Oaks Manor to CR 42	Flyover connection across I-75	System Performance	CST \$55,000,000	PE/ROW	Marion County
	SR 35/Baseline Road	at SR/CR 464 Intersection	Intersection Improvements	System Performance	PD&E/PE/ROW/CST		Marion County
Polk TPO							
	Thompson Nursery Road	West Lake Ruby Drive to US 27	Widen from 2 to 4 lanes	System Performance	CST - \$5,000,000 (TRIP Funds)	Partial CST FY 2026 \$63,700,000	Polk County
Lake~Sumter MPO							
441710-1	Round Lake Extension	Wolf Branch Road to SR 44	New 2 lane roadway	System Performance	\$30,000,000	PE	Lake County
	Wellness Way (2 to 4 lanes)	Hancock Road Extension to Orange County Line	New 2 lane roadway	System Performance	\$8,633,484	PE	Lake County
New	Central Parkway (C470)	US 301 - Central Parkway	Widen from 2 to 4 lanes	System Performance	CST \$6,000,000	PE	Sumter County
New	C 470	US 301 - SR 471	New 2 lane roadway	System Performance	PE \$400,000	PD&E	Sumter County
	Vista Ridge Drive/Wolf Branch Innovation Blvd from Niles Road to CR 437	New Corridor	New 2 lane roadway	System Performance	\$1,500,000		Lake County

*** Projects for MetroPlan & River to Sea are not in a ranked order.**

Note: As funding is identified, please contact the MPO and Project Sponsor for current project costs.



FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
STRATEGIC INTERMODAL SYSTEM (SIS) FULLY FUNDED PROJECTS

ADOPTED OCTOBER 10, 2025

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
1	426905-4	Ellis Rd	From I-95 (John Rodes Blvd) to Wickham Rd	Widen 2 to 4 Lanes	System Performance	Construction FY 2026 \$58,000,000	Fully Funded	Space Coast TPO
2	435209-1	I-75 Interchange	@ NW 49th Street	Construct New Interchange	System Performance	ROW/CST (FY 25 - 29)	Fully Funded	Ocala/Marion TPO
3c	201210-3	I-4*	from W. of US 27 to W of CR 532 (Polk/Osceola Line)	Beyond the Ultimate - General Use & Managed Lanes	System Performance	PE \$7,300,000 ROW \$105,808,000 CST \$511,162,288	Fully Funded	Polk TPO
16a	4358592-3	West SR 50	From Sumter/Hernando County Line (US 301) to East of CR 478A/with multi-use trail (C2C)	Widen 2 to 4 lanes	System Performance	CST 2023 \$29,678,960 ROW 2023 \$1,056,000	Fully Funded	Lake~Sumter MPO
15	440424-1	405 Bridge (NASA Causeway)	Replace Bridges, Rehabilitate Nasa Pkwy (west) & Widen Space Commerce from Nasa Pkwy to Kennedy Pkwy	Replace Bridges, widen Space Commerce Way & add ITS	System Performance	INFRA Grant Awarded \$90,000,000	Fully Funded	Space Coast TPO
	443702-1	SR 60		EB and WB Passing Lanes	System Performance	PE - FY 23/24 - \$100,000 ROW - FY 22/23-23/24 - \$1,583,000 CST - FY 24/25 - \$16,411,000	Fully Funded Construction Underway	FDOT
	430185-3	SR 33 at I-4 Interchange	SR 33 (Exit 38)	Interchange Reconstruction	System Performance	All prior phases have been completed CST \$197,000,000	Fully Funded Construction Underway	Polk TPO
27	436559-1	SR 60 Rail Bridge	State Road 60 at CSX's S-Line	New Bridge over CSX rail crossing	System Performance/ Safety	PD&E/PE/ROW CST \$73,481,014	Fully Funded	Polk TPO
4a	410251-3	SR 15 (US 17)	South of Spring Street to Lake Winona Rd (Segment 1)	Widen 2 to 4 lanes	System Performance	Pre FY 25/26 - \$17,581,698 CST - \$154,500 - FY 25/26	Fully Funded	Volusia-Flagler TPO
17	436292-1	I-95 Interchange	@ Pioneer Trail	New Interchange	System Performance	Pre FY 25/26 - \$152,460,133 ROW - \$132,750 - FY 26/27	Fully Funded	Volusia-Flagler TPO
	419772-3	I-95 Interchange	@ US 1	Interchange Reconstruction	System Performance	Pre FY 25/26 - \$18,552,795 PE - \$757,500 - FY 25/26 ROW - \$32,828,337 - FY 25/26 to FY 28/29 RRU - \$10,280,750 - FY 25/26 to FY 26/27 CST - \$239,640,361 - FY 26/27	Fully Funded - Moving Florida Forward Initiative	Volusia-Flagler TPO
9	427056-1	SR 50	From CR 565 To Road to Villa City	Realign Road and add multi-use trail (C2C)	System Performance/ Safety	ROW 2022/23 \$25,800,000 CST \$44,500,000	Fully Funded 2026	Lake~Sumter MPO
	446445-2	I-4 Corridor Truck Parking - Volusia (EB)	Eastbound Volusia County	Construct Truck Parking Facilities	System Performance	Pre FY 25/26 - \$4,075,429 ROW - \$12,820,000 - FY 25/26 to FY 27/28 CST - \$62,450,258 - FY 25/26 Env - \$3,000,000 - FY 25/26	Fully Funded	Volusia-Flagler TPO
17	446445-5	I-4 Corridor Truck Parking - Osceola	Osceola Co. Location	Construct Truck Parking Facilities	System Performance	ROW \$14,344,926 CST \$56,967,000	Fully Funded	MetroPlan Orlando
23	446445-1	I-4 Corridor Truck Parking - Seminole	Seminole Co. Location	Construct Truck Parking Facilities	System Performance	CST FY 25/26 \$15,960,000	Fully Funded	MetroPlan Orlando
33	446445-4	I-4 Corridor Truck Parking - Volusia (WB)	Westbound Volusia County	Construct Truck Parking Facilities	System Performance	Pre FY 25/26 - \$4,056,071 ROW - \$20,783,000 - FY 25/26 RRU - \$100,000 - FY 25/26 CST - \$85,325,646 - FY 25/26 ENV - \$3,200,000 - FY 25/26	Fully Funded	Volusia-Flagler TPO



FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
STRATEGIC INTERMODAL SYSTEM (SIS) HIGHWAY PROJECTS

ADOPTED OCTOBER 10, 2025

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
1	431456-1	I-4*	From W of CR 532 to E of CR 522/Osceloa Pkwy	Moving Florida Forward Interchange Improvements, Managed/Express Lanes	System Performance	CST \$1,321,630,000	ROW FY 2024-2029 \$401,900,000	CST \$1,321,630,000	MetroPlan Orlando
2a	242592-4	I-4*	From E. of SR 434 to Seminole/Volusia Co. Line	General Use and Managed Lanes & Interchange and Bridge Improvements	System Performance	ROW \$37,000,000	ROW FY 2022 - 2026 (additional funds needed)	CST \$621,000,000	MetroPlan Orlando
2b	408464-2	I-4*	From Volusia/Seminole Co. Line to SR 472	Beyond the Ultimate - General Use & Managed Lanes and Bridge Improvements	System Performance	ROW \$36,923,000	Pre FY 25/26 - \$9,898,865 PE - \$12,019,000 - FY 27/28 to FY 29/30 ROW - \$6,250,000 - FY 29/30	ROW \$36,923,000 CST \$613,310,000	Volusia-Flagler TPO
	408464-2	SR 472	Graves Ave to Kentucky/MLK Blvd	Beyond the Ultimate - Incremental Interchange/Ramp Improvements	System Performance	PDE/PE TBD	...	PE/ROW/CST	Volusia-Flagler TPO
	408464-2	Saxon Blvd	I-4 to Normandy Blvd		System Performance	PDE/PE TBD	...	PE/ROW/CST	Volusia-Flagler TPO
	408464-2	Rhode Island Extension	Veterans Memorial Pkwy to Normandy Blvd		System Performance	PDE/PE TBD	...	PE/ROW/CST	Volusia-Flagler TPO
	408464-2	Dirksen Drive Ramp/Roadway	I-4 at Dirksen Dr		System Performance	PDE/PE TBD	...	PE/ROW/CST	Volusia-Flagler TPO
3a	410251-1	SR 15 (US 17)	Duke Energy Substation to SR 40 (Segment 2)	Widen 2 to 4 lanes	System Performance	CST \$13,766,508	PE & ROW Complete for entire segment	CST \$13,766,508	Volusia-Flagler TPO
3b	410251-1	SR 15 (US 17)	South of Winona Rd to Deep Creek Bridge (Segment 3A)	Widen 2 to 4 lanes	System Performance	CST \$29,957,818		CST \$29,957,818	Volusia-Flagler TPO
3c	410251-1	SR 15 (US 17)	Deep Creek Bridge to Duke Energy Substation (Segment 3B)	Widen 2 to 4 lanes	System Performance	CST \$17,132,794		CST \$17,132,794	Volusia-Flagler TPO
4a	407402-4	SR 528	From East of SR 3 to SR 401 (Port)	Widen 4 to 6 Lanes w/ Multiuse Trail)	System Performance	CST \$365,000,000	ROW FY 2024-2026 \$1,343,000	CST \$365,000,000	Space Coast TPO
4b	407402-3	SR 528	From Industry Rd to SR 3	Widen 4 to 6 Lanes	System Performance	CST \$396,000,000	ROW FY 2024-2026 \$9,881,000	CST \$396,000,000	Space Coast TPO
5	428947-1	SR 40	From Williamson Blvd to Breakaway Trail	Widen 4 to 6 lanes	System Performance	CST \$22,990,000	Pre FY 25/26 - \$5,561,730 ROW \$9,734,283 - FY 25/26 to FY 29/30	CST \$22,990,000	Volusia-Flagler TPO
6	240837-1	SR 40	From Cone Rd to SR 11	Widen 2 to 4 lanes	System Performance	CST \$49,098,000	Pre FY 24/25 - \$10,356,147 ROW - \$1,256,717 - FY 25/26 to FY 26/27	CST \$49,098,000	Volusia-Flagler TPO
7	240836-1	SR 40	From SR 11 to SR 15 (US 17)	Widen 2 to 4 lanes	System Performance	CST \$42,252,000	Pre FY 24/25 - \$11,370,550 ROW - \$3,493,990 - FY 25/26 to FY	CST \$42,252,000	Volusia-Flagler TPO



FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
STRATEGIC INTERMODAL SYSTEM (SIS) HIGHWAY PROJECTS

ADOPTED OCTOBER 10, 2025

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
8	410674-2	SR 40	End of Four Lanes to CR 314	Widen 2 to 4 lanes, new bridges and add multi-use trail	System Performance		CST \$129,751,356		Ocala/Marion TPO
9a	410674-3	SR 40	From CR 314 to CR 314A	Widen 2 to 4 lanes and multi-use trail	System Performance		ROW \$34,213,393	CST Cost \$65,100,000	Ocala/Marion TPO
9b	410674-4	SR 40	From CR 314A to Levy Hammock Road	Widen to 4 lanes w/ multi-use path, sidewalk	System Performance	ROW/CST	...	ROW/CST Cost (TBD)	Ocala/Marion TPO
10a	435859-4	West SR 50	From CR 757 to Sumter/Lake County Line/with multi-use trail (C2C)	Widen 2 to 4 lanes	System Performance/ Safety	ROW \$38,000,000	PE FY 22/23 \$257,500 ROW FY 2024 - 2025 \$5,726,000	CST \$135,600,000	Lake~Sumter MPO
10b	435859-5	West SR 50	From Sumter/Lake County Line to CR 33 /with multi-use trail (C2C)	Widen 2 to 4 lanes	System Performance/ Safety	ROW	PE FY 22/23 \$570,000 ROW 2024 - 2025 \$32,643,000	CST \$62,200,000	Lake~Sumter MPO
11	N/A	SR 25/US 27	From CR 561 to Florida's Turnpike (north ramps)	Widen 4 to 6 lanes	System Performance	PD&E \$7,000,000	...	PDE/PE/ROW/CST	Lake~Sumter MPO
12	444787-1	SR 401 Bridge Replacement	From SR 401 Interchange to Cape Canaveral Air Force Station	Bridge Replacement	System Performance	CST \$260,000,000	PE FY 24 \$2,058,358	CST \$260,000,000	Space Coast TPO
13	448456-1 448456-2	I-95 Interchange Improvments & LPGA Blvd Widening	LPGA Blvd from US 92 to Williamson Blvd and I-95 at LPGA Blvd Interchange	Interchange Reconstruction/ Roadway Widening	System Performance	ROW/CST	Pre FY 25/26 - \$13,682,952 ROW - \$28,068,667 - FY 27/28 to FY 29/30	ROW \$2,496,000 CST \$217,600,000	Volusia-Flagler TPO
14		I-95 Interchange	@ SR 44	Interchange Improvements/Widening	System Performance	PD&E \$3,000,000	...	PE/ROW/CST	Volusia-Flagler TPO
15		SR100	From Old Kings Road to Belle Terre Pkwy	Widen 4 to 6 lanes	System Performance	PDE - \$3,500,000 PE - \$4,950,000	PE	ROW \$4,121,000 CST \$31,700,000	Volusia-Flagler TPO
16		I-75	SR 200 to CR 234	Widening/Modernization, Interchanges	System Performance	PD&E/ROW/CST		PD&E/ROW/CST	Ocala/Marion TPO
17		I-75	SR 91 (Turnpike) to SR 200	Widening/Modernization, Interchanges	System Performance	PD&E/ROW/CST		PD&E/ROW/CST	Ocala/Marion TPO
18		I-75 Interchange	@ US 27 from NW 44th to NW 35th	Safety and Operational Improvements	System Performance	TBD	...	PE/ROW/CST \$29,341,000	Ocala/Marion TPO
19		I-75 Interchange	@ SR 326	Safety and Operational Improvements	System Performance	TBD	PE/DSB \$30,448,465	Fully Funded	Ocala/Marion TPO
20		I-4 Corridor Truck Parking - Orange	Orange Co. Location	Construct Truck Parking Facilities	System Performance	ROW \$2,500,000	PE \$4,500,000	CST \$7,500,000	MetroPlan Orlando
21	433856-2 433856-3	State Road 60 Widening	CR 630 to the Polk/Osceola County Line	Widen from 2 to 4 lanes	System Performance/ Safety	ROW \$7,830,000	PD&E and PE Complete or Underway	ROW/CST \$106,000,000	Polk TPO
22		I-75 Interchange	@ CR 484	Interchange, capacity improvements to six lanes on CR 484 from SW 49th Ave to CR 475A	System Performance	PD&E/PE/ROW/ CST	...	PD&E/PE/ROW/ CST	Ocala/Marion TPO



FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
STRATEGIC INTERMODAL SYSTEM (SIS) HIGHWAY PROJECTS

ADOPTED OCTOBER 10, 2025

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
23		I-75 Interchange	@ SR 200	Interchange and capacity improvements	System Performance	PD&E/PE/ROW/CST	...	PD&E/PE/ROW/CST	Ocala/Marion TPO
24		I-75 Interchange	@ SW 20th Street	Construction of a new interchange at SW 20th Street	System Performance	PD&E/PE/ROW/CST	...	PD&E/PE/ROW/CST	Ocala/Marion TPO
25		I-75 Interchange	@ SR 318	Interchange, capacity improvements at CR 318 from NW Highway 225 to NW 60th Avenue	System Performance	PD&E/PE/ROW/CST	...	PD&E/PE/ROW/CST	Ocala/Marion TPO
26		SR 326	from US 301 to CR 200A	Widen to four lanes	System Performance	PD&E/PE/ROW/CST	...	PD&E/PE/ROW/CST	Ocala/Marion TPO
27		SR 326	from CR 200A to NE 36th	Widen to four lanes	System Performance	PD&E/PE/ROW/CST	...	PD&E/PE/ROW/CST	Ocala/Marion TPO
28		I-95 Interchange	@ Malabar Road	Interchange Capacity Improvements and Interim Safety and Operational Improvements	System Performance & Safety	PE/CST	FDOT Safety Analysis PD&E FY24/25 \$3,500,000	PE/CST	Space Coast TPO
29	453588-1	I-95	SR 421 to US 1	Interstate Widening 6D/8D to 8D/10D	System Performance	PDE - \$4,000,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
30		I-95/SR 442 Interchange	at SR 442	Interchange Improvements	System Performance	PDE - \$3,000,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW		SR 326	SR 40 to US 301	Widen to four lanes	System Performance	PD&E		PD&E (3,500,000)	Ocala/Marion TPO
NEW		SR 15A	US 17/92 to US 17	Roadway Widening 4D to 6D	System Performance	PDE - \$3,500,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW		I-95/SR 421 Interchange	at SR 421	Interchange Improvements	System Performance	PDE - \$3,000,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW		US 17/92	I-4 to Enterprise Road	Roadway Widening 4D to 6D	System Performance	PDE - \$3,500,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW		I-4	SR 472 to SR 44	Interstate Widening 6D to 8D	System Performance	PDE - \$4,000,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW		SR 40	SR 19 to SR 15	Roadway Widening 2U to 4U	System Performance	PDE - \$3,500,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW		I-95	Palm Coast Parkway to Flagler/St Johns County Line	Interstate Widening 6D to 8D	System Performance	PDE - \$3,500,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW		I-95	SR 421 to US 1	Interstate Widening 6D/8D to 8D/10D	System Performance	PDE - \$4,000,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW		I-95 Truck Parking	Volusia/Flagler	Truck Parking Study	System Performance	PDE - \$2,500,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO
NEW	452574-1	SR 60	Prairie Lake Rd to SR 91 / Florida's Tpke	Widening PD&E Study	System Performance/ Safety	PDE - \$4,750,000	PD&E	<u>PE - \$31,020,000</u> <u>ROW - \$46,540,000</u> <u>ENV - \$15,510,000</u> <u>CST - \$103,410,000</u> <u>CEI - \$10,340,000</u>	MetroPlan Orlando
NEW		I-4	SR 472 to I-95	Interstate Widening 6D to 8D	System Performance	PDE - \$5,000	...	PE/ROW/CST - TBD	Volusia-Flagler TPO



FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
REGIONAL TRAIL PROJECTS - SUNTRAIL TIER ONE COAST TO COAST TRAIL

ADOPTED OCTOBER 10, 2025

Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T1-1a	437093-2	Space Coast Trail	MINWR Entrance to W. of Kennedy Pkwy/CANA Entrance	Coast- to-Coast & St. Johns River to Sea		6.8	----	CST FY 24/25 \$8,421,782	Fully Funded	Space Coast TPO
T1-1b	437093-1	Space Coast Trail	Playalinda Beach Rd. to US-1 (Volusia County Line)	Coast- to-Coast & St. Johns River to Sea		12.9	PE Cost TBD	----	PE/ROW / CST Costs TBD	Space Coast TPO
T1-2		Pine Hills Trail, Phase 3	Orange/Seminole County Line to Clarcona Ocoee Rd	Coast to Coast		2.5	PE \$390,000	----	PE / ROW / CST \$10,440,000	MetroPlan Orlando
T1-3	450919-2	Seminole Wekiva Trail Tunnels	at SR 434 at SR 436	Coast to Coast		-	----	PE FY 23/24 \$2,379,751 CST FY25/26 \$34,258,711	-----	MetroPlan Orlando
T1-4a**	435859-4	SR 50/South Sumter Connector	East of CR 478A to east of of the Sumter/Lake County Line	Coast- to - Coast & Heart of Florida		8.6	CST \$135,600,000***	ROW \$38,000,000*** FY 25/26	CST \$135,600,000***	Lake~Sumter MPO
T1-4b**	435859-5	SR 50/South Sumter Connector	East of the Sumter/Lake County Line to CR 33	Coast-to-Coast & Heart of Florida		4.3	CST \$62,000,000***	ROW \$50,000,000*** FY 25/26	CST \$62,000,000***	Lake~Sumter MPO
Fully Funded	452915-1	South Lake Trail	Villa City Rd	American Legion Rd	System Performance	1.4	...	CST \$13,666,160 FY 2030	...	Lake~Sumter MPO
Fully Funded **	427056-1	SR 50/South Lake Trail Phase 3C	CR 565A (Villa City Rd.) to CR 565A (Montevista)	Coast- to-Coast & Heart of Florida	System Performance	1.1	...	CST \$38,600,000**	...	Lake-Sumter MPO
Fully Funded	422570-3	South Lake Trail 3B	2nd St. to Silver Eagle Rd.	Coast-to-Coast & Heart of Florida	System Performance	1.9	----	CST \$2,300,000 FY 2026	...	Lake~Sumter MPO
Total UNFUNDED Miles Remaining						39.5				

**Shared-use path included in the roadway project

***Shared-use path and Roadway project costs combined

 FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS REGIONAL TRAIL PROJECTS - SUNTRAIL TIER TWO ST JOHNS RIVER TO SEA LOOP TRAIL ADOPTED OCTOBER 10, 2025								
FM #	Project Name	Project Limits	Description / Regional Trail	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
439862-2	Oak Hill to Edgewater Gap	Kennedy Pkwy to Roberts Rd	St. Johns River to Sea Loop & East Coast Greenway	1.3 10	PE, CST	-	-	Volusia-Flagler TPO
439862-3	Oak Hill to Edgewater Gap	SR 442 to Dale Ave	St. Johns River to Sea Loop & East Coast Greenway	1.56	----	CST \$6,394,156 FY 25/26	Fully Funded	Volusia-Flagler TPO
439862-4	Oak Hill to Edgewater Gap	Roberts Rd to SR 442	St. Johns River to Sea Loop & East Coast Greenway	1.62	----	PE \$2,399,000	CST	Volusia-Flagler TPO
439039-6	Spring to Spring Trail Gap: Debary	W Highbanks Rd to DeBary Plantation Bv	St. Johns River to Sea Loop & Heart of Florida	1.5	----	CST \$2,411,243 FY 24/25	Fully Funded	Volusia-Flagler TPO
439874-1	Spring to Spring Trail Gap: DeLand	Lake Beresford Park to Grand Av	St. Johns River to Sea Loop & Heart of Florida	3.6	----	----	CST (project segmented for PE and ROW)	Volusia-Flagler TPO
439874-2	Spring to Spring Trail Gap: DeLand	Lake Beresford Park to Old New York Ave	St. Johns River to Sea Loop & Heart of Florida	1.7	----	CST \$3,426,250 FY 27/28	ROW/CST	Volusia-Flagler TPO
439874-3	Spring to Spring Trail Gap: DeLand	Old New York Av to SR 44	St. Johns River to Sea Loop & Heart of Florida	0.8	----	\$918,477 FY 24/25	ROW/CST	Volusia-Flagler TPO
439874-4	Spring to Spring Trail Gap: DeLand	SR 44 to Grand Av Trailhead	St. Johns River to Sea Loop & Heart of Florida	0.9	----	CST \$2,130,600 FY 25/26	ROW/CST	Volusia-Flagler TPO
439876-1	SR 15 (US 17)	From SR 40 to Putnam County Line	St. Johns River to Sea Loop & East Coast Greenway	14	CST Cost TBD	PE \$3,798,538 FY 23/24	CST	Volusia-Flagler TPO
410251-1	US 17 Trail	W. Baxter St to SR 40	St. Johns River to Sea Loop & Heart of Florida	6.3	CST Cost TBD	Included in road widening project	CST	Volusia-Flagler TPO
439865-3	Spruce Creek Rd Gap	S of Selin Cir to Herbert St	St. Johns River to Sea Loop	1.5	----	CST \$3,039,750 FY 24/25	Fully Funded	Volusia-Flagler TPO
439865-4	South Daytona Gap	Sauls St/McDonald Rd to Carmen Dr/Ridge Bv	St. Johns River to Sea Loop	1	----	CST \$14,987,453 FY 27/28	Fully Funded	Volusia-Flagler TPO
447963-3	New Smyrna Gap: SR 44 to US 1	SR 44/Lytle Av to US 1	St. Johns River to Sea Loop	4.5	----	CST \$1,769,947 FY 27/28	Fully Funded	Volusia-Flagler TPO
442874-1	SR A1A Gap	North of SR 40 to North of Roberta Rd	St. Johns River to Sea Loop	3.6	----	PE \$259,932 FY 23/24 CST \$20,653,213	Fully Funded	Volusia-Flagler TPO
450946-1	SR A1A Gap	Sandra Dr to Volusia/Flagler Countyline	St. Johns River to Sea Loop	6.9	----	PE \$2,572,973 CST \$18,292,785 FY 25/26	Fully Funded	Volusia-Flagler TPO
	Ormond Beach Gap: SR 40	Cassen Park to A1A	St. Johns River to Sea Loop & East Coast Greenway	1.1	PE Cost TBD	----	CST	Volusia-Flagler TPO
	SR A1A Gap (Flagler Beach)	Volusia/Flagler Countyline to Ocean Marina Dr	St. Johns River to Sea Loop	6.5	PD&E Study, PE, CST	----	----	Volusia-Flagler TPO
	SR A1A Gap (Marineland)	Poole Dr to McBride Ln	St. Johns River to Sea Loop	0.2	PE,CST	----	----	Volusia-Flagler TPO
				67.28				

NOTE : Projects are not ranked because most trail segments have a project development phase funded in the Work Program / TIP.



FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
REGIONAL TRAIL PROJECTS - SUNTRAIL TIER THREE & TRANSPORTATION ALTERNATIVES

ADOPTED OCTOBER 10, 2025

Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T3-1	430975-2	Wekiva Trail (Segments 1 & 5)	Disston Ave. to CR 437	SunTrail Connection to C2C	Safety	15	ROW \$26,000,000 CST \$26,000,000	PD&E Completed 2015 PE underway	ROW \$26,000,000 CST \$26,000,000	Lake~Sumter MPO
T3-2		Silver Springs to Mount Dora	From SE 64th Ave Trailhead to CR 42	Heart of Florida; Mt. Dora Bikeway		16.6	PE \$550,000	Trail in Marion County will be on existing public lands.	CST \$7,300,000	Ocala/Marion TPO
T3-3	407402-3 407402-4	East Coast Greenway / SR 528	From US-1 to Port Canaveral	East Coast Greenway		8.8	CST	ROW for widening underway	CST phase needed in same FY as road widening	Space Coast TPO
T3-4	436360-1	Black Bear Scenic Trail	From Levy Hammock Rd to US 17	Heart of Florida	Safety	27.3	PD&E \$2,700,000		PE/ROW/ CST (a portion of the trail is included w/ road widening #4106742)	Lake~Sumter MPO, Volusia Flagler TPO, Ocala Marion TPO
T3-5a	442870-2	Shingle Creek Trail Phase 2C North	Osceola Pkwy - From Tapestry Subdivision to Orange County Line	Shingle Creek Regional Trail, SUNTrail Eligible		10.7		CST FY 25/26 - \$10,702,845		MetroPlan Orlando
T3-5b	442334-3	Shingle Creek Trail Phase 2B South	Yates Connector-From Toho Vista to Pleasant Hill Rd	Shingle Creek Regional Trail, SUNTrail Eligible		2.1		CST FY 24/25 - \$9,431,815		MetroPlan Orlando
T3-6		Clarcona-Ocoee Connector	N Hiawassee Rd to Pine Hill Trail	Shared Use Path, SUNTrail Eligible		1.31	PE \$390,000	-	PE \$390,000 ROW \$590,000 ENV \$200,000 CST/CEI \$1,440,000	MetroPlan Orlando
T3-7	447608-1	East Coast Greenway - US 1	From SR 50 to Grace Street	East Coast Greenway		3.1	CST \$3,700,000	Concept Analysis complete PE FY 25/26 \$---	CST \$6,700,000	Space Coast TPO
T3-8	441626-1	North Lake Trail (3A & B)	From CR 450 to SR 40	River to Hills Trail		19.5	PE \$3,350,000	Study FY 17/18 PD&E Underway	ROW / CST	Lake~Sumter MPO
T3-9		Santos to Baseline Trail	Santos Trailhead	Heart of Florida		4.75		PE/CST \$6,500,000	Fully Funded FY 2026	Ocala/Marion TPO
T3-10		Pruitt Trail	Pruitt Trailhead to Bridged Road Trailhead	Heart of Florida		5.9		ROW	CST	Ocala/Marion TPO
T3-11		Nature Coast Connector	Dunnellon to Chiefland	Nature Coast		32.5			CST	Ocala/Marion TPO
T3-12		Lake Nona SE Trails	Lake Nona Blvd / Narcoossee Rd to Moss Park Rd / Narcoossee Rd	Shared Use Path, SUNTrail Eligible		0.654	PE \$300,000		PE \$300,000 ROW \$800,000 CST \$1,470,000	MetroPlan Orlando
T3-13	-	Old Dixie Trail	Auburndale/Van Fleet Trail to the Lake Alfred Trail	Old Dixie Trail		6.18	ROW/CST \$13,920,000	PD&E Complete Design Programmed	ROW/CST \$14,750,000	Polk TPO
New		Lake Parker to Tenoroc Connector Trail	Lake Parker Park to Lake Crago Drive	Collier to Polk Regional Trail		1	CST \$3,268,000	PE is funded	CST \$3,268,000	Polk TPO
New		Lakeshore Drive SUN Trail Project	Parker Street to the southern terminus of the Lake Parker Trail	Collier to Polk Regional Trail		0.6	PE/CST \$2,142,000		PE/CST \$2,142,000	Polk TPO
New		Jackson Avenue Corridor	East Clower Street to the Fort Fraser Trail	Collier to Polk Regional Trail		2	PE/CST \$4,115,000		PE/CST \$4,115,000	Polk TPO



FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
REGIONAL TRAIL PROJECTS - SUNTRAIL TIER THREE & TRANSPORTATION ALTERNATIVES

ADOPTED OCTOBER 10, 2025

Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T3-14	447101-1	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trailhead	Palm Coast to Ormond Trail Corridor		3.5	CST	PE FY 24/25 \$684,109		Volusia-Flagler TPO
T3-15	454363-1	Deering Park North Trail	SR 44 to East Central Regional Rail Trail	East Central Regional Rail Trail		7	PE, CST	PE \$1,045,265 FY 24/25	CST	Volusia-Flagler TPO
T3-16		Florida Wildlife Corridor Trail in Volusia County	Coast to Coast Trail to SR 40	Coast to Coast Trail		30	PDE, PE, CST			Volusia-Flagler TPO
T3-17		Old Kings Road Trail	Volusia/Flagler Countyline to Palm Coast Parkway	Palm Coast to Bulow Trail Corridor		4.49	PE, CST		PE \$402,050 CST \$4,454,393 CEI \$415,262	Volusia-Flagler TPO
T3-18		Old Brick Road Trail	Lehigh Trail to Flagler/St.Johns Countyline	East Palatka to Lehigh Trail Corridor		10	PDE, PE, CST		PD&E \$700,000	Volusia-Flagler TPO
New		Toho Valencia Bridge (SUNTrail Eligible)	E Vine St to North Valencia College-Osceola Campus	Shared Use Path, SUNTrail Eligible		0.445	PE \$210,000		ENV \$140,000 ROW \$410,000 CST/CEI \$1,000,000	MetroPlan Orlando
Total Miles Requested						213.429				



FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
REGIONAL TRANSIT PRIORITIES

ADOPTED OCTOBER 10, 2025

Transit Projects Programmed/Under Construction or Complete

Cocoa Multimodal Passenger Rail Station: Partially Funded; New Federal State Partnership for Intercity Passenger Rail Grant under development

Brightline Trains USA – Orlando – Private Sector (Operational)

SunRail Sunshine Corridor PD&E Study

Prospective Transit Projects (Being Studied or in Development)

US 192 Premium Transit Service

SR 50 Premium Transit Service

SR 436 – Premium Transit Service

US 441 Premium Transit Service

Votran Park and Ride (Intermodal Transfer) Facility

Downtown Lakeland Intermodal Center

Privately Funded Transit Projects Being Pursued

Brightline Trains -Orlando – Tampa (Intercity Passenger Rail) - Study Underway

Future Transit Projects that will be studied

SunRail Parking Feasibility (Phase II South)

Votran Automatic Passenger Counter (APC) Improvements

CENTRAL FLORIDA MPO ALLIANCE FY 2026/27 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O) PROJECTS ADOPTED OCTOBER 10, 2025									
Rank	FM#	Project Name	Project Limits	Description	Primary Performance	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
MetroPlan Orlando									
1	452290-1	Bundle #B46: Lawrence Silas Blvd / Neptune Rd	Lawrence Silas Blvd from Neptune Rd to Oak St Neptune Rd from Partin Settlement Rd to Lakeshore Blvd	ITS/Technology	System Performance	CST \$3,603,000	PE \$104,000 FY 27/28	CST \$3,603,000	MetroPlan Orlando
2	452291-1	Bundle #B26/27: Garland Ave/Hughey Ave	Garland Ave/Hughey Ave from SR 526 / Robinson St to South S	ITS/Technology/Operational/Safety	System Performance, Safety	CST \$1,858,000	PE \$705,120 FY 27/28	CST \$1,858,000	MetroPlan Orlando
3	452304-1	Bundle #B25: South St/Anderson St	W South St from S Rio Grande Ave to S Division Ave W Anderson St from US 17/92/441/OBT to S Division Ave	ITS/Technology	System Performance	CST \$1,912,000	PE \$410,800 FY 27/28	CST \$1,912,000	MetroPlan Orlando
4	452303-1	Bundle #B22: Livingston St	Livingston St from N Parramore Ave to Mills Ave N	ITS/Technology	System Performance	CST \$2,567,000	PE \$355,680 FY 27/28	CST \$2,567,000	MetroPlan Orlando
Volusia-Flagler TPO									
1	453490-1	South Daytona Traffic Camera Network	Citywide	ITS - Install traffic monitoring system	System Performance	TBD	----		Volusia-Flagler
2		Signal Enhancement at SR5/US1 and SR 100		Add protected lanes	Safety	TBD	----		Volusia-Flagler
3		SR 400 (Beville Rd) Mast Arm Traffic Signals (Golfview Blvd & Magnolia Av)		Traffic Signal Upgrade	System Performance	TBD	----		Volusia-Flagler
Space Coast TPO									
1	237974-1	I-95 Interchange @ Malabar Road		Safety and operational improvements	System Performance	PE \$500,000	Intersection Analysis Complete (FY 2023)	PE \$500,000	Space Coast
2	433605-1	SR 501 (Clearlake) Roundabout	Industry Road to Otterbein	Roundabout at entrance to future Cocoa Intermodal Pasenger Rail Station (curve)	System Performance	CST TBD	PD&E & PE Update underway concurrently	CST TBD	Space Coast
3		SR 50	South Street (SR 405) to US 1	ITS Infrastructure - coordinated traffic signals; ITS strategies	System Performance	PE \$206,000	----	PE \$206,000	Space Coast
4	428930-1	ITS Operational Support	Countywide	Operational Support for RTMC \$300,000 per year - TPO allocation	System Performance		\$300,000 annually (FY 2025 - 2029)		Space Coast
Ocala-Marion TPO									
1		US 27/I-75 Interchange Operations	NW 44th Avenue to NW 35th Avenue and interchange area	Safety and operational improvements at interchnage area and two intersections	System Performance; Safety	PE/CST	----	PE/CST	Ocala/Marion TPO
2	237988-1	SR 40	@ SR 35/Baseline Road Intersection	Construction of a roundbout at the intersection	System Performance; Safety	PE/ROW/ CST \$18,600,000	----	PE/ROW/ CST	Ocala/Marion TPO
3		SR 35	at CR 25A, Foss Road, Robinson Road	Rail and safety operational improvements	System Performance; Safety	PE/ROW/CST	----	PE/ROW/CST	Ocala/Marion TPO
Lake Sumter TPO									
1	436365-1	Sumter County ITS (Phase 1)		ITS	Operations	CST \$714,150	----	CST \$714,150	Lake Sumter
2		US 27 ATMS		ATMS	Operations	CST \$1,656,000	----	CST \$1,656,000	Lake Sumter
3		ITS Initial Deployment Equipment & Installation	Countywide	ITS	Operations	Study \$350,000	----	Study \$350,000	Lake Sumter
4		ITS Fiber Infrastructure	Countywide	ITS	Operations	CST 7,900,000	----	CST \$7,900,000	Lake Sumter
5		Intelligent Traffic Signal Controllers	Countywide	ITS	Operations	Study \$250,000	----	Study \$250,000	Lake Sumter
6		US Highway 27	at Lake Minneloa Shores	Intersection Improvement	Operations	PE \$200,000	----	PE \$200,000	Lake Sumter
7		US 27 & SR 44 Intersection Improvements		Intersection Improvement	Operations	PD&E (Cost TBD)	----	PD&E (Cost TBD)	Lake Sumter
Polk TPO									
1	197562-4	US 98 Lakeland TSMO & Operational Improvements	Edgwood Drive to Main Street	TSMO & Operational Improvements	System Performance	CST \$38,814,000	----	CST \$38,814,000	Polk



TO: Board Members

**FROM: Shakayla Irby, Administrative Specialist III/
Social Media Coordinator**

RE: Safety Matters Series Update

The TPO is pleased to share that our Safety Matters video series has officially concluded. Over the course of ten episodes, the series featured a variety of important safety topics and highlighted the collaborative efforts of our elected officials, local partners, and first responders throughout Marion County.

The series brought awareness to key roadway safety issues, including:

- Serious Injuries
- Bicycle/Pedestrian Safety
- School Bus Safety
- Speeding and Aggressive Driving
- Distracted Driving
- Driving Under the Influence (DUI)
- Seatbelt Safety
- Stop on Red
- Motorcycle Safety
- Move Over Law

View the entire series on YouTube at www.youtube.com/@SafetyMattersMarionCounty.

Thank you all for your continued participation, support, and coordination throughout this project. Your involvement helped ensure that each episode reflected our shared commitment to improving roadway safety in our community.

A press release highlighting the completion of the series will be forthcoming.

If you have any questions, please contact me at: 352-438-2630.