



TPO Board Meeting

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

June 23, 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 May 27, 2025](#) (Page #3)
 - B. [Director Travel Request](#) (Page #17)
5. ACTION ITEMS
 - A. [Fiscal Years \(FY\) 2026 to 2030 Transportation Improvement Program \(TIP\)](#) (Page #24)
Recommended Action: Adoption of FY 26 to FY 30 TIP
 - B. [2025 List of Priority Projects \(LOPP\)](#) (Page #219)
Recommended Action: Adoption of 2025 LOPP
 - C. [2025 List of Regional Priorities](#) (Page #245)
Recommended Action: Approval of Regional Priorities
6. PRESENTATIONS
 - A. [TPO Active Transportation Plan](#) (Page #251)
A presentation by Kittelson and Associates on Active Transportation project updates
 - B. [Local Government Transportation/Capital Improvement Projects](#) (Page #300)
A discussion on local government capital/transportation projects
7. COMMENTS BY FDOT
 - A. [FDOT Construction Report](#) (Page #315)
 - B. [FDOT District 5 Compass Points Newsletter](#) (Page #321)
8. COMMENTS BY TPO STAFF

9. COMMENTS BY TPO BOARD MEMBERS

10. PUBLIC COMMENT (Limited to 2 minutes)

11. ADJOURNMENT

All meetings are open to the public, the TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@marionfl.org forty-eight (48) hours in advance, so proper accommodations can be made.

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

The next regular meeting of the Ocala Marion Transportation Planning Organization (TPO)
will be held on August 26, 2025



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
May 27, 2025
3:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea, Sr.
Commissioner Kathy Bryant (*arrived at 3:15pm*)
Councilmember Kristen Dreyer
Councilmember James Hilty
Councilman Tim Inskeep
Councilmember Barry Mansfield
Commissioner Matt McClain
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Craig Curry
Commissioner Ray Dwyer
Mayor Ben Marciano

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Kia Powell, FDOT
Kellie Smith, FDOT
Jim Stroz, FDOT
William Roll, Kimley Horn
Alex Campano, Kimley Horn
Amber Gartner, Kimley Horn
Darren Park, City of Ocala
Aubrey Hale, City of Ocala
Sean Lanier, City of Ocala
Steven Cohoon, Marion County
Chris Zeigler, Marion County

Mounir Bouyounes, Marion County
Ben Baugh, 352 Today
Tamboura Jenkins
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 May 20, 2025. The meeting had also been published to the TPOs Facebook and X pages.

Item 4. Consent Agenda

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

Item 5A. Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP) Amendment #3

Rob Balmes, TPO Director stated the Florida Department of Transportation (FDOT) requested one project amended to the Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP).

FM# 450948-2: State Road 40, from SE 196 Terrace Road to Lake County Line

- Resurfacing Project
- Preliminary Engineering (PE) and Construction (CST) phases
- Funding in FY 2025, FY 2028
- Total: \$8,801,317

Mr. Hilty made a motion to approve the FY 2025 to 2029 TIP. Ms. Dreyer seconded it, and a roll-call vote was called. The motion passed unanimously.

Item 5B. List of Priority Projects (LOPP) Policies and Procedures

Mr. Balmes stated that at the March 25, 2025, TPO Board meeting, staff was directed to engage the Technical Advisory Committee (TAC) in a follow-up discussion and to submit a formal recommendation regarding the List of Priority Projects (LOPP) Top 20 List.

At the May 13, 2025, TAC meeting, members discussed the Board's request along with two additional items requiring TPO Board action:

1. Whether to retain or remove the Top 20 List (Board request)
2. The addition of a Bridge List (TPO staff recommendation)
3. The reestablishment of a Transit List (City of Ocala recommendation)

The Technical Advisory Committee (TAC) recommended the removal of the Top 20 List, and participate with TPO staff in a work group to update the current LOPP prioritization and ranking methodology. The process would coincide with adoption of the 2050 Long Range Transportation Plan (LRTP).

TPO staff recommended the addition of a Bridge List to raise the visibility of bridge priorities in Marion County eligible for federal and state funding. The list could include improvements, replacements, or other related activities.

The City of Ocala recommended reestablishing a Transit List based on recent coordination with FDOT and future planning needs. A Transit List was previously part of the LOPP but was removed in 2024 due to a lack of participation.

Ms. Dreyer inquired about the inclusion of the Top 20 List in the draft List of Priority Projects (LOPP), asking whether a new recommendation would be made regarding its use following the review of the scoring system. She questioned whether the list would remain for internal use this cycle if the Board opted not to submit it and asked if a decision on its removal could be deferred until after the scoring methodology is updated.

Mr. Balmes explained that the Top 20 List was included in the draft based on the current process and would remain in place until the Board provided formal direction to retain or remove it. He also noted that a working group and the Technical Advisory Committee would revisit the scoring and ranking methodology later in the year to align with the 2050 Long Range Transportation Plan. Any resulting updates to the policies and procedures would be brought back to the Board, likely in January.

Ms. Dreyer suggested it may be more prudent to wait until the revised scoring system is developed before making a final decision on the Top 20 List.

Chairman Zalak stated that the Top 20 list was already incorporated into all the other project lists.

Mr. Bethea explained that the list was developed to help the board prioritize projects.

Chairman Zalak clarified that the Top 20 list originated from a former FDOT secretary who preferred having such a list.

Ms. Stone made a motion to accept the recommendations by the Technical Advisory Committee (TAC). Mr. McClain seconded, and the motion passed unanimously.

Item 6A. Navigating the Future 2050 Long Range Transportation (LRTP) Updates

William Roll of Kimley Horn and Associates presented updates on the "Navigating the Future: 2050 Long Range Transportation Plan (LRTP)" project.

Mr. Roll began by outlining the agenda for the update, which included a review of the completed scenario planning efforts and a discussion on local revenue forecasts, roadway needs, and high-priority capacity improvements.

As part of the scenario planning process, Mr. Roll explained that the project team was tasked with evaluating the existing transportation network using three distinct land use scenarios—described as “alternative futures.” These scenarios were developed in collaboration with the LRTP Steering Committee and were shaped by variations in population and employment forecasts.

The **first scenario**, referred to as the *trend forecast*, had already been presented to all advisory committees and the TPO Board. This scenario represented the most likely projection of population and employment growth through the year 2050, based on existing land use policies, development trends, and guidance from local jurisdictions. The trend forecast projected an increase of approximately 72,000 dwelling units and 35,000 additional jobs by 2050.

The **second scenario**, labeled *reduced and targeted growth*, concentrated future development within a few key areas: the triangle area, Marion Oaks, the Ocala Airport area, the Belleview Bypass area, and the city of Ocala. Growth in these targeted locations remained consistent with the trend forecast, while all other areas experienced a 30% reduction in projected population and employment growth. As a result, this scenario projected 11,000 fewer dwelling units—8,000 single-family and 3,000 multi-family—and a reduction of 5,000 jobs compared to the trend scenario. The project team received feedback from the Steering Committee regarding some of the zone-level reductions and planned to revise the forecast to remove or lessen reductions in certain zones that had been identified for high growth.

The **third scenario**, referred to as *greater concentration of multifamily housing*, assumed a higher share of new growth would be accommodated in multi-family housing rather than traditional single-family units. This scenario held total population and employment constant but redistributed housing types, decreasing single-family homes by approximately 6,800 and increasing multi-family units by around 7,700. Mr. Roll explained that due to smaller average household sizes in multi-family housing (approximately 1.7–1.8 persons per dwelling), more total units would be needed to accommodate the same population compared to single-family homes (2.2–2.3 persons per dwelling). This shift also aligned with trends in delayed homeownership and household formation among younger populations.

Mr. Roll highlighted that the modeling tool used for these scenarios factored in variables such as vacancy rates and land availability to forecast outcomes.

He noted that areas along major corridors—particularly State Road 200—and the downtown core were expected to see increases in multi-family development, with further adjustments being made in response to feedback from the City of Ocala. For example, the downtown area's redevelopment potential was being considered for increased multifamily density.

He emphasized the land use-transportation connection by sharing anecdotes illustrating how compact, higher-density development often reduced the need for long-distance travel by placing daily destinations such as schools, grocery stores, and workplaces closer together. This had the potential to reduce vehicle miles traveled (VMT) and vehicle hours traveled (VHT), even if traffic volumes increased on specific corridors.

Following the scenario overview, Mr. Roll presented updates on revenue forecasting, with a focus on the local funding outlook. While federal and state revenue forecasts had already been provided by FDOT, he noted that the state had opted out of participating in the Carbon Reduction Program, which affected approximately \$300 million statewide over the next five years. This withdrawal could lead to delays or deferral of some transportation projects due to limited available funding.

Locally, staff continued to work with Marion County to refine projections related to the gas tax, as a significant portion of those revenues is allocated to roadway maintenance and operations rather than capital improvements. Preliminary estimates suggested about \$1.3 billion in total local revenue through 2050, pending final allocation between capital and operating expenses. Additional revenue sources included approximately \$1.6 billion from the infrastructure sales tax and \$123 million from current impact fees, although Mr. Roll noted these impact fees were under review and likely to increase in the near term.

In closing, Mr. Roll presented a map illustrating the region's roadway capacity needs. Areas highlighted in yellow buffers indicated where capacity improvements were potentially needed. He stressed that the map reflected need—not necessarily planned improvements. The number of lanes shown on the map corresponded with projected demand, but no final determinations had been made regarding implementation. He also mentioned that in some cases, improving a parallel roadway may be more effective than expanding a congested corridor.

Mr. Roll concluded by stating that the same roadway network would be applied to all three scenarios in the upcoming traffic modeling phase. He anticipated that Scenario 2 (reduced growth) would result in lower VMT and VHT due to fewer trips overall, while Scenario 3 (multifamily concentration) might increase travel within the urban core but reduce long-distance driving. The team looked forward to analyzing these differences once the model runs were completed.

Mr. McClain inquired about the methodology used to calculate impact fee revenue projections.

Mr. Roll explained that a trend-based population forecast was used, including five-year control totals for dwelling units and employment. Impact fee rates were applied accordingly to each time frame. He also recommended applying Florida Department of Transportation (FDOT) inflation factors to account for future cost increases, ensuring consistency between project costs and anticipated revenue.

Mr. Roll added that variability in growth patterns could affect revenue collection, but overall, the projection method aimed to align funding with anticipated development. It was emphasized that it was important to update impact fee rates to reflect growth and inflation accurately.

Ms. Stone asked about a specific capacity need shown on the map near 27th Avenue.

Ms. Amber Gartner with Kimley Horn, clarified that the location was actually 37th Avenue, a new two-lane road extension under development by the City of Ocala. It was highlighted due to its classification and expected long-term need for expansion to four lanes.

Chairman Zalak asked whether the updated level of service data was reflected in the study.

Mr. Roll responded that the current analysis used model-based capacity and volume-to-capacity ratios from the FDOT planning tool. While the current phase cast a broad net to identify potential needs, more refined analysis would occur in the cost-feasible planning phase.

Chairman Zalak asked for clarification using an example, noting that 60th Avenue (Airport Road) is planned to be expanded from four to six lanes, as well as Highway 40 and Highway 27. He commented that with the number of businesses and roads involved, funding the expansion would be challenging. He emphasized that traffic issues could not be resolved solely by improving intersections and questioned what should be done instead. He stated that the 2050 plan should focus on defining what the driving experience should look like by then.

Mr. Roll responded that the next phase would involve prioritizing which corridors should be improved. He explained that when expanding a roadway from four to six lanes, especially one with traffic signals, most congestion occurs at the intersections due to signal delays. He contrasted this with signal-free roadways, like freeways, where traffic flow is continuous unless disrupted by unexplainable slowdowns. He noted that the level of service on arterial roads with signals is measured by average speed, and intersection signal delay is the most critical factor.

Mr. Roll emphasized that improving signalization and approaches at intersections can provide significant benefits. He concluded that while there may not be enough funding to widen every corridor, a combination of widening and intersection improvements could offer a high overall system benefit.

Chairman Zalak said he was curious to see what those improvements would look like in the next phase of the LRTP and expressed interest in understanding which communities such strategies would actually be effective in.

Item 6B. Draft Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP)

Mr. Rob Balmes provided an overview presentation of the Draft Fiscal Year 2026–2032 Transportation Improvement Program (TIP), which had been included in the meeting packets.

Mr. Balmes began by outlining the schedule for the TIP development process and mentioned public review was from May 6 to June 13. Following that, staff would return to the committees in June to request formal endorsements.

Mr. Balmes noted that all public comments and feedback from partners—including the Florida Department of Transportation (FDOT)—would be compiled and shared before final adoption, which was scheduled for June 23.

He reminded members that a notice had already been distributed by TPO staff, directing them to the location of the draft TIP on the TPO's website. Outreach efforts included social media posts, email notifications to stakeholders, and a legal notice published in the Ocala Star Banner to ensure the public had access to the draft document and an opportunity to provide input.

One of the key features again of this year's TIP is its emphasis on performance-based planning. Mr. Balmes highlighted the connection between project investments and federally required performance targets, particularly in the area of safety. The TIP outlines how proposed projects are expected to help meet or improve those targets, which are updated annually.

From a financial standpoint, the TIP provides a breakdown of anticipated federal, state, and local revenues over the next five years.

Mr. Balmes explained that while these figures offer a comprehensive look at funding sources, the TIP is a dynamic document and will be subject to amendments as funding conditions change.

The overall financial picture remained similar to the previous year.

This year's TIP includes a total of 64 projects and programs, which are now grouped into five major categories:

- Highway/Roadway projects (including reconstruction and resurfacing)
- Bicycle and pedestrian projects
- Aviation projects
- Transit projects and grants
- Maintenance and planning programs

The total estimated investment across these categories is \$553.9 million. He noted that an interactive TIP map is available online to help visualize the geographic location of projects and provide background information in a more accessible way than flipping through the document.

Mr. Balmes then highlighted several ongoing and major projects in the presentation.

Chairman Zalak expressed concern about ongoing congestion management issues, especially in areas where traffic must funnel across I-75. While he acknowledged the benefits of the current five-year plan, he noted that it did not sufficiently address access issues along heavily traveled corridors such as SR 200 and SW 66th Street. The addition of 49th Street Interchange was expected to provide some relief, but further strategies were still needed to improve traffic flow on and off SR 200.

Mr. Mansfield said that the City of Ocala faced similar traffic challenges, particularly along SR 200, where numerous complaints had been received following recent changes such as the addition of traffic calming features.

Ms. Stone praised ongoing and upcoming projects, including improvements along 35th or 37th Street and the opening of roadways like 44th Avenue, which would enhance north-south mobility. The roundabout on 80th was highlighted as an excellent example of proactive infrastructure designed for anticipated growth, although it currently lacked adjacent development.

Ms. Bryant asked about the timeline for the 37th Avenue Road project.

Sean Lanier, City of Ocala Engineer confirmed that construction was anticipated within the next five years, with right-of-way acquisitions still in progress.

Ms. Bryant requested a consolidated list of projects expected to come online within that timeframe for easier reference and collaboration opportunities, particularly concerning congestion relief.

Chairman Zalak stated that Marion County should also send a list of projects to the City of Ocala, emphasizing the need for congestion improvement strategies. He highlighted the importance of identifying areas where collaborative efforts could be made to address traffic issues, noting that such partnerships are essential.

Mr. Sean Lanier, City of Ocala Engineer clarified that the city was not planning many new roads, with 37th Avenue being one of the last greenfield developments. Due to significant right-of-way constraints, most projects would focus on congestion management measures such as signalization upgrades, additional turn lanes, and intersection improvements. One identified partnership opportunity with the county involved the intersection of 31st Street and CR 475, which experienced heavy backups, particularly near 7th Street.

Ms. Bryant also touched on the potential need for an earlier installation of a traffic light at that location, originally tied to a pending development.

Mr. Inskeep voiced concerns over delayed projects, specifically the long-postponed improvements to US 41 north of Dunnellon. Although congestion issues had been well documented as far back as 2018, and studies by Kimley-Horn confirmed the need for upgrades, the project continued to be pushed further out—now split into two phases, with the latest timeline extending one phase to 2035. Local leadership expressed a lack of confidence in the project's eventual delivery, citing a pattern of reprioritization as new development outpaced existing infrastructure.

The conversation shifted to the broader issue of project deferral.

Mr. Inskeep emphasized that keeping a project on a priority list meant little if it was repeatedly delayed due to emerging demands elsewhere.

Chairman Zalak pointed out that projects like the 49th Street interchange had remained in planning for decades and needed significant state-level funding to advance within the next ten years.

Ms. Bryant made a request was made for FDOT to investigate the feasibility of installing a traffic signal at the intersection of 180th Avenue Road and SR 40, an area that had drawn safety concerns from the public.

Item 6C. Draft 2025 List of Priority Projects (LOPP)

Mr. Balmes said the annual process of developing and approving a list of priority projects to be submitted to District 5 for federal and/or state funding over the next five years, covering Fiscal Years 2027 to 2031. The main goals remain the same: maintaining currently programmed projects, securing funding for additional phases of partly funded projects, and seeking funding for new projects. The updated project schedule, revised the previous year, was considered effective, and staff expressed appreciation for the collaboration with County, Ocala, Dunnellon, and Belleview staff in assembling the draft lists.

The draft list had already been presented to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC). The CAC had no comments, while the TAC provided several specific recommendations. The plan is to receive comments at this meeting, bring the updated list back for approval next month, and submit it to FDOT by July 1st. Eligibility remains tied to the 2045 Long-Range Transportation Plan (LRTP) and any draft Transportation Improvement Programs (TIPs). An up-to-date application is required for local projects to be considered for FDOT funding.

Projects such as bridges and transit items were added to the appropriate lists based on board approval. Priority rankings were primarily based on the previous year's rankings and feedback from local partners, especially Marion County and the City of Ocala. While current scoring methodologies were applied, equity was not factored in due to ongoing discussions at the state and federal levels.

Mr. Balmes emphasized the importance of continuing support for already programmed projects, given inflation, cost increases, and limited funding. FDOT remains focused on safety, system preservation, and asset management, as highlighted in a shared FDOT slide.

Approximately \$150 million in resurfacing projects in the new TIP demonstrates the funding challenges for capacity projects.

Discussion then shifted to TAC's recommendation to adjust project rankings. TAC proposed moving the US 41 widening project from its number eight spot to number three, which would displace CR 484 from Marion Oaks Boulevard to CR 475A. This suggestion prompted concerns from board members about the prioritization rationale, especially since CR 484 is a high-priority.

Ms. Bryant requested that DOT investigate operational improvements at CR 475A and 484, particularly regarding U-turns that obstruct eastbound left-turn movement.

Steven Cohoon, Marion County Engineer and TAC Chair, explained the rationale behind the proposed ranking changes. The recommendation to move US 41 up was based on project readiness.

While some projects like SR 200 are still in early planning stages, US 41 is more advanced and closer to being eligible for funding. Splitting up large projects to improve chances for funding and aligning priorities with current funding availability and timelines were key factors in TAC's approach. The goal is to optimize the list for actual funding success, not just perceived need.

With the explanation, board members were more comfortable with the proposed changes. The final recommendation was to move SW 20th Street from number nine to number one due to joint interest from the City and County; move the US 41 segment up to number three; and allow CR 484 to shift down accordingly. They also noted the need for intersection improvements at US 41 and SR 40, where congestion has worsened due to a nearby gas station. A roundabout was suggested as a potential improvement. The board acknowledged that this intersection is programmed for improvements this year.

In conclusion, the board agreed to proceed with TAC's recommendations unless additional concerns arise.

Item 6D. Draft 2025 Central Florida MPO Alliance Regional Priorities

Mr. Balmes briefly discussed the annual update of regional priority lists coordinated through the Central Florida MPO Alliance. He noted, four primary regional lists include the Transportation Regional Incentive Program (TRIP), the Strategic Intermodal System (SIS), and Tier 3 SunTrail projects. Additionally, there is a regional Transportation System Management and Operations (TSMO) list.

The TRIP list remained unchanged from the previous year, retaining CR 484 widening and the Marion Oaks Manor extension with the flyover. These projects had been previously approved and were proposed to remain.

For the SIS list, this included funded projects such as the I-75/49th Street Interchange, which was moving forward, and a new addition: the State Road 40 widening to four lanes, which was in the fifth year of FDOT's Work Program. Unfunded SIS items included potential long-term I-75 improvements and additional State Road 40 segments that were partially funded. A new project was also added to this list: a PD&E study for CR 326 from State Road 40 to US 301, as requested by Marion County.

There were no changes to the SunTrail list. It continued to include the Santos and Baseline trail (the latter was funded), along with three longstanding trail projects.

On the TSMO list, a new project was added that reflected a focus on system management and operational improvements, particularly in the area around the I-75 interchange and US 27. Although this corridor was identified in the LRTP for possible future six-laning, Mr. Balmes acknowledged the constraints and challenges associated with widening. Therefore, operational improvements were proposed as a more feasible interim solution.

He concluded by stating that the presented content covered the draft regional priority lists, and the board would be asked to approve at the June 23 meeting.

Item 7. Comments by FDOT

Ms. Powell, FDOT Liaison began her report by making several announcements before transitioning into project updates.

She noted that the inaugural Transportation Industry Hiring Event had recently taken place and was a significant success. The event drew hundreds of job seekers and more than 80 partner organizations. FDOT hired seven individuals on the spot, and three additional positions were filled by partner organizations. Ms. Powell emphasized that the event was critical in supporting the development of the transportation workforce and stated that more such events were expected in the future.

She also reported on the second annual Safety Summit, which was held on May 9 at the Daytona International Speedway. The event had a strong turnout and featured impactful speakers. Ms. Powell congratulated the TPO for receiving the Outreach Award for its Safety Matters initiative and video series, noting that attendees appreciated learning more about the effort.

She then welcomed Mr. Jim Stroz as the new Director of Transportation Development. His appointment followed the retirement of Mr. Jack Adkins, who had served in the role for four years. She recognized Mr. Adkins' contributions and expressed confidence in Mr. Stroz' future leadership.

Ms. Powell also introduced a new initiative called *Canned Coffee with Construction*, which launched with Orlando Operations on March 6. The event aimed to foster two-way communication between FDOT and the community. Attendees had the opportunity to view final project renderings, identify areas of interest, and ask questions. Although a date for the next event had not yet been scheduled, Ms. Powell stated that she would share that information once it became available.

Project Updates

- **State Road 464 Resurfacing (SR 464/17):**
The contractor began paving the friction course on the evening of May 18, starting with the turn lanes. This phase addressed concerns related to raised manhole covers and other pavement issues.
- **State Road 200 (East of I-75 to US 301):**
Median improvements were underway. Ms. Powell acknowledged that signal timing issues were contributing to traffic backups, and those were being addressed concurrently with construction. The anticipated completion date remained late fall 2025.

Ms. Bryant raised concern regarding the intersection of State Road 200 and 27th Avenue. It was noted that drivers making U-turns at that location were creating traffic delays.

Ms. Powell stated she would look into whether that behavior was anticipated and report back with more information.

- **SR 40 and Pine Avenue Intersection:**
Ms. Powell and Mr. Stroz provided an update on improvements planned for this location. A fast response contract was expected to be awarded in the summer.

The project included extending the concrete median to lengthen northbound dual left-turn lanes, retaining two through lanes, and expanding the right-turn lane by several hundred feet. A pedestrian crossing in the area would be removed as part of the redesign. Construction was scheduled to begin in summer 2025 and be completed by the end of the calendar year.

- **State Road 484 Bridge Containment Wall:**

The new bridge containment wall design had been completed. The overall project was expected to be completed by June 2026.

Ms. Bryant mentioned vehicles parking on the shoulder of southbound I-75 in the afternoons near the CR 484 exit and noted seeing construction debris coming off of the interstate.

Ms. Powell indicated she would follow up on the current status, including the removal of any remaining construction debris in the area.

- **SR 464 and US 441 Intersection Improvements:**

Traffic analysis and pavement design were currently underway. The project was scheduled to be let to a contractor in May 2026, with the plan and model updates expected to be finalized by September 2025.

Mr. Hilty raised a question about the appearance of planter boxes along SR 200, which some members of the public had mistaken for weed planters due to their unfinished state.

Ms. Powell explained that FDOT had a contract with Oasis for landscape maintenance, which would begin after the construction project was complete. The planters would not be filled or maintained until that time. She confirmed that the project's anticipated completion remained late fall 2025.

Item 8. Comments by TPO Staff

Mr. Balmes provided two additional updates to the TPO Board:

1. A Quarterly Budget Status Update was included in the meeting packet, tracking the current fiscal year budget through June 30. Staff invited board members to reach out after the meeting with any questions.
2. The Regional Transportation System Management Operations Strategic Plan was also included. This was a collaborative initiative involving ten Florida MPOs. Staff noted that additional implementation steps and coordination efforts would follow.

Item 9. Comments by TPO Board Members

Ms. Stone reported that she attended the FDOT Central Florida Safety Summit on May 9, which was held at the Daytona International Speedway. She noted the venue added a special element to the event, but more importantly, the content and speakers were exceptional. She commended Lorraine Bobo, FDOT's Safety Administrator, for her passionate and effective leadership in organizing the summit.

This was the second consecutive year the summit was held. Commissioner Curry attended on behalf of the TPO during its first year, which was hosted at SeaWorld. Ms. Stone shared that, after attending herself, she fully appreciated the event's impact and encouraged others to participate in future summits.

She shared that the theme for this year's event was "The Starfish Story," which connected to the broader message of the *Target Zero* initiative—aiming for zero traffic fatalities. Ms. Stone expressed her support for adopting a formal commitment to zero traffic-related deaths, referencing the powerful message of the starfish story: while we may not save everyone, saving even one life matters deeply.

Ms. Stone also highlighted that the Ocala Marion TPO received the 2025 Central Florida Safety Summit Outreach Award for its *Safety Matters* video series. She noted that many attendees had seen the videos and expressed interest in using them as models for similar initiatives in their regions. She emphasized that the series was designed to have a lasting impact beyond the tenure of current elected officials.

As part of the summit, attendees received a *Target Zero* challenge coin, along with a second coin to give to someone actively contributing to traffic safety. Ms. Stone presented her extra coin to the TPO's public relations team in recognition of their work on the video series. She then invited Ms. Bobbi Perez and her team forward to accept the award and participate in a group photo with the Board.

Chairman Zalak suggested the possibility of holding a future workshop to address regional traffic issues, congestion, signal timing, and other transportation challenges. The intent would be to bring together the TPO Board, the Technical Advisory Committee (TAC), and transportation professionals from partner agencies to collaborate on strategic planning—particularly focused on the Five-Year Work Program and long-term congestion mitigation strategies.

He emphasized the importance of a unified approach between Marion County, FDOT, and the TPO to more effectively address shared challenges. The idea of a workshop was offered as a starting point, with openness to alternative ideas or formats.

Ms. Dreyer recommended beginning the process with a mutual exchange of priority lists—specifically, identifying issues or concerns that each jurisdiction is addressing or may not be aware of. The goal would be to identify overlapping efforts and prevent redundancy. This could potentially eliminate the need for further discussion if all items are already being handled.

Chairman Zalak proposed that the TAC Chair, along with local engineers from Marion County and the City of Ocala, present those compiled lists at a future meeting.

Ms. Bryant also mentioned including the City of Belleview was also mentioned as a necessary participant to ensure their input is included.

The conversation also touched on FDOT's advanced traffic monitoring technologies. Board members expressed interest in learning more about FDOT's capabilities—particularly regarding real-time traffic monitoring, signal timing strategies, and possible improvements during peak hours or following emergency response events, such as 911 calls.

Approved –

Questions were raised about how quickly signal timing returns to normal after being disrupted and whether current tools and resources are being fully utilized to optimize traffic flow.

FDOT was invited to share any relevant data, insights, or recommendations that could assist the region in addressing traffic management more effectively, especially in areas where state-of-the-art tools or best practices might improve performance.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Chairman Zalak adjourned the meeting at 4:28 p.m.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



TO: Board Members

FROM: Rob Balmes, Director

RE: Approval of Director Travel Request

Summary

Each year, the Association of Metropolitan Planning Organizations (AMPO) conducts a national conference. In 2025, the conference will be held in Providence, RI from September 15 to 18.

The purpose of attending the AMPO conference this year is to receive ongoing education and training related to metropolitan planning practices. I serve currently on the AMPO Policy Committee, which will convene for a meeting at the conference.

The estimated cost of attending the conference is:

- \$820 Registration Fee (\$110 discount as a member)
- \$900 estimated Hotel/Lodging Fee
- \$450 Airfare
- \$270 Per Diem
- \$150 Transportation
- \$2,590 Total estimate

Conference Weblink: <https://ampo.org/news-events/ampo-annual-conference/2025-ampo-annual-conference/>

The TPO maintains a budget devoted to staff and board member training and travel to cover all costs associated with this request.

Attachment(s)

- 2025 AMPO Conference Agenda

If you have any questions about the conference or request, please contact me at: 352-438-2631.



PRELIMINARY AGENDA

Subject to Change | Updated June 9, 2025

Sessions with a small MPO speaker are open to any attendee. We are highlighting them on the agenda for those who wish to learn from small (population under 200,000) MPOs.

Monday, September 15	
11 am-1 pm	AMPO Board of Directors Meeting (Board members only)
noon-7 pm	<p>Pre-Conference Mobile Tour: Gateway to the Ocean State – Keeping History Above Water in the City by the Sea</p> <p>Take in the beauty of Narragansett Bay from the Rhode Island Department of Transportation’s contracted ferry service, Seastreak, on a one-hour journey from Providence to Newport, the Sailing Capitol of the World. Upon arrival in Newport, the tour will visit The Point neighborhood, an historic gridded street neighborhood mapped by early Quaker settlers, and site of recent efforts to respond to the threat of climate change and develop resiliency. The tour continues with a shuttle ride to Rough Point, Doris Duke’s historic mansion on Ocean Road where her vision for preserving and restoring cultural heritage through Keeping History Above Water® was founded in 2016 to foster a global conversation focused on the increasing and varied risks of sea-level rise to historic coastal communities. Separate registration and fee required after conference registration is completed (sign-up link in registration confirmation email). More details here: https://ampo.org/news-events/ampo-annual-conference/2025-ampo-annual-conference/#mobile</p>
2-5 pm	Exhibitor set-up
2-4 pm	AMPO Policy Committee Meeting (Policy Committee members only)
2-4 pm	AMPO Technical Committee Meeting (Technical Committee members only)
4-5 pm	Joint Policy & Technical Committee Coffee & Chat (Policy & Technical Committee members only)
Tuesday, September 16	
7-8 am	Exhibitor set-up
8 am-5 pm	Registration
	Breakfast on your own
9-10:15 am	Main Stage 1: Opening Ceremonies
10:15-10:45 am	Coffee break with exhibitors

Tuesday, September 16				
	TRACK A	TRACK B	TRACK C	TRACK D
10:45-11:45 am	<p>Breakout 1A <i>Complete Street Makeovers</i></p> <p>From Danger Zone to Destination: Combining Complete Streets and Land Use (Mavrick Fitzgerald & Sajid Hossain, Memphis MPO)</p> <p>&</p> <p>The Role of Regional Agencies in Implementing Quick-Build Projects for Safety and Complete Streets (Rachel Om, SCAG; Aaron Villere, DRCOG; & Cassidy Boulan, DVRPC)</p>	<p>Breakout 1B <i>Transportation Resilience Strategies for Mountain and Resort Communities</i></p> <p>Workshop featuring: Kira Richardson, Rebecca Cremeen & Michelle Glickert, Tahoe Regional Planning Agency</p> <p>*small MPO speaker*</p>	<p>Breakout 1C <i>Getting More Bang for your FTA Section 5310 Buck</i></p> <p>Panel featuring: Carrie Diamond, Easter Seals; Rachel Fichtenbaum, Massachusetts DOT Rail and Transit Division; & Bill Wagner, Community Transportation Association of America</p>	<p>Breakout 1D <i>Clearing the Air</i></p> <p>CATALYZER – A Data-Centric Platform for Evaluating Emissions (Alireza Yazdiani, Cornell University Transportation Systems Engineering student)</p> <p>&</p> <p>Atlanta Energy and Emissions Modeling and Analysis Tool (AEEMAT) (Guy Rousseau, Atlanta Regional Commission; Mahyar Amirgholy, Southern Polytechnic College of Engineering / Kennesaw State University; & Gil Grodzinski, State of Georgia Environmental Protection Division)</p>
noon-1:30 pm	Main Stage 2: Luncheon with 2025 AMPO host, Rhode Island Division of Statewide Planning			
1:45-3 pm	<p>Breakout 2A <i>Shaping the Future: Collaborative Strategies for Reliable Transportation Funding Across Three MPOs</i></p> <p>Panel featuring: Matt Maloney (MTC), Chris Martinovich (Carson Area MPO), Audra Thomas (MAG), & Justine Sydello (CDM Smith)</p> <p>*small MPO speaker*</p>	<p>Breakout 2B <i>How Human Stories Shape Policy</i></p> <p>Workshop featuring: Darcie Vandegrift and Bethany Brandt-Sargent, Metropolitan Council; Linda Spohr, Zan Associates; & Corrin Behmis, Bolton & Menk</p>	<p>Breakout 2C <i>TIP of the Spear</i></p> <p>A Regularized Process for TIP Development & Management (Nick Flanders & Markey Jonas, Wichita Area MPO)</p> <p>&</p> <p>Developing a More Strategic Long-Range Transportation Plan and Aligning with the TIP (Cole Hiniker & Steve Peterson, Metropolitan Council)</p> <p>&</p> <p>Improving Statewide Coordination for TIP and STIP Management (Tom Graham & Shelby Oldroyd, MORPC)</p>	<p>Breakout 2D <i>Coordination at the State and Regional Scales</i></p> <p>Statewide Associations of MPOs Across the Country: Structures, Functions, and Key Insights (Jeff Kramer, Center for Urban Transportation Research at the University of South Florida)</p> <p>&</p> <p>Forging Stronger Connections to a Region’s Municipalities -- A Scalable Model (Patrick Day, Lily Brack, & Mai Dang, Chicago Metropolitan Agency for Planning)</p> <p>&</p> <p>Beyond Mobility: The Power District Regional Transportation Study’s Mission to Create a Thriving Urban Space (Julie Bjornstad & Ted Knowlton, Wasatch Front Regional Council)</p>
3-3:30 pm	Coffee break with exhibitors			

3:30-4:30 pm	Breakout 3A <i>How Missoula is Using BRT and Transit Investments to Build Community & Catalyze Growth</i> Panel featuring: Aaron Wilson (Missoula MPO), Chris Proud (HDR Engineering), & Annette Marchesseault (City of Missoula) *small MPO speaker*	Breakout 3B <i>Safe Roadways, Shared Corridors: Enhancing Transportation for People and Wildlife</i> Leading the Way on SS4A: Serving as a Resource to Local Agencies (Kyle Simpson & Chelsea Favero, Forward Pinellas) & Creating Safer Roads with Wildlife Passage (David Miller, Triangle West TPO; Tristan Winkler, French Broad River MPO; & speaker from Wildlands Network)	Breakout 3C <i>NOAA’s Atlas 15 Product: A Precipitation Frequency Tool to Help Mitigate Flood Risk</i> Workshop featuring: speakers from National Oceanic and Atmospheric Administration; & Tom Jacobs, MARC	no session
4:30-5:30 pm	Executive Directors Reception (Executive Directors only)			
5:30-7:30 pm	Transportation Trivia Challenge			
Wednesday, September 17				
8 am-5 pm	Registration			
8 am-4 pm	Exhibits open			
8-8:45 am	Breakfast			
9-10 am	Breakout 4A <i>Fitting Freight into Regional Planning</i> Regional Freight Planning with a Local Impact (Daniel Studdard, Atlanta Regional Commission) & Integrating Freight into the MPO Planning Process (Sonia Jimenez, Alamo Area MPO; & Guilherme Leao and Seema Singh, Cambridge Systematics)	Breakout 4B <i>Innovations in Funding</i> Creative Use of TIP Funds for Micromobility Projects (Colleen Medeiros, Cape Cod Commission) & Unlocking Value and Fostering Supportive Development in Rail Corridors (Francis Pickering, Western Connecticut Council of Governments)	Breakout 4C <i>Using Data to Move the Needle on Safety</i> Coordination on Safety With Student-Led Organizations (Neil Cahill, University of Pittsburgh Urban Planning student) & From Data to Decisions: Turning Complex Crash Data into Simple Safety Insights (Julie Richmond, Herkimer-Oneida Counties Transportation Council; & Megan Motamed and Gui Vendemiatti, Cambridge Systematics)	Breakout 4D <i>Enhanced MPO/DOT Collaboration</i> Constituent Level Prioritization (Sara Fields, Ozarks Transportation Organization) & FDOT's Congestion Management Multimodal Planning Initiative: Enhancing MPO-State DOT Modal Collaboration (Dave Hutchinson, Sarasota/Manatee MPO; Don Scott, Lee County MPO; & Michelle Peronto and Peyton McLeod, Florida Department of Transportation)
10-10:30 am	Coffee break with exhibitors			

Wednesday, September 17				
10:30-11:45 am	Breakout 5A <i>Cool Tools</i> From Pavement to Platform: Digitizing Pedestrian Infrastructure (Asher Eskind, Rhode Island Division of Statewide Planning) & Automating Comment Classification using Large Language Models (Janica Mendillo & Kaya Tollas, MTC) & How Big Data Can Enhance MPO Travel Surveys (Kenneth Joh & Zhuo Yang, National Capital Region TPB)	Breakout 5B <i>Bridging Data, Planning & Risk Management</i> How a Small MPO Accomplishes Integrated Transportation, Housing, and Resilience Planning (Mikala Jordan, Southern Maine Planning and Development Commission; Kendra Amaral, Town of Kittery; and Thomas Morely, Portsmouth Naval Shipyard) & Developing an Approachable Toolkit for Resilience and Recovery: Miami Valley’s Regional Resilience Guidebook & Toolkit (Elizabeth Baxter, Miami Valley RPC; Laurie Johnson, Laurie Johnson Consulting; Surbhi Agrawal & Serena Galleshaw, Sasaki Associates) *small MPO speaker*	Breakout 5C <i>Accessibility in Action</i> MPO Strategies for ADA-Compliant Communities (Jaemi Jackson, CMAP) & Leveraging the National Accessibility Evaluation Study (Andrew Owen, University of Minnesota & Jonathan Ehrlich, Metropolitan Council) & Leveraging Deep Learning to Identify Sidewalks and ADA Ramps (Raj Parikh & Caitlin Stevens, Michiana Area Council of Governments)	Breakout 5D <i>Transportation Demand Management – Operationalizing Long Range Transportation Plans to Connect People to Places</i> Panel featuring: Lisa Kay Schweyer (Foursquare ITP), Bennett Foster (Atlanta Regional Commission), & Veronica Jarvis (Thurston Regional Planning Council)
noon-1:30 pm	Main Stage 3: Luncheon & Keynote Speaker			
1:45-3 pm	Breakout 6A <i>Strategic Approaches to Core Products</i> Streamlining Project Prioritization from Solicitation to Consensus (Jesse Buerk, DVRPC) & Demystifying 40 CFR Part 93: A Simple User’s Guide to Navigating the Air Quality Conformity Process (Kate Horton, Memphis MPO) & From Planning to Delivery: Insights from a Transportation Investment Analysis (Ryan Brown & Wenonah Venter, Sarasota/Manatee MPO)	Breakout 6B <i>Collaborating on Complete Streets</i> Complete Streets Lending Libraries: MPO Resources for Pop-Up Projects (Jasmin Munoz & Alina Borja, SCAG; & Jasmine Lawrence, North Jersey Transportation Planning Authority) & Complete Streets, Complete Readiness: Paving the Way for Success (Jennifer Marandino, South Jersey TPO; Blythe Eaman, North Jersey Transportation Planning Authority; & Leigh Ann Von Hagen, Rutgers University)	Breakout 6C <i>Regional Visions</i> The Great Symphony: The Well-Orchestrated, Multi-Agency Financial model Behind Utah’s Unified Transportation Plan (Julie Bjornstad, Wasatch Front Regional Council; & Jeff Gilbert, Cache MPO) & Creating a Regional Vision for a Connected Off-Road Bicycle Facility (David Nolan, Cape Cod Commission) & Region in Motion: Creating a Multiregional Active Transportation Plan (Kate Horton & Keiaron Randle, Memphis MPO) *small MPO speaker*	no session
3-3:30 pm	Coffee break with exhibitors			

3:30-4:30 pm	<div>Breakout 7A</div> <div>Regional Coordination for Flood-Ready Roadways</div> <div>Panel featuring: Roberta Groch (Rhode Island Division of Statewide Planning), Alex Maxwell (Fuss & O'Neill), Christos Xenophontos (Rhode Island DOT), Herbert Durfee III (Town of Barrington, RI)</div>	<div>Breakout 7B</div> <div>Innovative Engagement</div> <div>Developing a Community Ambassador Program in Lima, OH (Megan Kinnear & Colleen Barry, Lima-Allen County Regional Planning Commission; and Caroline Daigle, ACEEE)</div> <div>&</div> <div>Beyond Compliance: Innovative Outreach and Storytelling in Broward MPO’s Route to 2050 Metropolitan Transportation Plan (Christopher Restrepo & Ashley Mohni, Broward MPO)</div> <div>*small MPO speaker*</div>	<div>Breakout 7C</div> <div>Mobility Hub Masterminds: Designing the Future of Urban Connectivity</div> <div>Workshop featuring: Sirinya Matute, SCAG; Lauren Batalias, San Joaquin COG; Victoria Cacciatore, SACOG; & Stacy Cook, Cambridge Systematics</div>	no session
6-9 pm	AMPO 2025 Conference Night Out			
Thursday, September 18				
8 am-3:30 pm	Registration			
8 am-3:30 pm	Exhibits open			
8-8:45 am	Breakfast			
9-10 am	Main Stage 4			
10-10:30 am	Coffee break with exhibitors			
10:30-11:45 am	<div>Breakout 8A</div> <div>Thinking Big on Microtransit</div> <div>On-Demand Microtransit Service, a New Tool for Closing Transit Service Gaps (Sam Gold & Brendan Geraghty, RiverCOG; Joe Comerford, River Valley Transit; Richard Donovan, NVCOG; & Mark Pandolfi, Valley District Transit)</div> <div>*small MPO speaker*</div>	<div>Breakout 8B</div> <div>Collaborative Strategies for Safer Streets</div> <div>Building a Safer Future: A Collaborative Approach to Vision Zero in Central Florida (Alex Trauger & Lara Bouck, MetroPlan Orlando)(25 minutes)</div> <div>&</div> <div>A Proactive and Inclusive Approach to Roadway Safety: Priority Network Screening and Systemic Analysis for MPOs (Emily Dozier, Dutchess County Transportation Council; Cory Hopwood & Anqi Wei, Cambridge Systematics)</div> <div>&</div> <div>School Site Planning with Safe Routes to School in Mind (Karla Windsor, North Central Texas Council of Governments)</div>	<div>Breakout 8C</div> <div>AASHTO CEE/AMPO Workshop on Collaboration Between MPOs and State DOTs</div>	<div>Breakout 8D</div> <div>2025 SMART METRO Digital Twin National Advisory Panel Workshop</div>
noon-1:30 pm	Main Stage 5: Luncheon & AMPO General Membership Meeting followed by AMPO Awards			

1:45-3 pm	<div>Breakout 9A</div> <div>Transforming Iowa’s Regional Economic Potential and Quality of Life Through Active Transportation</div> <div>Panel featuring: Mary Ellen Koontz, Rails to Trails Conservancy; Michael Helgerson, MAPA; & Bryan Schmid, Bi-State Regional Commission</div>	<div>Breakout 9B</div> <div>Beyond Coordination: Strengthening MPO and DOT Collaboration to Deliver Projects</div> <div>Panel featuring: John Kaliski & Richard Denbow, Cambridge Systematics</div> <div>*small MPO speaker*</div>	<div>Breakout 9C</div> <div>Connected Vehicle Innovations for Regional Arterial & Traffic Signal Program Management</div> <div>Panel featuring: Alex Wolfson, RTC of Washoe County; Gregory Masota, North Central Texas COG; Wang Zhang, Maricopa Association of Governments; & Shaun Quayle, INRIX</div>	no session
3-3:30 pm	Coffee break with exhibitors			
3:30-4:45 pm	<div>Breakout 10A</div> <div>BTS Transportation Vulnerability and Resilience Data Program</div> <div>Panel featuring: Darin Chidsey, SCAG; Vicki Kramer, Nebraska DOT; Paul Trombino, City of Greeley, CO; & Sandy Hertz, Maryland DOT</div>	<div>Breakout 10B</div> <div>Addressing Transit Deserts Through Customized Vanpool Solutions</div> <div>Panel featuring: James Turnwald, Michiana Area Council of Governments; Sarah Ingle, Rhode Island Public Transit Authority; & Matt Lyhne, Commute with Enterprise</div>	<div>Breakout 10C</div> <div>Raising the Bar on Core Products</div> <div>Maximizing In-House Resources: Cost-Effective Strategies for MPO Planning Products (Natasha Longpine, Ozarks Transportation Organization)</div> <div>&</div> <div>Keeping Your Metropolitan Transportation Plan Fresh: Innovation Through Collaboration (Neil Burke, Charlotte Regional TPO; & Allison Fluitt, Kimley-Horn)</div> <div>&</div> <div>Conveying Regional Vision through Innovative Planning (Waco MPO)</div> <div>*small MPO speaker*</div>	no session
3:30-6 pm	Exhibitor move-out			
5-6:30	Closing Reception with Sponsors			
Friday, September 19				
8:30 am-noon	<div>Post-Conference Mobile Tour: The Woonasquatucket Greenway – Fostering Economic and Environmental Vitality – A Bike Tour and Talk</div> <div>In the heart of Providence, there is an urban greenway managed and developed by the Woonasquatucket River Watershed Council (WRWC) to spark economic development through work restoring the Woonasquatucket River and the communities around it, and by enhancing, extending and bringing people to the Woonasquatucket River Greenway. Woon-as-kwah-tuck-it – the name of the river means “where the salt water ends” in Algonquin. On July 30, 1998, President Clinton designated the Woonasquatucket River as one of only 14 American Heritage Rivers in the nation. This bike tour will take in some of the highlights of the corridor, with stops to talk about significant projects and green infrastructure, and ending at Farm Fresh Rhode Island, a hub for local food in Rhode Island. Separate registration and fee required after conference registration is completed (sign-up link in registration confirmation email). More details here: https://ampo.org/news-events/ampo-annual-conference/2025-ampo-annual-conference/#mobile</div>			



TO: Board Members

FROM: Rob Balmes, Director

RE: Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program

Summary

At the May 27, 2025 Board meeting, TPO staff presented the draft Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP). The public and partner agency comment period for the draft TIP was from May 6 to June 13, 2025. Attached to this memo are comments received from the public and partner agencies, including the Florida Department of Transportation (FDOT).

In addition, SunTran, through the City of Ocala, submitted updates to federally required performance targets for transit assets. Updates are included as an attachment and on page 18 of the revised TIP document.

Attachment(s)

- Public and Partner Agency comments
- SunTran revised Transit Asset Management Targets
- Draft FY 2026 to 2030 TIP document

Committee Recommendation(s)

On June 10, 2025, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommended the adoption of the 2025 List of Priority Projects (LOPP) at the annual joint meeting.

Recommended Action

Adoption of the FY 2026 to 2030 Transportation Improvement Program.

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

FY 2026 TO 2030 TIP PUBLIC COMMENTS

The following list summarizes comments received from citizens during the public comment period from May 6 to June 13, 2025.

Public Comments

US 41 Corridor, Dunnellon Area

- I live in Rainbow Lakes Estates and have been expecting the US 41 road expansion work to begin soon. I had heard and now see via your news release, that your office is considering reducing the work planned to a smaller section of US 41. My understanding is that you are planning to postpone the expansion project scheduled for north of SR 40 to 2030. This part of the project includes the section of road adjacent to my neighborhood.
- The reason for my concern is because there are many accidents which happen at the intersection of US41 and Rainbow Lakes Estates (Rainbow Lakes Boulevard). The traffic has become so heavy in that area, that people trying to make a left onto US41 are taking chances and jumping out into traffic. I was informed by someone in the past that the expansion project was going to include a traffic signal at that intersection. I strongly encourage you to consider installing that traffic signal now. Waiting until 2030 to do so is a huge safety concern for our residents and others traveling along US41.

General

- I did not see anything that will make meaningful improvements to the horrific traffic conjunction in Ocala or Marion County.

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**



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 2025⁴, 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 2025⁴ 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 ⁴ Performance	2026 ⁵ Target	2027 ⁶ Target	2028 ⁷ Target	2029 ⁸ Target	2030 ⁹ Target
Rolling Stock						
Buses	0%	0%	0%	0%	0%	0%
Cutaways	100%	0%	0%	0%	0%	0%
Equipment						
Non-Revenue Vehicles	0% 20%	0% 20%	0%	0%	0%	0%
Facilities						
Administrative and Maintenance Facility	0%	0%	0%	0%	0%	0%

Table 14 shows the percentage of SunTran’s assets that have met or exceeded their ULB for each asset class in 2025 and their performance targets for the next five years. The performance targets were set based on the following short-term scheduled plan. These targets will be updated annually to NTD as condition changes.

Table 14: SunTran 2025 SGR Performance and Targets (2025–2030)

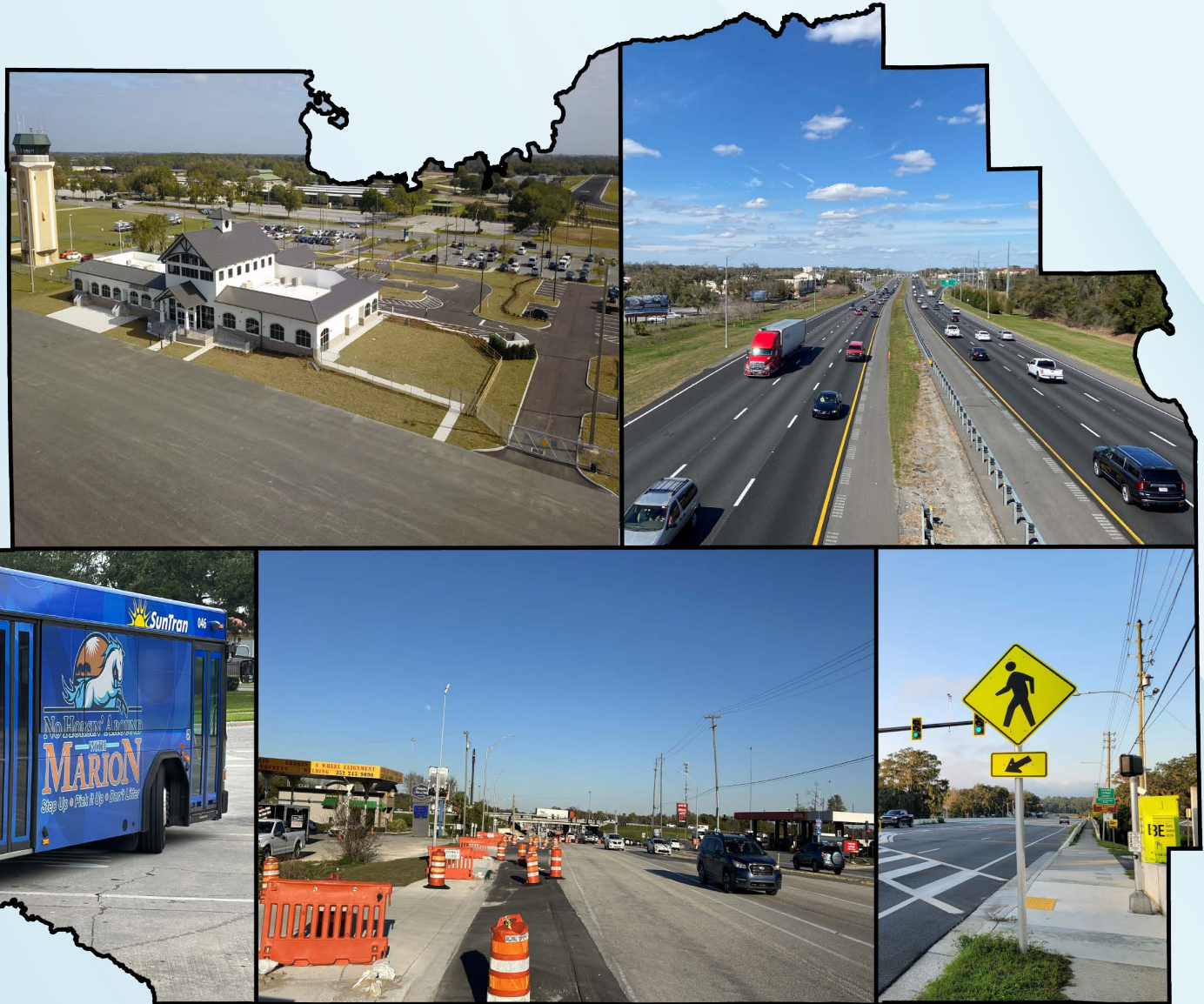
Asset Class	2025 Performance	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
<i>Rolling Stock</i>						
Buses	0%	0%	0%	0%	0%	0%
Cutaways	100%	0%	0%	0%	0%	0%
<i>Equipment</i>						
Non-Revenue Vehicles	0%	0%	0%	0%	0%	0%
<i>Facilities</i>						
Administrative & Maintenance Facility	0%	0%	0%	0%	0%	0%

As previously noted, FTA-defined SGR performance targets for equipment assets applies only to non-revenue service vehicles and does not include other equipment assets.

Transportation Improvement Program (TIP)

Fiscal Years 2026 to 2030

Adopted June 23, 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

[Pending Board Adoption]

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

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

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

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

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

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

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

CERTIFICATE

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

By: _____ Carl Zalak, III, Chair

Attest: _____ Robert Balmes, Director

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

Governing Board Members

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

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

Commissioner Kathy Bryant, Marion County District 2

Commissioner Craig Curry, Marion County District 1

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Ray Dwyer, City of Belleview Seat 2

Councilman Tim Inskeep, City of Dunnellon Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Mayor Ben Marciano, City of Ocala

Commissioner Matt McClain, Marion County District 3

Commissioner Michelle Stone, Marion County District 5

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

TPO Staff

Rob Balmes, AICP CTP, Director

Shakayla Irby, Administrative Specialist III/Social Media
Coordinator

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

Mission

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

Vision

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

www.ocalamariontpo.org

2710 East Silver Springs Boulevard, Ocala, FL 34470

OcalaMarionTPO@marionfl.org

352-438-2630

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

TABLE OF CONTENTS

1. Introduction	5
Purpose	5
TPO Planning Area	6
Development of the TIP	8
Joint Certification	9
Consistency with Other Plans and Programs	9
TIP Revisions	11
2. Performance Management	12
Performance Based Planning	12
Performance Measures and Targets	12
Safety (PM1)	13
Pavement and Bridge Condition (PM2)	15
System Performance (PM3)	16
Transit Asset Management and Safety	18
3. Financial Plan	20
Overview	20
4. Project Prioritization Process	26
Overview	26
Methodology	26
5. Projects	27
Overview	27
TIP Online Interactive Map	29
Performance Management and TIP Projects	29
TIP Project Summary Pages	33
Highway-Roadway Projects	34
Bicycle-Pedestrian Projects	67
Aviation Projects	74
Transit Funding	79
Maintenance-Planning	82

6. Appendix	97
Appendix A: Glossary of Terms and Acronyms	A
Appendix B: Federal Obligations Report	B
Appendix C: Transportation Performance Management	C
Appendix D: National Highway System (NHS) and Strategic Intermodal System (SIS)	D
Appendix E: Public and Partner Notices	E
Appendix F: Partner Agency Comments	F
Appendix G: Changes from Prior Transportation Improvement Program (TIP)	G
Appendix H: List of TIP Projects in the 2045 Long Range Transportation Plan (LRTP)	H
Appendix I: FDOT Detailed Project Listing	I

LIST OF FIGURES

Figure 1: Map of TPO Planning Area (MPA)	7
Figure 2: Safety Performance Measure Targets and Results	14
Figure 3: Pavement and Bridge Condition Targets and Results	16
Figure 4: System Performance Targets and Results	17
Figure 5: Transit Asset Management Targets and Results	18
Figure 6: Transit Safety Targets and Results	19
Figure 7: Funding Categories and Sources	21
Figure 8: 5-Year Summary of Funding by Category and Fiscal Year	23
Figure 9: 5-Year Funding Summary by Source	24
Figure 10: Funding Summary by Source	25
Figure 11: 5-Year Funding Summary by Type/Mode	25
Figure 12: Project Phase/Activity and Acronym List	28
Figure 13: Summary of Projects by Fiscal Year	91

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.

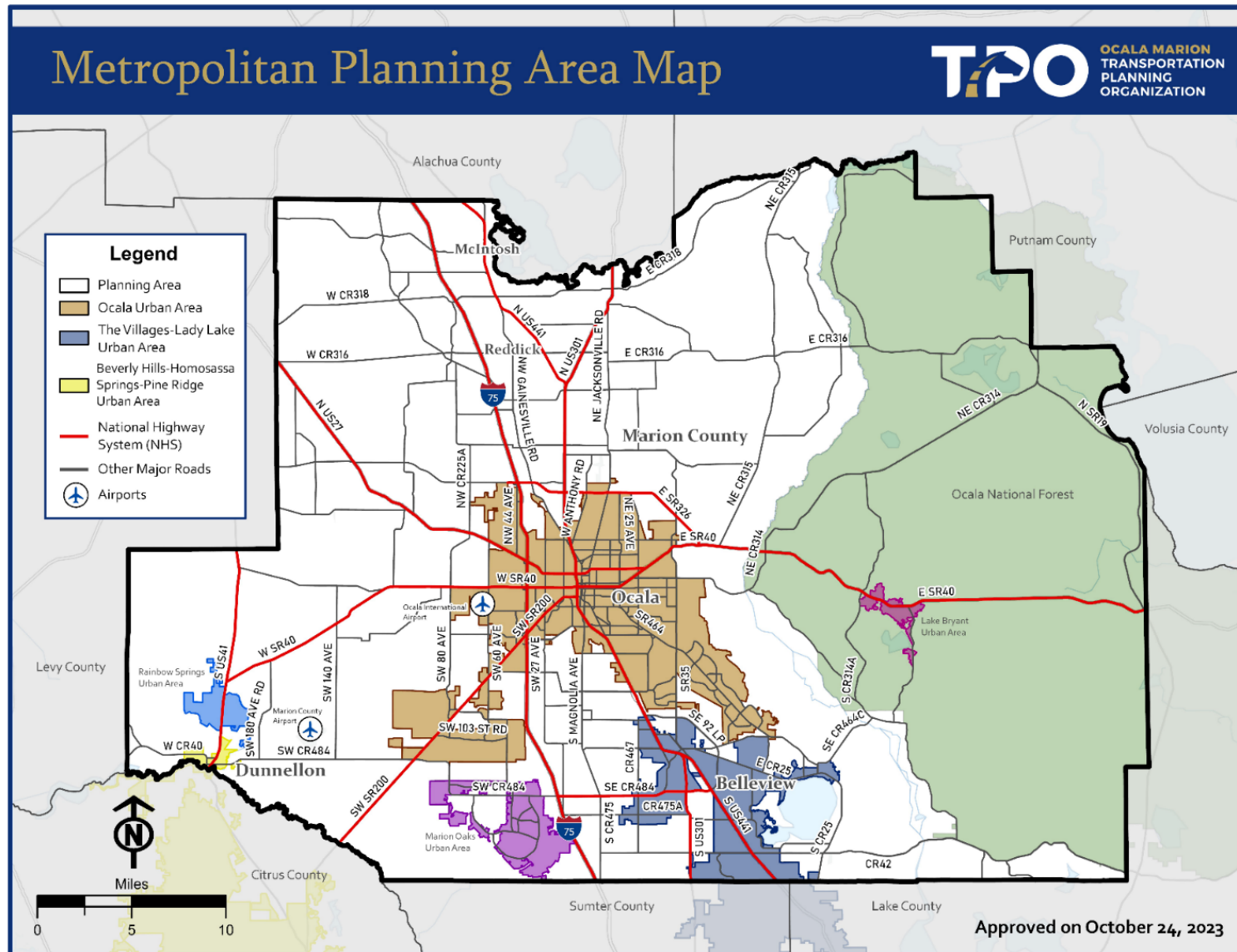
Consistency

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
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
MFF	Moving Florida Forward	State

Acronym	Funding Category	Funding Source
PL	Metropolitan Planning	Federal
RHH	Rail Highway Safety	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SM	Surface Transportation, Population 5,000 to 49,999	Federal
SN	Surface Transportation Program, Population <=5K	Federal
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	\$0	\$0	\$12,300,000	\$0	\$36,718,373	\$49,018,373
ACNR	\$1,821,793	\$12,379,350	\$17,363,276	\$0	\$0	\$31,564,419
ACSA	\$1,030,000	\$0	\$0	\$0	\$0	\$1,030,000
ACSL	\$2,410,942	\$0	\$0	\$0	\$0	\$2,410,942
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	\$2,031,605	\$2,000,000	\$0	\$0	\$0	\$4,031,605
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	\$516,586	\$428,068	\$1,303,803	\$236,361	\$58,450	\$2,543,268
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
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
LF	\$5,160,476	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$13,336,543

Funding Category	2026	2027	2028	2029	2030	Total
MFF	\$8,642,126	\$7,118,495	\$3,750,477	\$1,250,000	\$1,150,000	\$21,911,098
PL	\$682,743	\$682,743	\$682,743	\$682,743	\$682,743	\$3,413,715
SA	\$13,153,435	\$3,810,676	\$8,343,816	\$603,977	\$8,000,000	\$33,911,904
SL	\$0	\$6,591,212	\$5,902,904	\$237,863	\$9,878,647	\$22,610,626
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	\$535,174	\$250,000	\$200,000	\$50,480	\$0	\$1,035,654
TRWR	\$0	\$0	\$0	\$15,105	\$0	\$15,105
Total:	\$118,428,244	\$74,209,747	\$97,552,883	\$15,005,771	\$248,729,635	\$553,926,280

Figure 9: 5-Year Funding Summary by Source

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

Figure 10: Funding Summary by Source

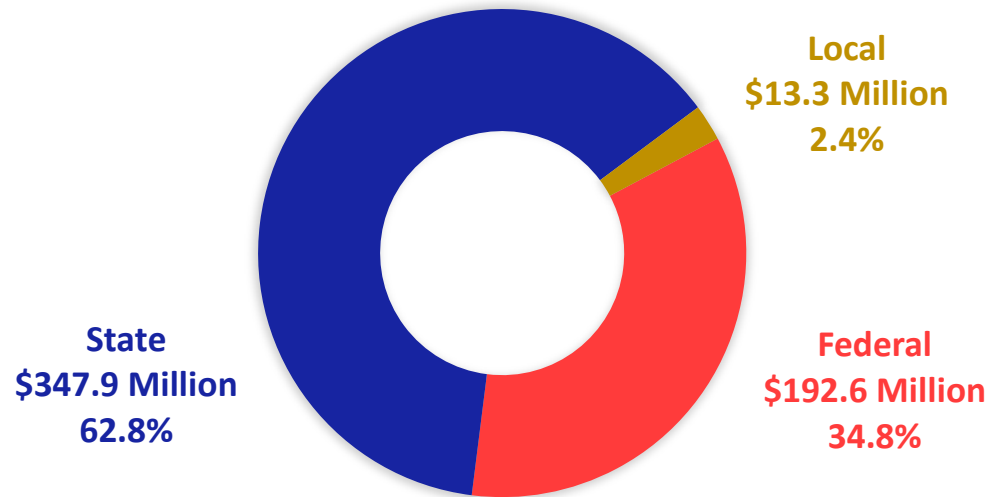
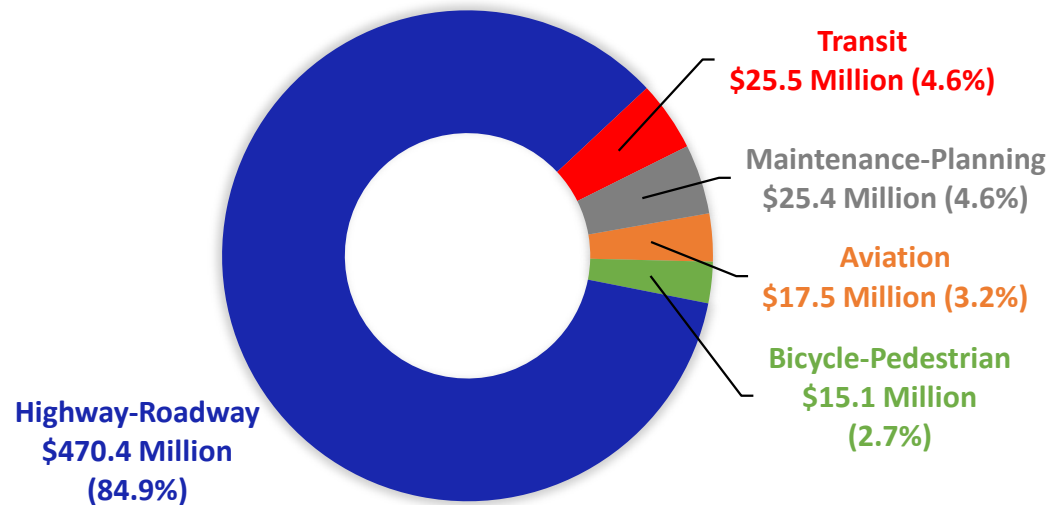


Figure 11: 5-Year Funding Summary by Type/Mode



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

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



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

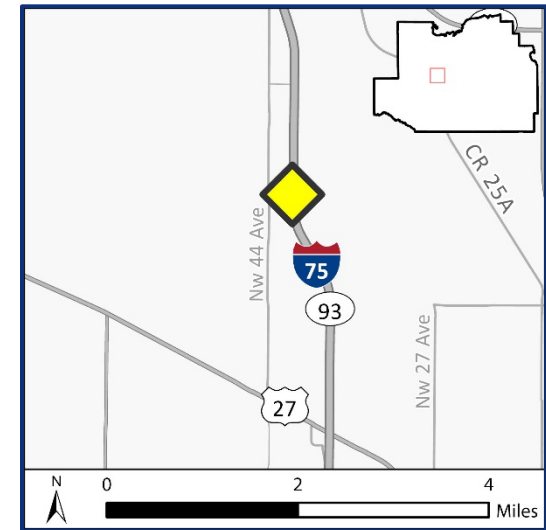
Length: N/A

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

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

Project Type: Interchange Justification/Modification

FM Number: 4436243

Lead Agency: FDOT

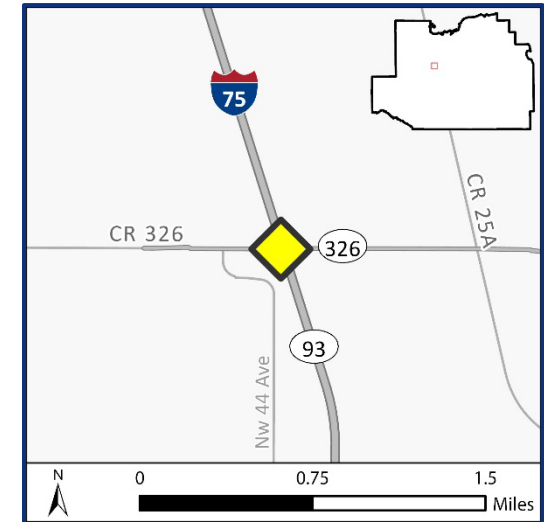
Length: 0.79 miles

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

SIS Status: Yes

Description

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

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

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

Project: I-75 at SR 326 Interchange Improvements

Project Type: Interchange Improvements

FM Number: 4520721

Lead Agency: FDOT

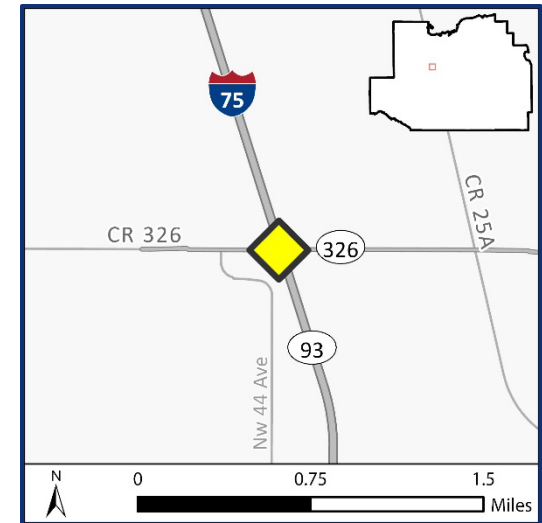
Length: 2.07 miles

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

SIS Status: Yes

Description

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

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

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

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

Project Type: Add Auxiliary Lane(s)

FM Number: 4520741

Lead Agency: FDOT

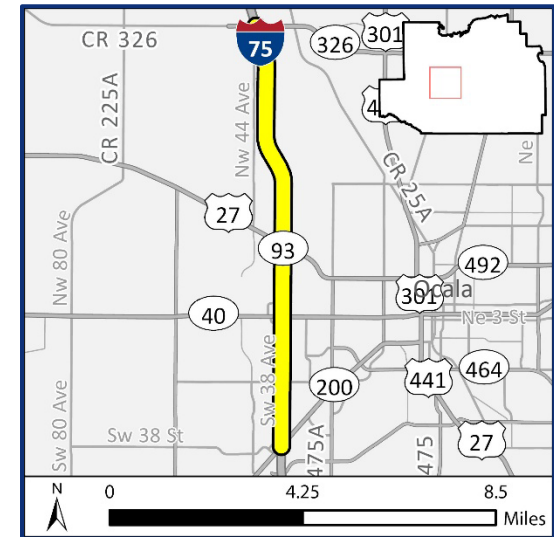
Length: 8 miles

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

SIS Status: Yes

Description

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

**Prior <2026:** \$168,594,457**Future >2030:** \$0**Total Project Cost:** \$189,480,555

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

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

Project Type: Landscaping

FM Number: 4514402

Lead Agency: FDOT

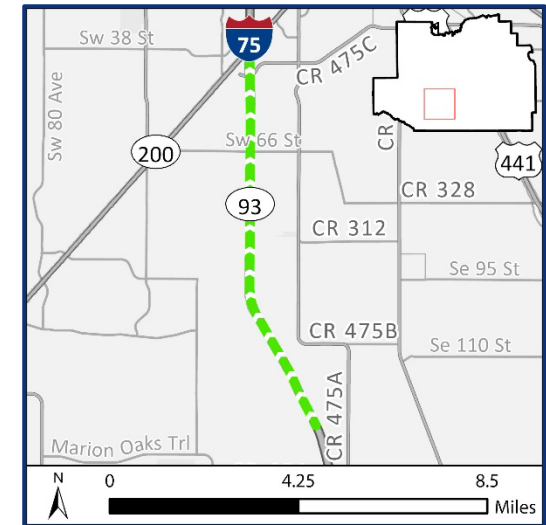
Length: 7.79 miles

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

SIS Status: Yes

Description

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

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$630,241**

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

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

Project Type: Landscaping

FM Number: 4514401

Lead Agency: FDOT

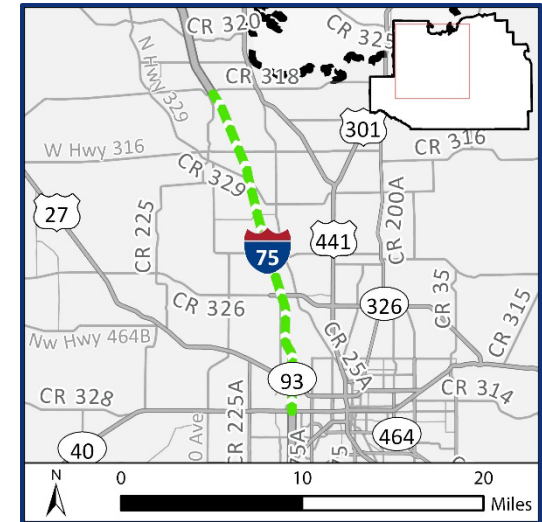
Length: 16.1 miles

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

SIS Status: Yes

Description

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



Prior <2026: \$0

Future >2030 \$0

Total Project Cost: \$512,117

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

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

Project Type: Landscaping

FM Number: 4514403

Lead Agency: FDOT

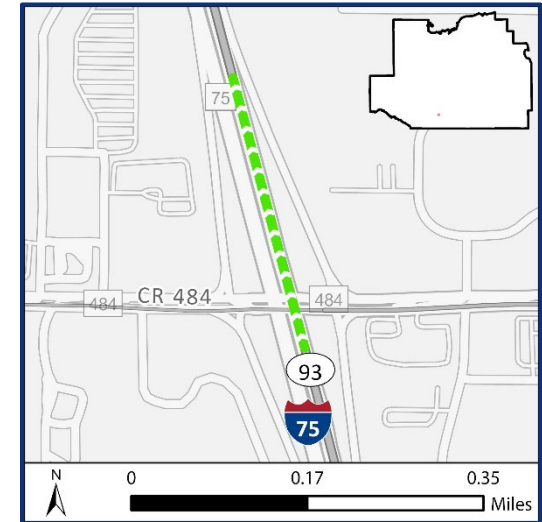
Length: 0.21 miles

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

SIS Status: Yes

Description

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

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$513,795

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

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

Project Type: Capacity

FM Number: 2386481

Lead Agency: FDOT

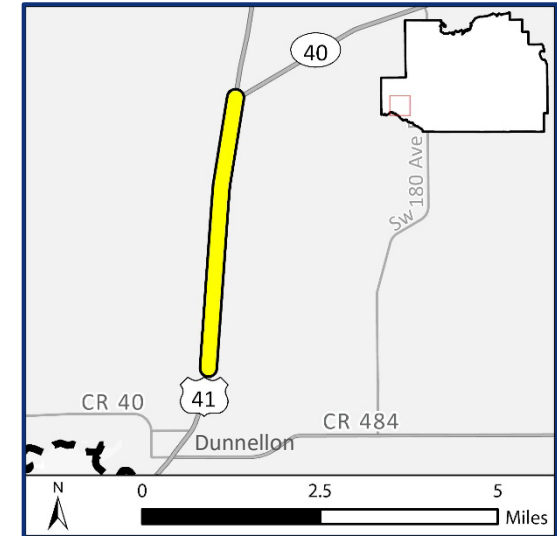
Length: 4.12 miles

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

SIS Status: No

Description

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

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

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

Project: US 441 at SR 464

Project Type: Traffic Operations Improvement

FM Number: 4336601

Lead Agency: FDOT

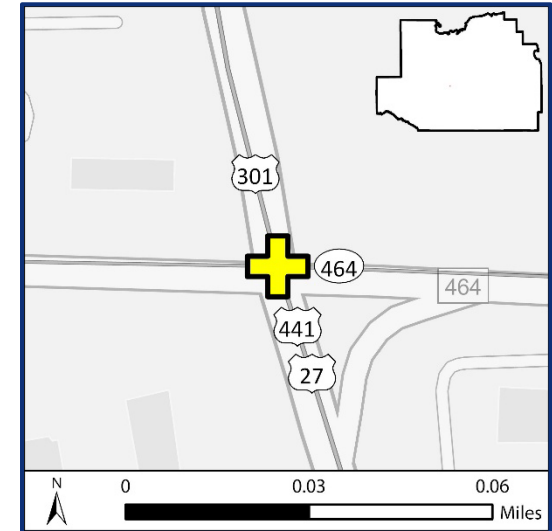
Length: 0.43 miles

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

SIS Status: No

Description

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

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

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

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

Project Type: Resurfacing

FM Number: 4526941

Lead Agency: FDOT

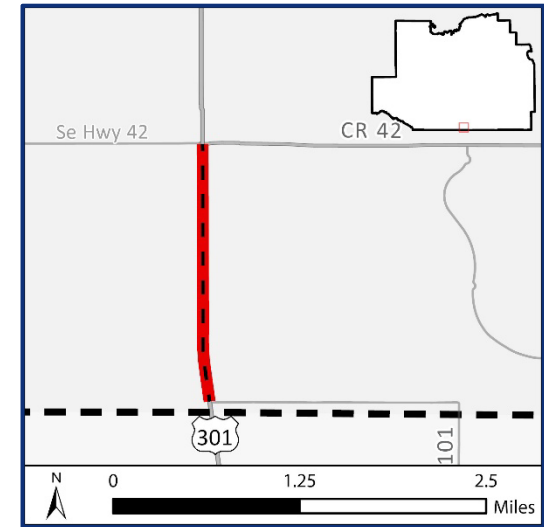
Length: 1.54 miles

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

SIS Status: No

Description

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

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

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

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

Project Type: Resurfacing

FM Number: 4542151

Lead Agency: FDOT

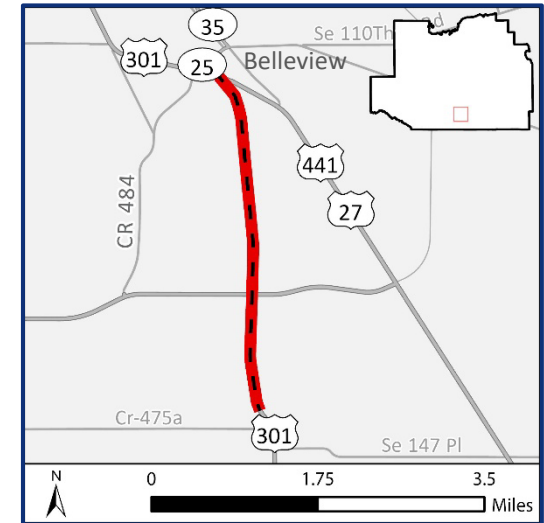
Length: 3.12 miles

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

SIS Status: No

Description

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



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$15,252,300

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

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

Project Type: Resurfacing

FM Number: 4526351

Lead Agency: FDOT

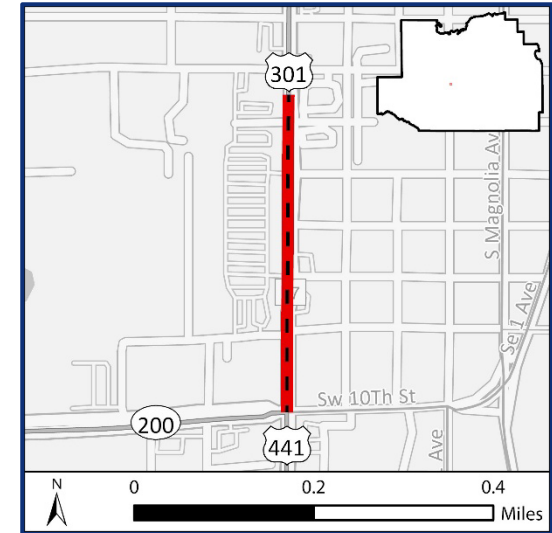
Length: 0.28 miles

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

SIS Status: No

Description

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

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

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

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

Project Type: Resurfacing

FM Number: 4542141

Lead Agency: FDOT

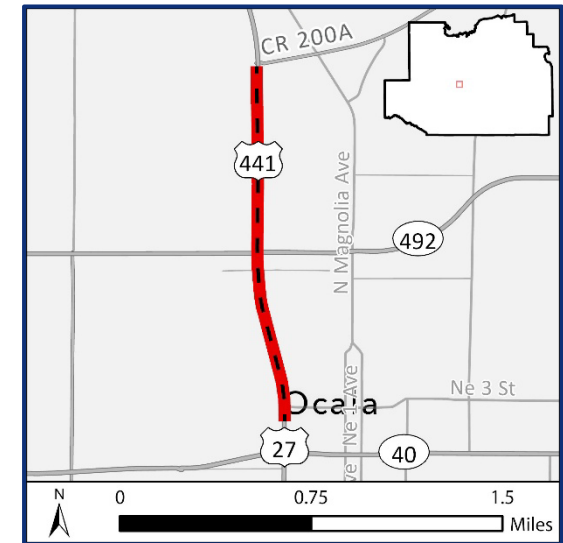
Length: 1.12 miles

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

SIS Status: No

Description

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

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$7,640,321

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

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

Project Type: Resurfacing

FM Number: 4506371

Lead Agency: FDOT

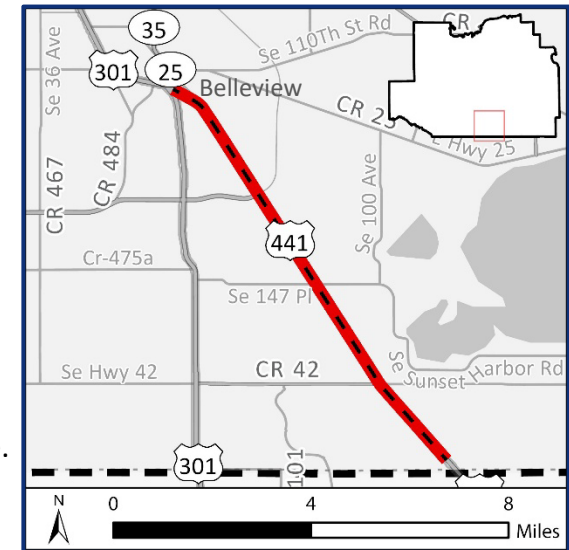
Length: 8.2 miles

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

SIS Status: No

Description

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



Prior <2026: \$1,297,934

Future >2030: \$0

Total Project Cost: \$15,879,426

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

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

Project Type: Capacity

FM Number: 4106742

Lead Agency:

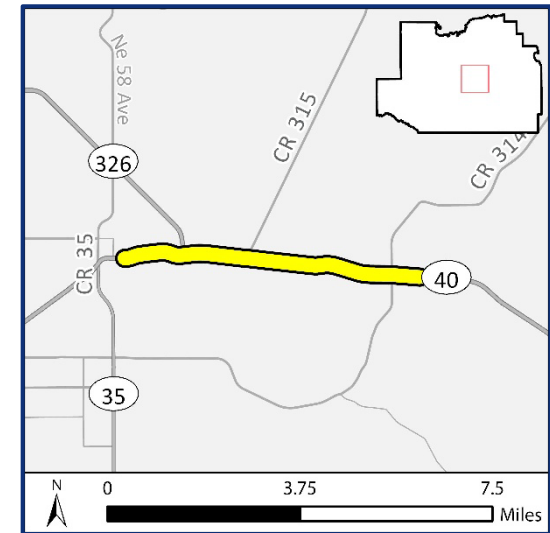
Length: 25.94 miles

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

SIS Status: SIS

Description

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

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

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

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

Project Type: Capacity

FM Number: 4106743

Lead Agency: FDOT

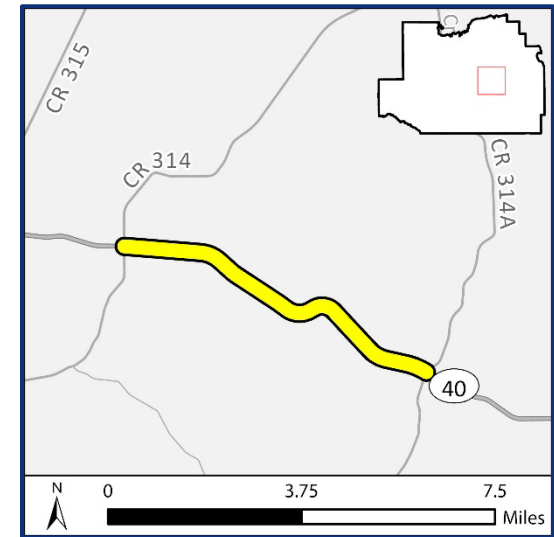
Length: 6.14 miles

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

SIS Status: Yes

Description

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

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

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

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

Project Type: Safety Project

FM Number: 4512511

Lead Agency: FDOT

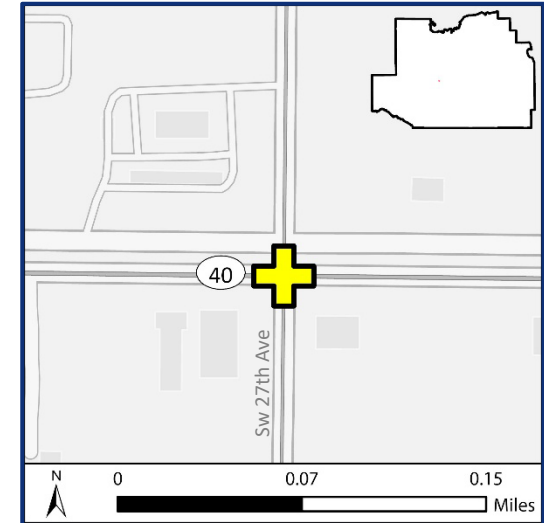
Length: 0.10 miles

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

SIS Status: No

Description

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

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

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

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

Project Type: Intersection Project

FM Number: 4509522

Lead Agency: FDOT

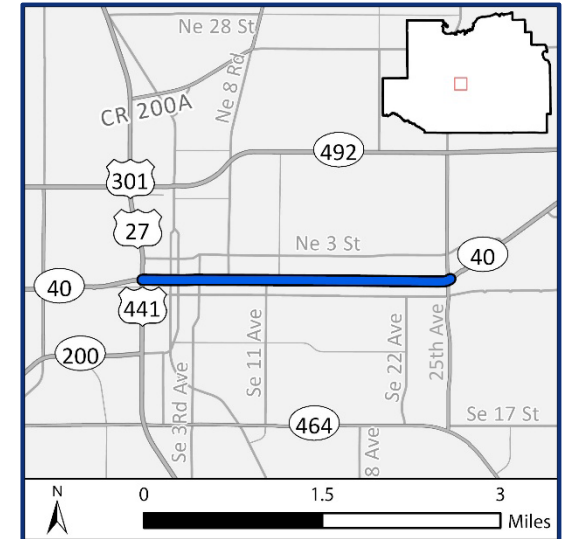
Length: 2.36 miles

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

SIS Status: No

Description

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



Prior <2026: \$11,160

Future >2030: \$0

Total Project Cost: \$728,153

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

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

Project Type: Resurfacing

FM Number: 4526361

Lead Agency: FDOT

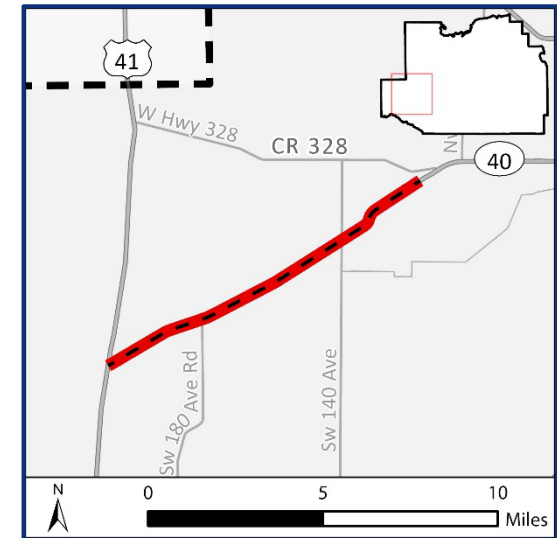
Length: 9.12 miles

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

SIS Status: No

Description

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

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

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

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

Project Type: Resurfacing

FM Number: 4506651

Lead Agency: FDOT

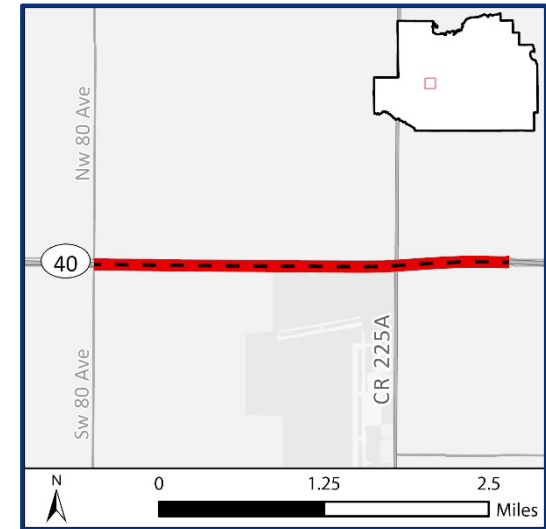
Length: 3.2 miles

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

SIS Status: No

Description

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

Prior <2026: \$173,461**Future >2030:** \$0**Total Project Cost:** \$11,343,826

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$0	\$0	\$2,250,640	\$0	\$0	\$2,250,640
CST	DIH	State 100%	\$0	\$0	\$10,960	\$0	\$0	\$10,960
CST	DS	State 100%	\$0	\$0	\$8,908,765	\$0	\$0	\$8,908,765
Total:			\$0	\$0	\$11,170,365	\$0	\$0	\$11,170,365

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

Project Type: Resurfacing

FM Number: 4509511

Lead Agency: FDOT

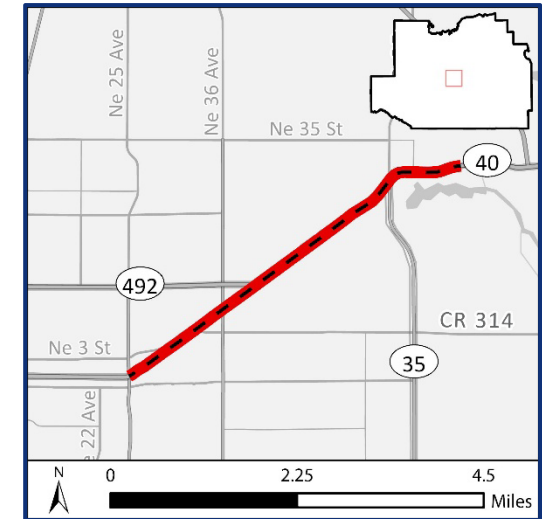
Length: 4.14 miles

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

SIS Status: No

Description

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

Prior <2026: \$1,298,202**Future >2030:** \$0**Total Project Cost:** \$10,599,136

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$8,461,484	\$0	\$0	\$0	\$0	\$8,461,484
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	DS	State 100%	\$829,150	\$0	\$0	\$0	\$0	\$829,150
Total:			\$9,300,934	\$0	\$0	\$0	\$0	\$9,300,934

Project: SR 40 from US 441 to 25th Avenue

Project Type: Resurfacing

FM Number: 4509521

Lead Agency: FDOT

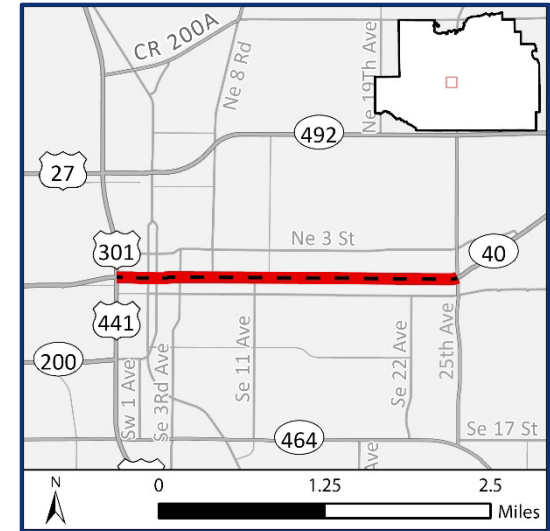
Length: 2.36 miles

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

SIS Status: No

Description

Resurfacing of SR 40 from U.S. 441 (U.S. 441/301/27/Pine Avenue) to 25th Avenue in the City of Ocala.

Prior <2026: \$1,155,453**Future >2030:** \$0**Total Project Cost:** \$6,720,363

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DDR	State 100%	\$535,600	\$0	\$0	\$0	\$0	\$535,600
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	DS	State 100%	\$5,019,010	\$0	\$0	\$0	\$0	\$5,019,010
Total:			\$5,564,910	\$0	\$0	\$0	\$0	\$5,564,910

Project: SR 40 from NE 64th Avenue to West of SE 196th Terrace Road

Project Type: Resurfacing

FM Number: 4509481

Lead Agency: FDOT

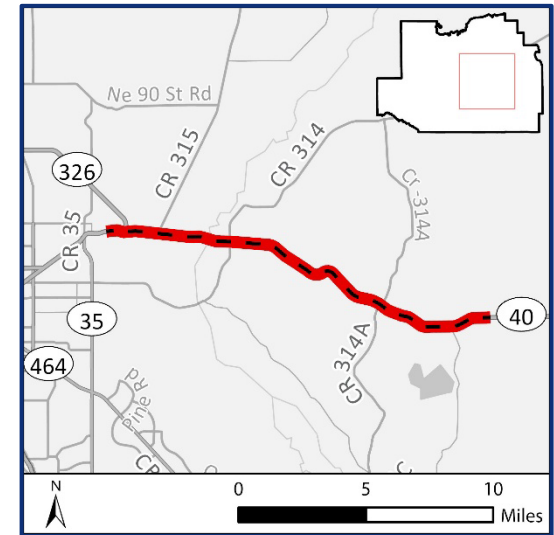
Length: 14.15 miles

L RTP (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

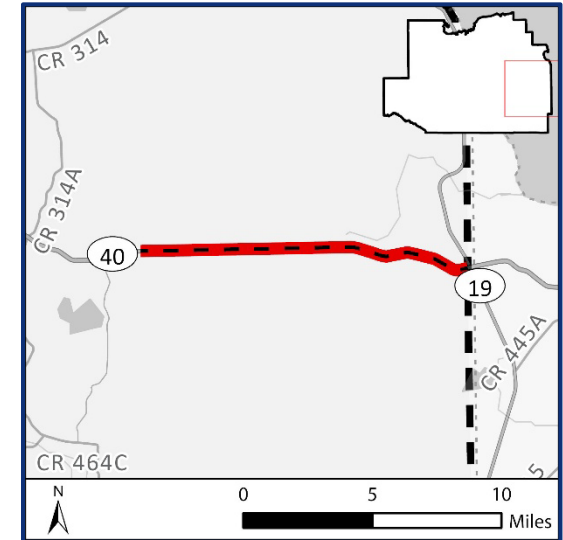
Description

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

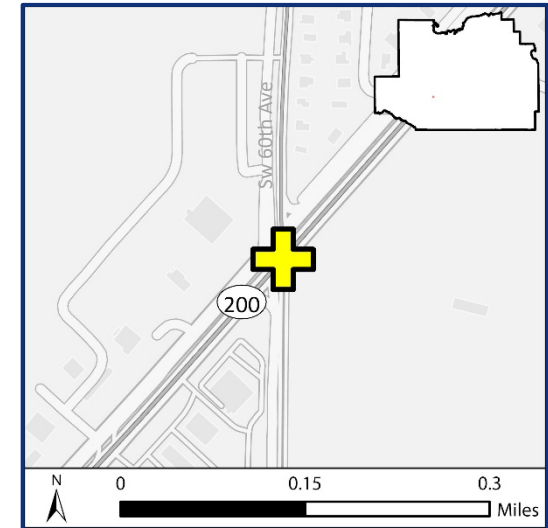
Length: 0.10 miles

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

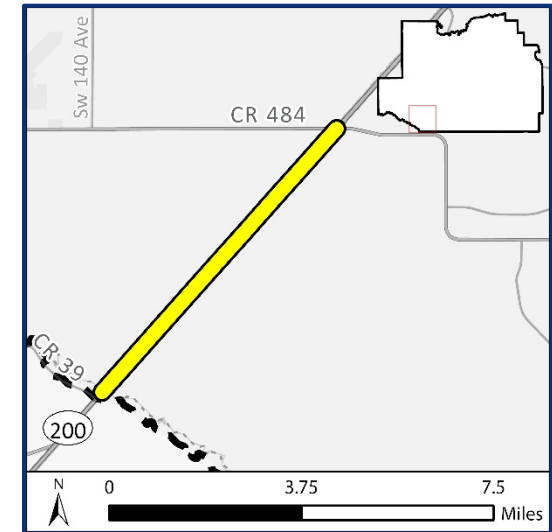
Length: 5.34 miles

L RTP (Page #): L RTP Cost Feasible (pages 112-113) (Table 7.9)

SIS Status: No

Description

Preliminary engineering work to support future widening of SR 200 from Citrus County to CR 484.



Prior <2026: \$5,070,592

Future >2030: \$0

Total Project Cost: \$10,070,592

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DDR	State 100%	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Total:			\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000

Project: SR 464 from SR 200 to SR 25/500

Project Type: Resurfacing

FM Number: 4526341

Lead Agency: FDOT

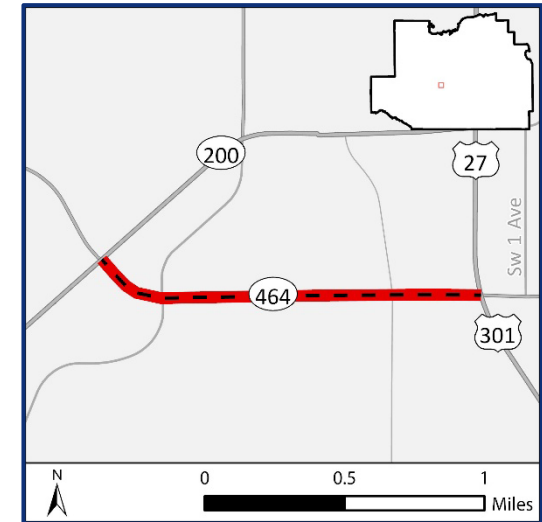
Length: 1.19 miles

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

SIS Status: No

Description

Resurfacing of SR 464 from SR 200 to SR 25/500 (U.S. 301/441/27/Pine Avenue).



Prior <2026: \$96,266

Future >2030: \$0

Total Project Cost: \$3,833,383

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	DIH	State 100%	\$0	\$0	\$120,000	\$25,000	\$0	\$145,000
PE	DS	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
CST	DDR	State 100%	\$0	\$0	\$0	\$407,501	\$0	\$407,501
CST	DIH	State 100%	\$0	\$0	\$0	\$28,291	\$0	\$28,291
CST	DS	State 100%	\$0	\$0	\$0	\$3,156,325	\$0	\$3,156,325
Total:			\$0	\$0	\$120,000	\$3,617,117	\$0	\$3,737,117

Project: CR 42 at CR 25 Intersection Improvements (1)

Project Type: Intersection/Turn Lane

FM Number: 4510601

Lead Agency: Marion County

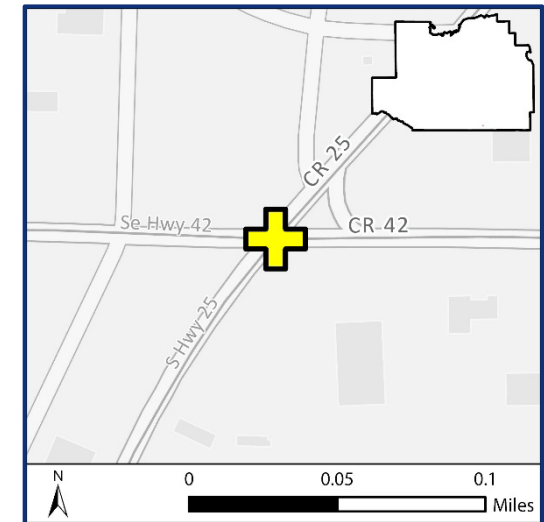
Length: N/A

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

SIS Status: No

Description

Construction of turn lane improvements at the intersection in unincorporated Marion County.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$782,910

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACSS	Federal	\$304,800	\$0	\$0	\$0	\$0	\$304,800
CST	LF	Local	\$478,110	\$0	\$0	\$0	\$0	\$478,110
Total:			\$782,910	\$0	\$0	\$0	\$0	\$782,910

Project: CR 42 at CR 25 Intersection Improvements (2)

Project Type: Intersection/Turn Lane

FM Number: 4510602

Lead Agency: Marion County

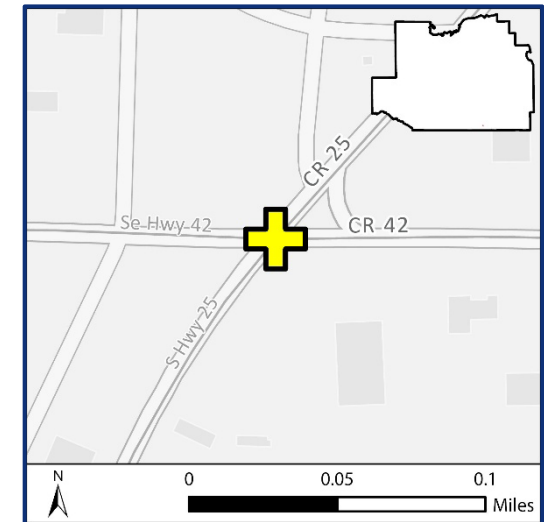
Length: N/A

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

SIS Status: No

Description

Construction of turn lane improvements at the intersection in unincorporated Marion County.

**Prior <2026:** \$204,296**Future >2030:** \$0**Total Project Cost:** \$329,481

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$0	\$0	\$0	\$0	\$0	\$0
CST	ACSS	Federal	\$81,050	\$0	\$0	\$0	\$0	\$81,050
CST	LF	Local	\$44,135	\$0	\$0	\$0	\$0	\$44,135
Total:			\$125,185	\$0	\$0	\$0	\$0	\$125,185

Project: CR 475A Lane Departure Safety Improvements

Project Type: Paved Shoulders

FM Number: 4549391

Lead Agency: Marion County

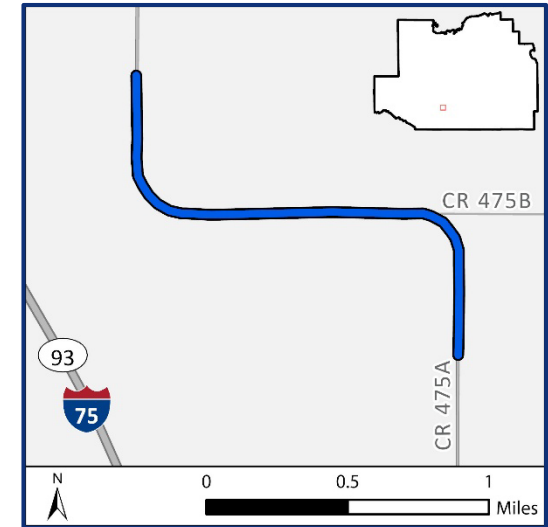
Length: 2 miles

LRTP (Page #): Goal 3, Objective 3.4 (14)

SIS Status: No

Description

Addition of paved shoulders on CR 475A in unincorporated Marion County.



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$1,913,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$350,000	\$0	\$0	\$0	\$0	\$350,000
CST	ACSS	Federal	\$0	\$0	\$1,563,000	\$0	\$0	\$1,563,000
Total:			\$350,000	\$0	\$1,563,000	\$0	\$0	\$1,913,000

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

Project Type: Roundabout

FM Number: 4494431

Lead Agency: City of Ocala

Length: 0.9 miles

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

SIS Status: No

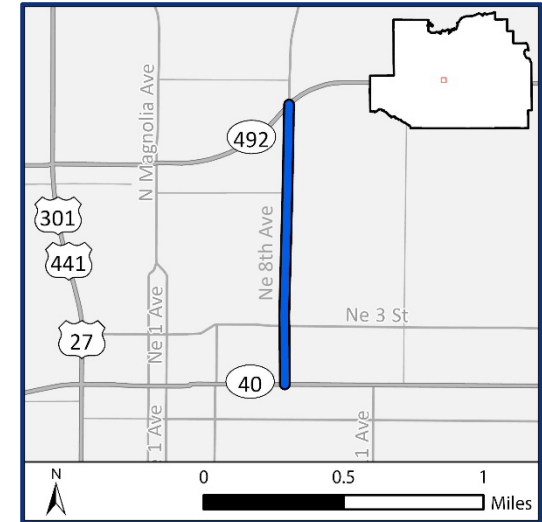
Description

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

Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$5,222,469



Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$0	\$769,669	\$0	\$0	\$0	\$769,669
CST	SL	Federal	\$0	\$4,452,800	\$0	\$0	\$0	\$4,452,800
Total:			\$0	\$5,222,469	\$0	\$0	\$0	\$5,222,469

Project: SE 100th Avenue Safety Improvements

Project Type: Paved Shoulders

FM Number: 4549401

Lead Agency: Marion County

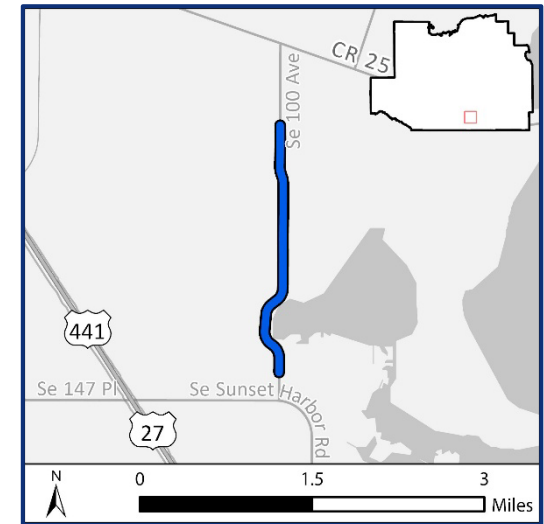
Length: 1.98 miles

LRTP (Page #): Goal 3, Objective 3.4 (14)

SIS Status: No

Description

Addition of paved shoulders on Southeast 100th Avenue in unincorporated Marion County.

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$1,257,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	ACSS	Federal	\$260,000	\$0	\$0	\$0	\$0	\$260,000
CST	ACSS	Federal	\$0	\$0	\$997,000	\$0	\$0	\$997,000
Total:			\$260,000	\$0	\$997,000	\$0	\$0	\$1,257,000

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

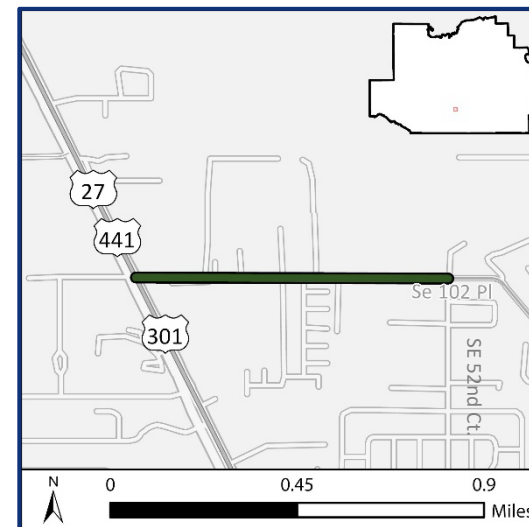
Length: 0.65 miles

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

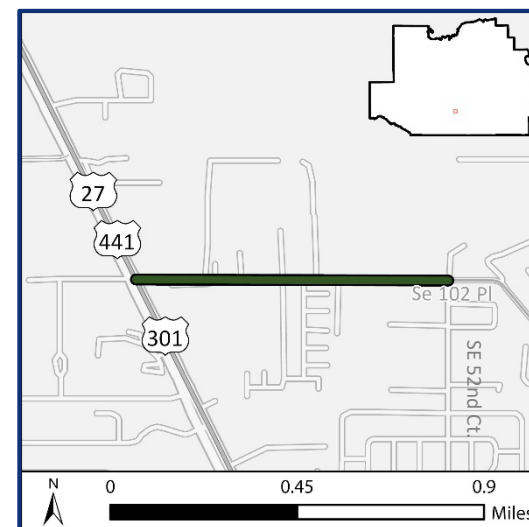
Length: 0.65 miles

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

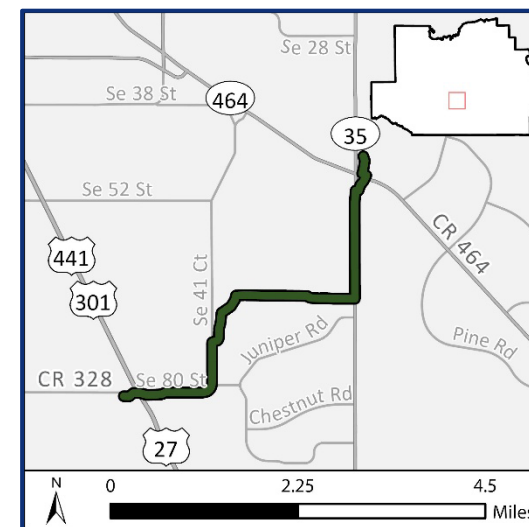
Length: 4.75 miles

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

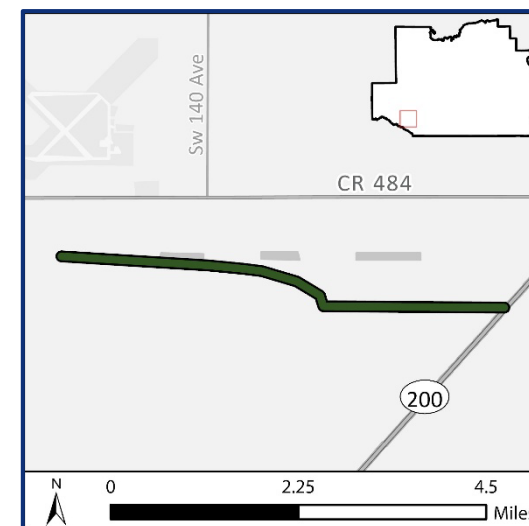
Length: 5.5 miles

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

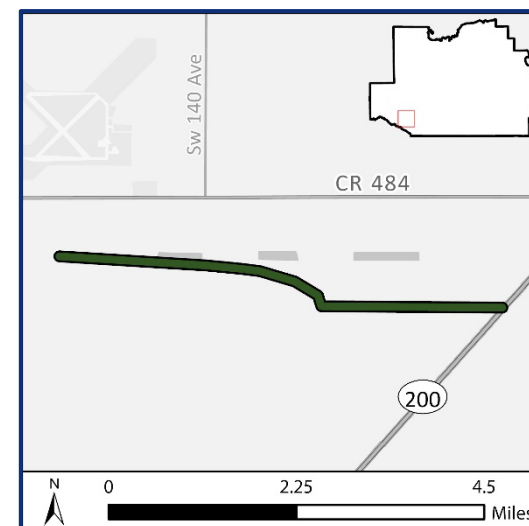
Length: 5.5 miles

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

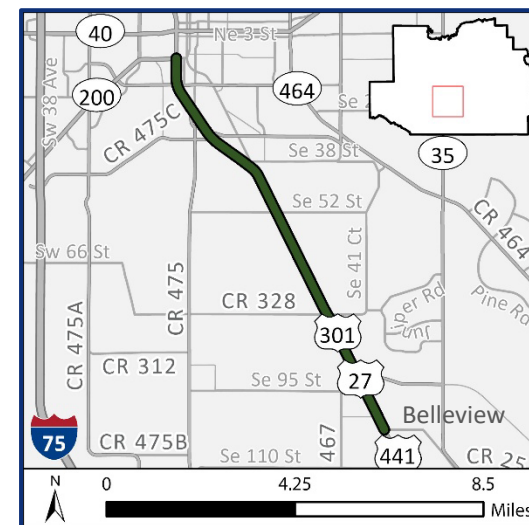
Length: 7.23 miles

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:** \$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

Project: Ocala/Marion Urban Area FY 2028/2029-2029/2030 Unified Planning Work Program (UPWP)

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393317

Lead Agency: Ocala/Marion TPO

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

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

Figure 13: Summary of Projects by Fiscal Year

Fiscal Year 2026					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$11,720,000
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
Total:					\$92,537,538
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	\$682,743
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:					\$7,366,627
FY 2026 Total:					\$118,428,244
Fiscal Year 2027					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2027	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$4,490,785
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:					\$51,639,461
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:					\$74,209,747

Fiscal Year 2028					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$4,200,000
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:					\$74,207,947
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

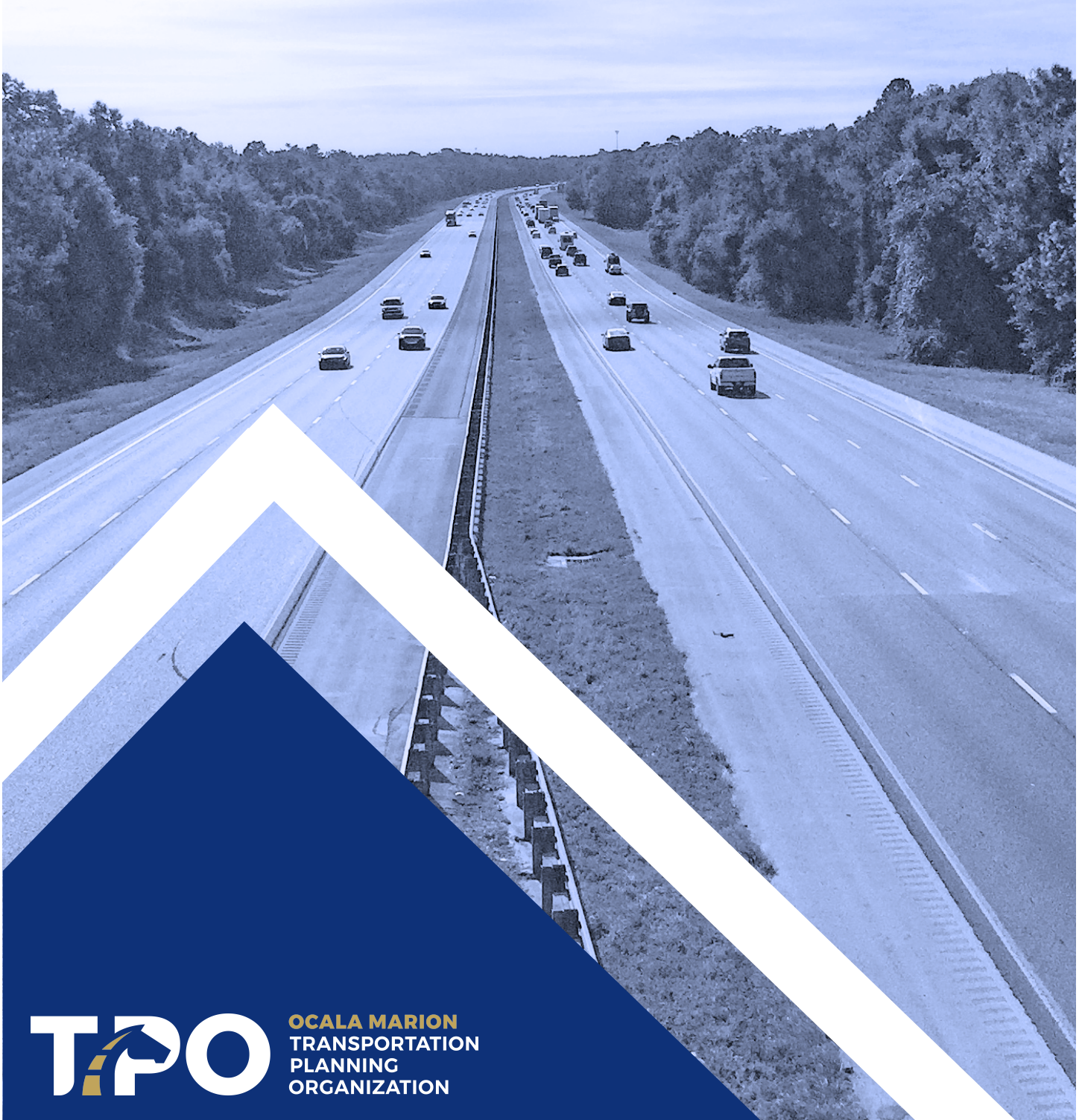
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	451648-1	Ocala Demo Old Buildings	CST	Fixed capital outlay, demo of FDOT old buildings	\$37,500
2028	455943-1	Marion SB Parking Lot	CST	Resurfacing of Rest Area southbound parking lot	\$288,700
2028	418107-1	Marion 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:					\$97,552,883
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	\$907,425
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:					\$8,750,940
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:					\$15,005,771
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:					\$553,926,280

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	2024	
CODE		
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	2024	
CODE		
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	2024	
CODE		
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	2024	
CODE		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	-13,350	
TOTAL 431935 1	-13,350	
TOTAL 431935 1	-13,350	

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	-1,223
SA	1,100,000
SL	-10,344
SN	-98,156
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-3,879
SN	1,136,099
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NFP	199
SA	111,445
SM	44,014
SN	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

ITEM NUMBER:433661 1

DISTRICT:05

ROADWAY ID:36030000

PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY)

COUNTY:MARION

PROJECT LENGTH: .384MI

NON-SIS

TYPE OF WORK:TRAFFIC OPS IMPROVEMENT

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

DISTRICT:05

ROADWAY ID:36130000

PROJECT DESCRIPTION:CR 42 AT SE 182ND

COUNTY:MARION

PROJECT LENGTH: .307MI

NON-SIS

TYPE OF WORK:ADD LEFT TURN LANE(S)

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

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:CR 42 AT SE 182ND

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:ADD LEFT TURN LANE(S)

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

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	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
DISTRICT:05
ROADWAY ID:36180000

PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)
COUNTY:MARION
PROJECT LENGTH: .216MI

SIS
TYPE OF WORK:ADD TURN LANE(S)
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
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
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
DISTRICT:05
ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE
COUNTY:MARION
PROJECT LENGTH: 1.406MI

NON-SIS
TYPE OF WORK:SIDEWALK
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
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200
COUNTY:MARION
PROJECT LENGTH: .346MI

SIS
TYPE OF WORK:REST AREA
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	TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36060000	PROJECT LENGTH: .100MI	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	TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36220000	PROJECT LENGTH: .065MI	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	TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36010000	PROJECT LENGTH: .180MI	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	TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36080000	PROJECT LENGTH: .116MI	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	

ITEM NUMBER:447603 1	PROJECT DESCRIPTION:NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS	
ROADWAY ID:36008000	PROJECT LENGTH: .026MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	2024		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP	1,061,390		
SL	318,026		
TOTAL 447603 1	1,379,416		
TOTAL 447603 1	1,379,416		

ITEM NUMBER:448389 1	PROJECT DESCRIPTION:NW 9TH STREET AT RR CROSSING #627174G		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RAIL SAFETY PROJECT	
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	2024		
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
RHH	-10,335		
TOTAL 448389 1	-10,335		
TOTAL 448389 1	-10,335		

ITEM NUMBER:448526 1	PROJECT DESCRIPTION:SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING	
ROADWAY ID:36060000	PROJECT LENGTH: 1.331MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	2024		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA	852,006		
SN	828,187		
TOTAL 448526 1	1,680,193		
TOTAL 448526 1	1,680,193		

ITEM NUMBER:450951 1	PROJECT DESCRIPTION:SR 40 FROM 25TH AVE TO NE 64TH AVE		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:PAVEMENT ONLY RESURFACE (FLEX)	
ROADWAY ID:36080000	PROJECT LENGTH: 4.244MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND CODE	2024		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL	-2,050,000		
TOTAL 450951 1	-2,050,000		
TOTAL 450951 1	-2,050,000		

HIGHWAYS
=====

ITEM NUMBER:450952 1	PROJECT DESCRIPTION:SR 40 FROM US 441 TO 25TH AVE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:PAVEMENT ONLY RESURFACE (FLEX)
ROADWAY ID:36080000	PROJECT LENGTH: 2.356MI	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	PROJECT DESCRIPTION:SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36100000	PROJECT LENGTH: .100MI	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	PROJECT DESCRIPTION:SWRS - DISTRICTWIDE RUMBLE STRIPES BUNDLE 5C - MARION	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36070000	PROJECT LENGTH: 49.514MI	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	

PLANNING
=====

ITEM NUMBER:439331 4
DISTRICT:05
ROADWAY ID:

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

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

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	288,845
TOTAL 439331 4	288,845
TOTAL 439331 4	288,845

ITEM NUMBER:439331 5
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

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

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

ITEM NUMBER:426179 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:MISCELLANEOUS CONSTRUCTION

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	13,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	44,426
TOTAL 426179 1	57,426
TOTAL 426179 1	57,426

ITEM NUMBER:436361 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:ITS COMMUNICATION SYSTEM

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	-9,021
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	17,399
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	293,423
TOTAL 436361 1	301,801
TOTAL 436361 1	301,801

ITEM NUMBER:440900 2

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:ITS COMMUNICATION SYSTEM

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2024
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP	255
TOTAL 440900 2	255
TOTAL 440900 2	255
TOTAL DIST: 05	359,482
TOTAL MISCELLANEOUS	359,482

GRAND TOTAL

25,316,931

Appendix C: Transportation Performance Management

Transportation Performance Management

January 2024

OVERVIEW

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

TRANSPORTATION PERFORMANCE MANAGEMENT FRAMEWORK

Federal transportation law requires state DOTs and MPOs to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. TPM uses past performance levels and

forecasted conditions to measure progress toward strategic goals as a means to guide investments.



Three FHWA Performance Measures (PM) rules and two FTA transit rules establish various performance measures to assess highway safety (PM1), bridge and pavement condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The FHWA and FTA Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP).*

Long Range Transportation Plans

The LRTP must:

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

Transportation Improvement Programs

The TIP must:

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

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

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

TIMELINE FOR MPO ACTIONS

PM1

BY FEBRUARY 27 (ANNUALLY)
MPOs must establish safety (PM1) targets for the current calendar year (180 days after FDOT establishes targets).

BY AUGUST 31 (ANNUALLY)
FDOT Safety Office establishes targets for the next calendar year in its Highway Safety Improvement Program (HSIP) annual report to FHWA.

● FDOT
■ MPOs

PM2 & PM3

BY OCTOBER 1, 2024
Mid Performance Period Report due: Includes 2023 performance and progress towards achieving 2023 targets. FDOT may adjust the 2025 targets.

BY MARCH 30, 2025
MPOs may update 2025 targets if FDOT adjusts its 2025 targets.

TIMEFRAME

TRANSIT ASSET MANAGEMENT AND TRANSIT SAFETY

PUBLIC TRANSPORTATION PROVIDERS

TAM

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

Transit Safety

- Update safety targets annually

MPOs

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

TARGET SETTING OPTIONS

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

Support the target established by FDOT or the public transportation provider(s).

The MPO agrees to plan and program projects so that they contribute toward the accomplishment of the state or public transportation provider(s) target.

OR

Establish own target.

The MPO coordinates with FDOT or the public transportation provider(s) regarding the methodology used to develop the target and the proposed target prior to establishing a final target.

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

FOR MORE INFORMATION PLEASE CONTACT

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

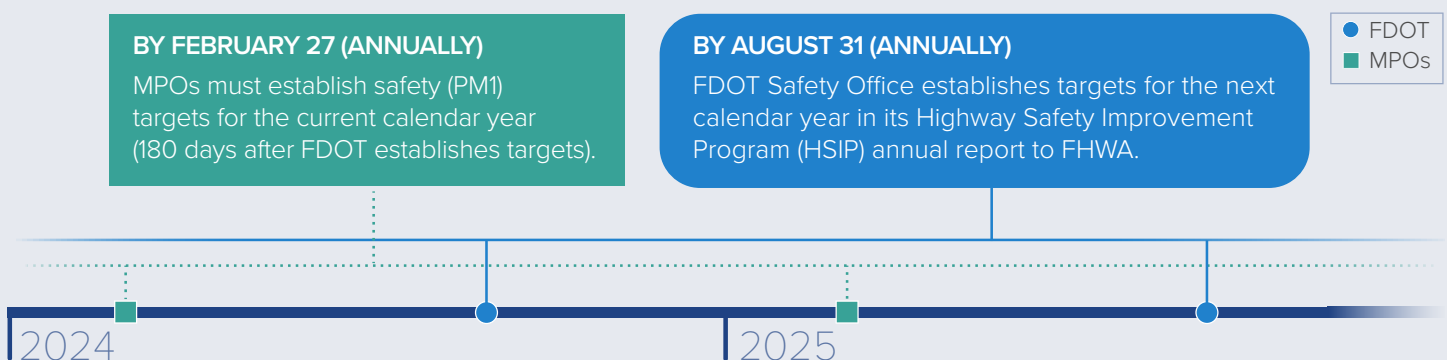
OVERVIEW

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>		

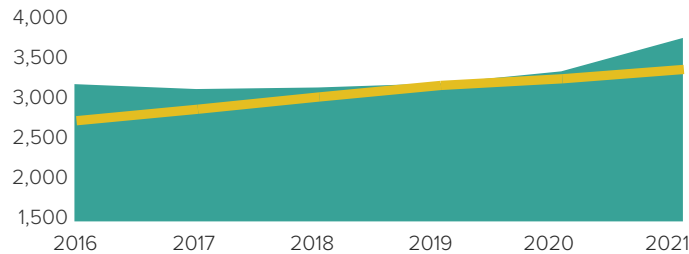
TIMELINE



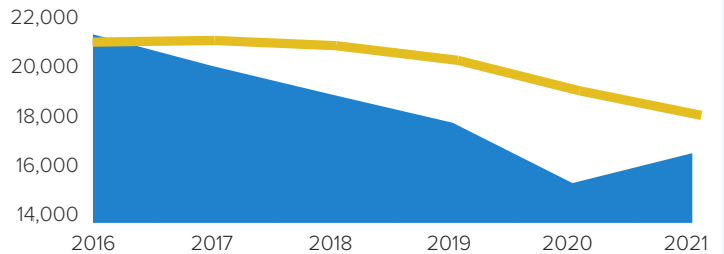
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

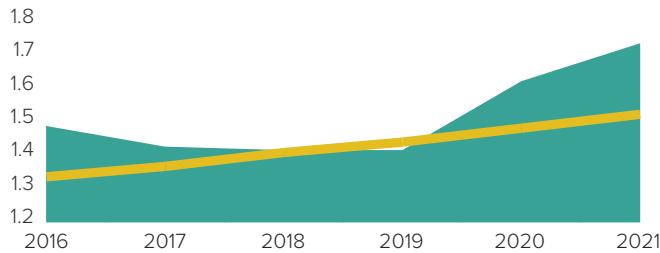
ANNUAL FATALITIES



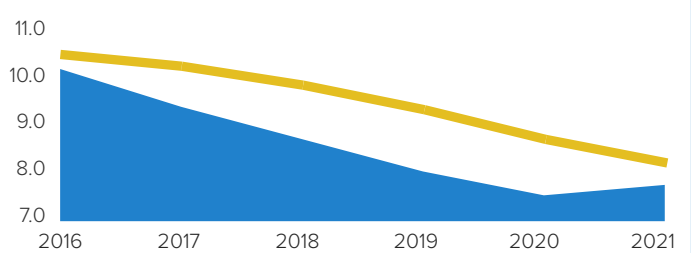
ANNUAL SERIOUS INJURIES



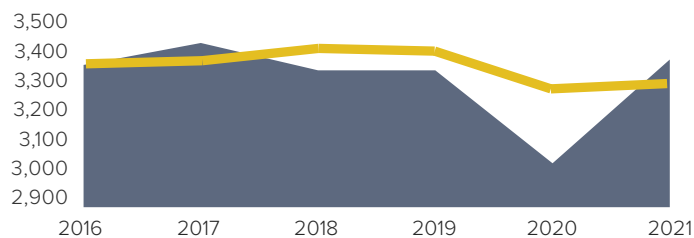
FATALITY RATE (PER HUNDRED MILLION VMT)



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

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PM3: System Performance



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PERFORMANCE MEASURES

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

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

TIMELINE

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



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

EXISTING STATEWIDE CONDITIONS

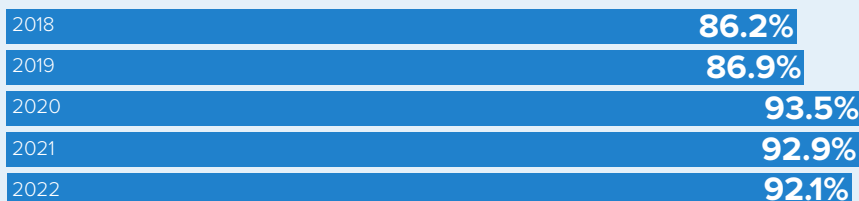
INTERSTATE RELIABILITY

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



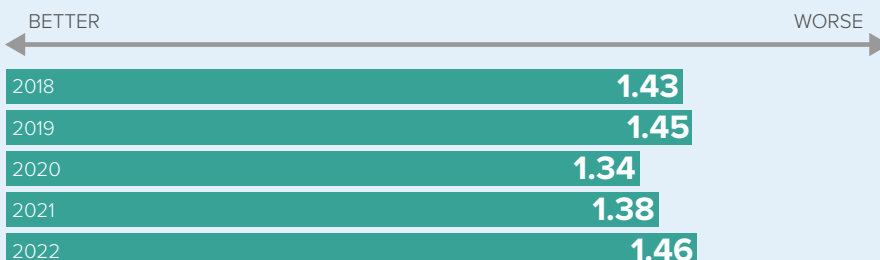
NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

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ASSET MANAGEMENT

Public Transit



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit Asset Categories and TAM Performance Measures

FTA ASSET CATEGORIES	PERFORMANCE MEASURES
EQUIPMENT Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good repair”

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

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

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

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

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

MPOs

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

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

TAM PLAN

Tier I versus Tier II Agencies

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

TIER I

Operates rail

OR

≥ 101 vehicles across all fixed route modes

OR

≥ 101 vehicles in one non-fixed route mode

TIER II

Subrecipient of 5311 funds

OR

American Indian Tribe

OR

≤ 100 vehicles across all fixed route modes

OR

≤ 100 vehicles in one non-fixed route mode

Required Elements of Provider TAM Plans

1. Inventory of Capital Assets

**TIER I
AND II**

2. Condition Assessment

3. Decision Support Tools

4. Investment Prioritization

5. TAM and SGR Policy

**TIER I
ONLY**

6. Implementation Strategy

7. List of Key Annual Activities

8. Identification of Resources

9. Evaluation Plan

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

A **TIER II** public transportation provider may develop its own plan or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan.

The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2022 that includes collective TAM targets for the participating providers. Participants in FDOT's Group TAM Plan primarily operate in areas of the state that are not served by an MPO.

MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

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

FOR MORE INFORMATION PLEASE CONTACT

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SAFETY

Public Transit



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

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

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

Recipients and Sub-recipients of FTA 5307 funds

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

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

Small public transportation providers without rail and with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES	<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

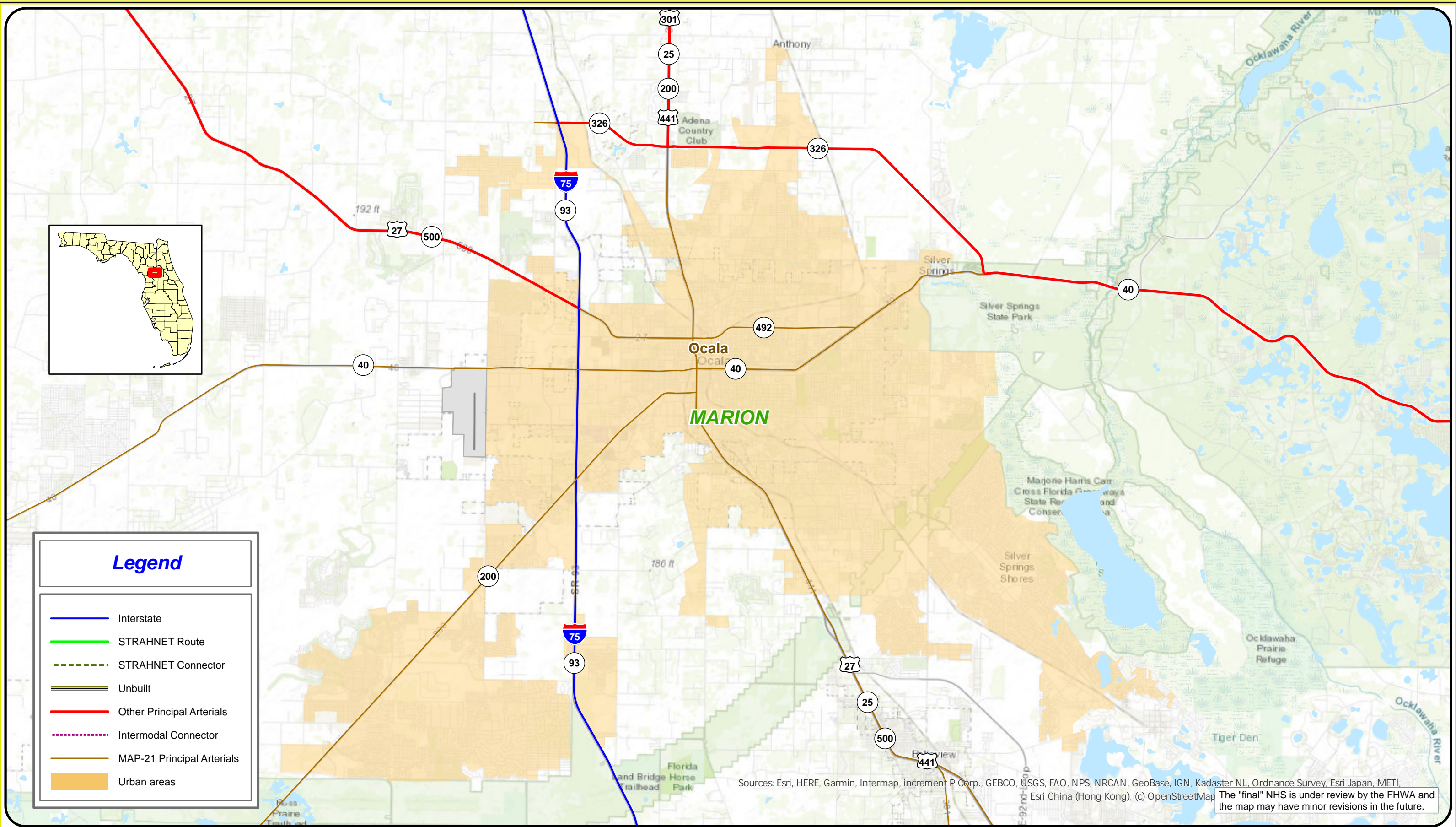
- » Public transportation providers that annually draft and certify a PTASP and transit safety targets must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » MPOs are not required to establish transit safety targets annually each 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.

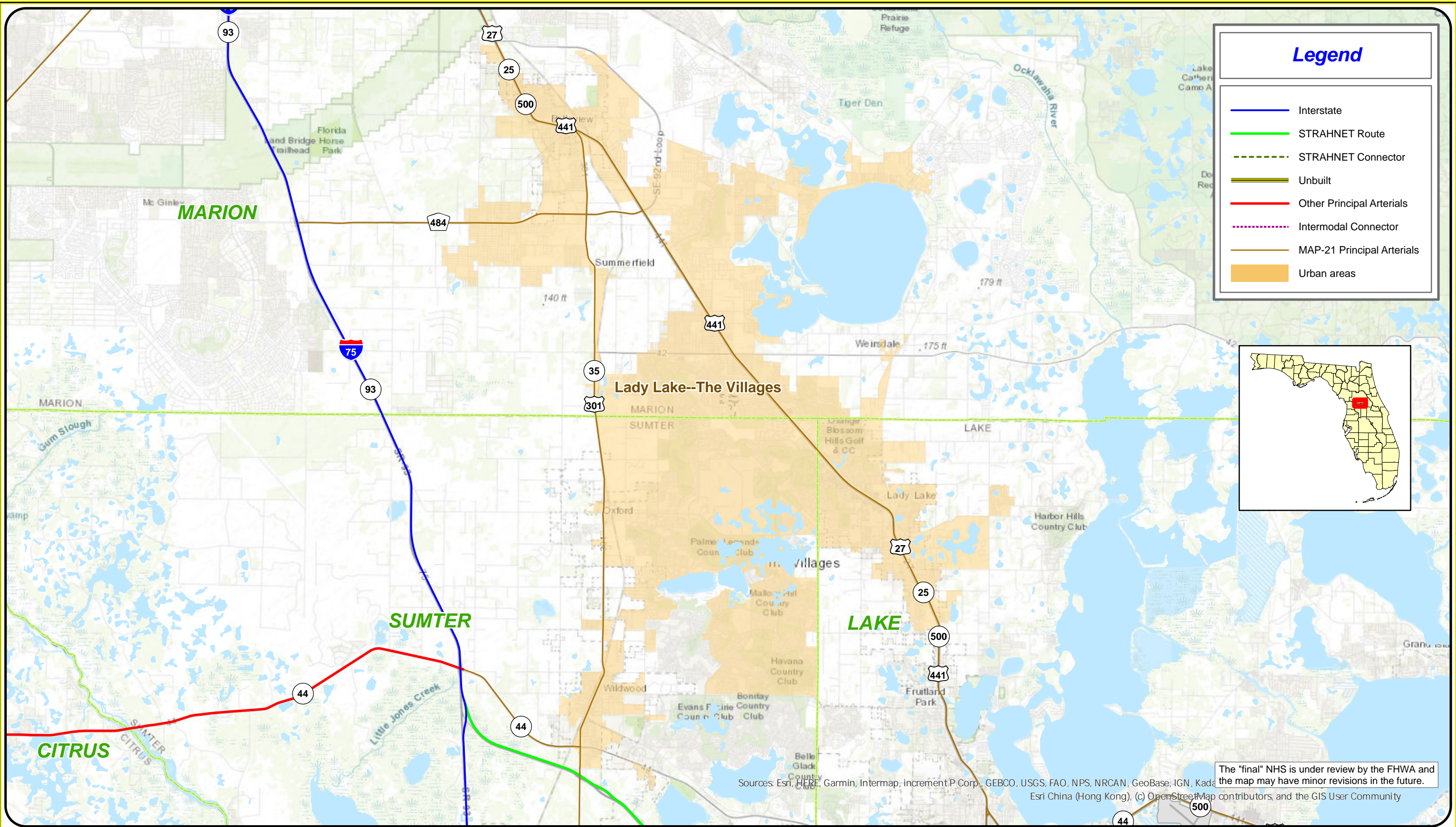
FOR MORE INFORMATION PLEASE CONTACT

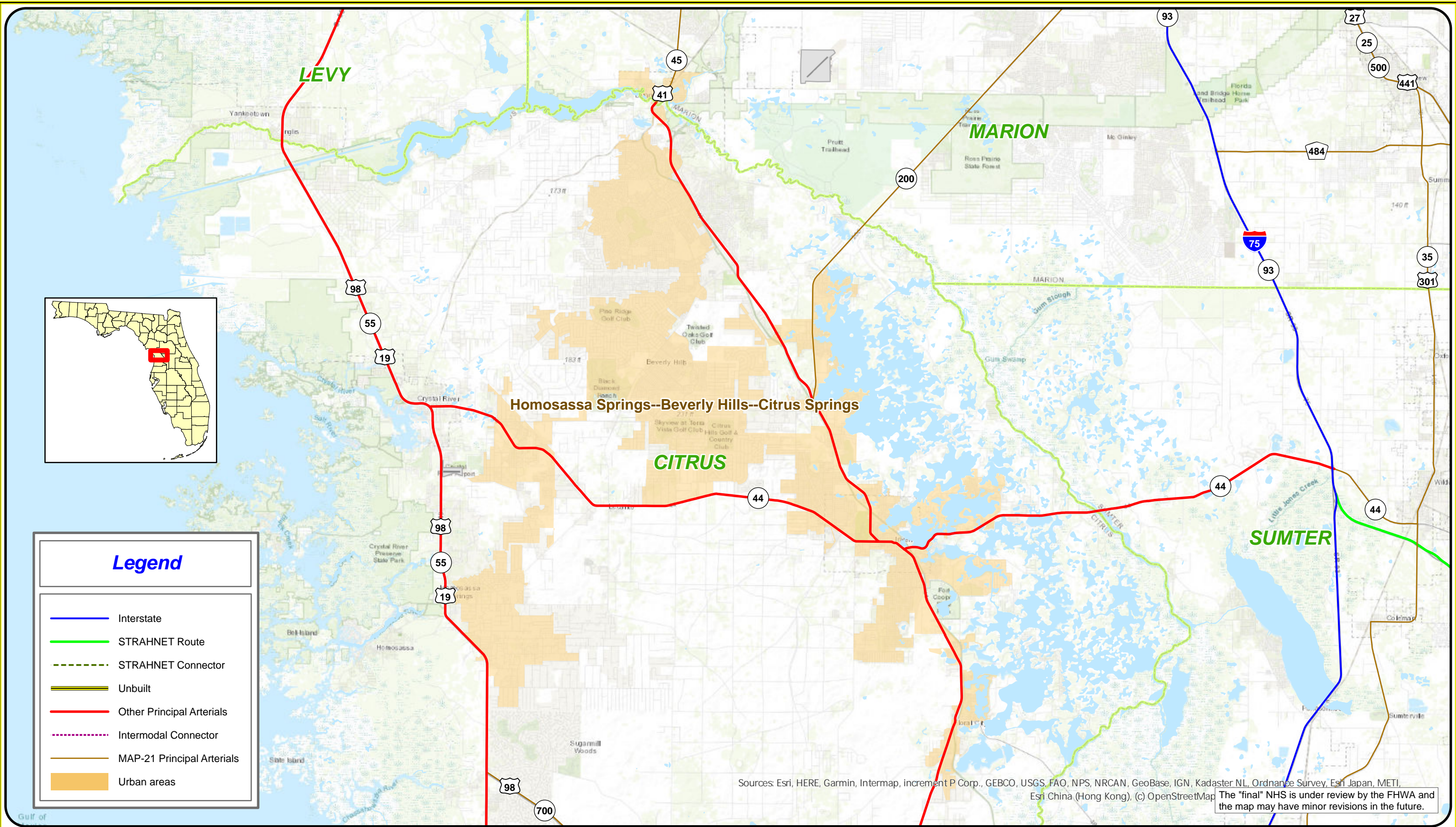
Regina Colson, Transportation Performance Measures Coordinator

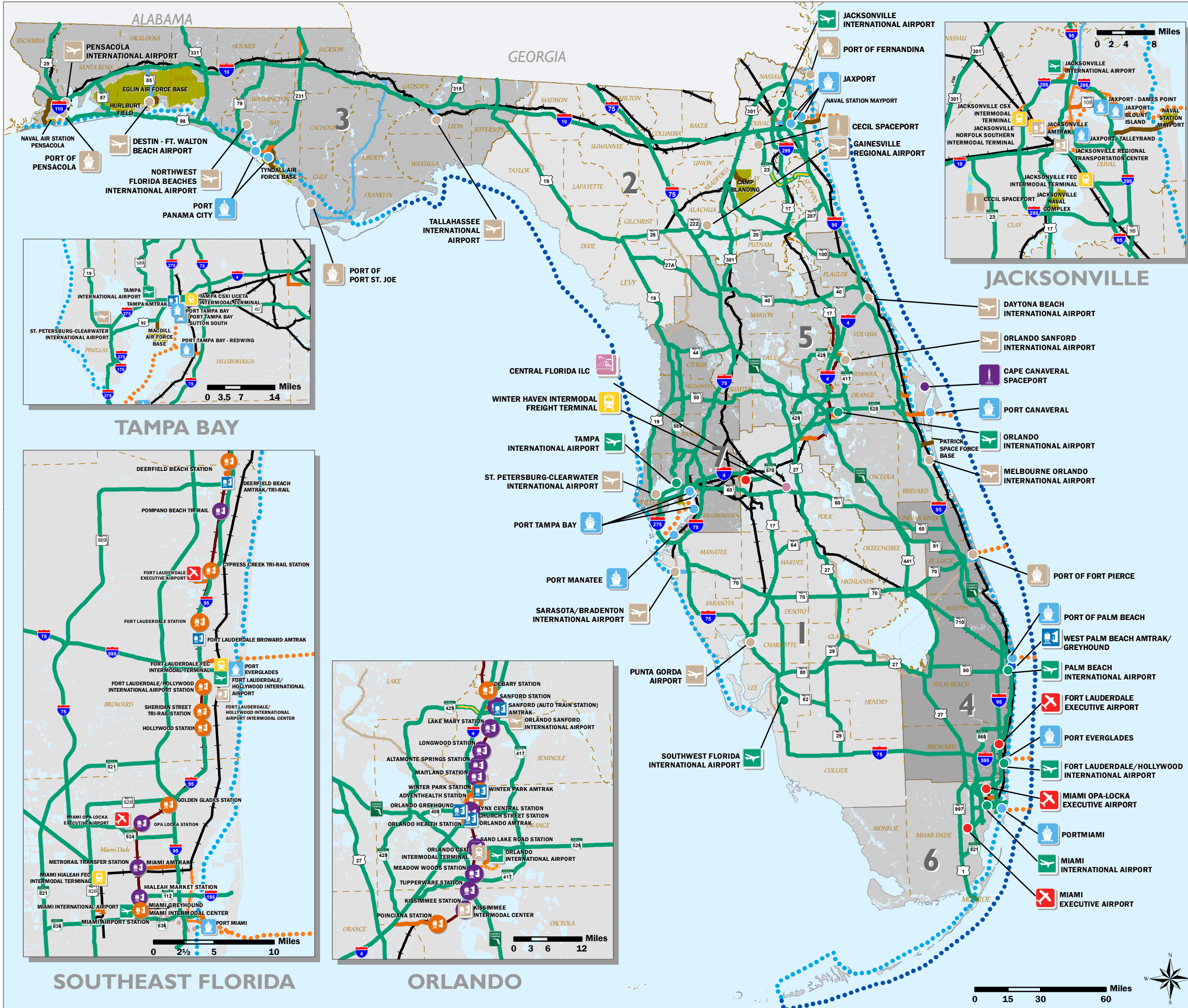
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Appendix D: National Highway System (NHS) and Strategic Intermodal System (SIS)









SISatlas

Airports & Spaceports

SIS Commercial Service Airport

Strategic Growth Commercial Service Airport

SIS General Aviation Reliever Airport

SIS Spaceport

Strategic Growth Spaceport

Seaports

SIS Seaport

Strategic Growth Seaport

Freight Rail Terminals

SIS Freight Rail Terminal

Strategic Growth Freight Rail Terminal

Intermodal Logistic Center

Strategic Growth Intermodal Logistic Center

Interregional Passenger Terminals

SIS Passenger Terminal

Strategic Growth Passenger Terminal

Urban Fixed Guideway Transit Terminal

SIS Urban Fixed Guideway Hub

SIS Urban Fixed Guideway Station

Highway

SIS Highway Corridor

Future SIS Highway Corridor

Strategic Growth Highway Corridor

SIS Highway Connector

Strategic Growth Highway Connector

Future Strategic Growth Highway Connector

SIS Military Access Facility

Rail & Urban Fixed Guideway

SIS Railway Corridor

Strategic Growth Railway Corridor

SIS Railway Connector

Strategic Growth Railway Connector

SIS Urban Fixed Guideway

Waterways

SIS Waterway

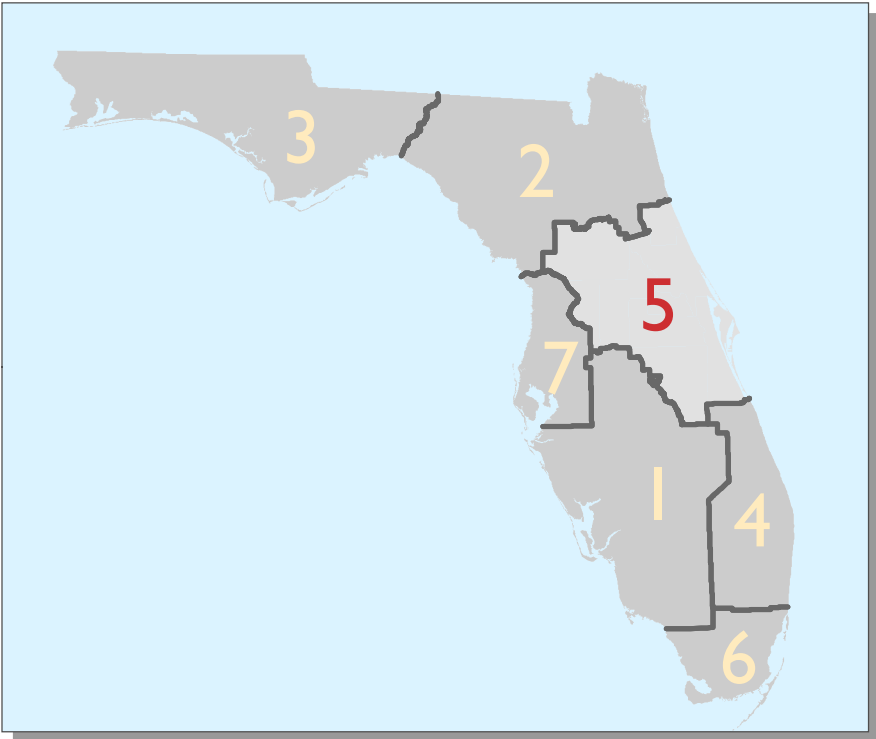
Strategic Growth Waterway

SIS Waterway Connector

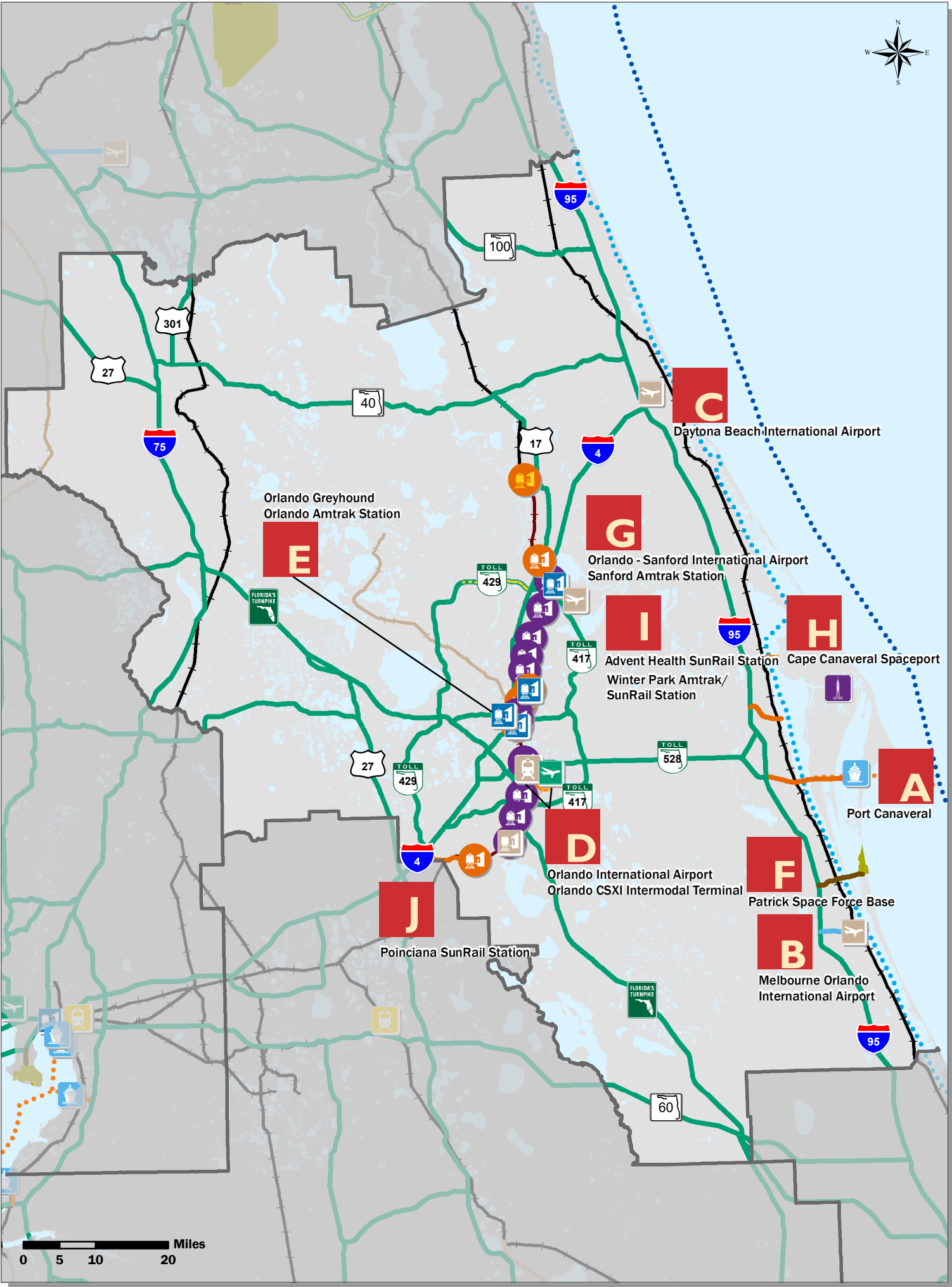
SIS Waterway Shipping Lane

Florida Department of Transportation
Strategic Intermodal System
February 2024

DISTRICT 5 overview



Designated SIS and Strategic Growth Facilities						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	1	3	-	-	-	-
Spaceports	1					
Seaports	1	-	-	-	-	-
Freight Terminals	-	1	-	-	-	-
Passenger Terminals	4	1	-	-	-	-
UFG Hubs / Stations	6 / 11	-	-	-	-	1 / 0
Rail Miles	301	54	2	3	-	6
Urban Fixed Guideway	52	-	-	-	-	12
Highway Miles (Centerline)	796	-	38	17	6	13
Highway Miles (Lane)	3803	-	140	72	26	11
Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included						



SISatlas

Airports and Spaceports

SIS Airport

Strategic Growth Airport

SIS Spaceport

Seaports

SIS Seaport

Freight Rail Terminals

Strategic Growth Freight Rail Terminal

Passenger Terminals

SIS Passenger Terminal

Strategic Growth Passenger Terminal

UFG Transit Terminals

SIS Urban Fixed Guideway Hub

Future SIS Urban Fixed Guideway Hub

SIS Urban Fixed Guideway Station

Highway

SIS Highway Corridor

Future SIS Highway Corridor

SIS Highway Connector

Strategic Growth Highway Connector

Military Access Facility

Rail

SIS Railway Corridor

Strategic Growth Railway Corridor

SIS Railway Connector

Urban Fixed Guideway (UFG)

SIS Urban Fixed Guideway Corridor

Waterways

SIS Waterway

SIS Waterway Connector

SIS Waterway Shipping Lane

Connector Map Insets

A

Florida Department of Transportation
Strategic Intermodal System

Appendix E: Public and Partner Notices



NEWS RELEASE

FOR IMMEDIATE RELEASE
MAY 6, 2025

The Ocala-Marion Transportation Planning Organization (TPO) Draft Fiscal Years 2026 to 2030 Transportation Improvement Program (TIP) is available for public review and comment

The Transportation Improvement Program (TIP) is a five-year schedule of funded transportation improvements throughout Marion County. The TIP document includes the anticipated timing and cost of transportation projects funded with federal, state and local sources. TIP projects include: roadway and interchange construction, traffic operations, roadway widening, resurfacing, bicycle-pedestrian, transit funding and aviation.

The **Draft TIP for Fiscal Years 2026 to 2030** is available by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.

Please send feedback by email to: OcalaMarionTPO@marionfl.org; or contact Rob Balmes, TPO Director at: 352-438-2630, rob.balmes@marionfl.org. The comment period closes on **June 13, 2025**.

#

The Ocala Marion Transportation Planning Organization is a federally-mandated public agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County.

The Draft TIP for Fiscal Years 2026 to 2030 is now available for public review – Transportation Planning Organization

Draft Transportation Improvement Program (TIP)

Fiscal Years 2026 to 2030

Public Review:
May 6 to June 13, 2025



TPO OCALA-MARION
TRANSPORTATION
PLANNING
ORGANIZATION

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

Ocala-Marion Transportation Planning Organization
2710 East Silver Springs Boulevard, Ocala, FL 34470
352-438-2630
Website: [OcalaMariontpo.org](http://ocalamariontpo.org)

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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, GRANTEES, 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 11th 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

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The World's Lightest Wheelchair



For those of us who've found daily activities becoming more challenging, there's a remarkable breakthrough in mobility that's changing lives. This ultra-lightweight wheelchair is nothing like the bulky and heavy models of yesterday weighing over 35lbs! - imagine gliding effortlessly through your garden again, joining your family at the park, or meeting friends for coffee, all without worry of fatigue or dependency. Why not take that first step toward renewed freedom? Your next chapter of independence is here.

Throughout the ages, there have been significant advancements in mobility aids. From canes to walkers, rollators, and scooters,

these devices were created to help those with mobility issues maintain their independence. However, there haven't been any truly revolutionary new products in this field until now. Until now, that is, because a team of engineers has developed something that's set to change the game. They've created the world's lightest wheelchair, weighing only 13.5 lbs, a personal mobility solution that's been called a game-changer. It's called the **Featherweight Wheelchair**, and there is nothing out there quite like it.

The first thing you'll notice about the **Featherweight Wheelchair** is how light it is! This is the world's lightest wheelchair at 13.5lbs, making it possible for anyone to lift into a vehicle. It's modern design and custom color options make it very lightweight, durable, and great to look at.

Why take our word for it? Call now, and **receive \$50 Off** when you purchase a **Matte Black Featherweight Wheelchair! Only \$599!** Mention CODE 50FEATHER to start your journey towards effortless mobility.



Only 13.5 lbs!

Jennifer F. us
Verified Buyer

01/09/25

★★★★★ Lightweight wheelchair

It's so light weight that it's no problem to lift in and out of the back of my car. It's also easy to set up and collapse down. It is very compact and the wheels come off for compact packing alongside luggage or groceries etc. My Mom finds it very comfortable to ride in as well and enjoys the look. We both love it.

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*13.5 lbs. with the rear wheels removed. Overall weight, with rear wheels, is 19 lbs.



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Appendix F: Partner Agency Comments

FY 2026 TO 2030 TIP PARTNER AGENCY COMMENTS

The following list summarizes comments received from partner agencies during the public comment period from May 6 to June 13, 2025.

Florida Department of Transportation (FDOT)

- See checklist on next page

East Central Florida Regional Planning Council

- In Figure 1, there seems to be elements on the map that are not reflected in the legend.
- I believe the descriptions in each project could be more descriptive. For example, when stating operational improvements, what do these look like?
- Commitment to Vision Zero is mentioned but not exemplified in these projects. When applicable, perhaps describing how each project contributes to Vision Zero could be beneficial.
- I enjoyed exploring the interactive WebApp and think this will be useful in conveying information.



TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

MPO: **Ocala Marion**

LRTP Submittal Date:

Review #: **1**Date of Review: **6/9/2025**Reviewed By: **Kia Powell**

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

Comments should be categorized as:

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

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

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

If a question is categorized as Editorial, Enhancement, or Critical, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

TIP Formatting and Content

- Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption? Address can be listed on the subsequent pages as needed. **Yes** | If yes, page number: **1**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the Table of Contents show the title of each section with the correct page number? **Yes** | If yes, page number: **4**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.
Not Applicable | If yes, page number: **2**
[Editorial](#) | [Draft TIP](#)

- Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms? **Yes** | If yes, page number: **98**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53] **Yes** | If yes, page number: **5**
[Choose an item.](#) | [Click here to enter comments](#)
- Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)] **Yes** | If yes, page number: **5**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP demonstrate sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, and identify any innovative financing techniques by comparing revenues and costs for each year? It is recommended that the TIP include a table(s) that compares funding sources and amounts, by year, to total project costs. [23 CFR 450.326(k)]; [23 CFR 450.326(j)]; [s. 339.175(8)(c)(3) FS] **Yes** | If yes, page number: **27-32**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP describe the project selection process and state that it is consistent with federal requirements in 23 CFR 450.332(b) and 23 CFR. 450.332(c) for non-TMA MPOs? **Yes** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP identify the MPO's criteria and process for prioritizing projects from the LRTP (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 CFR 450.326(n)(1)] **Yes** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP describe how projects are consistent with the MPO's LRTP and, to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#). **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS] **Yes** | If yes, page number: **26**
[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 CFR 450.334]; [s. 339.175(8)(h), FS] **Yes** | If yes, page number: **108**
[Choose an item.](#) | [Click here to enter comments](#)
- Was the TIP developed with input from the public? [23 CFR 450.316]; [23 CFR 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.) **Yes** | If yes, page number: **8**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification. **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. [s. 339.175(6)(c)(1), FS] **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS and 41-2.009(2) FAC] **Yes** | If yes, page number: **10**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss how once implemented, the MPO will make progress toward achieving the performance targets for:
 - ✓ Safety performance measures
 - ✓ System performance measures
 - ✓ Bridge performance measures
 - ✓ Pavement performance measures
 - ✓ State asset management plan, including risk to off-system facilities during emergency events (if applicable)
 - ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)] **Yes** | If yes, page number: **13-19**
[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:
 - ✓ Safety performance measures
 - ✓ System performance measures
 - ✓ Bridge performance measures
 - ✓ Pavement performance measures
 - ✓ State asset management plan
 - ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)] **Yes** | If yes, page number: **13-19**

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

- Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#). **Yes** | If yes, page number: **20**

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

- Does the TIP contain projects listed in FDOT's [23 CFR Part 667 Report](#)? If so, does the MPO reference the report in the TIP for that project? **No** | If yes, page number: **xx**

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

Detail Project Listing for Five Fiscal Years

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

Yes | If yes, page number: **109-118**

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

TIP Review

- What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments. **Yes** | **5/6/2025**

Appendix G: Changes from Prior Transportation Improvement Program (TIP)

MAJOR CHANGES FROM PRIOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The following list summarizes major projects that were programmed in the previous Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP) and their respective status toward implementation. This includes projects advanced; completed/underway; construction; deleted; or deferred.

Project Status from Prior Transportation Improvement Program (TIP) Advanced, Completed/Underway, Construction, Deleted, Deferred			
Project Number/FM	Project Description	Project Status	FY 25-29 TIP Funding
4106744	SR 40 from 314A to Levy Hammock Road	ENV Completed/Underway	\$65,000
4336514	CR 484 from SW 20th Avenue to CR 475A, Landscaping	Construction Phase	\$250,335
4367561	Downtown Ocala Trail to Silver Springs State Park	PE Completed/Underway	\$253,001
4352092	NW 49th Street from NW 70th to NW 44th Avenue	Construction Phase	\$3,424,000
4378261	I-75 Marion County Rest Areas, Landscaping	Construction Phase	\$488,301
4352091	I-75 (SR 93) at NW 49th Street new interchange	Construction Phase	\$121,279,072
4384271	Marion Airfield Pavement Improvements	Construction Phase	\$2,500,000
4407801	Marion-Ocala International Pavement Rehabilitation	Construction Phase	\$1,250,000
4452181	SR 25 (US 441) from Avenue I to Alachua County, Resurfacing	Construction Phase	\$8,036,954
4486351	SR 25 (US 441) from North of CR 25A to Avenue I, Resurfacing	Construction Phase	\$7,943,273
4485261	SR 45/US 41 from Citrus County to SW 110th, Resurfacing	Construction Phase	\$5,142,526
2386481	SR 45 (US 41) from SW 110th Street to north of SR 40	Deferred FY 28/29 to 29/30	\$108,363,022
4384771	Marion-Ocala International Taxiway Improvements	Deferred FY 25/26 to 26/27	\$6,500,000
4485751	Marion-Ocala International Airport Rescue and Firefighting ARFF	Deferred FY 26/27 to 29/30	\$1,000,000
4506651	SR 40 from SW 80th Avenue to SW 52nd Avenue, Resurfacing	Deferred FY 25/26 to 27/28	\$8,637,342
4514401	SR 93/I-75 from SR 40 to SR 318 interchanges, Landscaping	Deferred FY 27/28 to 28/29	\$510,307
4514402	SR 93/I-75 from SR 200 to south of Flyover, Landscaping	Deferred FY 27/28 to 28/29	\$637,884
4514403	SR 93/I-75 at County Road 484 Interchange, Landscaping	Deferred FY 27/28 to 28/29	\$511,979
4526341	SR 464 from SR 200 to SR 25/500 (Pine Avenue), Resurfacing	Deferred FY 26/27 to 28/29	\$3,619,177

(continued on next page)

Project Number/FM	Project Description	Project Status	FY 25-29 TIP Funding
4526941	SR 35 (US 301) from Sumter County Line to CR 42, Resurfacing	Deferred FY 26/27 to 27/28	\$5,168,316
4492611	SW 60th Avenue from SW 54th Street to SECO, Intersection	Deleted	\$199,243
4521862	US 301 (US 27/US 441) GAP EV Charging Phase II	Deleted	\$2,400,000
4523642	I-75 (SR 93) GAP EV Phase I	Deleted	\$3,960,000

Also summarized as follows are major projects programmed in the prior FY 2025-2029 TIP and respective project schedule and/or funding changes in comparison to the FY 2026-2030 TIP.

Major Project Funding Changes Prior FY 25-29 TIP to Current 26-30 TIP			
Project Number/FM	Project Description	Project Schedule Changes	*Change in Programmed Funding
2386481	SR 45 (US 41) from SW 110th Street to north of SR 40	Deferred CST FY 28/29 to 29/30	\$3,995,962
4106743	SR 40 from East of CR 314 to East of CR 314A	None	\$7,261,443
4336601	US 441 at SR 464 Intersection	None	\$145,089
4352091	I-75 (SR 93) at NW 49th Street new interchange	ROW, DSB Programmed FY 2026-2029	(\$99,960,862)
4354842	Pruitt Trail from SR 200 to Pruitt Trailhead	None	\$954,633
4392382	SR 25/500/US 441 from SE 102nd to SR 200, Sidewalks/Path	None	\$648,596
4494431	NE 8th Avenue from SR 40 to SR 492, Roundabouts	None	\$769,669
4506651	SR 40 from SW 80th Avenue to SW 52nd Avenue, Resurfacing	CST Deferred FY 25/26 to 27/28	\$2,533,023
4509481	SR 40 from NE 64th Avenue to Lake County Line	Project limits changed	---
4509511	SR 40 from 25th Avenue to 64th Avenue, Resurfacing	None	\$86,897
4509521	SR 40 from US 441 to 25th Avenue, Resurfacing	None	(\$148,214)
4526361	SR 40 from US 41 to South of SW 119th Avenue	None	\$3,516,622
4526941	SR 35 (US 301) from Sumter County to N of SE 42, Resurfacing	Deferred FY 26/27 to 27/28	\$483,093
4520721	I-75 at SR 326 Interchange Improvements	DSB Programmed FY 2026-2028	(\$17,093,465)
4520741	I-75 Improvements from SR 200 to SR 326	PE, ROW Programmed FY 2026-2030	(\$84,111,382)
4526341	SR 464 from SR 200 to SR 25/500 (Pine Avenue), Resurfacing	CST Deferred FY 26/27 to 28/29	\$117,940

*Projects programmed in prior TIP documents are also part of the annual Roll Forward TIP amendment process. Funding for projects may be rolled forward from the prior TIP to the current TIP annually by October.

Appendix H: List of TIP Projects in the 2045 Long Range Transportation Plan (LRTP)

FIGURE 7.2: 2021-2025 PROJECTS

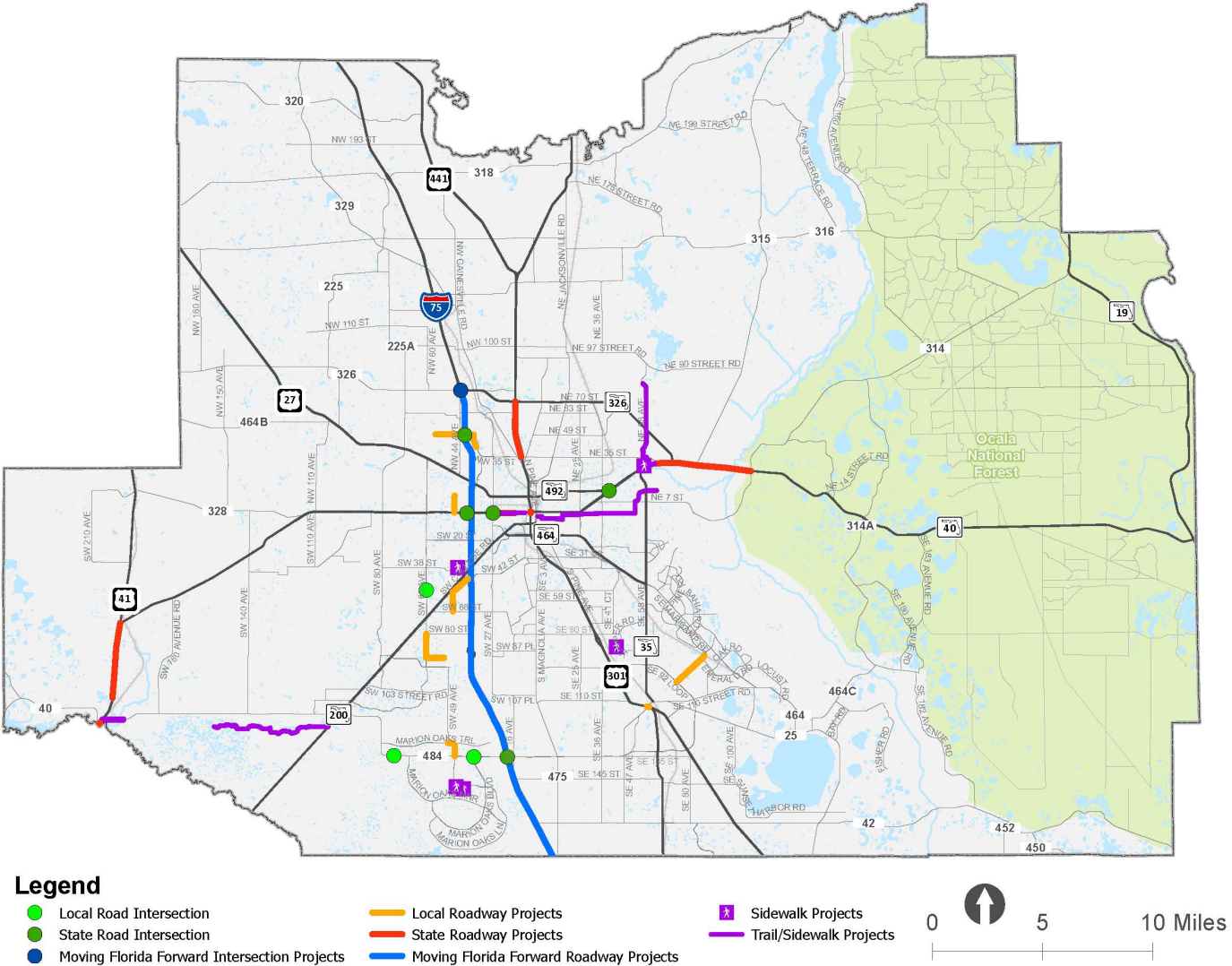


TABLE 7.2: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway 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
Local Funded Roadway Investments	I-75 North Portion	SR 200	SR 326	Add Auxiliary Lanes
	I-75 South Portion	South of SR 44	SR 200	Add Auxiliary Lanes
	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
Pedestrian/ Bicycle Investments	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
	Silver Springs State Park			Pedestrian Bridges
Technological Investments	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Downtown Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
	Legacy Elementary Sidewalks			Sidewalks
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7.3: 2026-2030 PROJECTS

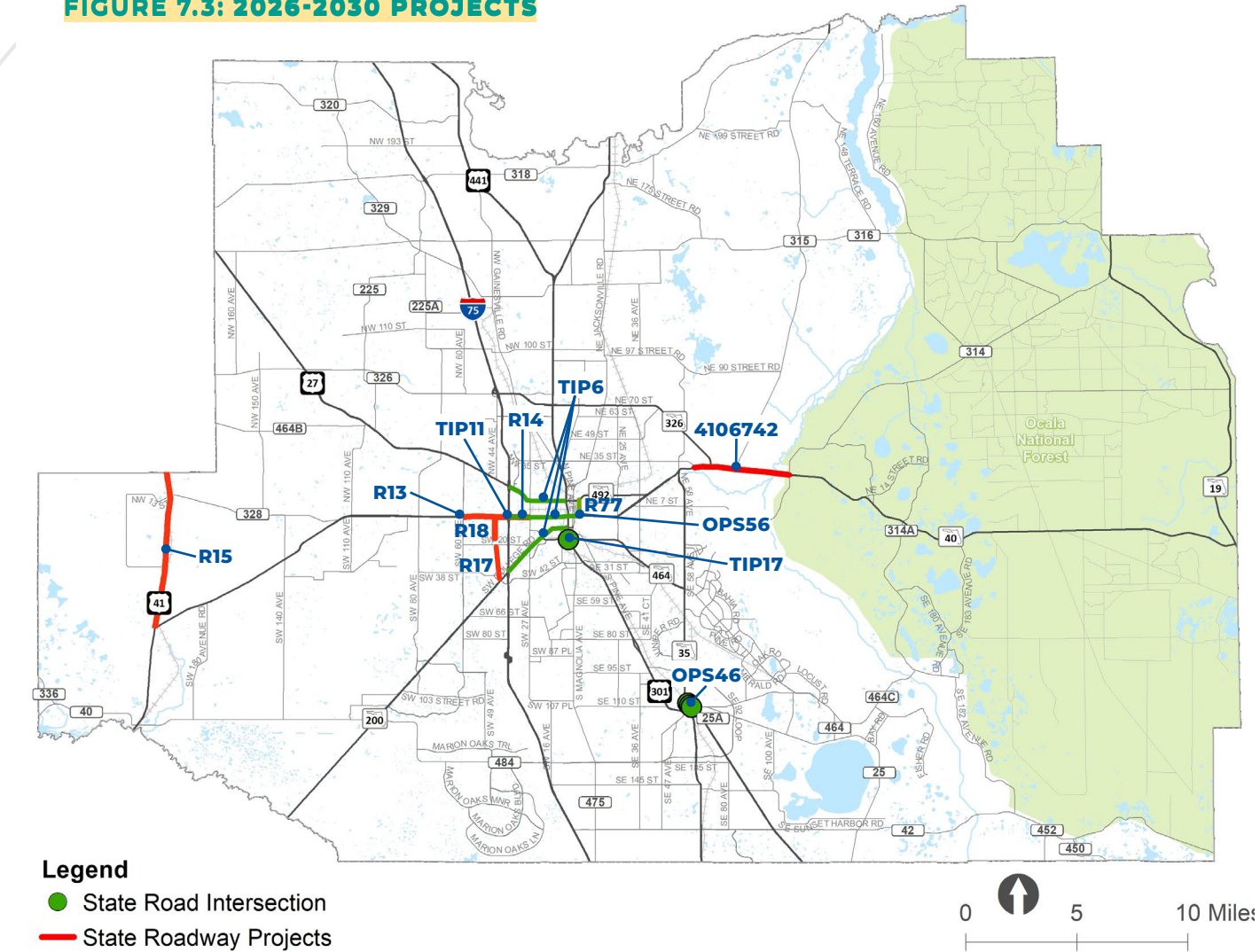


FIGURE 7.4: 2031-2035 PROJECTS

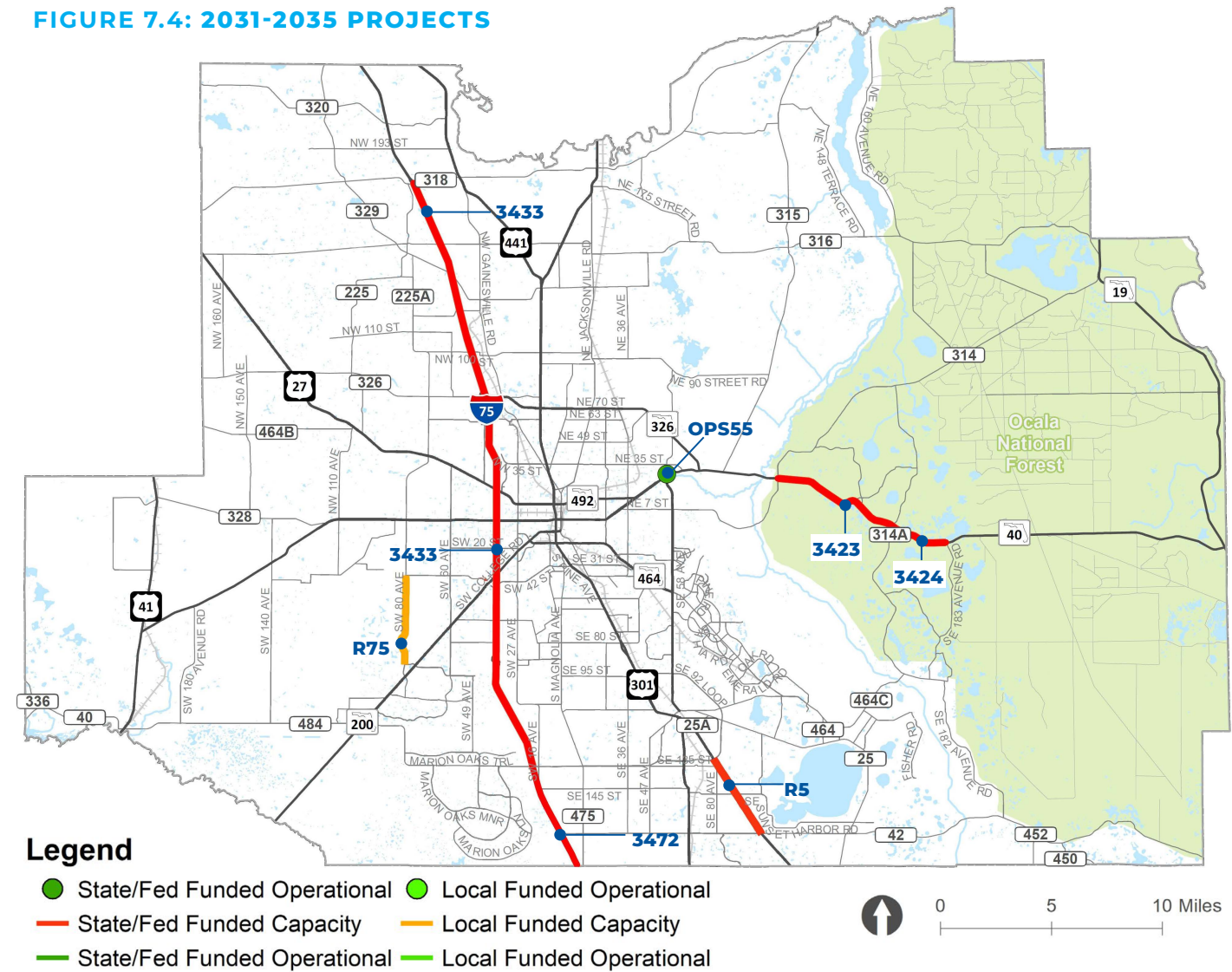


TABLE 7.3: 2026-2030 PROJECTS

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

TABLE 7.4: 2031-2035 PROJECTS

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

FIGURE 7.5: 2036-2040 PROJECTS

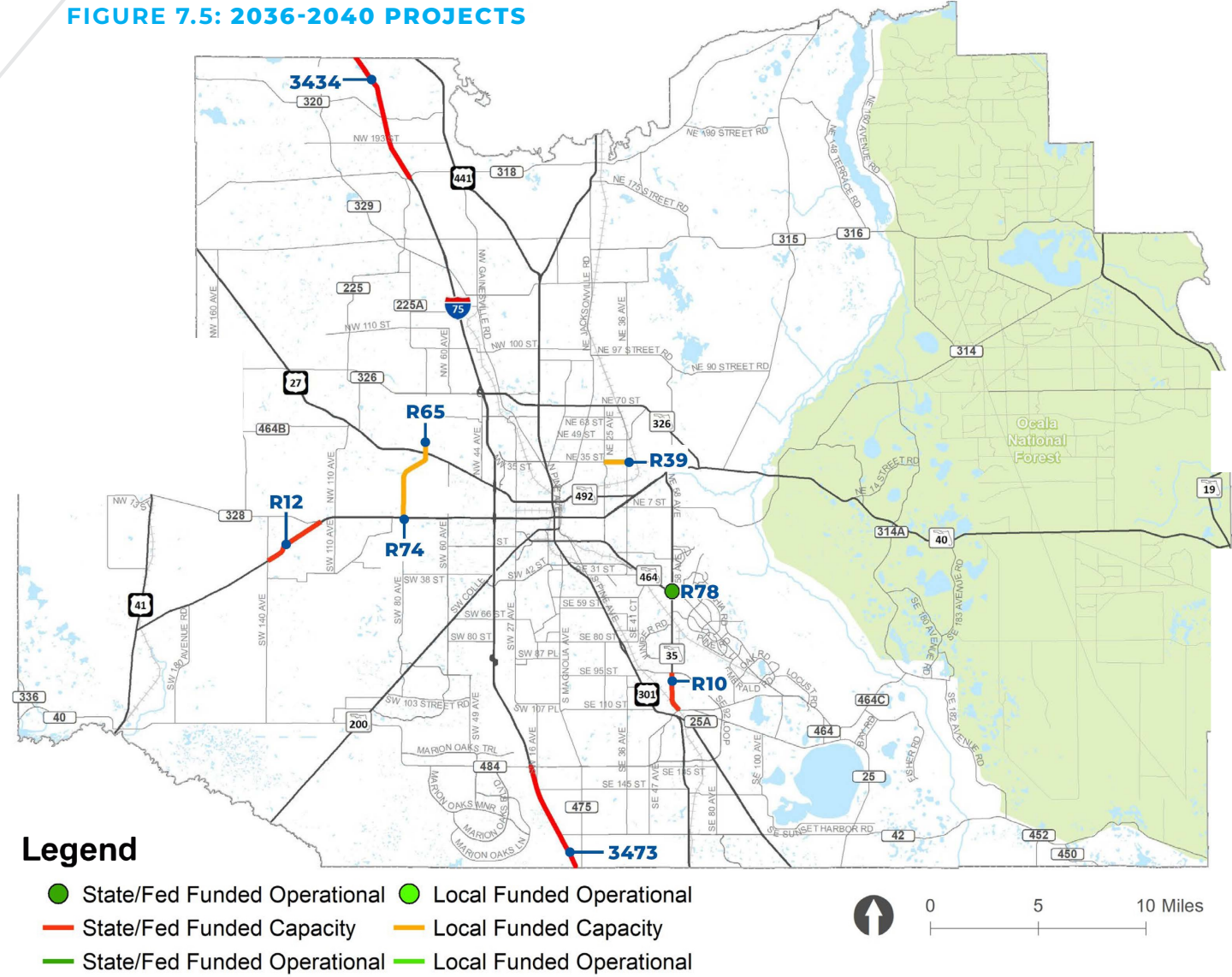


TABLE 7.5: 2036-2040 PROJECTS

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

FIGURE 7.6: 2041-2045 PROJECTS

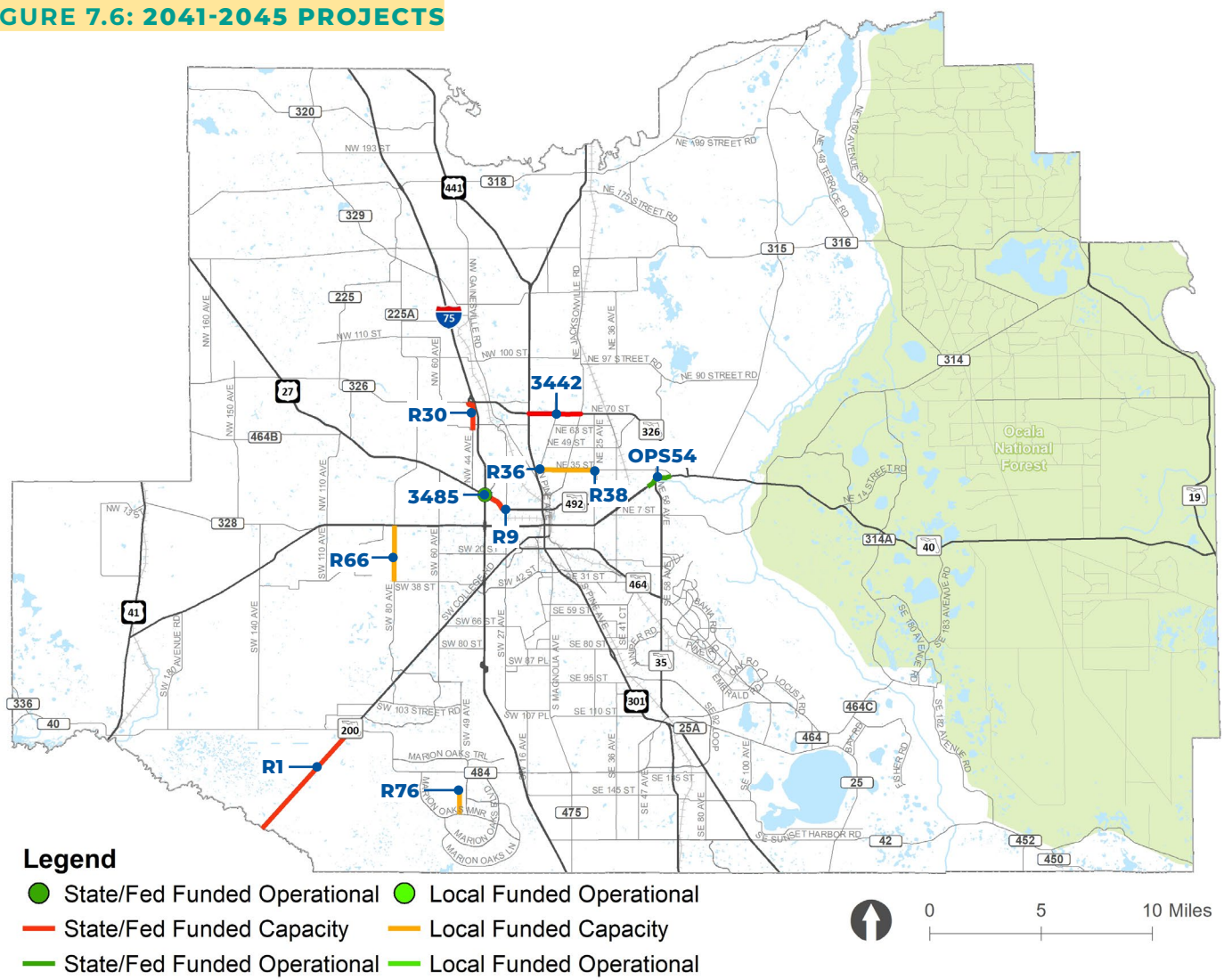


TABLE 7.6: 2041-2045 PROJECTS

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

Boxed Fund Projects

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

TABLE 7.7: BOXED FUNDS PROGRAMS

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

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

FIGURE 7.7: CORRIDOR STUDIES AND ITS BOXED FUNDS PROJECTS

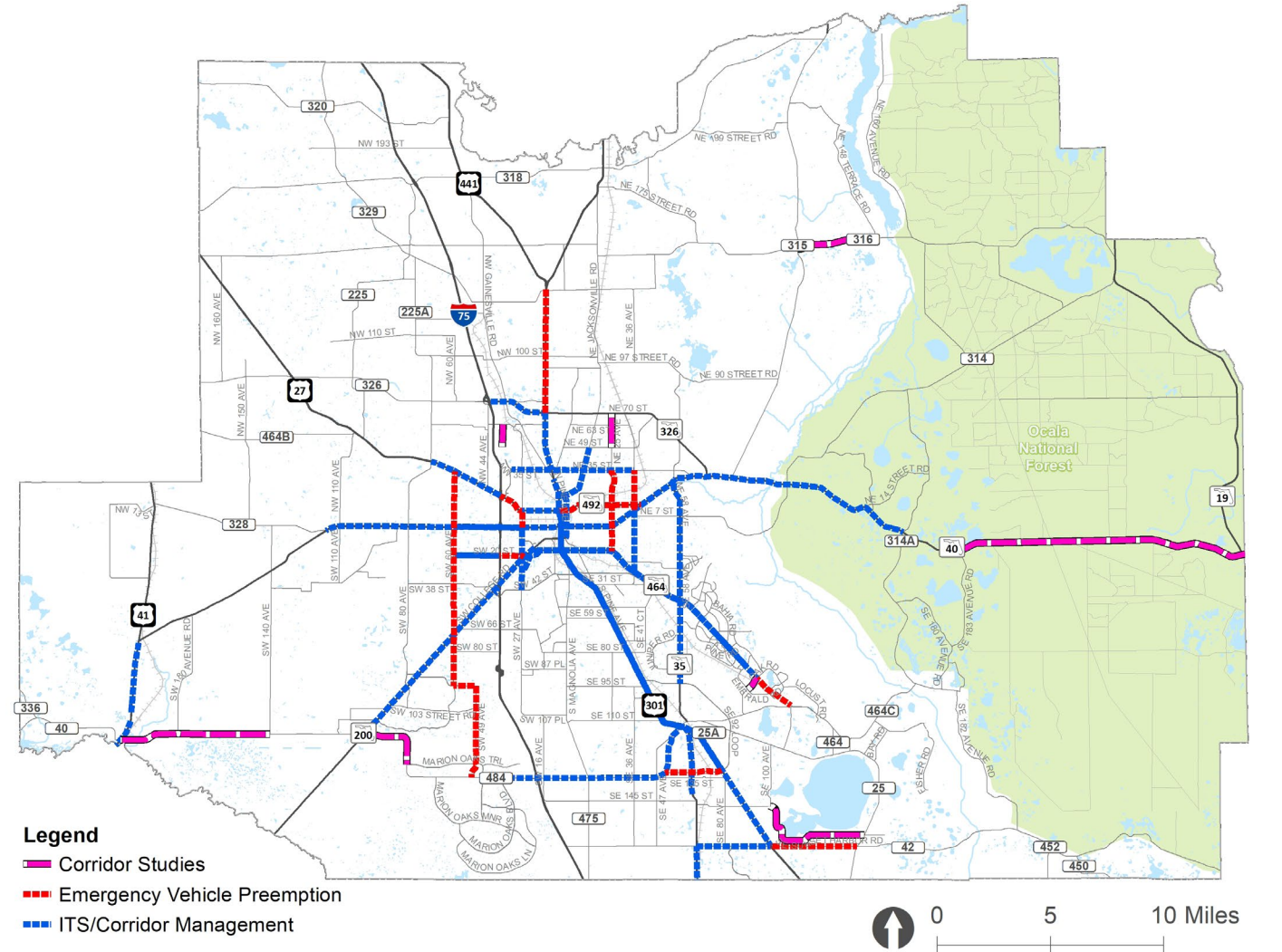


TABLE 7.8: MULTIMODAL BOXED FUND PROJECTS

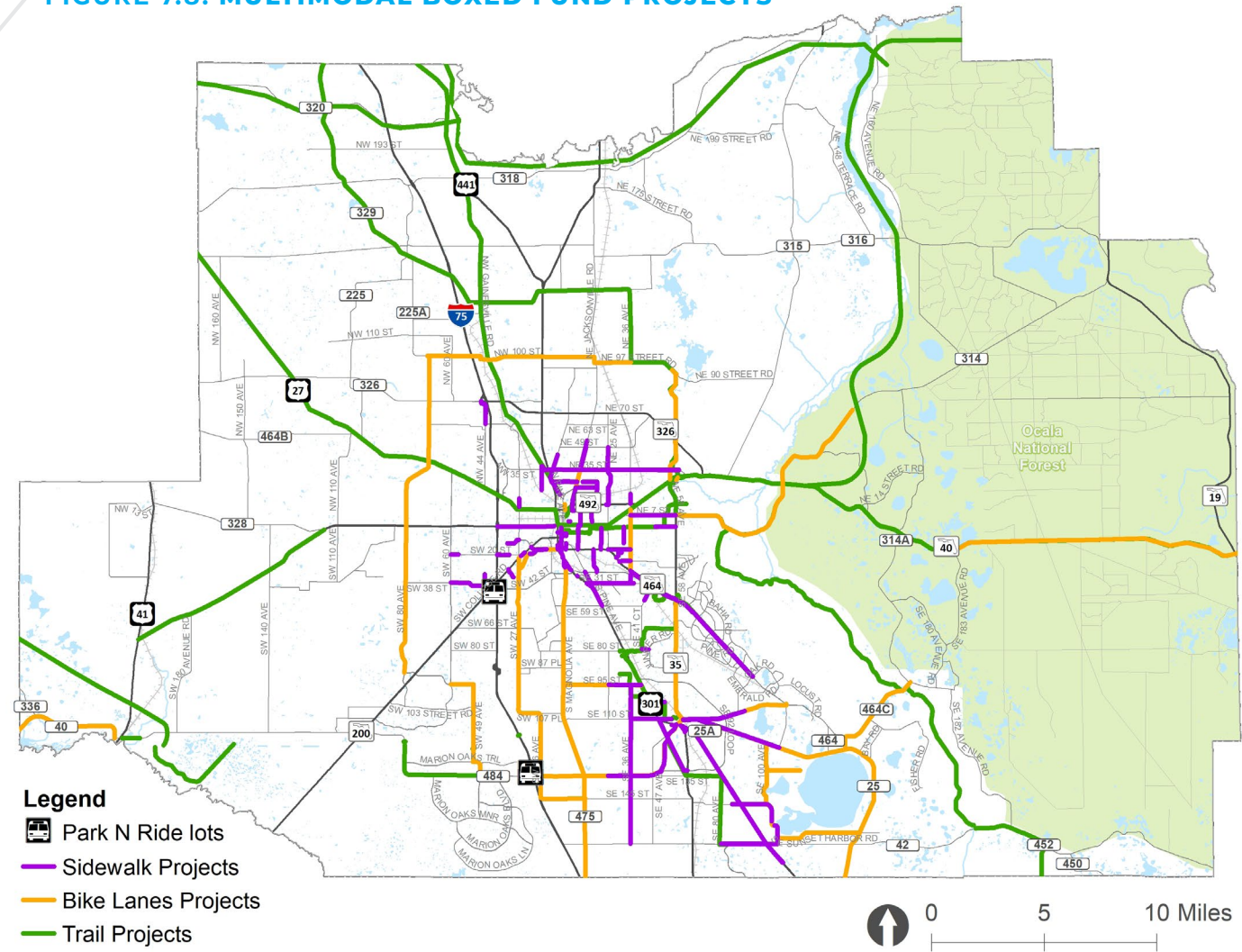
BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund Transit Station Projects	CR 484 at I-75		shared park-and-ride lots
	SR200 W of I-75		shared park-and-ride lots
Multimodal Boxed Fund Sidewalk Projects	CR 42 (SE Hwy 42)	SE 80th Ave	SE 105th Ave
	CR 484	SE 25th Ave	US 441
	E Fort King St	NE 48th Ave	NE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

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

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

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

FIGURE 7.8: MULTIMODAL BOXED FUND PROJECTS



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Appendix I: FDOT Detailed Project Listing

STIP Project Detail and Summaries Online Report

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

Selection Criteria	
TIP County/MPO Area: Ocala-Marion TPO All Funds As Of: 4 = 04/09/25	Detail Geographic District: District 5 Number Of Years: 5 Version: G1

HIGHWAYS								
Item Number: 238648 1		Project Description: SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40						
District: 05		County: MARION		Type of Work: ADD LANES & RECONSTRUCT			Project Length: 4.118MI	
		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
P D & E / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	143,104						143,104
	HPP-HIGH PRIORITY PROJECTS	682,728						682,728
	SA-STP, ANY AREA	987,634						987,634
Phase: P D & E Totals		1,813,466						1,813,466
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	511,971						511,971
	DDR-DISTRICT DEDICATED REVENUE	547,588						547,588
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	382,283						382,283
	DS-STATE PRIMARY HIGHWAYS & PTO	114,967						114,967
	EB-EQUITY BONUS	6,851						6,851
	GFSL-GF STPBG <200K<5K (SMALL URB)	205,655						205,655
	GFSN-GF STPBG <5K (RURAL)	30,330						30,330
	SA-STP, ANY AREA	26,674						26,674
	SL-STP, AREAS <= 200K	589,759						589,759
	SN-STP, MANDATORY NON-URBAN <= 5K	2,642,547						2,642,547
Phase: PRELIMINARY ENGINEERING Totals		5,058,625						5,058,625
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	10,337,582						10,337,582
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	975,343						975,343
	DS-STATE PRIMARY HIGHWAYS & PTO	3,121,944						3,121,944
	HPP-HIGH PRIORITY PROJECTS	90,955						90,955
	SA-STP, ANY AREA	2,070,206						2,070,206
	SL-STP, AREAS <= 200K	5,718,406						5,718,406
Phase: RIGHT OF WAY Totals		22,314,436						22,314,436

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE						70,421,004		70,421,004
	DIH-STATE IN-HOUSE PRODUCT SUPPORT						58,450		58,450
	DS-STATE PRIMARY HIGHWAYS & PTO						17,726,919		17,726,919
	SA-STP, ANY AREA						8,000,000		8,000,000
	SL-STP, AREAS <= 200K						9,878,647		9,878,647
	SM-STBG AREA POP. W/ 5K TO 49,999						597,142		597,142
	SN-STP, MANDATORY NON-URBAN <= 5K						5,676,822		5,676,822
Phase: CONSTRUCTION Totals							112,358,984		112,358,984
Item: 238648 1 Totals		29,186,527					112,358,984		141,545,511
Project Totals		29,186,527					112,358,984		141,545,511

Item Number: 238651 1 **Project Description:** SR 200 FROM CITRUS CO LINE TO CR 484
District: 05 **County:** MARION **Type of Work:** ADD LANES & RECONSTRUCT **Project Length:** 5.343MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	2,451							2,451
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PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE	402,670		5,000,000					5,402,670
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	1,367,773							1,367,773
	DS-STATE PRIMARY HIGHWAYS & PTO	93,900							93,900
	SA-STP, ANY AREA	538,174							538,174
Phase: PRELIMINARY ENGINEERING Totals		2,402,517		5,000,000					7,402,517

RIGHT OF WAY / MANAGED BY FDOT

Fund Code:	BNDS-BOND - STATE	251,979							251,979
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	94,558							94,558
	ML-MA, AREAS <= 200K	1,891,323							1,891,323
	SL-STP, AREAS <= 200K	213,888							213,888
Phase: RIGHT OF WAY Totals		2,451,748							2,451,748

ENVIRONMENTAL / MANAGED BY FDOT

Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K	213,876							213,876
Item: 238651 1 Totals		5,070,592		5,000,000					10,070,592
Project Totals		5,070,592		5,000,000					10,070,592

Item Number: 410674 1 **Project Description:** SR 40 FROM END OF 4 LN SECTION TO LAKE CO LINE *SIS*

District: 05 **County:** MARION **Type of Work:** PD&E/EMO STUDY **Project Length:** 25.943MI

Phase / Responsible Agency	Fiscal Year							
	<2026	2026	2027	2028	2029	2030	>2030	All Years

P D & E / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	2,509,658							2,509,658
	Item: 410674 1 Totals	2,509,658							2,509,658
Item Number: 410674 2		Project Description: SR 40 FROM END OF 4 LANES TO EAST OF CR 314							*SIS*
District: 05		County: MARION		Type of Work: ADD LANES & RECONSTRUCT				Project Length: 5.327MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)	14,093							14,093
	ART-ARTERIAL HIGHWAYS PROGRAMS	1,200,000							1,200,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	381,615							381,615
	DS-STATE PRIMARY HIGHWAYS & PTO	8,039							8,039
	EB-EQUITY BONUS	139,975							139,975
	SA-STP, ANY AREA	854,956							854,956
	SL-STP, AREAS <= 200K	5,660,253							5,660,253
	SN-STP, MANDATORY NON-URBAN <= 5K	1,616,589							1,616,589
Phase: PRELIMINARY ENGINEERING Totals		9,875,520							9,875,520
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	29,493							29,493
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	57,762							57,762
	DS-STATE PRIMARY HIGHWAYS & PTO	254,185							254,185
	GFSN-GF STPBG <5K (RURAL)	288,171							288,171
	SA-STP, ANY AREA	1,639,313							1,639,313
	SL-STP, AREAS <= 200K	422,219							422,219
	SN-STP, MANDATORY NON-URBAN <= 5K	3,145,098							3,145,098
Phase: RIGHT OF WAY Totals		5,836,241							5,836,241
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	400,000							400,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP						36,718,373		36,718,373
	DDR-DISTRICT DEDICATED REVENUE						584,500	255,840	840,340
	DI-ST. - S/W INTER/INTRASTATE HWY						48,089,006		48,089,006
	DIS-STRATEGIC INTERMODAL SYSTEM						4,355,066		4,355,066
	GMR-GROWTH MANAGEMENT FOR SIS						33,029,982		33,029,982
	STED-2012 SB1998-STRATEGIC ECON COR						6,974,429		6,974,429
Phase: CONSTRUCTION Totals							129,751,356	255,840	130,007,196
ENVIRONMENTAL / MANAGED BY FDOT									

RIGHT OF WAY / MANAGED BY FDOT

Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	1,401,642							1,401,642
	ACSL-ADVANCE CONSTRUCTION (SL)	1,195,604	2,400,642						3,596,246
	CIGP-COUNTY INCENTIVE GRANT PROGRAM	5,348,611	2,031,605	2,000,000					9,380,216
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	56,080	40,000	28,385					124,465
	LF-LOCAL FUNDS	13,700,000							13,700,000
	SA-STP, ANY AREA	999,000	6,712,579	1,153,242		603,977			9,468,798
	SL-STP, AREAS <= 200K			846,758	4,000,000	237,863			5,084,621
	TRIP-TRANS REGIONAL INCENTIVE PROGM	189,538	535,174	250,000	200,000	50,480			1,225,192
	TRWR-2015 SB2514A-TRAN REG INCT PRG	309,000				15,105			324,105
Phase: RIGHT OF WAY Totals		23,199,475	11,720,000	4,278,385	4,200,000	907,425			44,305,285

RAILROAD & UTILITIES / MANAGED BY FDOT

Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	228,298							228,298
	LF-LOCAL FUNDS	4,644,137							4,644,137
	SA-STP, ANY AREA	991,168							991,168
Phase: RAILROAD & UTILITIES Totals		5,863,603							5,863,603

DESIGN BUILD / MANAGED BY FDOT

Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP	61,877,614							61,877,614
	ACSL-ADVANCE CONSTRUCTION (SL)	2,724,134							2,724,134
	CM-CONGESTION MITIGATION - AQ	4,872							4,872
	DDR-DISTRICT DEDICATED REVENUE	3,858,750							3,858,750
	LF-LOCAL FUNDS	12,060,162							12,060,162
	SA-STP, ANY AREA			212,400					212,400
	SL-STP, AREAS <= 200K	6,006,996							6,006,996
	TRIP-TRANS REGIONAL INCENTIVE PROGM	10,409,760							10,409,760
	TRWR-2015 SB2514A-TRAN REG INCT PRG	4,407,071							4,407,071
Phase: DESIGN BUILD Totals		101,349,359		212,400					101,561,759
Item: 435209 1 Totals		139,785,721	11,720,000	4,490,785	4,200,000	907,425			161,103,931

Item Number: 448376 1 **Project Description:** I-75/SR 93 FROM SR 200 TO NORTH OF SR 500 *SIS*

District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 4.469MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	1,440,220							1,440,220
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DESIGN BUILD / MANAGED BY FDOT

Fund Code:	-TOTAL OUTSIDE YEARS	12,946,108							12,946,108
Item: 448376 1 Totals		14,386,328							14,386,328

Item Number: 452072 1 **Project Description:** I-75 AT SR 326 INTERCHANGE IMPROVEMENTS *SIS*

District: 05 County: MARION Type of Work: INTERCHANGE IMPROVEMENT Project Length: 2.074MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000							20,000
	MFF-MOVING FLORIDA FOWARD	1,694,070							1,694,070
Phase: PRELIMINARY ENGINEERING Totals		1,714,070							1,714,070

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	MFF-MOVING FLORIDA FOWARD	3,688,000							3,688,000

DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	257,250							257,250
	MFF-MOVING FLORIDA FOWARD	16,524,145	517,545	415,067	122,388				17,579,145
Phase: DESIGN BUILD Totals		16,781,395	517,545	415,067	122,388				17,836,395
Item: 452072 1 Totals		22,183,465	517,545	415,067	122,388				23,238,465

Item Number: 452074 1 Project Description: I-75 IMPROVEMENTS FROM SR 200 TO SR 326 *SIS*
District: 05 County: MARION Type of Work: ADD AUXILIARY LANE(S) Project Length: 8.009MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	40,133							40,133
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	115,394							115,394
	DS-STATE PRIMARY HIGHWAYS & PTO	516							516
	MFF-MOVING FLORIDA FOWARD	12,700,287	583,201	400,881	206,857				13,891,226
Phase: PRELIMINARY ENGINEERING Totals		12,816,197	583,201	400,881	206,857				14,007,136

RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	47,727	10,000	10,000	10,000				77,727
	MFF-MOVING FLORIDA FOWARD	30,275,000	2,800,000	2,500,000	2,300,000	1,250,000	1,150,000		40,275,000
Phase: RIGHT OF WAY Totals		30,322,727	2,810,000	2,510,000	2,310,000	1,250,000	1,150,000		40,352,727

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	MFF-MOVING FLORIDA FOWARD	4,492,000							4,492,000

DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,433,181							1,433,181
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	400,000							400,000
	MFF-MOVING FLORIDA FOWARD	119,090,219	4,741,380	3,802,547	1,121,232				128,755,378

Phase: DESIGN BUILD Totals	120,923,400	4,741,380	3,802,547	1,121,232				130,588,559
Item: 452074 1 Totals	168,594,457	8,134,581	6,713,428	3,638,089	1,250,000	1,150,000		189,480,555
Project Totals	344,949,971	20,372,126	11,619,280	7,960,477	2,157,425	1,150,000		388,209,279

		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

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	

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

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

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	3,238,894							3,238,894

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	3,300,000							3,300,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	33,647,524							33,647,524
	Item: 438562 1 Totals	40,186,418							40,186,418
	Project Totals	40,186,418							40,186,418
Item Number: 439238 1 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET District: 05 County: MARION Type of Work: RESURFACING Project Length: 10.612MI									
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	2,903,988							2,903,988
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	302,778							302,778
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	322,641							322,641
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	18,783,994							18,783,994
	Item: 439238 1 Totals	22,313,401							22,313,401
Item Number: 439238 2 Project Description: SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET District: 05 County: MARION Type of Work: BIKE LANE/SIDEWALK Project Length: 7.230MI									
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,673,197							1,673,197
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	77,760							77,760
	DS-STATE PRIMARY HIGHWAYS & PTO	690,313							690,313
	Phase: PRELIMINARY ENGINEERING Totals	2,441,270							2,441,270
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	31,000							31,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,164							20,164
	Phase: RIGHT OF WAY Totals	51,164							51,164
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	SA-STP, ANY AREA			2,445,034					2,445,034

SL-STP, AREAS <= 200K			209,351					209,351
TALL-TRANSPORTATION ALTS- <200K			1,372,433					1,372,433
TALT-TRANSPORTATION ALTS- ANY AREA			1,213,749					1,213,749
Phase: CONSTRUCTION Totals			5,240,567					5,240,567
Item: 439238 2 Totals	2,492,434		5,240,567					7,733,001
Project Totals	24,805,835		5,240,567					30,046,402

Item Number: 443624 3 **Project Description:** I-75 (SR 93) AT SR 326 *SIS*
District: 05 **County:** MARION **Type of Work:** INTERCHANGE JUSTIFICA/MODIFICA **Project Length:** 0.794MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

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							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

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							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

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							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DWS-WEIGH STATIONS - STATE 100%	478,126						478,126
Item: 447861 1 Totals		478,126						478,126
Project Totals		478,126						478,126

Item Number: 449443 1 **Project Description:** NE 8TH AVE FROM SR 40 TO SR 492

District: 05 County: MARION Type of Work: ROUNDABOUT Project Length: 0.900MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY CITY OF OCALA									
Fund Code:	LF-LOCAL FUNDS			769,669					769,669
	SL-STP, AREAS <= 200K			4,452,800					4,452,800
Phase: CONSTRUCTION Totals				5,222,469					5,222,469
Item: 449443 1 Totals				5,222,469					5,222,469
Project Totals				5,222,469					5,222,469

Item Number: 450637 1 Project Description: SR 500 (US 27/441) FROM NORTH OF SE 178TH PLACE TO S OF SE 62ND AVE
District: 05 County: MARION Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 8.202MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,101,076							1,101,076
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	50,931							50,931
	DS-STATE PRIMARY HIGHWAYS & PTO	145,927							145,927
	Phase: PRELIMINARY ENGINEERING Totals	1,297,934							1,297,934

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		2,567,439						2,567,439
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		12,003,753						12,003,753
Phase: CONSTRUCTION Totals			14,581,492						14,581,492
Item: 450637 1 Totals		1,297,934	14,581,492						15,879,426

Item Number: 450637 2 Project Description: SR 500 (US 27/441) AT SE 135TH STREET
District: 05 County: MARION Type of Work: TRAFFIC OPS IMPROVEMENT Project Length: 0.100MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	270,000							270,000
Item: 450637 2 Totals		270,000							270,000
Project Totals		1,567,934	14,581,492						16,149,426

Item Number: 450665 1 Project Description: SR 40 FROM SW 80TH AVE TO SW 52ND AVE
District: 05 County: MARION Type of Work: PAVEMENT ONLY RESURFACE (FLEX) Project Length: 3.204MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	150,793							150,793
	DS-STATE PRIMARY HIGHWAYS & PTO	22,668							22,668

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				803,509				803,509
	SA-STP, ANY AREA				8,343,816				8,343,816
Phase: CONSTRUCTION Totals					9,147,325				9,147,325
Item: 450948 2 Totals					9,147,325				9,147,325

Item Number: 450951 1 **Project Description:** SR 40 FROM 25TH AVE TO NE 64TH AVE
District: 05 **County:** MARION **Type of Work:** PAVEMENT ONLY RESURFACE (FLEX) **Project Length:** 4.138MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,184,635							1,184,635
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	25,076							25,076
	DS-STATE PRIMARY HIGHWAYS & PTO	88,491							88,491
Phase: PRELIMINARY ENGINEERING Totals		1,298,202							1,298,202

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		8,461,484						8,461,484
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		829,150						829,150
Phase: CONSTRUCTION Totals			9,300,934						9,300,934
Item: 450951 1 Totals		1,298,202	9,300,934						10,599,136
Project Totals		3,639,831	18,307,181		9,147,325				31,094,337

Item Number: 450952 1 **Project Description:** SR 40 FROM US 441 TO 25TH AVE
District: 05 **County:** MARION **Type of Work:** PAVEMENT ONLY RESURFACE (FLEX) **Project Length:** 2.356MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,000,000							1,000,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	27,500							27,500
	DS-STATE PRIMARY HIGHWAYS & PTO	77,953							77,953
Phase: PRELIMINARY ENGINEERING Totals		1,105,453							1,105,453

RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	50,000							50,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		535,600						535,600
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	DS-STATE PRIMARY HIGHWAYS & PTO		5,019,010						5,019,010
Phase: CONSTRUCTION Totals			5,564,910						5,564,910
Item: 450952 1 Totals		1,155,453	5,564,910						6,720,363

Item Number: 450952 2		Project Description: SR 40 FROM US 441 TO 25TH AVE INTERSECTION ENHANCEMENTS							
District: 05	County: MARION	Type of Work: INTERSECTION IMPROVEMENT						Project Length: 2.356MI	
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	11,160						11,160	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS		716,993					716,993	
Item: 450952 2 Totals		11,160	716,993					728,153	
Project Totals		1,166,613	6,281,903					7,448,516	
Item Number: 451060 1		Project Description: CR 42 AT CR 25 INTERSECTION IMPROVEMENTS							
District: 05	County: MARION	Type of Work: INTERSECTION IMPROVEMENT					Project Length: 0.002MI		
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		304,800					304,800	
	LF-LOCAL FUNDS		478,110					478,110	
Phase: CONSTRUCTION Totals			782,910					782,910	
Item: 451060 1 Totals			782,910					782,910	
Item Number: 451060 2		Project Description: CR 42 AT CR 25 INTERSECTION IMPROVEMENTS							
District: 05	County: MARION	Type of Work: INTERSECTION IMPROVEMENT					Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	204,296						204,296	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		81,050					81,050	
	LF-LOCAL FUNDS		44,135					44,135	
Phase: CONSTRUCTION Totals			125,185					125,185	
Item: 451060 2 Totals		204,296	125,185					329,481	
Project Totals		204,296	908,095					1,112,391	
Item Number: 451251 1		Project Description: SR 40 (WEST SILVER SPRINGS BLVD) AT SW 27TH AVE							
District: 05	County: MARION	Type of Work: SAFETY PROJECT					Project Length: 0.100MI		
		Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	800,000						800,000	

	DIH-STATE IN-HOUSE PRODUCT SUPPORT	80,000							80,000
	Phase: PRELIMINARY ENGINEERING Totals	880,000							880,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)			1,814,846					1,814,846
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			7,646					7,646
	Phase: CONSTRUCTION Totals			1,822,492					1,822,492
	Item: 451251 1 Totals	880,000		1,822,492					2,702,492
	Project Totals	880,000		1,822,492					2,702,492
Item Number: 451253 1 Project Description: SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE District: 05 County: MARION Type of Work: SAFETY PROJECT Project Length: 0.100MI									
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	7,870							7,870
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	35,000							35,000
	DS-STATE PRIMARY HIGHWAYS & PTO	8,550							8,550
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	262,500							262,500
	SA-STP, ANY AREA	68,651							68,651
	TALL-TRANSPORTATION ALTS- <200K	87,500							87,500
	Phase: PRELIMINARY ENGINEERING Totals	470,071							470,071
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		1,093,184						1,093,184
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		6,386						6,386
	TALL-TRANSPORTATION ALTS- <200K		62,315						62,315
	Phase: CONSTRUCTION Totals		1,161,885						1,161,885
	Item: 451253 1 Totals	470,071	1,161,885						1,631,956
	Project Totals	470,071	1,161,885						1,631,956
Item Number: 451440 1 Project Description: SR 93 / I 75 FROM SR 40 INTERCHANGE TO SR 318 INTERCHANGE *SIS* District: 05 County: MARION Type of Work: LANDSCAPING Project Length: 16.107MI									
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					452,800			452,800
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					59,317			59,317
	Phase: CONSTRUCTION Totals					512,117			512,117
	Item: 451440 1 Totals					512,117			512,117

Item Number: 451440 2		Project Description: SR 93 / I 75 FROM I-75 AT SR 200 TO I-75 SOUTH OF FLYOVER							*SIS*
District: 05		County: MARION		Type of Work: LANDSCAPING				Project Length: 7.788MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					566,000			566,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					64,241			64,241
Phase: CONSTRUCTION Totals						630,241			630,241
Item: 451440 2 Totals						630,241			630,241

Item Number: 451440 3		Project Description: SR 93/I-75 @ SR 484 INTERCHANGE LANDSCAPING							*SIS*
District: 05		County: MARION		Type of Work: LANDSCAPING				Project Length: 0.209MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					454,283			454,283
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					59,512			59,512
Phase: CONSTRUCTION Totals						513,795			513,795
Item: 451440 3 Totals						513,795			513,795
Project Totals						1,656,153			1,656,153

Item Number: 452634 1		Project Description: SR 464 FROM SR 200 TO SR25/500							
District: 05		County: MARION		Type of Work: PAVEMENT ONLY RESURFACE (FLEX)				Project Length: 1.193MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	79,395			120,000	25,000			224,395
	DS-STATE PRIMARY HIGHWAYS & PTO	16,871							16,871
Phase: PRELIMINARY ENGINEERING Totals		96,266			120,000	25,000			241,266
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					407,501			407,501
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					28,291			28,291
	DS-STATE PRIMARY HIGHWAYS & PTO					3,156,325			3,156,325
Phase: CONSTRUCTION Totals						3,592,117			3,592,117
Item: 452634 1 Totals		96,266			120,000	3,617,117			3,833,383
Project Totals		96,266			120,000	3,617,117			3,833,383

Item Number: 452635 1		Project Description: SR 25/SR 200 (US 27/US 301/US 441) FROM SW 10TH ST TO NW 4TH ST							
District: 05		County: MARION		Type of Work: PAVEMENT ONLY RESURFACE (FLEX)				Project Length: 0.284MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	19,000							19,000
	DS-STATE PRIMARY HIGHWAYS & PTO	443,825							443,825
Phase: PRELIMINARY ENGINEERING Totals		462,825							462,825

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE			174,246					174,246
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			7,472					7,472
	DS-STATE PRIMARY HIGHWAYS & PTO			797,894					797,894
Phase: CONSTRUCTION Totals				979,612					979,612
Item: 452635 1 Totals		462,825		979,612					1,442,437
Project Totals		462,825		979,612					1,442,437

Item Number: 452636 1 **Project Description:** SR 40 FROM US 41 TO SOUTH OF SW 119 AVE
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 9.118MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	45,300							45,300
	DS-STATE PRIMARY HIGHWAYS & PTO	1,606,075							1,606,075
	SN-STP, MANDATORY NON-URBAN <= 5K	906,000							906,000
Phase: PRELIMINARY ENGINEERING Totals		2,557,375							2,557,375

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING			12,379,350					12,379,350
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			77,567					77,567
	SL-STP, AREAS <= 200K			1,082,303					1,082,303
Phase: CONSTRUCTION Totals				13,539,220					13,539,220
Item: 452636 1 Totals		2,557,375		13,539,220					16,096,595
Project Totals		2,557,375		13,539,220					16,096,595

Item Number: 452694 1 **Project Description:** SR 35 (US 301) FROM SUMTER COUNTY LINE TO CR 42
District: 05 **County:** MARION **Type of Work:** PAVEMENT ONLY RESURFACE (FLEX) **Project Length:** 1.540MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2026	2026	2027	2028	2029	2030	>2030	

PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		21,250						21,250
	DS-STATE PRIMARY HIGHWAYS & PTO		350,000						350,000
Phase: PRELIMINARY ENGINEERING Totals			371,250						371,250

CONSTRUCTION / MANAGED BY FDOT

Fund Code:	DDR-DISTRICT DEDICATED REVENUE				5,238,374				5,238,374
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				41,785				41,785
Phase: CONSTRUCTION Totals					5,280,159				5,280,159
Item: 452694 1 Totals			371,250		5,280,159				5,651,409
Project Totals			371,250		5,280,159				5,651,409

Item Number: 453543 1 **Project Description:** BELLEVIEW TO GREENWAY TRAIL
District: 05 **County:** MARION **Type of Work:** BIKE PATH/TRAIL **Project Length:** 0.647MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K				868,700				868,700
Item: 453543 1 Totals					868,700				868,700

Item Number: 453543 2 **Project Description:** BELLEVIEW TO GREENWAY TRAIL
District: 05 **County:** MARION **Type of Work:** BIKE PATH/TRAIL **Project Length:** 0.647MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K		265,000						265,000
Item: 453543 2 Totals			265,000						265,000
Project Totals			265,000		868,700				1,133,700

Item Number: 454214 1 **Project Description:** SR 200/25/500 (US 441/301/27) FROM NW 2ND ST TO CR 200A/NW 20TH ST
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 1.117MI

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		205,000						205,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		17,500						17,500
	SA-STP, ANY AREA		875,000						875,000
Phase: PRELIMINARY ENGINEERING Totals			1,097,500						1,097,500

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				4,591,087				4,591,087
	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				1,399,592				1,399,592
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				9,476				9,476
	SL-STP, AREAS <= 200K				542,666				542,666
Phase: CONSTRUCTION Totals					6,542,821				6,542,821
Item: 454214 1 Totals			1,097,500		6,542,821				7,640,321
Project Totals			1,097,500		6,542,821				7,640,321

Item Number: 454215 1		Project Description: SR 35/US 301 FROM SE 142 PL TO SR 500 (US 27/441)							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 3.119MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		21,500						21,500
	SA-STP, ANY AREA		1,075,000						1,075,000
Phase: PRELIMINARY ENGINEERING Totals			1,096,500						1,096,500
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				12,772,189				12,772,189
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				23,373				23,373
	SL-STP, AREAS <= 200K				1,360,238				1,360,238
Phase: CONSTRUCTION Totals					14,155,800				14,155,800
Item: 454215 1 Totals			1,096,500		14,155,800				15,252,300
Project Totals			1,096,500		14,155,800				15,252,300
Item Number: 454939 1		Project Description: CR 475A LANE DEPARTURE SAFETY IMPROVEMENTS							
District: 05		County: MARION		Type of Work: PAVE SHOULDERS				Project Length: 2.000MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		350,000						350,000
CONSTRUCTION / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				1,563,000				1,563,000
Item: 454939 1 Totals			350,000		1,563,000				1,913,000
Project Totals			350,000		1,563,000				1,913,000
Item Number: 454940 1		Project Description: SE 100TH AVENUE SAFETY IMPROVEMENTS							
District: 05		County: MARION		Type of Work: PAVE SHOULDERS				Project Length: 1.970MI	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		260,000						260,000
CONSTRUCTION / MANAGED BY MARION COUNTY BCC									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)				997,000				997,000
Item: 454940 1 Totals			260,000		997,000				1,257,000
Project Totals			260,000		997,000				1,257,000
Item Number: 455943 1		Project Description: MARION SB PARKING LOT RESURFACING							

District: 05 County: MARION Type of Work: REST AREA Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				38,700				38,700
	DRA-REST AREAS - STATE 100%				250,000				250,000
Phase: CONSTRUCTION Totals					288,700				288,700
Item: 455943 1 Totals					288,700				288,700
Project Totals					288,700				288,700

FIXED CAPITAL OUTLAY

Item Number: 451648 1 Project Description: OCALA - DEMO OF OLD BUILDINGS (SOUTH PART OF YARD)

District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY				37,500				37,500
Item: 451648 1 Totals					37,500				37,500
Project Totals					37,500				37,500

Item Number: 453921 1 Project Description: OCALA OPERATIONS - BUILDING CONSTRUCTION - EQUIPMENT STORAGE BUILDING

District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY			12,500					12,500
Item: 453921 1 Totals				12,500					12,500
Project Totals				12,500					12,500

TRANSPORTATION PLANNING

Item Number: 439331 1 Project Description: OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP

District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY CITY OF OCALA									
Fund Code:	-TOTAL OUTSIDE YEARS	1,236,809							1,236,809
Item: 439331 1 Totals		1,236,809							1,236,809

Item Number: 439331 2 Project Description: OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP

District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY MARION COUNTY BOCC									
Fund Code:	-TOTAL OUTSIDE YEARS	1,168,472							1,168,472
Item: 439331 2 Totals		1,168,472							1,168,472

Item Number: 439331 3		Project Description: OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP							
District: 05		County: MARION		Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY MARION COUNTY BOCC									
Fund Code:	-TOTAL OUTSIDE YEARS	803,398							803,398
Item: 439331 3 Totals		803,398							803,398
Item Number: 439331 4		Project Description: OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP							
District: 05		County: MARION		Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY MARION COUNTY BOCC									
Fund Code:	-TOTAL OUTSIDE YEARS	968,557							968,557
Item: 439331 4 Totals		968,557							968,557
Item Number: 439331 5		Project Description: OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP							
District: 05		County: MARION		Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY MARION COUNTY BCC									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)	1,128,631	682,743						1,811,374
Item: 439331 5 Totals		1,128,631	682,743						1,811,374
Item Number: 439331 6		Project Description: OCALA/MARION URBAN AREA FY 2026/2027-2027/2028 UPWP							
District: 05		County: MARION		Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)			682,743	682,743				1,365,486
Item: 439331 6 Totals				682,743	682,743				1,365,486
Item Number: 439331 7		Project Description: OCALA/MARION URBAN AREA FY 2028/2029-2029/2030 UPWP							
District: 05		County: MARION		Type of Work: TRANSPORTATION PLANNING				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)					682,743	682,743		1,365,486
Item: 439331 7 Totals						682,743	682,743		1,365,486
Project Totals		5,305,867	682,743	682,743	682,743	682,743	682,743		8,719,582
MAINTENANCE									
Item Number: 413615 3		Project Description: LIGHTING AGREEMENTS							

Project Length: 0.000

Item Number: 453959 1		Project Description: OCALA OPERATIONS - DESIGN INSTALL NEW FDOT ENTRANCE SIGN	
District: 05	County: MARION	Type of Work: FIXED CAPITAL OUTLAY	Project Length: 0.000
		Fiscal Year	

Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY					9,572			9,572
Item: 453959 1 Totals						9,572			9,572
Project Totals						9,572			9,572
Item Number: 455106 1				Project Description: MARION COUNTY TSMCA					
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY MARION COUNTY BCC									
Fund Code:	D-UNRESTRICTED STATE PRIMARY				494,000	509,000			1,003,000
Item: 455106 1 Totals					494,000	509,000			1,003,000
Item Number: 455106 2				Project Description: CITY OF OCALA TSMCA					
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWH/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
Fund Code:	D-UNRESTRICTED STATE PRIMARY				504,000	519,000			1,023,000
Item: 455106 2 Totals					504,000	519,000			1,023,000
Project Totals					998,000	1,028,000			2,026,000
FLP: AVIATION									
Item Number: 438417 1				Project Description: MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS					
District: 05		County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		350,000						350,000
	LF-LOCAL FUNDS		87,500						87,500
Phase: CAPITAL Totals			437,500						437,500
Item: 438417 1 Totals			437,500						437,500
Project Totals			437,500						437,500
Item Number: 438477 1				Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS					
District: 05		County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			64,000	800,000				864,000
	FAA-FEDERAL AVIATION ADMIN			720,000	9,000,000				9,720,000
	LF-LOCAL FUNDS			16,000	200,000				216,000
Phase: CAPITAL Totals				800,000	10,000,000				10,800,000
Item: 438477 1 Totals				800,000	10,000,000				10,800,000
Project Totals				800,000	10,000,000				10,800,000
Item Number: 448575 1				Project Description: MARION-OCALA INTL ARFF BUILDING					

District: 05 **County:** MARION **Type of Work:** AVIATION SAFETY PROJECT **Project Length:** 0.000

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE						800,000	800,000
	LF-LOCAL FUNDS						200,000	200,000
Phase: CAPITAL Totals							1,000,000	1,000,000
Item: 448575 1 Totals							1,000,000	1,000,000
Project Totals							1,000,000	1,000,000

Item Number: 449774 1 **Project Description:** MARION COUNTY AIRPORT HANGAR
District: 05 **County:** MARION **Type of Work:** AVIATION REVENUE/OPERATIONAL **Project Length:** 0.000

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		520,000	1,000,000				1,520,000
	LF-LOCAL FUNDS		130,000	250,000				380,000
Phase: CAPITAL Totals			650,000	1,250,000				1,900,000
Item: 449774 1 Totals			650,000	1,250,000				1,900,000
Project Totals			650,000	1,250,000				1,900,000

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

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				320,000			320,000
	LF-LOCAL FUNDS				80,000			80,000
Phase: CAPITAL Totals					400,000			400,000
Item: 454045 1 Totals					400,000			400,000
Project Totals					400,000			400,000

Item Number: 455963 1 **Project Description:** MARION-OCALA INTL FUEL FARM
District: 05 **County:** MARION **Type of Work:** AVIATION REVENUE/OPERATIONAL **Project Length:** 0.000

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		600,000	500,000				1,100,000
	DPTO-STATE - PTO	543,320						543,320
	LF-LOCAL FUNDS	135,830	150,000	125,000				410,830
Phase: CAPITAL Totals		679,150	750,000	625,000				2,054,150
Item: 455963 1 Totals		679,150	750,000	625,000				2,054,150
Project Totals		679,150	750,000	625,000				2,054,150

Item Number: 455964 1 **Project Description:** MARION-OCALA INTL RUNWAY
District: 05 **County:** MARION **Type of Work:** AVIATION PRESERVATION PROJECT **Project Length:** 0.000

		Fiscal Year						
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030 All Years

Fund Code:	DDR-DISTRICT DEDICATED REVENUE				640,000				640,000
	DPTO-STATE - PTO					640,000			640,000
	LF-LOCAL FUNDS				160,000	160,000			320,000
	Phase: CAPITAL Totals				800,000	800,000			1,600,000
	Item: 455964 1 Totals				800,000	800,000			1,600,000
	Project Totals				800,000	800,000			1,600,000

Item Number: 427188 2	Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307		
District: 05	County: MARION	Type of Work: CAPITAL FOR FIXED ROUTE	Project Length: 0.000
Extra Description:	AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.		

CAPITAL / MANAGED BY MARION COUNTY TRANSIT

[illegible]

District: 05 **County:** MARION **Type of Work:** OPERATING FOR FIXED ROUTE **Project Length:** 0.000

OPERATIONS / MANAGED BY OCALA

Code:	DPTO-STATE - PTO	1,342,550	796,934	817,474					2,956,958
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District: 05 **County:** MARION **Type of Work:** OPERATING FOR FIXED ROUTE **Project Length:** 0.000

OPERATIONS / MANAGED BY OCALA									
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Code:	DPTO-STATE - PTO				841.998	867.258	893.276	2.602.532
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[illegible]

District: 05	County: MARION	Type of Work: OPERATING/ADMIN. ASSISTANCE	Project Length: 0.000
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OPERATIONS / MANAGED BY MARION COUNTY TRANSIT									
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Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB								
		980,790	965,259	993,939					2,939,988
	LF-LOCAL FUNDS	980,790	965,259	993,939					2,939,988
Phase: OPERATIONS Totals		1,961,580	1,930,518	1,987,878					5,879,976
Item: 442460 1 Totals		1,961,580	1,930,518	1,987,878					5,879,976
Project Totals		1,961,580	1,930,518	1,987,878					5,879,976
MISCELLANEOUS									
Item Number: 244932 5		Project Description: BRIDGE INSPECTION DUE TO HURRICANE MATTHEW - MARION							
District: 05		County: MARION		Type of Work: EMERGENCY OPERATIONS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
MISCELLANEOUS / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	4,646							4,646
Item: 244932 5 Totals		4,646							4,646
Project Totals		4,646							4,646
Item Number: 413019 4		Project Description: MARION TRAFFIC ENGINEERING CONTRACTS							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
OPERATIONS / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	8,412,359	988,050	504,000					9,904,409
	DITS-STATEWIDE ITS - STATE 100%.	1,436,612	49,065	513,450					1,999,127
Phase: OPERATIONS Totals		9,848,971	1,037,115	1,017,450					11,903,536
Item: 413019 4 Totals		9,848,971	1,037,115	1,017,450					11,903,536
Project Totals		9,848,971	1,037,115	1,017,450					11,903,536
Item Number: 422772 2		Project Description: CROSS FLORIDA GREENWAY BASELINE RD. TO SANTOS PAVED TRAIL							
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	GRTR-FY2024 SB106 TRAIL NETWORK	898,078							898,078
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	TLWR-2015 SB2514A- TRAIL NETWORK	600,000							600,000
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	TLWR-2015 SB2514A- TRAIL NETWORK		5,600,000						5,600,000
Item: 422772 2 Totals		1,498,078	5,600,000						7,098,078
Project Totals		1,498,078	5,600,000						7,098,078
Grand Total		616,544,969	118,428,244	74,209,747	97,552,883	15,005,771	248,729,635	255,840	1,170,727,089

Federal Aid Management
Sabrina Aubery: Sabrina.Aubery@dot.state.fl.us Or call 850-414-4449
Or
Dawn Rudolph: Dawn.Rudolph@dot.state.fl.us Or call 850-414-4465

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TO: Board Members

FROM: Rob Balmes, Director

RE: 2025 List of Priority Projects (LOPP)

Summary

At the May 27, 2025 Board meeting, TPO staff presented the draft 2025 List of Priority Projects, including recommendations from the Technical Advisory Committee (TAC). The recommendations were recognized and accepted, but with no formal action. The draft 2025 LOPP was updated to include the recommendations, and then presented on June 10 to the TAC and Citizens Advisory Committee (CAC) at the annual joint meeting.

The revised 2025 draft LOPP reflects the approved changes to the Policies and Procedures, including removal of the Top 20 List; addition of a Bridge List; and addition of a Transit List.

Attachment(s)

- Revised LOPP Policies and Procedures
- Draft 2025 List of Priority Projects (LOPP)

Committee Recommendation(s)

On June 10, 2025, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommended the adoption of the 2025 List of Priority Projects (LOPP) at the annual joint meeting.

Recommended Action

Adoption of the 2025 List of Priority Projects.

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

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Telephone: (352) 438 - 2630 • www.ocalamariontpo.org



List of Priority Projects (LOPP)

Policies and Procedures Guidance

Adopted on April 26, 2022

Updated on August 27, 2024

Updated on May 27, 2025

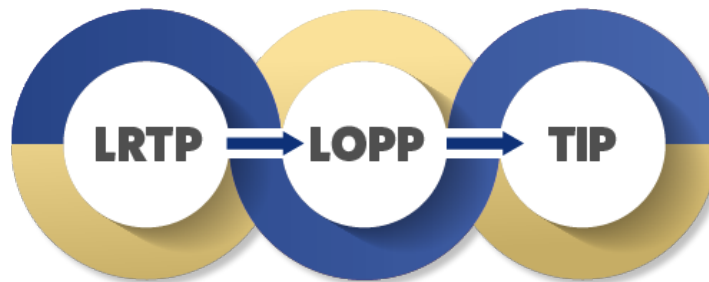
Table of Contents

Purpose of the LOPP.....	2
Statutory Requirements	2
Alignment with Other Plans	2
LOPP Process	3
Schedule and Key Milestones.....	3
Agency Roles and Expectations	4
Ocala Marion TPO.....	4
Local Jurisdictions.....	4
Florida Department of Transportation	4
Submission of Projects	4
Organization of the LOPP.....	5
LOPP Prioritization and Ranking	6
Ranking Elements	6
Criteria Score	6
Strategic Refinement.....	6
Criteria Score	7
Prior Year Rank	7
Project Cycle	7
Local Funding Commitment	8
Regional Connectivity and Partnerships.....	8
Safety	8
Congestion Management	9
Multimodal	9
Transportation Resilience.....	9
Economic Development and Logistics	10
Equity.....	10
Criteria Scoring Matrix.....	11
Criteria Scoring References	13

The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's planning area. **A well-organized LOPP process is critical to obtaining federal and state funding.** This *LOPP Policy and Procedures Guide* is intended to provide the TPO and partner local governments with guidance to implement a successful process that is predictable and consistent from year-to-year.

Purpose of the LOPP

The LOPP serves as the bridge between the TPO's Long Range Transportation Plan (LRTP) and the annual selection of projects by FDOT for inclusion in the Five-Year Work Program which the TPO's Transportation Improvement Program (TIP) will align with.



STATUTORY REQUIREMENTS

Per Section 339.175(8), Florida Statutes, all Florida MPOs/TPOs are required to annually develop and submit a list of priority projects to FDOT. The prevailing principles to be considered by MPOs/TPOs when developing a list of project priorities are:

- Preserving existing transportation infrastructure
- Enhancing Florida's economic competitiveness
- Improving travel choices to ensure mobility

The LOPP must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved MPO/TPO long-range transportation plan
2. The Strategic Intermodal System Plan [s. 339.64]
3. The priorities developed pursuant to the Transportation Regional Incentive Program (TRIP) [s. 339.2819(4)]
4. The results of the transportation management systems
5. The MPO's/TPO's public-involvement procedures

ALIGNMENT WITH OTHER PLANS

As noted above, it is critical for projects submitted within the LOPP to be aligned with the TPO's LRTP. Similarly, the projects that are being advanced should be consistent with the respective local government's Comprehensive Plan. A key concept for transportation projects being prioritized and programmed for funding is *planning consistency*.

It is important for projects to be described consistently as they proceed from the LRTP Cost Feasible Plan to the LOPP, the TIP, and ultimately into project development. This is a requirement for federally funded projects so changes to a project beyond certain thresholds will require amendments of the LRTP and TIP to ensure planning consistency is maintained.

LOPP Process

The LOPP process is continuous and dynamic, with the highest priority projects advancing each year as funding is programmed and the project phases move forward. The highest priority projects in the LOPP will typically remain at the top of a given list from year-to-year until they move forward to be programmed for funding in the FDOT Work Program and TIP. Reaffirming priorities annually provides greater predictability for local sponsors, improves coordination with FDOT, and improves prospects for project funding. Once a project has been fully funded through construction in the FDOT Work Program/TIP [and is completed], it will no longer remain on the LOPP. Projects will typically advance more quickly or be ranked higher on a list based on prioritization factors such as the amount of local funding available (*see LOPP Prioritization and Ranking section*).

SCHEDULE AND KEY MILESTONES

The success of the annual LOPP process depends on a schedule that involves effective coordination, communication, and prioritization. It is critical for the approved annual LOPP with associated documentation for all priority projects to be ready for submission to FDOT by the annual deadline which is typically July 1. The annual LOPP process will follow the detailed schedule in the table as follows.

ANNUAL LOPP SCHEDULE	
LOPP Activity	Milestone Dates
LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions. Review prior project rankings and applications	January
Meetings and coordination with local jurisdictions (Bellevue, Dunnellon, Ocala, Marion County)	February
Coordination with FDOT to review Work Program schedule and project application requirements	March - April
Deadline for new projects, project updates and priorities, and local application commitments	No later than March 31
Finalize Draft LOPP Project Lists and rankings	No later than April 30
Presentation of Draft LOPP to TPO Board/Committees	May
Close of committee and public comment on Draft LOPP and rankings at TAC and CAC meetings	May
Local Jurisdiction new and resubmittal FDOT Project Applications due to the TPO	No later than June 15
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
Submission of new and resubmittal project applications to FDOT Grant Application Process (GAP) online portal	No later than June 30
Submission of TPO Board Adopted LOPP to FDOT	No later than June 30

AGENCY ROLES AND EXPECTATIONS

The LOPP is a collaborative process between the TPO, Marion County, the cities of Belleview, Dunnellon, Ocala, and the Florida Department of Transportation. The following represents the general roles of each agency in the development of each year's LOPP.

Ocala Marion TPO

The TPO serves as the facilitator of the LOPP process and is responsible for the following activities:

- Support jurisdictions in the identification of projects eligible for consideration in the LOPP
- Provide information and guidance related to available project funding sources and applicable processes
- Leads project scoring and ranking process in collaboration with project sponsors
- Develops and presents LOPP project lists to TPO Committees and Board
- As-needed support for the development of FDOT Project Applications for Local Off-System projects
- Submission of all Project Applications to FDOT GAP online portal
- Submission of annual TPO Board adopted LOPP to FDOT

Local Jurisdictions

During each year's LOPP process, Marion County, Belleview, Dunnellon, and Ocala are expected to provide and/or participate in the following:

- Submit a prioritized list of projects that has been approved by its respective board as defined in this guidance
- Participate in TPO-led meetings related to initial list reviews, project prioritization, and FDOT Project Application needs
- Preparation of complete and accurate Project Applications for submission to the TPO

Florida Department of Transportation

FDOT can provide valuable information to the TPO and project sponsors during the LOPP process. This includes providing cursory review of draft priority lists, confirming application requirements, and providing guidance and consultation on the organization of the various project lists.

SUBMISSION OF PROJECTS

The process for the annual LOPP begins with each jurisdiction submitting a list of its highest priority projects for consideration. By submitting this list early in the process and discussing at a coordination meeting, the TPO can lead an efficient approach to analyze projects and appropriately direct the efforts of local governments in the development of only the necessary applications and information. An FDOT Project Application must be completed or updated for all projects being submitted for Local Off-System funding consideration. Projects that are in the current version of the LOPP should still be included in lists submitted by project sponsors. This helps the TPO and FDOT to determine if a new Project Application is required or if an existing application only needs updated information for re-submission, such as updated project schedule or estimated costs.



Organization of the LOPP

The LOPP includes the following eight lists by project category:

1. Strategic Intermodal System (SIS)
2. Non-SIS Capacity
3. Safety and Operations
4. Trails
5. Bicycle and Pedestrian
6. Planning
7. Bridge
8. Transit

LOPP Prioritization and Ranking

The ranking methodology for the TPO's List of Priority Projects was developed to guide a clear and fair process to annually score and rank projects. This methodology was approved by the TPO Board on April 26, 2022 as part of an overall update to LOPP policies and procedures. The ranking methodology is intended to:

- Support the goals of the TPO's 2045 Long Range Transportation Plan (LRTP)
- Provide a clear and transparent process that is easily implementable by TPO staff
- Provide a balance of quantitative criteria and flexibility to strategically prioritize projects
- Leverage accessible and readily available data from sources such as the LRTP, Congestion Management Process (CMP), and Safety Action Plan to facilitate project ranking
- Place increased emphasis on improving congestion, safety, freight mobility, and resiliency of the transportation network

RANKING ELEMENTS

Development of the LOPP will consist of two key components to comprehensively screen and rank projects:

1. Criteria Score
2. Strategic Refinement

Each of these components is described as follows.

Criteria Score

The criteria score is a quantitative component that evaluates projects based upon of specific criteria outlined and described below. There are a total of **100** points available for the quantitative score. Each of the criteria categories have been selected to advance the TPO's LRTP goals, federal Performance Measures (where applicable), and other local/TPO priorities.

Strategic Refinement

This component recognizes that when the Draft LOPP ranking is viewed in entirety, there may remain a desire to make refinements to the rank of an individual project or small number of projects based upon strategic needs. This refinement would be conducted only if necessary, to address factors not otherwise adequately captured in the development of the Draft LOPP. This step would be considered during Draft LOPP review by the CAC, TAC, and Board during their May meetings.

- The CAC and TAC will evaluate the Draft LOPP and determine if there are any strategic refinements to the priority order for an individual project or small number of projects. If so, any recommended adjustments will require committee vote to be formal recommendations that are transmitted to the Board.
- The Draft LOPP and any CAC/TAC recommended strategic refinements will be reviewed by the TPO Board. The Board will first consider the Draft LOPP for approval and then separately consider any recommended strategic refinements for approval.

The TPO will update the LOPP based upon the actions of the Board. The CAC, TAC and Board will review the Final LOPP for approval during their June meetings.

CRITERIA SCORE

The Criteria Score consists of twelve (12) criteria that are summarized in the Criteria Scoring Matrix (page 11). The criteria are described as follows.

Prior Year Rank

1. Prior Year Rank Measure

This scoring criteria recognizes the rank of a given project in the prior LOPP. Consideration of a project's prior ranking helps support program stability and predictability by acknowledging the TPO's previously approved position of projects. Prior year rank also emphasizes the primary goal of moving projects toward full implementation.

Projects receive points based upon their prior LOPP ranking according to the following:

- Prior Year LOPP ranking of 1-5 = 10 points
- Prior Year LOPP ranking of 6-10 = 8 points
- Prior Year LOPP ranking of 11-15 = 6 points
- Prior Year LOPP ranking of 16-20 = 4 points
- Prior Year LOPP ranking above 20 or not ranked = 0 points

Project Cycle

2. Project Phase Measure

This scoring criteria evaluates the status of projects in their development phase and allocates more points to projects that are further along in project development. Points are allocated based on a project's highest funded phase. The project development cycle includes the following phases:

- Planning or Feasibility Study [optional]
- Environmental Review/Project Development & Environment (PD&E)
- Design
- Right of Way [if additional right of way is needed]
- Construction

Each project will go through an environmental review phase to determine whether it will advance. This step ensures that each project is comprehensively evaluated for potential impacts to environmental, sociocultural, archaeological, and historical resources.

Note: Projects can only be scored by one phase at a time.

Projects receive points based upon the highest funded phase:

- Project is fully funded through all phases (Maintain in TIP and Work Program) = 10 points
- Project is fully funded through all phases except Construction (Requesting Construction Funding) = 8 points
- Project is fully funded through Design (Requesting ROW) = 6 points
- Project is fully funded through PD&E phase (Requesting Design Funding) = 4 points
- Project is fully funded through Planning/Feasibility phase (Requesting PD&E phase) = 2 points

Local Funding Commitment

3. Local Funding Commitment Measure

Projects receive points based upon the amount of local matching funding committed and available for the project:

- 50% Local Match Commitment = 10 points
- 25% Local Match Commitment = 7.5 points
- Less than 25% Local Match Commitment = 5 points
- No Local Match Commitment = 0 points

Regional Connectivity and Partnerships

Considers if a project is supported by a formal partnership between two or more agencies or record of ongoing coordination to complete a project. For example, whether the project is a Transportation Regional Incentive Program (TRIP) or is a project that has documented support of two or more jurisdictions.

4. Regional Connectivity and Partnership Measure

Projects receive points based on the following:

- Project represents a formal partnership between two or more agencies = 10 points
- Project has a demonstrated record of ongoing coordination between two or more agencies = 5 points
- Project does not represent a formal partnership and/or ongoing coordination between two or more agencies = 0 points

Safety

This scoring criteria identifies projects that include safety improvements or address a safety issue. Projects are scored based on the High Injury Network and crashes identified as part of the development of the TPO's *Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion* document.

5. Safety Measure – Killed, Seriously Injured Crashes (KSI)

Points are allocated if KSI crashes have been documented within the project limits:

- Yes = 5 points
- No = 0 points

6. Safety Measure – High Injury Network

Points are allocated if the project limits are located on the High Injury Network:

- Yes = 5 points
- No = 0 points

Congestion Management

7. Congestion Management Measure

Identifies projects that improve capacity for vehicular traffic on congested corridors. Projects are scored based on the data within the most recent version of the TPO's *Congestion Management Plan and State of the System Report*, which identifies current and projected levels of congestion based on the volume-to-capacity (V/C) ratios.

Projects receive points based on the following:

- Project on Extremely Congested Corridor (V/C > 1.08) = 10 points
- Project on Congested Corridor (V/C > 1.00) = 7.5 points
- Project on Corridor Approaching Congestion = 5 points
- Project on Corridor that is Not Congested = 0 points

Multimodal

This scoring criteria evaluates projects that enhance multimodal options and connectivity.

8. Multimodal Measure – Alignment with 2045 LRTP Bicycle, Sidewalk and Trail Priorities

Points are assigned based upon whether the project is and/or connects to a specific Bicycle Facility, Sidewalk and/or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list:

- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP and connects to an existing Non-Motorized Facility – 10 pts
- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP – 5 points
- Not a specific Bicycle Facility, Sidewalk and/or Trail Project facility – 0 points

Transportation Resilience

Identifies projects that improve the resiliency and reliability of the area's transportation system based upon the TPO's *Transportation Resilience Guidance (January 2022)* and the *Marion County Local Mitigation Strategy*.

9. Transportation Resilience Measure – Evacuation Routes

Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route:

- Project improves a designated evacuation route = 10 points
- Project improves a corridor directly connecting to a designated evacuation route = 5 points
- Project does not improve, or directly connect to, a designated evacuation route = 0 points

Economic Development and Logistics

Identifies projects that accommodate and promote economic growth by improving access to areas of high employment growth and through the efficient movement of freight, based upon data compiled in the 2045 LRTP.

10. Economic Development and Logistics Measure – Employment Growth

Points are allocated to projects that improve access to employment growth areas as defined in the 2045 LRTP:

- Project limits within or adjacent to High Employment Growth Area = 5 points
- Project limits within or adjacent to Medium-High Employment Growth Area = 4 points
- Project limits within or adjacent to Medium Employment Growth Area = 3 points
- Project limits within or adjacent to Medium-Low Employment Growth Area = 2 points
- Project limits within or adjacent to Low Employment Growth Area = 0 points

11. Economic Development and Logistics Measure – Freight

Points are allocated to projects that enhance efficient and reliable movement of freight and goods within Marion County, based upon the Freight Score assigned to the segment in the 2045 LRTP:

- Project limits include High Freight Score segment = 5 points
- Project limits include Medium Freight Score segment = 3.5 points
- Project limits include Low Freight Score segment = 2 points
- Project limits do not include a Freight Score segment = 0 points

Equity

Identifies projects that would serve Marion County's Equity Areas identified in the 2045 LRTP. Equity Areas were defined based on the location of five disadvantaged populations by Census Block (People living in poverty; Minority population; People without a vehicle; Seniors; and Youth).

12. Equity Measure – Disadvantaged Populations

Points are allocated based on whether the project is adjacent to, or traverses the Equity Areas identified in the 2045 LRTP:

- Project is adjacent to, or traverses an Equity Area with three (3) Disadvantaged Populations = 10 points
- Project is adjacent to, or traverses an Equity Area with two (2) Disadvantaged Populations = 7.5 points
- Project is adjacent to, or traverses an Equity Area with one (1) Disadvantaged Population = 5 points
- Project is not adjacent to, or does not traverse an Equity Area = 0 points

CRITERIA SCORING MATRIX

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	4	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	4	-
Local Funding commitment	3. Points are allocated based on amount of local matching funding committed and available for the project.	10	4	-
Regional Connectivity and Partnerships	4. Points are allocated if the project represents a formal partnership or ongoing coordination between two or more agencies.	10	4	-
Safety	5. Points are allocated if fatal and serious injury (KSI) crashes have been documented within the project limits.	5	3	PM1
	6. Points are allocated if the project limits are located on the High Injury Network.	5		
Congestion Management	7. Points are allocated based on the level of congestion identified on the corridor where the project is located.	10	1, 2, 3	PM3
Multimodal	8. Points are allocated if the project is or connects to a specific Bicycle Facility, Sidewalk or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list.	10	1, 3, 5	PM1/PM3
Transportation Resilience	9. Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route.	10	3, 5, 6	-
Economic Development and Logistics	10. Points are allocated to projects that improve access to employment growth areas.	5	2, 5	PM3
	11. Points are allocated to projects that enhance the efficient and reliable movement of freight and goods within Marion County.	5		
Equity	12. Points are allocated to projects based on their proximity to disadvantaged populations.	10	1	-
TOTAL MAXIMUM CRITERIA SCORE		100		

*LRTP Goals

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

**Performance Measures (if applicable)

- PM1 – Safety Measures - including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents
- PM2 – Pavement and Bridge Condition Measures - including roadway, bridge, and transit capital asset condition and how well they are maintained
- PM3 – System Performance Measures - including highway congestion, travel reliability, freight movement reliability, and mobile source emissions

CRITERIA SCORING REFERENCES

The following are the sources of information used to calculate the scores for projects in the LOPP. This includes references to online or static TPO maps and/or external sources of information.

Prior Year Rank

- 2021 List of Priority Projects
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Project Cycle

- 2021 List of Priority Projects
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>
- Information submitted to the TPO from local governments
- Florida Department of Transportation (FDOT) Central Roads webpage, Marion County
<https://www.cflroads.com/projects/County/Marion>

Local Funding Commitment

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Regional Connectivity and Partnerships

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Safety

- High Injury Network (Commitment to Zero Safety Action Plan Page)
<https://ocalamariontpo.org/safety-plan>
<https://ocalamariontpo.org/wp-content/uploads/2022/04/Workshop-Boards.pdf>
- Crashes (serious injuries, fatalities), University of Florida Signal 4 Analytics website
<https://signal4analytics.com>
- Crashes (fatalities, serious injuries), TPO Commitment to Zero Dashboard and Annual Report
<http://ocalamariontpo.org/transportation-statistics/>

Congestion Management

- Congested corridors identified in the CMP - Online CMP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=20f986cb985a4fe99348ab7c8b43637e>

Multimodal

- Boxed funds multimodal projects and locations – Online 2045 LRTP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>
(click on Bicycle Projects, Sidewalk Projects, Trail Projects)

Transportation Resilience

- Current Evacuation Routes in Marion County – Online Transportation and Community Features map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

Logistics and Economic Development

- Current Freight Corridors (1) and Activity Areas with Access to High Employment Growth Areas (2) – Online Transportation and Community Features map – 2 Layers.
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

Equity

- Marion County Equity Areas – Online 2045 LRTP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>
(click on Marion County Equity Areas – 3 disadvantaged population tiers)



DRAFT

2025 List of Priority Projects (LOPP)

Fiscal Years 2027 to 2031

Pending TPO Board Adoption June 23, 2025

Project Lists

Strategic Intermodal System (SIS)

Non-SIS Capacity

Safety and Operations

Trails

Bicycle and Pedestrian

Planning

Bridge

Project Phases

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

www.ocalamariontpo.org/priority-project-list

In accordance with Florida Statute 339.175(8)

Carl Zalak, III, TPO Chair

Rob Balmes, Director

Strategic Intermodal System (SIS)

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
1	435209-1	SIS	I-75 at NW 49th Street Interchange from NW 44th Avenue to NW 35th Street Road	Construction of a new interchange and roadway extension on NW 49th Avenue	ROW, CST	\$21,318,210		
2	410674-2	SIS	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians, multi-use trail, wildlife crossings	CST	\$129,751,356		
3		SIS	US 27/I-75 Interchange Operations from NW 44th Avenue to NW 35th Avenue Road	Safety and operational improvements at interchange area and two intersections			PE, CST	TBD
4	410674-3	SIS	SR 40 from CR 314 to CR 314A	Reconstruction, widening to four lanes, new bridges, medians, multi-use trail, wildlife crossings	ROW	\$34,213,393	CST	\$65,100,000
5	410674-4	SIS	SR 40 from CR 314A to Levy Hammock	Reconstruction, widening to four lanes, new bridges, medians, multi-use trail, wildlife crossings			ROW, CST	TBD
6	443623-1	SIS	I-75 from Turnpike (SR 91) to SR 200	I-75 Future Build-Out, includes bridges, interchanges (CR 484, SR 200)			PD&E, DES, ROW, CST	TBD
7	443624-1	SIS	I-75 from SR 200 to CR 234 Alachua Co.	I-75 Future Build-Out, includes bridges, interchanges (SW 20th, SR 40, US 27, SR 326, CR 318)			PD&E, DES, ROW, CST	TBD
8		SIS	SR 326 from SR 40 to US 301	Widening of roadway to four lanes			PD&E	\$3,500,000
9		SIS	SR 326 from US 301 to CR 200A	Widening of roadway to four lanes			DES, ROW, CST	TBD
10		SIS	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			DES, ROW, CST	TBD

Non-SIS Capacity

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
1		Non-SIS Capacity; Planning	SW 20th Street from I-75 to SR 200	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
2	238648-1	Non-SIS Capacity	US 41 from SW 110th St to SW 99th Place	Widening to four lanes, sidewalks, shared-use path, shoulders, Segment 1	CST	\$112,358,984		
3	238648-1	Non-SIS Capacity	US 41 from SW 99th Place to SR 40	Widening to four lanes, sidewalks, shared-use path, shoulders, Segment 2			CST	\$50,900,000
4	238651-1	Non-SIS Capacity	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway	PE	\$5,000,000	CST	TBD
5	238651-1	Non-SIS Capacity	CR 484 from Marion Oaks Blvd to CR 475A	Widening to six lanes			DES	\$2,500,000
6		Non-SIS Capacity	SW 49th Avenue, North from Marion Oaks Trail to SW 117th Place	Widening to four lanes with multi-use path on east side, median, sidewalk on west side			CST	\$19,000,000
7		Non-SIS Capacity	SW 49th Avenue, North from SW 117th Place to SW 95th Street	Widening to four lanes with multi-use path on east side, median, sidewalk on west side			CST	\$19,000,000
8		Non-SIS Capacity	NE 35th Street from CR 200A (NE Jacksonville Road) to NE 25th Avenue	Widening of roadway to four lanes with sidewalks and bike lanes			CST	\$6,000,000
9		Non-SIS Capacity	Marion Oaks Extension and Flyover	Marion Oaks Lane to CR 475, Flyover I-75			CST	\$55,000,000
10		Non-SIS Capacity; Planning	US 441 from Sumter County to CR 42	Widening of the roadway to six lanes			PD&E, DES, ROW, CST	TBD
11		Non-SIS Capacity	SW 38th/40th Street from SW 80th Avenue to SW 43rd Court	Widening to four lanes with multi-use path and pedestrian sidewalk			CST	\$40,034,000
12		Non-SIS Capacity	CR 475A (SW 27th Avenue) from 66th St to 1.8 miles north of SW 66th St	Widening of roadway to four lanes			CST	\$13,800,000
13		Non-SIS Capacity	NW 44th Avenue from NW 63rd to SR 326	Widening to four lanes			CST	\$7,000,000
14		Non-SIS Capacity	NE 35th Street from NE 25th Avenue to NE 36th Avenue	Widening of roadway to four lanes with sidewalks and bike lanes			CST	\$5,000,000
15		Non-SIS Capacity	NE 35th Street from NE 36th Avenue to SR 40	Widening of roadway to four lanes with sidewalks and bike lanes			DES	\$1,277,000
16		Non-SIS Capacity	SW 80th Avenue from North of 38th Street to South of SR 40	Widening of the roadway to four lanes			CST	\$9,000,000
17		Non-SIS Capacity	NE 36th Avenue from SR 492 to NE 20th Place	Widening of roadway to four lanes in two segments, sidewalk and bike lanes			PD&E, DES, ROW, CST	TBD
18		Non-SIS Capacity	NE 36th Ave from NE 25th St to NE 35th St	Widening of roadway to four lanes in two segments, sidewalk and bike lanes			PD&E, DES, ROW, CST	TBD
19		Non-SIS Capacity; Planning	SR 40 from SW 60th to I-75 Widening	Widening of the roadway to six lanes			PD&E, DES, ROW, CST	TBD
20		Non-SIS Capacity; Planning	US 441, CR 42 to SE 132nd Street	Widening to six lanes			PD&E, DES, ROW, CST	TBD

Non-SIS Capacity

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
21		Non-SIS Capacity; Planning	SR 40 from US 41 to CR 328	Reconstruction, widening to four lanes			PD&E, DES, ROW, CST	TBD
22		Non-SIS Capacity; Planning	US 301 from north of CR 42 to SE 142nd Place	Widening to four lanes			PD&E, DES, ROW, CST	TBD
23		Non-SIS Capacity; Planning	US 41 from SR 40 to Levy County Line	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
24		Non-SIS Capacity; Planning	US 27 from NW 44th Avenue to NW 27th Avenue	Widening to six lanes			PD&E, DES, ROW, CST	TBD
25		Non-SIS Capacity; Planning	NW 37th Avenue from SR 40 to US 27	New two-lane roadway			PD&E, DES, ROW, CST	TBD
26		Non-SIS Capacity	NE 25th Avenue from NE 24th St to NE 35th	Widening of roadway to four lanes, sidewalks and bike lanes			PD&E, DES, ROW, CST	TBD
27		Non-SIS Capacity; Planning	NW 27th Avenue from US 27 to NW 35th Street	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
28		Non-SIS Capacity	NW 60th Avenue Extension from US 27 to NW 49th Street	New four lane divided roadway			DES	\$720,000
29		Non-SIS Capacity; Planning	SR 35 (Baseline) from CR 25 to SE 92nd	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
30		Non-SIS Capacity; Planning	SE 67th Avenue from SE 107th St to SE 110th St/US 441A/E Hwy 25, City of Belleview	Roadway Extension			Planning, DES, CST	TBD

Safety and Operations

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
1	433660-1	Safety and Operations	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$4,392,757		
2	451251-1	Safety and Operations	SR 40 at SW 27th Avenue Intersection	Intersection and operational improvements	PE, CST	\$2,517,072		
3		Safety and Operations	US 41 at SR 40 Intersection	Safety and operational improvements, part of funded US 41 capacity project from SW 110th to SW 99th PI	PE, CST			
4		Safety and Operations	CR 475 at SE 80th Street Intersection	Construction of a roundabout at the intersection			CST	\$3,475,000
5		Safety and Operations	SR 35 (Baseline Road) and SR 464 (Maricamp Road) Intersection Flyover	Flyover of SR 35 (Baseline) at SR 464 (Maricamp)			DES	\$3,600,000
6		Safety and Operations	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	TBD
7		Safety and Operations	SW 31st Street to SW 7th Avenue	Operational, installation of traffic signal			CST	TBD
8		Safety and Operations	SW 40th/SW 38th Avenue from SR 40 to SW 40th Avenue	Operational realignment with roundabout			CST	TBD
9		Safety and Operations	SR 464 at SE 25th Avenue Intersection	Construction of westbound right-turn lane on SR 464 and intersection improvements			CST	TBD
10	449443-1	Safety and Operations	NE 8th Avenue from SR 40 to SR 492	Construction of roundabouts on NE 8th Avenue	CST	\$5,222,469		
11	450952-2	Safety and Operations	SR 40 from US 441 to 25th Avenue	Pedestrian, cross walk and landscaping improvements	CST	\$604,974		
12	451060-1	Safety and Operations	CR 42 at CR 25 Intersection	Intersection and operational improvements	CST	\$385,850		
13	451253-1	Safety and Operations	SR 200 at SW 60th Avenue Intersection	Intersection and operational improvements	CST	\$377,188		
14		Safety and Operations	SR 35 at CR 25A, at Foss Road, at Robinson Road Intersections	Intersection operational and safety improvements			Design, ROW, CST	TBD
15		Safety and Operations	SR 200 Intersection Lighting Installation	Installation of lighting at intersections on SR 200 from CR 484 to SW 38th Court, west of I-75			PE, CST	TBD
16		Safety and Operations	Fort King Street from E. Fort King to SE 22nd Avenue	Operational, construction of a roundabout			CST	TBD
17		Safety and Operations	Fort King Street from E. Fort King to SE 18th Avenue	Operational, construction of a roundabout			CST	TBD
18		Safety and Operations	SW 27th Avenue from SW 19th Avenue Road to South of SR 200	Operational intersection improvements			CST	TBD
19		Safety and Operations	SW 32nd Street from SW 32nd Street to CR 475	Operational intersection improvements			CST	TBD
20		Safety and Operations	SW 42nd Street from SW 42nd Street to SW 27th Avenue	Operational and capacity intersection improvements			CST	TBD

Safety and Operations

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
21		Safety and Operations	NW Martin Luther King Jr. Boulevard from MLK to NW 21st Street	Operational intersection improvements			CST	TBD
22		Safety and Operations	West Oak Spine Road from Spine Road South to NW 21st Street	Operational intersection improvements			CST	TBD
23		Safety and Operations	SW 31st Street from SW 31st Street to SE 19th Avenue	Intersection improvements			CST	TBD
24		Safety and Operations	SE 31st Street from SE 31st Street to SE 24th Road	Operational and safety improvements			CST	TBD
25		Safety and Operations	SR 40 at NW 68th Avenue	Operational intersection improvements			CST	TBD
26		Safety and Operations	CR 484 at CR 40	Intersection improvements			CST	TBD
27		Safety and Operations	West Oak Spine Road from Spine Road North to NW 35th Street	Operational intersection improvements			CST	TBD

Trails

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
1	453543-1	Trails	Bellevue to Greenway Trail	10-foot shared use path on SE 102nd Place from US 441/301 to SE 52nd Court (0.65 miles); Sharrows for 1.95 miles to Lake Lillian Park	DES, CST	\$1,133,700		
2	435484-2	Trails	Pruitt Trail from SR 200 to Pruitt Trailhead	Construction of 12-foot trail south of CR 484 on Cross Florida Greenway, with SR 200 crossing, part of SUN Trail Network	CST	\$3,087,458		
3	422772-2	Trails	Cross Florida Greenway Baseline Road to Santos Paved Trail	New trail connection on Cross Florida Greenway and SUN Trail Network	PE, CST	\$5,600,000		
4	436756-1	Trails	Downtown Ocala to SR 35/Silver Springs State Park	Shared use, various on-road connections from downtown to SR 35 on SUN Trail Network			CST	\$1,000,000
5		Trails	Pruitt Trail Gap from Pruitt Trailhead to Bridges Road Trailhead	Construction of Cross Florida Greenway gap connection on SUN Trail Network			PE, CST	TBD
6		Trails	Tuscawilla Park Trail	New trail from Tuscawilla Park to CR 200A			CST	TBD
7		Trails	Cross Florida Greenway Land Bridge Expansion over I-75	Expansion of the Land Bridge to support I-75 master planning and SUN Trail Network			PD&E	\$500,000
8		Trails	Black Bear Trail from Levy Hammock to US 17 along SR 40	27-mile trail segment along the SR 40 corridor on SUN Trail Network			PD&E, DES, CST	TBD
9		Trails	Nature Coast Trail	Construction of trail from Dunnellon to Chiefland in Levy County on SUN Trail Network			PD&E, DES, CST	TBD
10		Trails	Silver Springs to Hawthorne Trail	Construction of trail connection from Silver Springs State Park to Alachua County on SUN Trail Network			PD&E, DES, CST	TBD

Bicycle and Pedestrian

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
1	439238-2	Bicycle-Pedestrian	SR 25/US 441/SR 500 from SR 35/Baseline to SR 200/SW 10th Street	Construction of sidewalk, shared-use path to complete gaps between Belleview and Ocala	CST	\$5,240,567		
2		Bicycle-Pedestrian	US 301 from north of 62nd Ave to SE 115th Lane	Construction of sidewalk to complete gap			CST	TBD
3		Bicycle-Pedestrian	SR 35 from SE 118th Place to SE Campbell	Construction of sidewalk to complete gap			CST	TBD
4		Bicycle-Pedestrian	East Marion Sidewalk Construction, Extensions, Improvements	Design, construct extension and improvement of sidewalks on Bahia Road, Dogwood Road Oak Road, SE 52nd Court.			CST	\$775,000
5		Bicycle-Pedestrian	NE 7th Street Sidewalk from NE 36th Avenue to SR 35	Construction of new pedestrian/bicycle sidewalk along NE 7th Street from 36th Avenue to SR 35			CST	\$860,000
6		Bicycle-Pedestrian	NE 95th Street from NE 16th Terrace to West Side of CSX Railroad	Construction of a new bicycle/pedestrian sidewalk to connect Anthony Elementary School to west side of rail line			DES, CST	\$500,000
7		Bicycle-Pedestrian	NW 110th Avenue Sidewalk from SR 40 to NW 21st Street	Construction of a new bicycle/pedestrian sidewalk			DES, CST	\$1,085,000
8		Bicycle-Pedestrian	SW 95th Street Sidewalk Extension from SW 48th Avenue to SW 40th Terrace	Construction of a new bicycle/pedestrian sidewalk to connect Liberty Middle School and Hammett Bowen Elementary School			DES, CST	\$220,000

Planning

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
1		Non-SIS Capacity; Planning	SW 20th Street from I-75 to SR 200	Widening of roadway to four lanes			PD&E/Planning Study	TBD
2		Planning	Southwest to Northeast Corridor Planning	Future corridor planning			PD&E	TBD
3		Safety and Operations; Planning	SR 35 and SR 464 Intersection Flyover	Flyover of SR 35 at SR 464			PD&E/Planning Study	TBD
4		Non-SIS Capacity; Planning	US 441 from Sumter County to CR 42	Widening of the roadway to six lanes			PD&E	TBD
5		Non-SIS Capacity; Planning	SR 40 from SW 60th to I-75 Widening	Widening of the roadway to six lanes			PD&E	TBD
6		Non-SIS Capacity; Planning	US 441, CR 42 to SE 132nd Street	Widening to six lanes			PD&E	TBD
7		Non-SIS Capacity; Planning	US 301 from north of CR 42 to SE 142nd Place	Widening to four lanes			PD&E	TBD
8		Non-SIS Capacity; Planning	US 41 from SR 40 to Levy County Line	Widening of roadway to four lanes			PD&E	TBD
9		Non-SIS Capacity; Planning	US 27 from NW 44th Avenue to NW 27th Avenue	Widening to six lanes			PD&E	TBD
10		Non-SIS Capacity; Planning	NW 37th Avenue from SR 40 to US 27	New two-lane roadway			PD&E/Planning Study	TBD
11		Non-SIS Capacity; Planning	NW 27th Avenue from US 27 to NW 35th Street	Widening of roadway to four lanes			PD&E/Planning Study	TBD
12		Non-SIS Capacity; Planning	SR 35 (US 301) from CR 25 to SE 92nd	Widening of roadway to four lanes			PD&E	TBD
13		SIS; Planning	SR 326 from SR 40 to US 301	Widening of roadway to four lanes			PD&E	TBD
14		Non-SIS Capacity; Planning	SE 67th Avenue from SE 107th St to SE 110th St/US 441A/E Hwy 25, City of Belleview	Roadway Extension			PD&E/Planning Study	TBD
15		Planning	Dunnellon Bypass from CR 40 to US 41	New two-lane roadway connection			PD&E/Planning Study	TBD

Bridge

Rank	FDOT Project Number	Project List(s)	Project Name/Limits	Description	Current TIP/Work Program Phase(s)	Current TIP/Work Program Funding	Proposed Phase(s)	Funding Requested
1		Bridge	I-75 at CR 484 Interchange	I-75 bridge replacement to support six lane roadway			CST	\$55,000,000
2		Bridge	Bridge 364012 (CR 315) over Daisy Creek; Bridge 364012 (NE 145th Avenue Road) over a canal in the Ocala National Forest	Design and repair structural and maintenance issues on two bridges			DES, CST	\$2,128,355



TO: Board Members

FROM: Rob Balmes, Director

RE: 2025 Regional Priority Projects

Summary

In collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO develops lists of regionally significant transportation priority projects. TPO staff presented the draft Regional Priorities at the May 27 meeting, and then to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) on June 10 at the annual joint meeting.

One project is proposed to be added to the Transportation Regional Incentives Program (TRIP) List – SR 35/Baseline Road at SR/CR 464 Intersection/Flyover improvements.

Attachment(s)

- 2025 List of Regional Priorities, Marion County

Committee Recommendation(s)

On June 10, 2025, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommended the approval of the 2025 Regional Priorities List with the proposed TRIP project addition.

Recommended Action

Approval of the 2025 List of Regional Priorities.

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



25/26 Central Florida MPO Alliance Regional Priority Project List

DRAFT - Ocala-Marion TPO Project Lists

Adopted:

Priority Categories:

Transportation Regional Incentive Program (TRIP) Projects.....	Pages 2-4
Strategic Intermodal System (SIS) Fully Funded Projects.....	Page 5
Strategic Intermodal System (SIS) Highway Projects.....	Pages 6-9
Regional Trail Projects - SUNTRAIL TIER ONE, Coast to Coast Trail.....	Page 10
Regional Trail Projects - SUNTRAIL TIER TWO, St Johns River to Sea Loop Trail.....	Page 11
Regional Trail Projects - SUNTRAIL TIER THREE & Transportation Alternatives.....	Pages 12-13
Regional Transit Priorities.....	Page 14
Transportation Systems Management and Operations (TSMO).....	Page 15





**FY 2025/26 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECTS**

FM #	Project Name	Project Limits	Description	Primary Performance	Proposed Phase & Cost	Programmed Phases & Costs	Project Sponsor
Ocala-Marion TPO							
	County Road 484	Marion Oaks Boulevard to CR 475A	Widen from 4 to 6 lanes	System Performance	DES Total - \$2,500,000	PE/Planning	Marion County
	Marion Oaks Manor Extension & Flyover	Marion Oaks Lane to County Road 475	Flyover connection across I-75	System Performance	CST Total - \$55,000,000	DES/ROW	Marion County
	*SR 35/Baseline Road	at SR/CR 464 Intersection	Intersection/Flyover Improvements	System Performance	PD&E/DES/ROW/CST Total - TBD		Marion County

*Proposed by Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC)



FY 2025/26 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
STRATEGIC INTERMODAL SYSTEM (SIS) HIGHWAY PROJECTS

Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
2	435209-1	I-75 Interchange	@ NW 49th Street	Construct New Interchange	System Performance	----	ROW/CST (FY 2024/25 - FY2028/29)	----	Ocala/Marion TPO
11	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	CST \$129,751,356	----	Ocala/Marion TPO
12a	410674-3	SR 40	From CR 314 to CR 314A	Widen 2 to 4 lanes and multi-use trail	System Performance	CST	ROW (\$34,213,393)	CST Cost (\$65,100,000)	Ocala/Marion TPO
12b	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
21		I-75	SR 200 to CR 234	Widening/Modernization, Interchanges	System Performance	PD&E/ROW/CST	Master Plan	PD&E/ROW/CST	Ocala/Marion TPO
22		I-75	SR 91 (Turnpike) to SR 200	Widening/Modernization, Interchanges	System Performance	PD&E/ROW/CST	Master Plan	PD&E/ROW/CST	Ocala/Marion TPO
23		I-75 Interchange	@ US 27 from NW 44th to NW 35th	Safety and Operational Improvements	System Performance	PE/CST	----	PE/CST Cost (TBD)	Ocala/Marion TPO
24		I-75 Interchange	@ SR 326	Safety and Operational Improvements	System Performance	----	PE/DSB (\$30,448,465)	----	Ocala/Marion TPO
29		I-75 Interchange	@ CR 484	Interchange, bridge widening, capacity improvements to six lanes on CR 484 from SW 49th Ave to CR 475A	System Performance	PD&E/DES/ROW/ CST	----	PD&E/DES/ROW/ CST	Ocala/Marion TPO
30		I-75 Interchange	@ SR 200	Interchange and capacity improvements	System Performance	PD&E/DES/ROW/ CST	----	PD&E/DES/ROW/ CST	Ocala/Marion TPO
31		I-75 Interchange	@ SW 20th Street	Construction of a new interchange at SW 20th Street	System Performance	PD&E/DES/ROW/ CST	----	PD&E/DES/ROW/ CST	Ocala/Marion TPO
32		I-75 Interchange	@ SR 318	Interchange, capacity improvements at CR 318 from NW Highway 225 to NW 60th Avenue	System Performance	PD&E/DES/ROW/ CST	----	PD&E/DES/ROW/ CST	Ocala/Marion TPO
33		SR 326	from US 301 to CR 200A	Widen to four lanes	System Performance	PD&E/DES/ROW/ CST	----	PD&E/DES/ROW/ CST	Ocala/Marion TPO
34		SR 326	from CR 200A to NE 36th	Widen to four lanes	System Performance	PD&E/DES/ROW/ CST	----	PD&E/DES/ROW/ CST	Ocala/Marion TPO
35		SR 326	from SR 40 to US 301	Widen to four lanes	System Performance	PD&E	----	PD&E (\$3,500,000)	Ocala/Marion TPO



FY 2025/26 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
REGIONAL TRAIL PROJECTS - SUNTRAIL TIER THREE & TRANSPORTATION ALTERNATIVES

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
T3-11		Santos to Baseline Trail	Santos Trailhead	Heart of Florida		4.75	----	PE/CST \$5,600,000	----	Ocala/Marion TPO
T3-12		Pruitt Trail	Pruitt Trailhead to Bridged Road Trailhead	Heart of Florida		5.9	PE/ROW/CST	----	PE/ROW/CST	Ocala/Marion TPO
T3-13		Nature Coast Connector	Dunnellon to Chiefland	Nature Coast		32.5	PE/ROW/CST	----	PE/ROW/CST	Ocala/Marion TPO

[illegible]



TO: Board Members

FROM: Rob Balmes, Director

RE: Active Transportation Plan Project Updates

Summary

The TPO and consultant Kittelson and Associates are continuing the development of an Active Transportation Plan. The consultant team will deliver a summary update presentation on recent work completed for Level of Traffic Stress (LTS) and Accessibility. Work is also underway on the identification of project needs and gaps to support draft project lists, to be presented to the TPO Board in August. In addition to TPO committees, an Active Transportation Plan Stakeholder Committee continues to provide support to the TPO and Consultant, and recently convened on May 29.

Attachment(s)

- Project Schedule
- Presentation
- Draft Level of Traffic Stress and Accessibility Report

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

PROJECT SCHEDULE



August 2024

- Stakeholder Meeting #1



September 2024

- Presentation to TPO Board and Committees
- Outreach event at the LRTP Public Workshop



December 2024

- Stakeholder Meeting #2



March 2025

- TPO Committee and Board Updates



October 2025

- Final presentation to TPO Committees and Board for Plan adoption



August 2025

- Stakeholder Meeting #4
- Draft Project Lists
- Draft Plan for Public Review



June 2025

- TPO Committee and Board Presentations
- Draft Project List Development



May 2025

- Stakeholder Meeting #3
- Existing Conditions
- Level of Stress and Accessibility

OCALA-MARION TPO

ACTIVE TRANSPORTATION PLAN



TPO BOARD MEETING

JUNE 23, 2025

PROJECT SCHEDULE



August 2024

- Stakeholder Meeting #1



September 2024

- Presentation to TPO Board and Committees
- Outreach event at the LRTP Public Workshop



December 2024

- Stakeholder Meeting #2



March 2025

- TPO Committee and Board Updates



October 2025

- Final presentation to TPO Committees and Board for Plan adoption



August 2025

- Stakeholder Meeting #4
- Draft Project Lists
- Draft Plan for Public Review



June 2025

- TPO Committee and Board Presentations
- Draft Project List Development



May 2025

- Stakeholder Meeting #3
- Existing Conditions
- Level of Stress and Accessibility

PRESENTATION SUMMARY

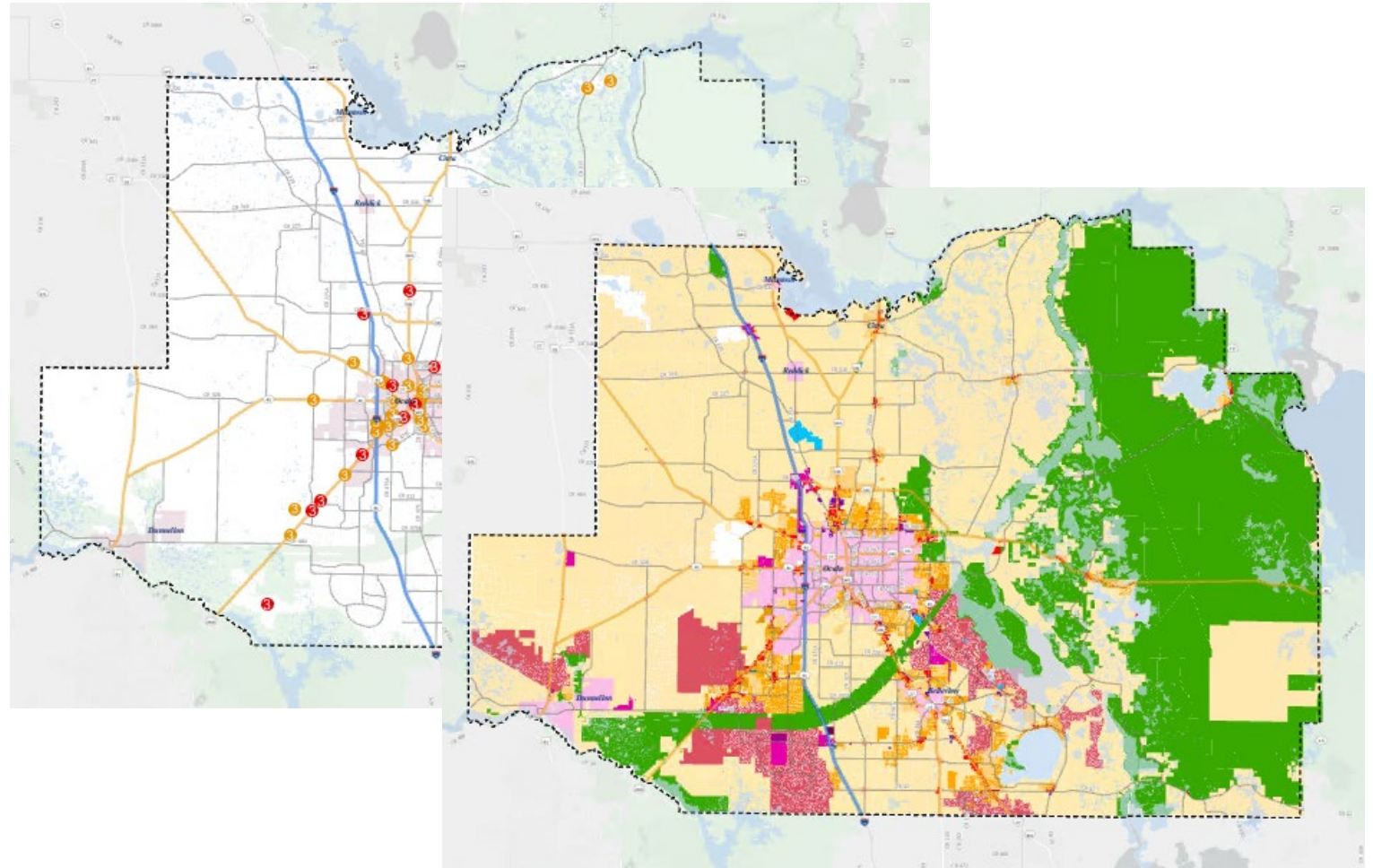


- Existing Conditions Analysis Overview
- Level of Traffic Stress Analysis
- Pedestrian & Bicycle Accessibility Analysis
- Needs Assessment
- Current Project List

EXISTING CONDITIONS ANALYSIS OVERVIEW



- Demographics
- Commuter Mode
- Existing Facilities
- Safety
- Land Use



EXISTING CONDITIONS ANALYSIS OVERVIEW

EXISTING FACILITIES



- **Sidewalks**

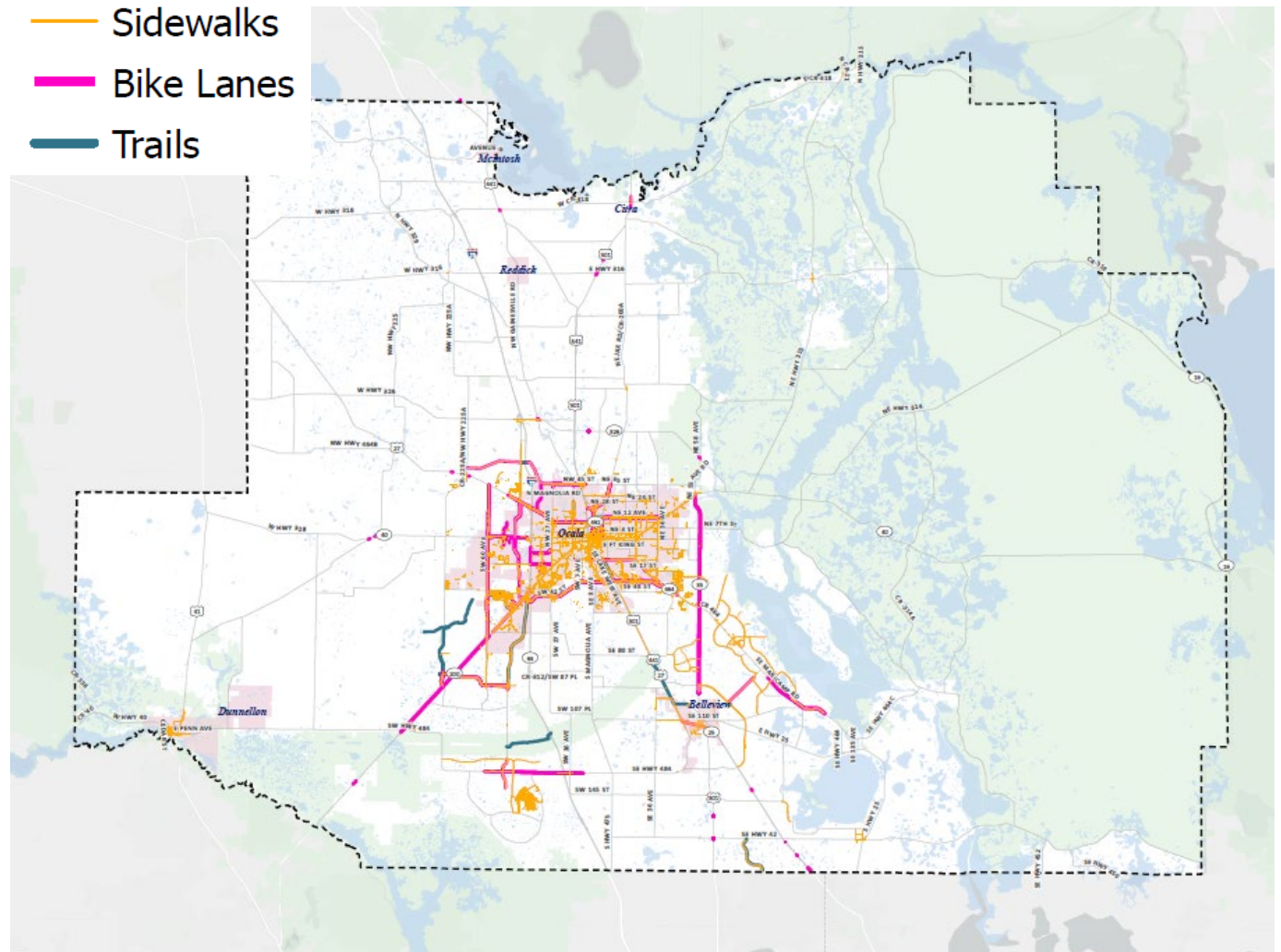
- A well-connected sidewalk network in
 - Downtown Ocala,
 - Marion Oaks
 - City of Dunnellon
 - Major roadways in City of Belleview
- A few of the main roads and surrounding Ocala
 - US 27
 - SR 492
 - SR 40

- **Bike lanes**

- In and surrounding City of Ocala
- CR 484
- Maricamp Rd

- **Trails**

- Near Belleview
- Southwest of Ocala



EXISTING CONDITIONS ANALYSIS OVERVIEW

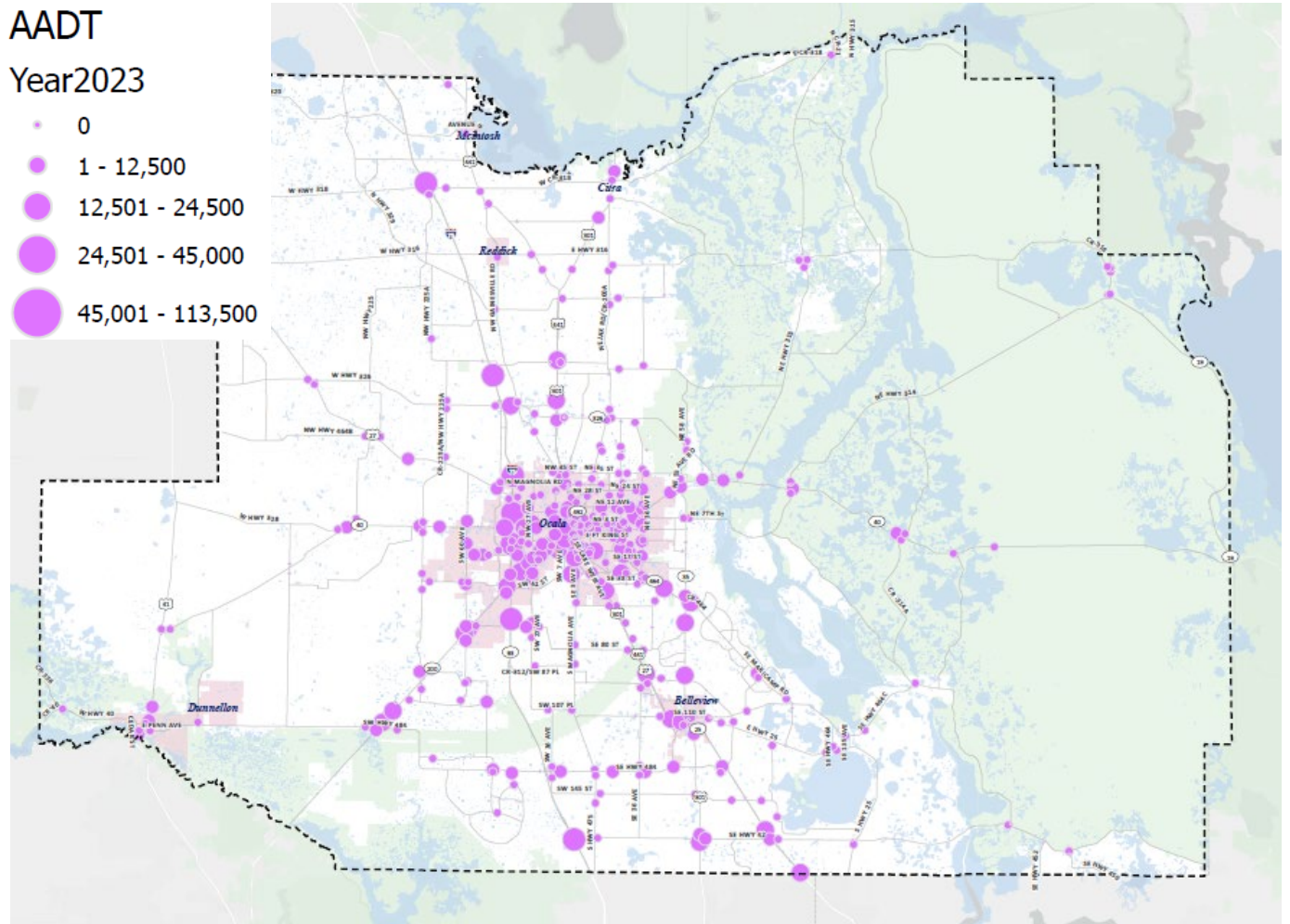
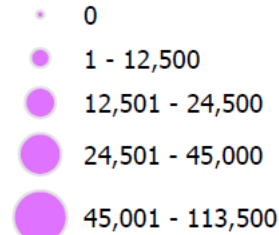
ROADWAY CHARACTERISTICS



- 360 traffic count locations
- The highest AADT are along major roadways such as I-75, SR 200, and US 441

AADT

Year 2023



EXISTING CONDITIONS ANALYSIS OVERVIEW

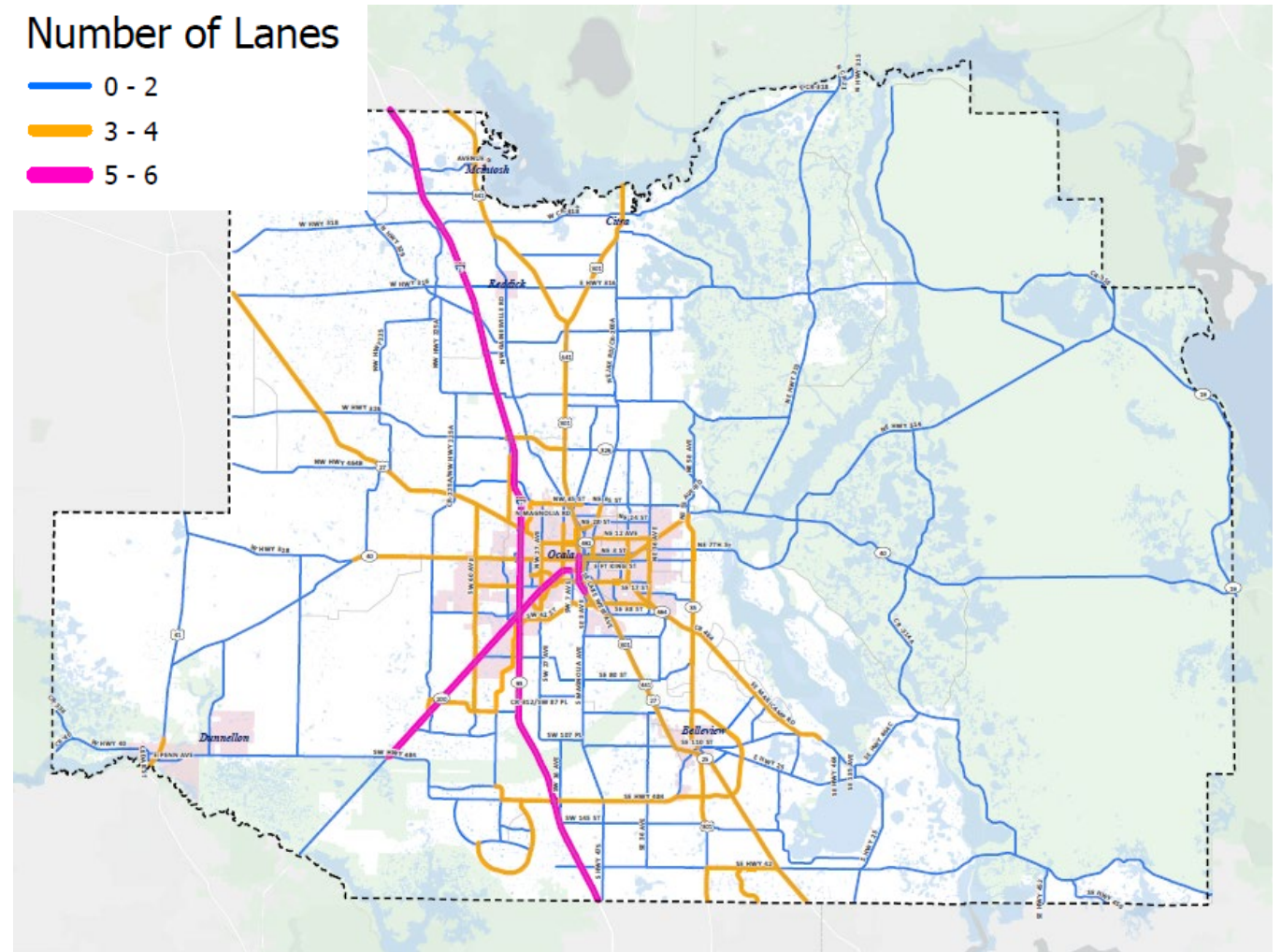
ROADWAY CHARACTERISTICS



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

Number of Lanes

- 0 - 2
- 3 - 4
- 5 - 6



EXISTING CONDITIONS ANALYSIS OVERVIEW

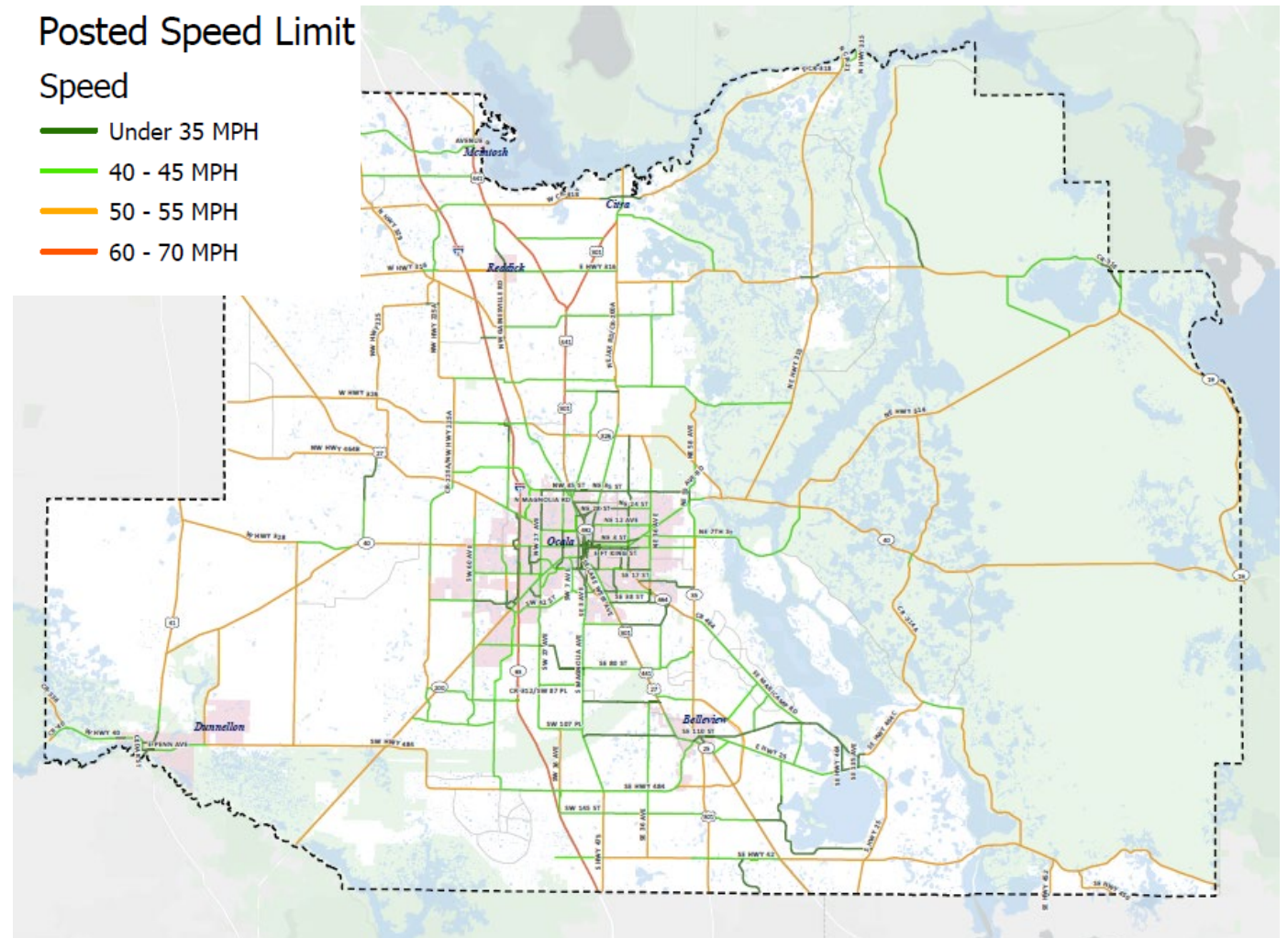
ROADWAY CHARACTERISTICS



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

Posted Speed Limit Speed

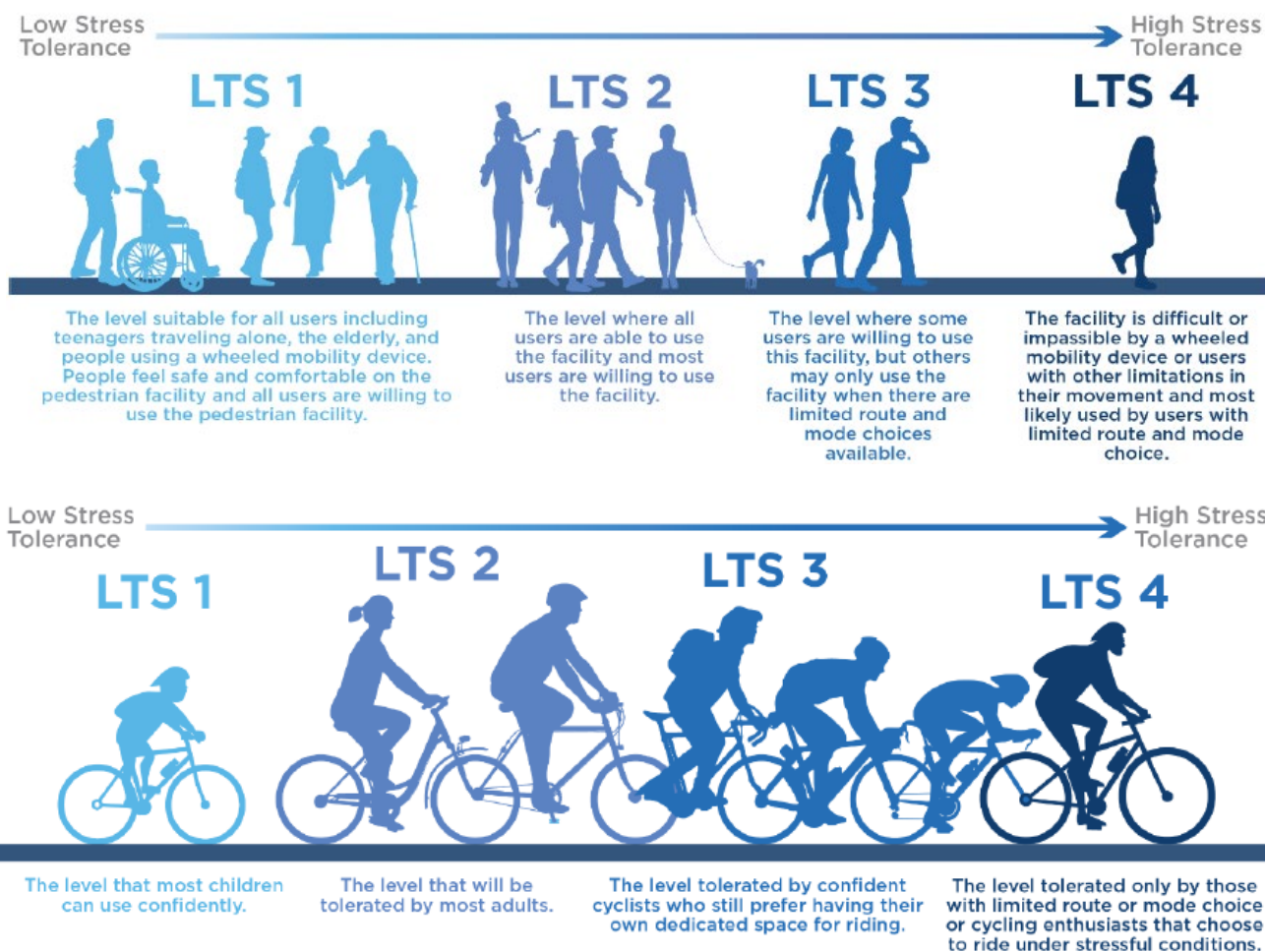
- Under 35 MPH
- 40 - 45 MPH
- 50 - 55 MPH
- 60 - 70 MPH



LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS



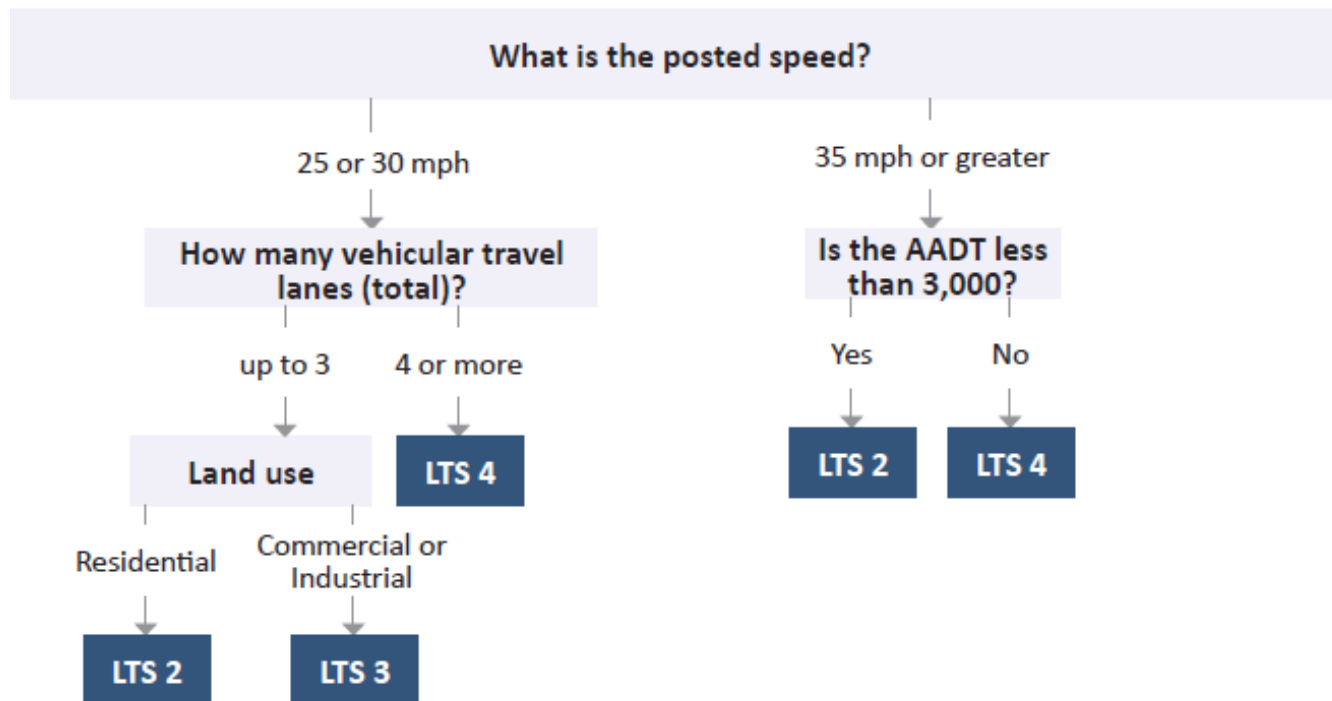
- Evaluate the quality of travel for people walking and biking.
- Considers facility type, width, and continuity; vehicular posted speeds; vehicular volumes; and separation from traffic
- Scale is defined by the type of user that finds the facility comfortable.



FDOT LTS METHODOLOGY EXAMPLE



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



Key Inputs:

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

PEDESTRIAN LTS EXAMPLES



LTS 1: SE 1st Ave, Ocala



LTS 2: SE 24th St, Ocala

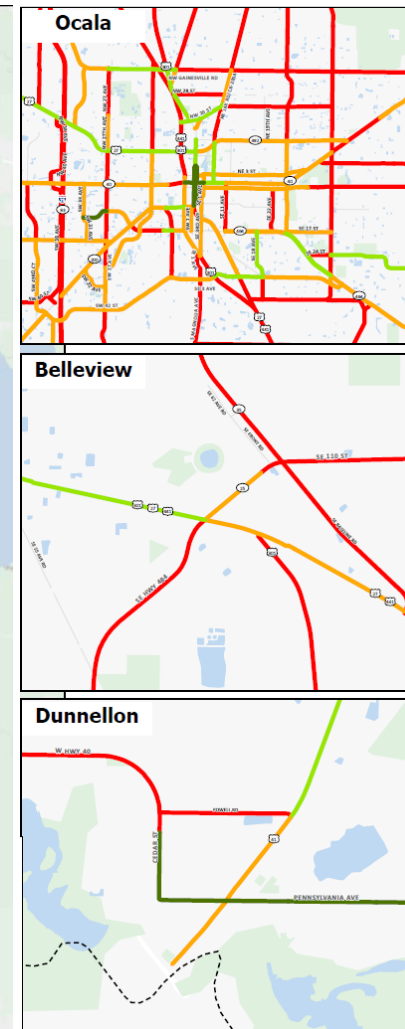
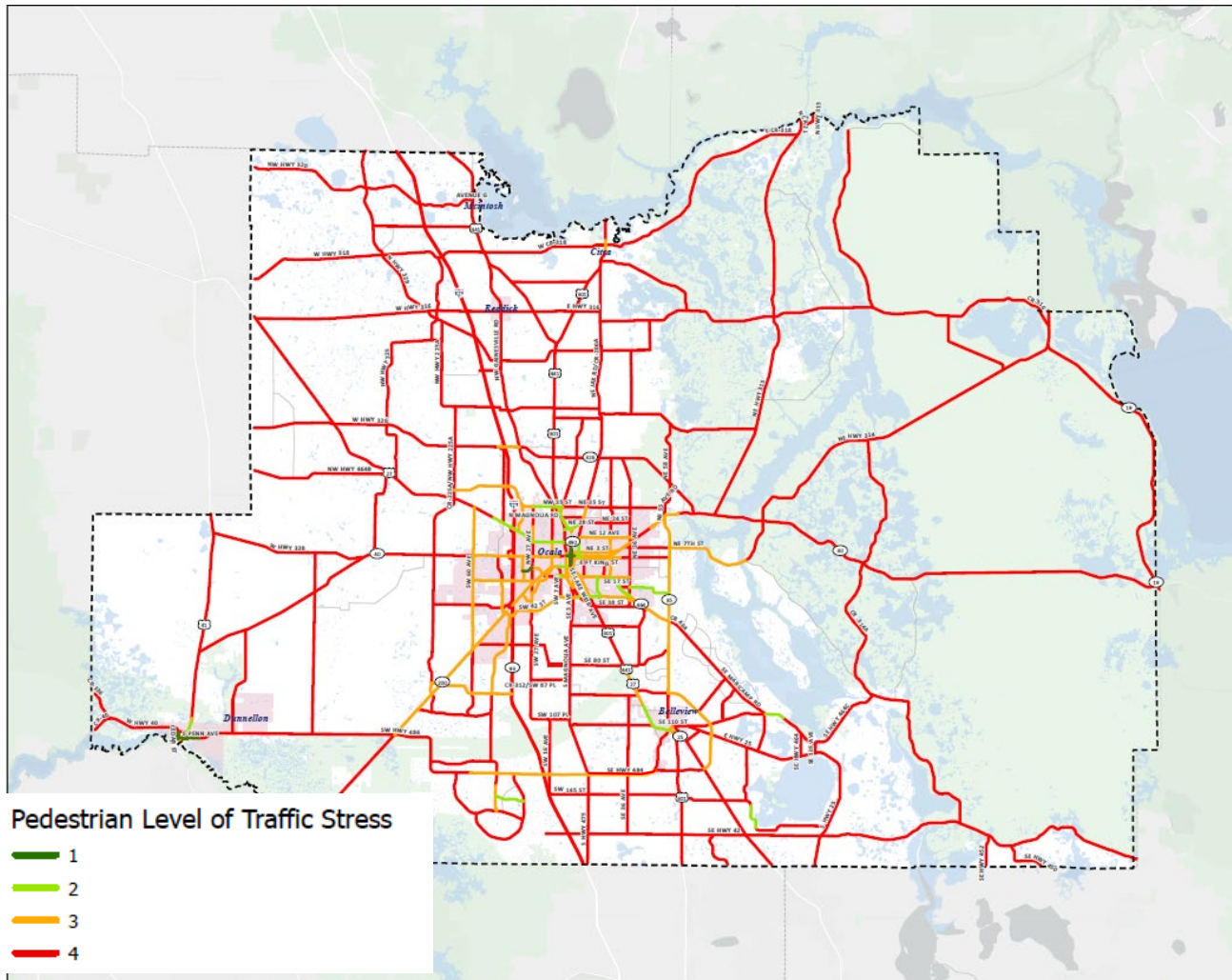


LTS 3: US 41/Williams St, Dunnellon



LTS 4: US 301/S Pine Ave, between Ocala and Belleview

PEDESTRIAN LTS RESULTS



Key Findings:

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

BICYCLE LTS EXAMPLES



LTS 1: SW 80th Ave, SW of Ocala



LTS 2: W Pennsylvania Ave, Dunnellon

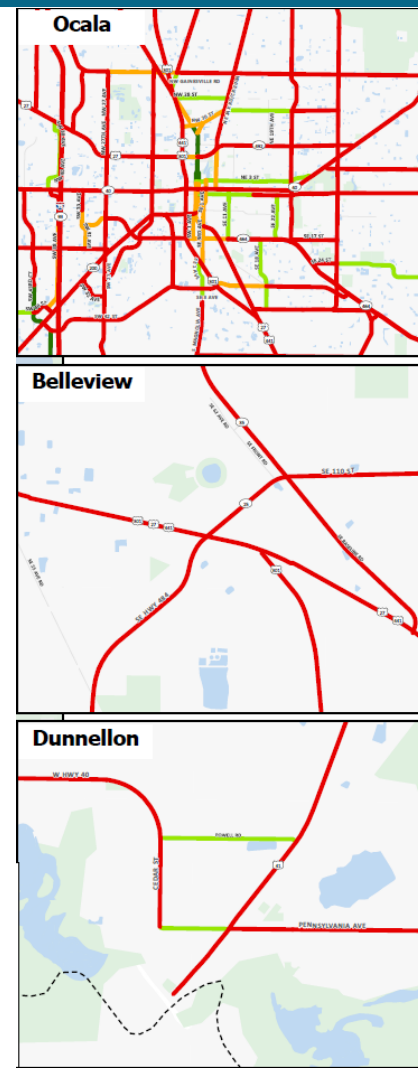
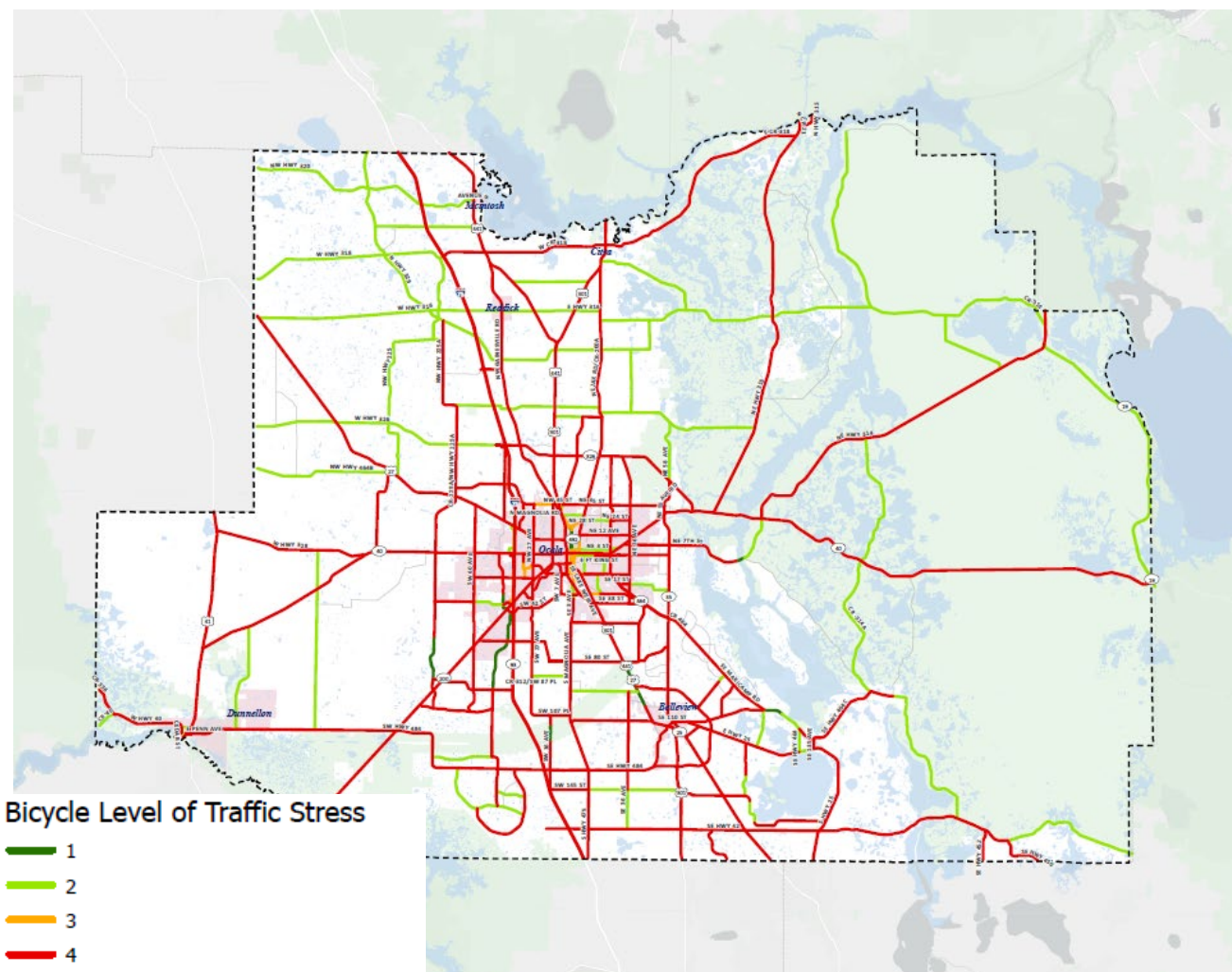


LTS 3: NW 35th St, N of Ocala



LTS 4: SR 200/SW College Rd, SW of Ocala

BICYCLE LTS RESULTS



Key Findings:

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

ACCESSIBILITY OF KEY DESTINATIONS

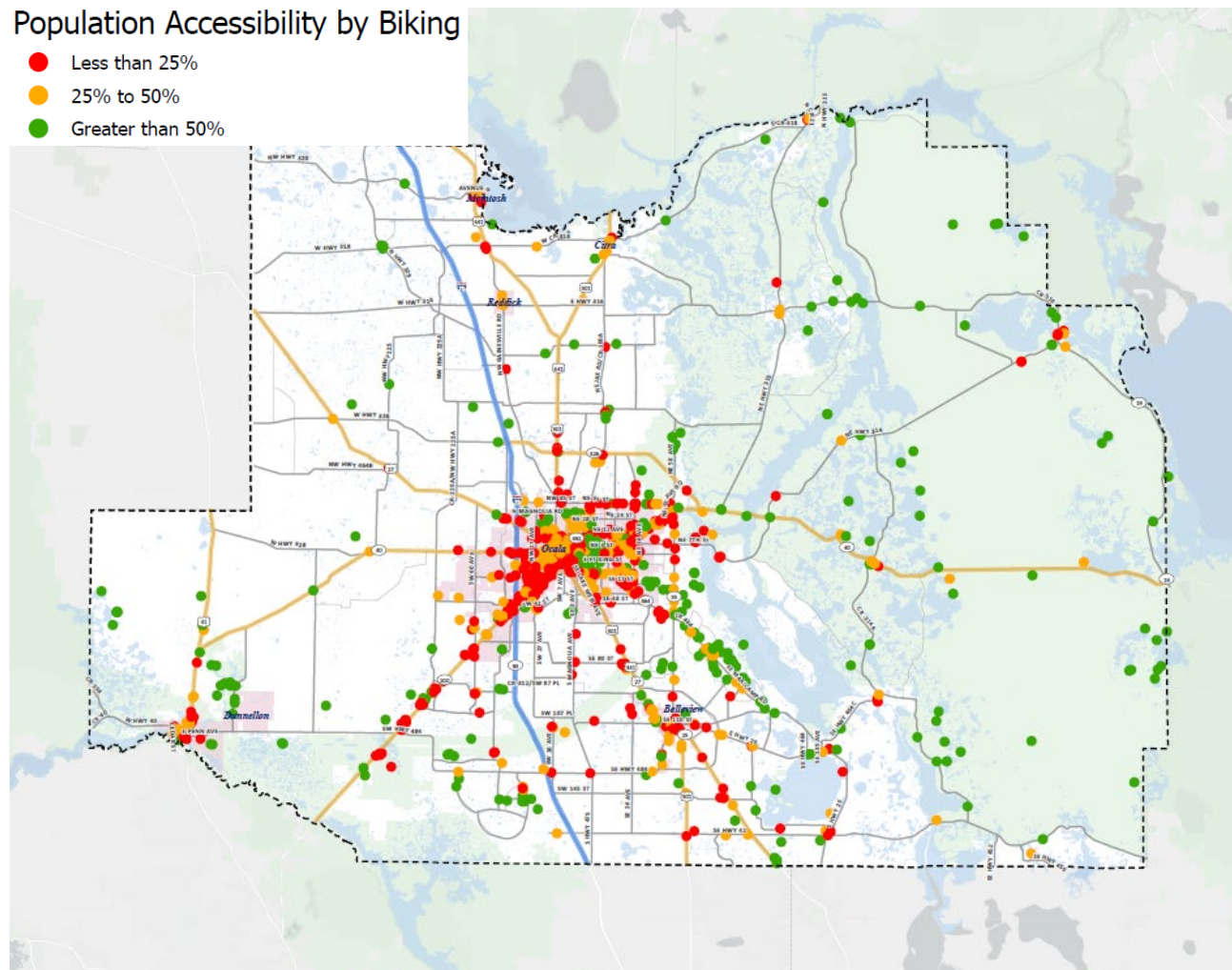


Methodology

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

Population Accessibility by Biking

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

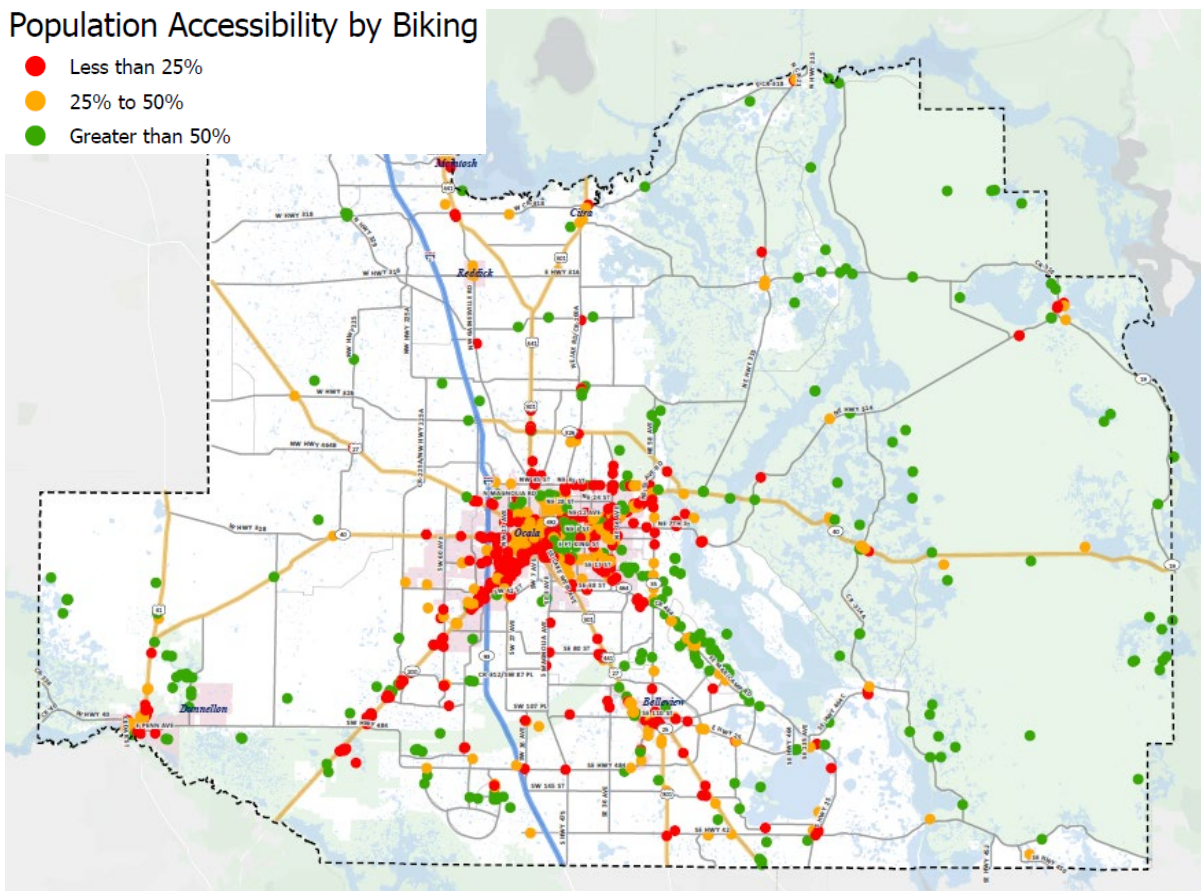


BICYCLE ACCESSIBILITY TO KEY DESTINATIONS



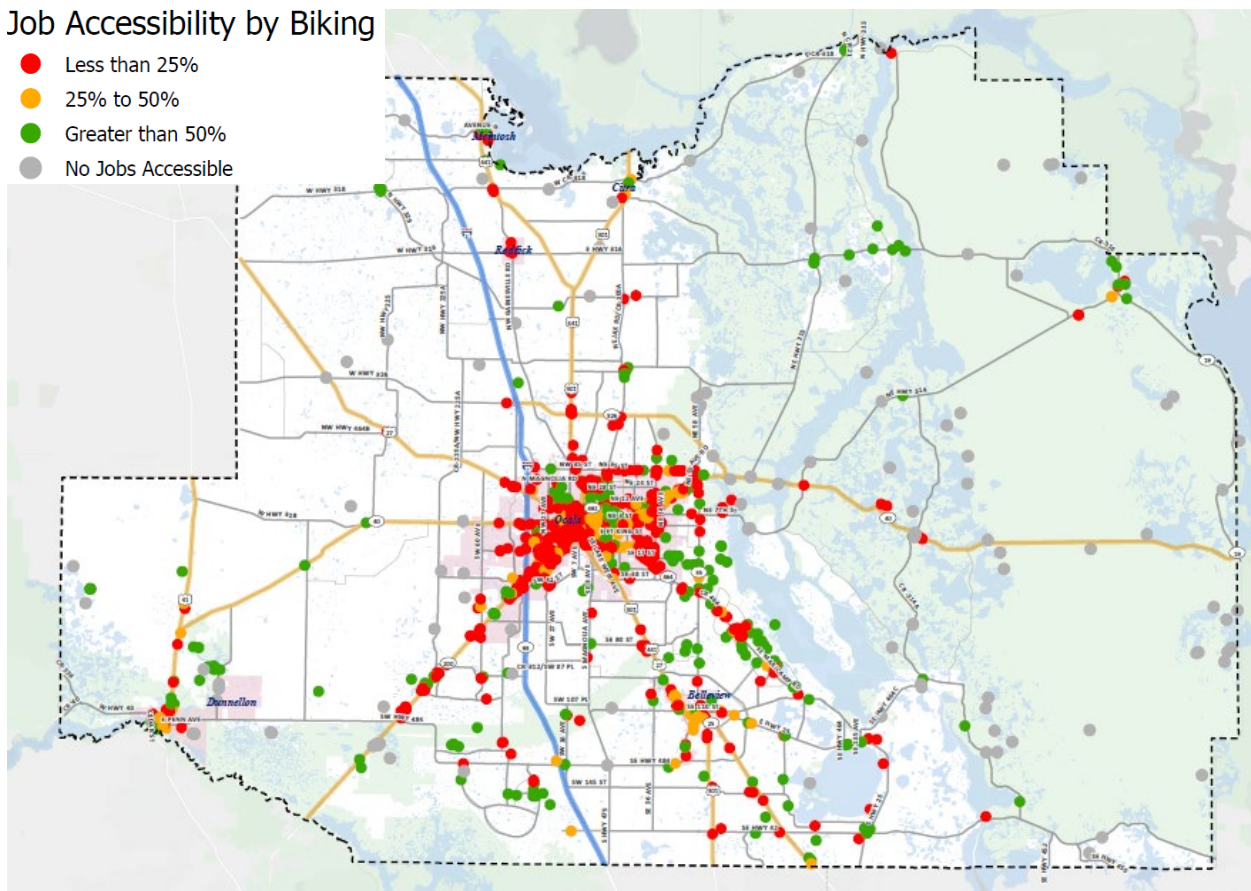
Population Accessibility by Biking

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



Job Accessibility by Biking

- Less than 25%
- 25% to 50%
- Greater than 50%
- No Jobs Accessible

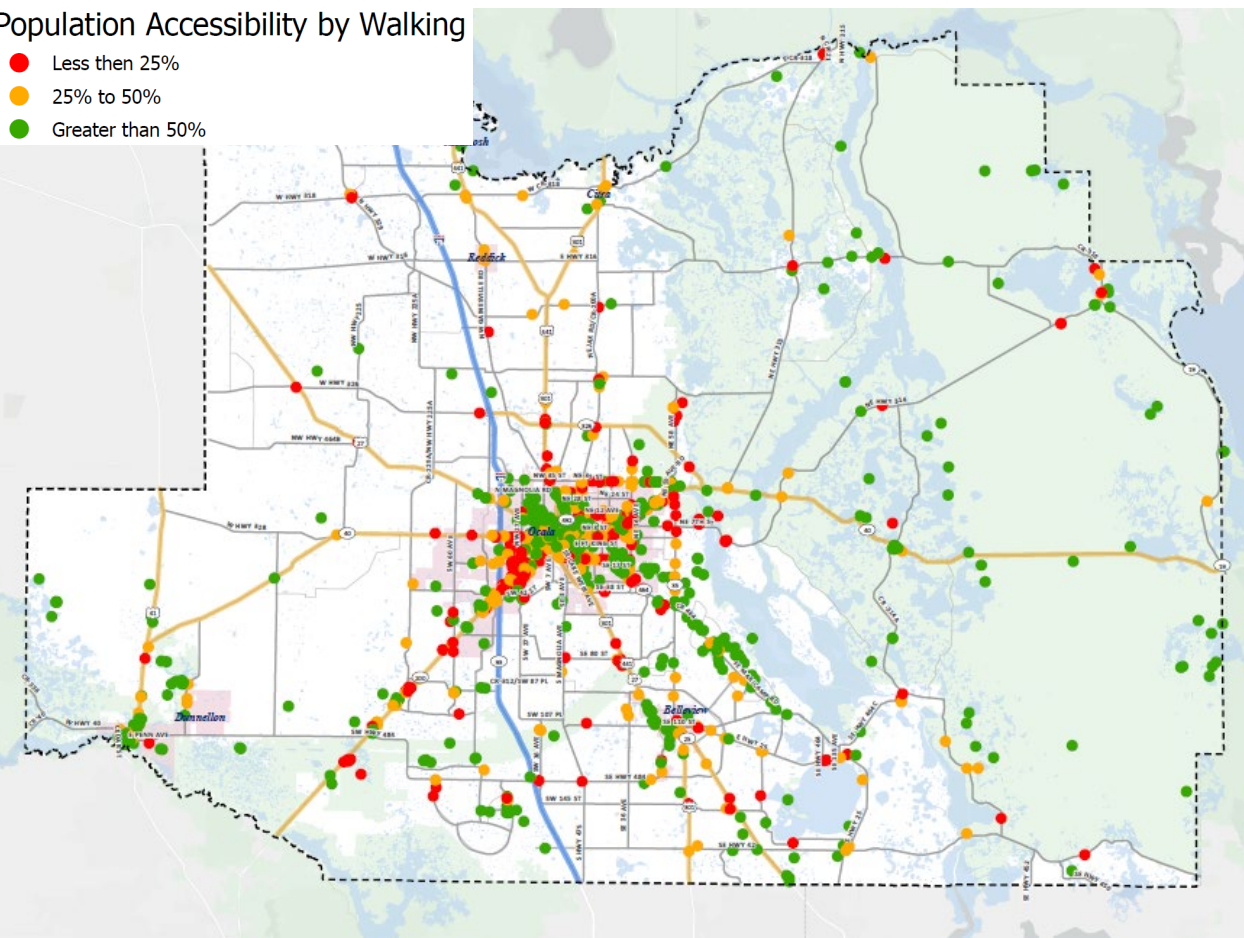


PEDESTRIAN ACCESSIBILITY TO KEY DESTINATIONS



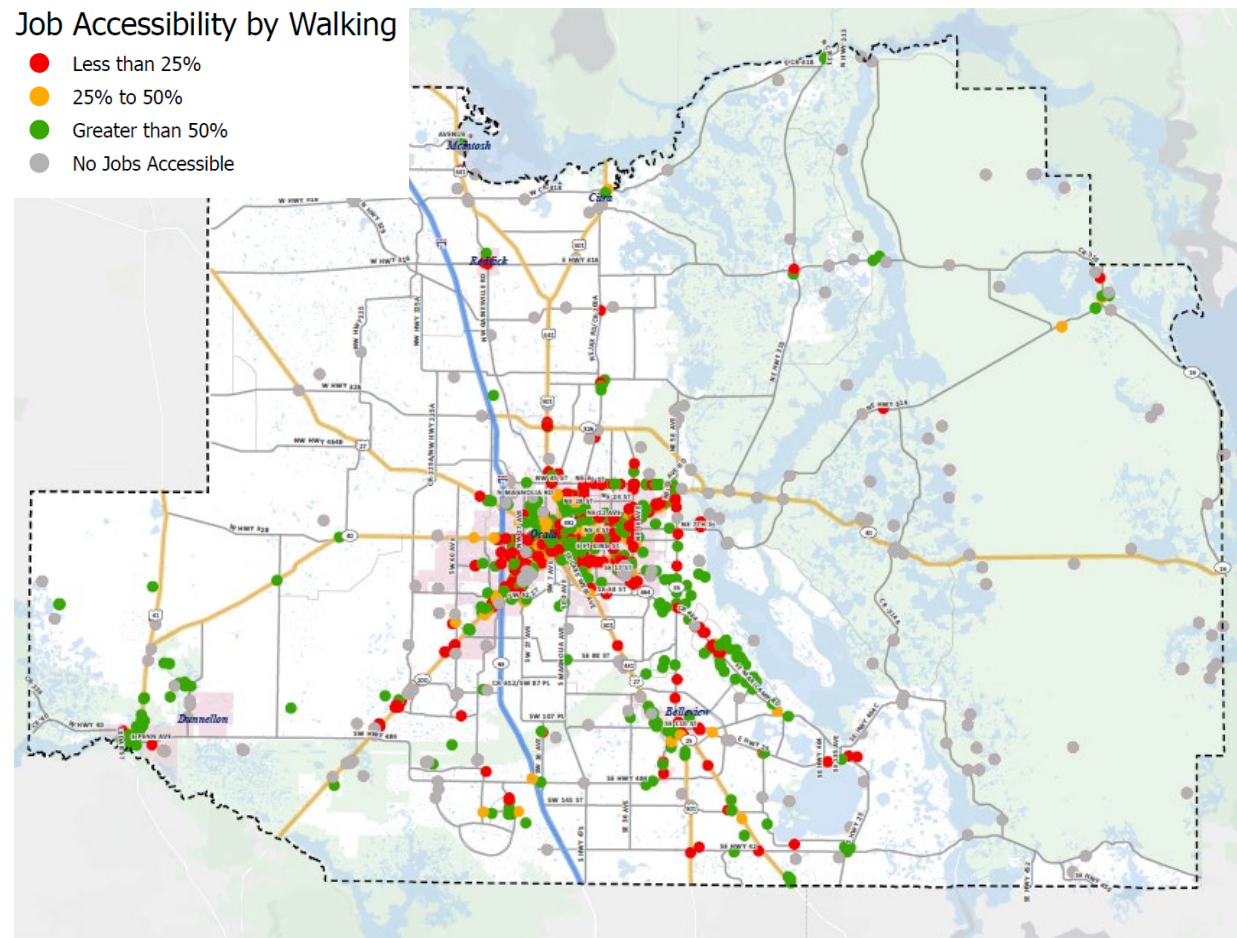
Population Accessibility by Walking

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



Job Accessibility by Walking

- Less than 25%
- 25% to 50%
- Greater than 50%
- No Jobs Accessible



ACCESSIBILITY OF KEY DESTINATIONS



Key Findings:

- Destinations along major roadways have lower accessibility
- Areas with higher accessibility
 - Downtown Ocala
 - City of Belleview
 - Downtown Dunnellon

ACCESSIBILITY OF KEY DESTINATIONS



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%
ER's 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%

NEEDS ASSESSMENT & NEXT STEPS



- **Identify gaps**
 - Roadways that are high stress for pedestrians and bicyclists
 - Areas where accessibility to destinations is low and thus in need of more low stress roadways
- **Review local projects**
- **Identify additional projects by overlaying the gaps and the identified local projects**

CURRENT PROJECT LIST




Projects Identified By:

- Marion County
- City of Ocala

Online Map for Comments

<https://experience.arcgis.com/experience/b26e9bc528a840d5ad7ee1defca3036c>



Active Transportation Plan Projects Review

Please review your jurisdictions proposed projects. On the right hand side you can toggle on and off the project layers. You can add a comment on the map by clicking on the "New Feature" under the Comment Layer or draw in additional projects by clicking on the "AdditionalProjects". If there are any modifications, additions, or deletions please contact Rob at Rob.Balmes@marionfl.org.

Editor

Edit features

Select

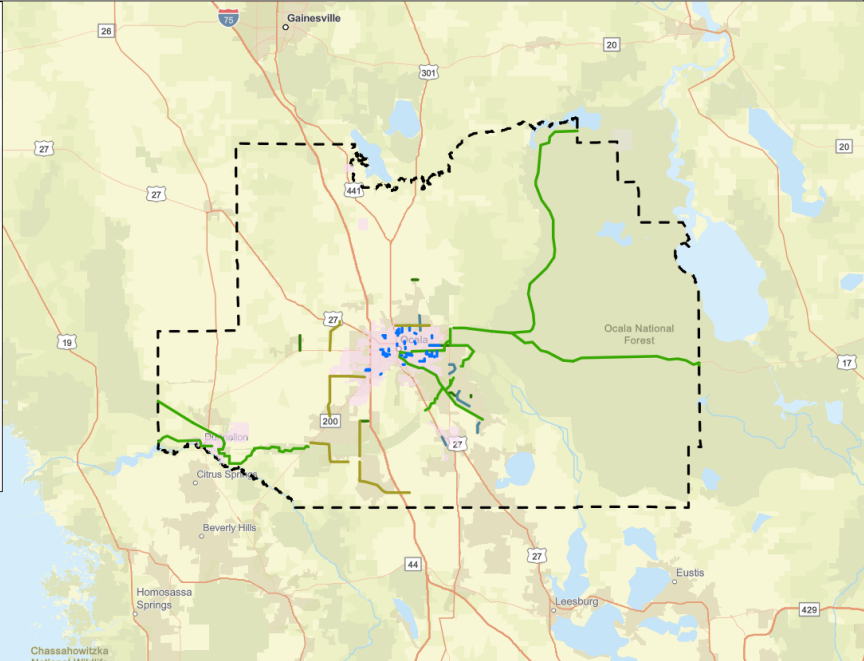
Create features

AdditionalProjects

AdditionalProjects

Comment Layer

New Feature



☒ Comment Layer

☒ AdditionalProjects

Marion County_Existing+Committed

☒ City of Ocala Sidewalk Projects

☒ Marion County Trail Projects

☒ Marion County Sidewalk Projects

Marion County Shared

AdditionalProjects

Marion County_Existing+Committed

City of Ocala Sidewalk Projects

Marion County Trail Projects

Marion County Sidewalk Projects

Marion County Shared Use Path Project

6. Bicycle and Pedestrian Level of Traffic Stress Analysis

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

Pedestrian LTS evaluates the quality of travel and level of comfort for people walking. This metric is determined by a few different variables including 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, roadways with higher speed limits (30 MPH or more) require more of a separation between the sidewalk and cars to be as comfortable to walk along as a roadway with a lower speed limit (25 MPH or less). These separations could be anything from a strip of grass between the sidewalk and the roadway to concrete dividers that create a vertical obstacle between cars and pedestrians. **Figure 23** below shows what type of users would be comfortable on each LTS.

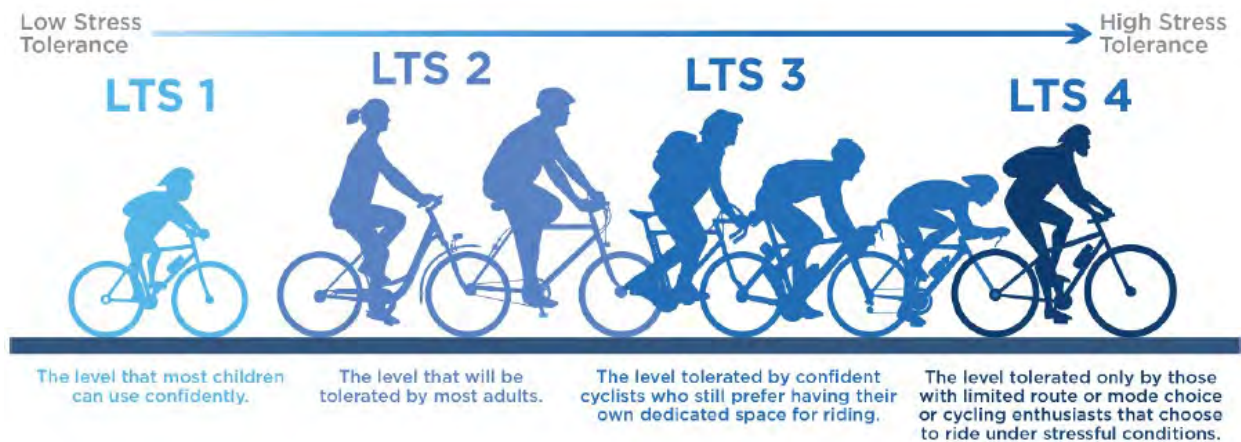
Figure 23. Pedestrian LTS definition¹



Bicycle LTS evaluates the quality of travel and level of comfort for people biking. This metric is similar to walking in how it is determined since bicycle LTS also considers the presence of a bike lane, 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. It takes more for a very busy roadway to be comfortable to bike along than a roadway that has very little vehicle activity. Generally, the higher the speed limit and traffic volumes on a roadway, the more separation between cyclists and cars is needed. Bike trails that are located off of the roadway are sometimes required for the busiest roadways to achieve a bicycle LTS of 1 or 2.

The kinds of cyclists that would be comfortable in each level of bicycle LTS are included below in **Figure 24**.

Figure 24. Bicyclist LTS definition²



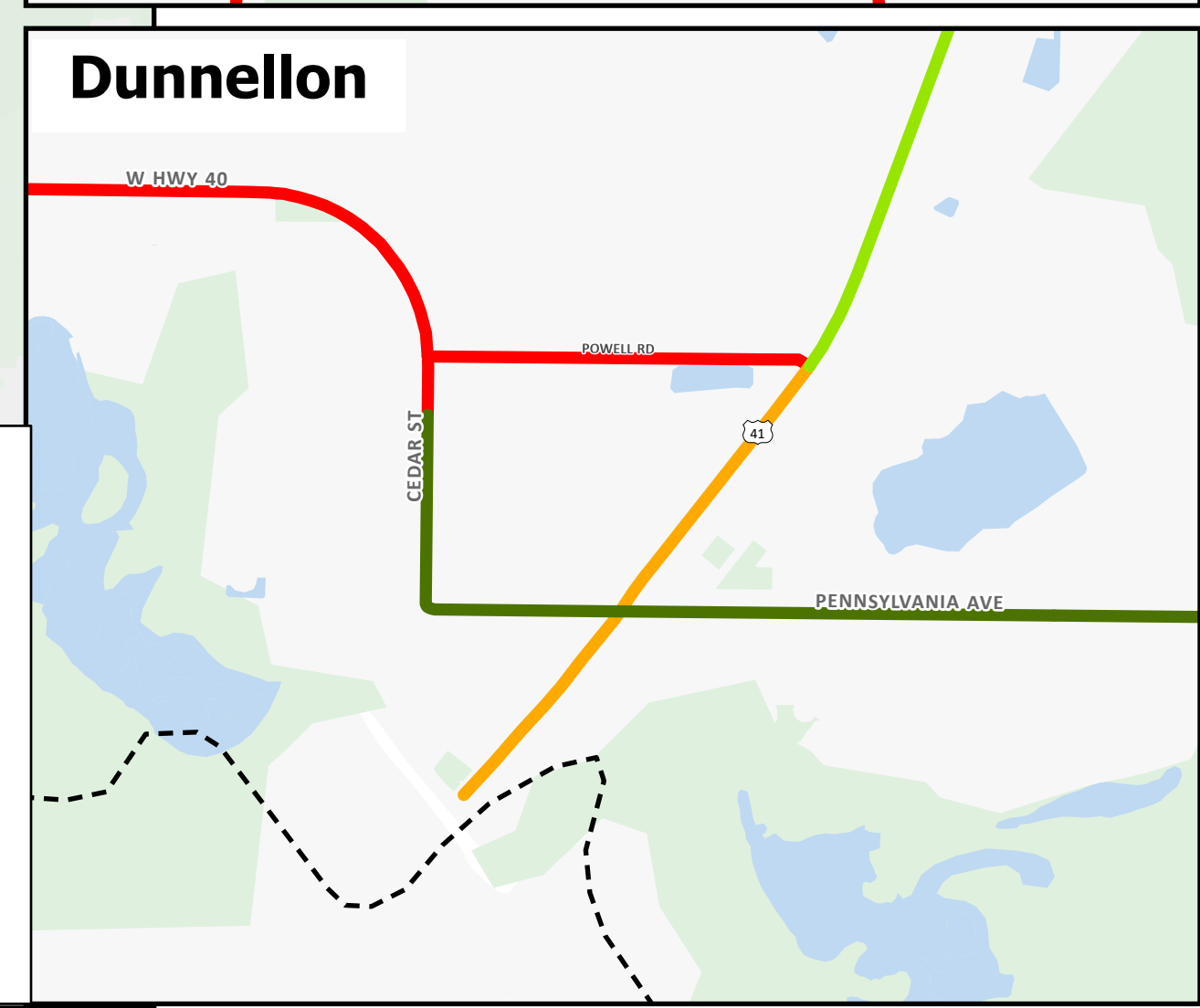
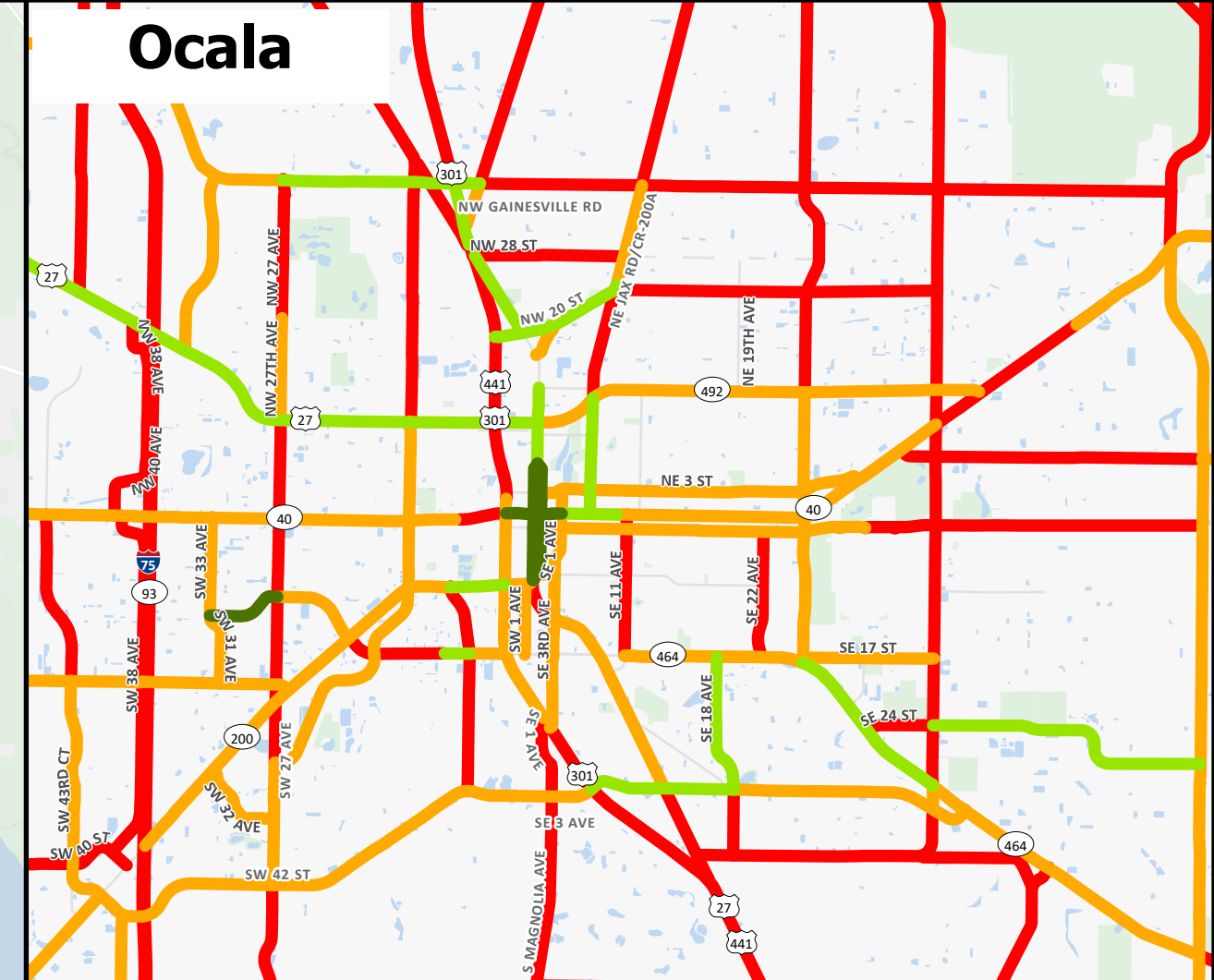
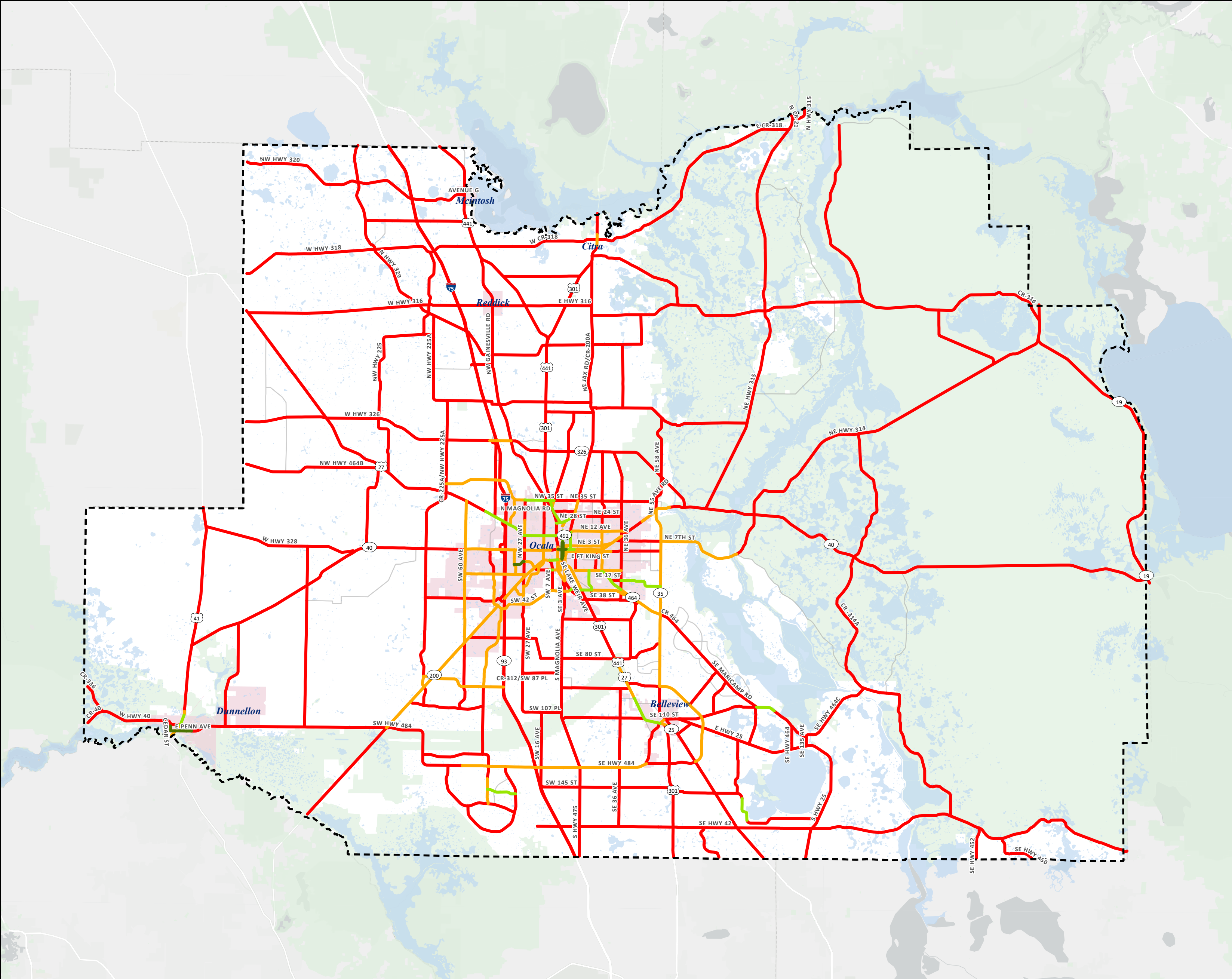
A goal of the Active Transportation Plan is to plan for the development of a low-stress network throughout Marion County to serve bicyclists of all skill and confidence levels. This includes roadways with the following characteristics:

- 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 bicycle facilities and trails

This analysis evaluated the pedestrian and bicycle LTS of the study network (Existing and Committed Major road network) using the methodology described in the FDOT Multimodal Quality & Level of Service Handbook. Roadway characteristic data from FDOT Roadway Characteristic Inventory (RCI) as well as data on existing and planned pedestrian and bicycle facilities that was received from the Cities and Counties in the TPO area were used as inputs (see Section 4). The results are shown in **Figure 25** and **Figure 26**.

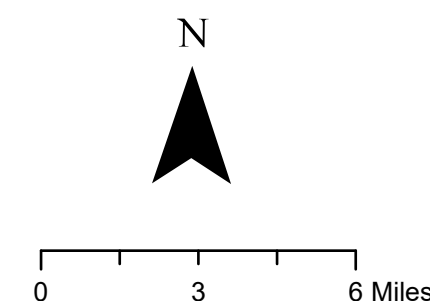
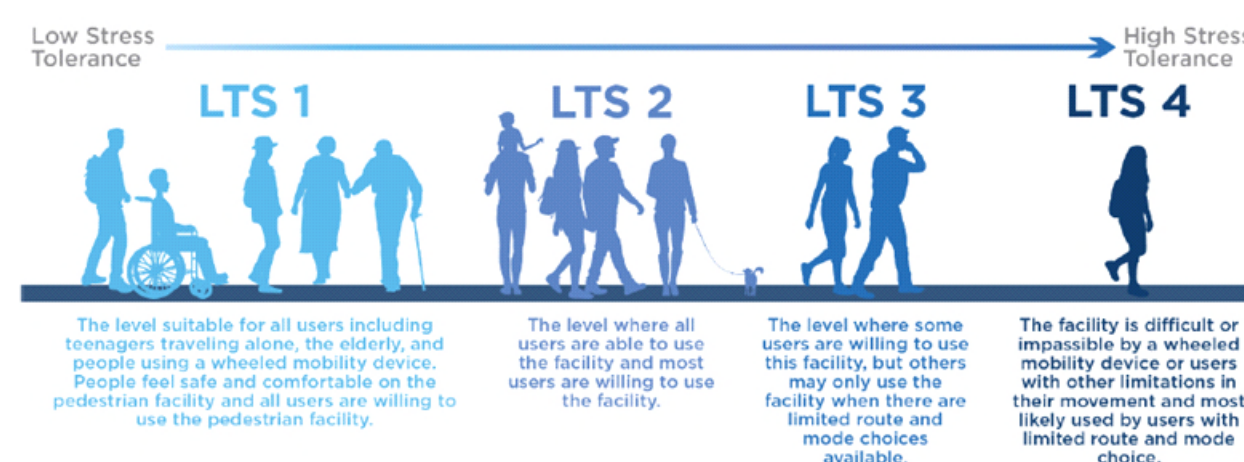
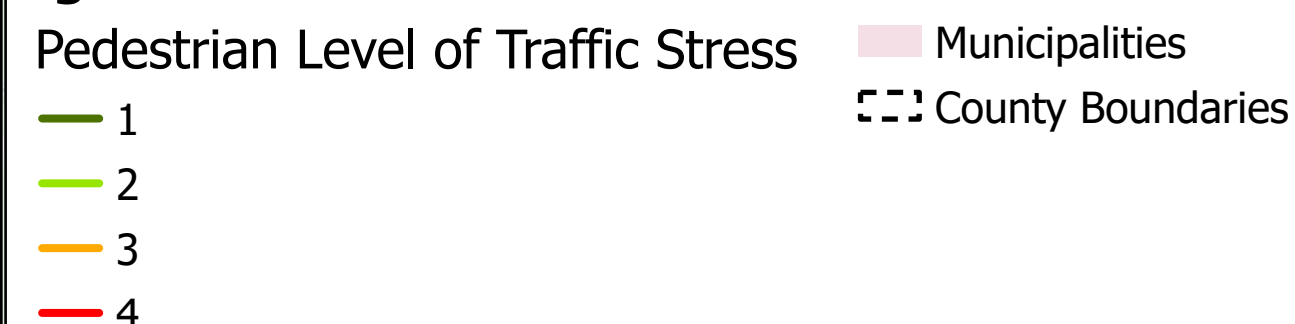
Most of the roadways in the study network are categorized as LTS 3 and LTS 4. For pedestrian LTS, lower-stress roadways (LTS 1 and LTS 2) are mostly located in the City of Ocala, part of US 301 in the City of Belleview, and W Pennsylvania Ave in the City of Dunnellon. Most of the roadways in the rural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

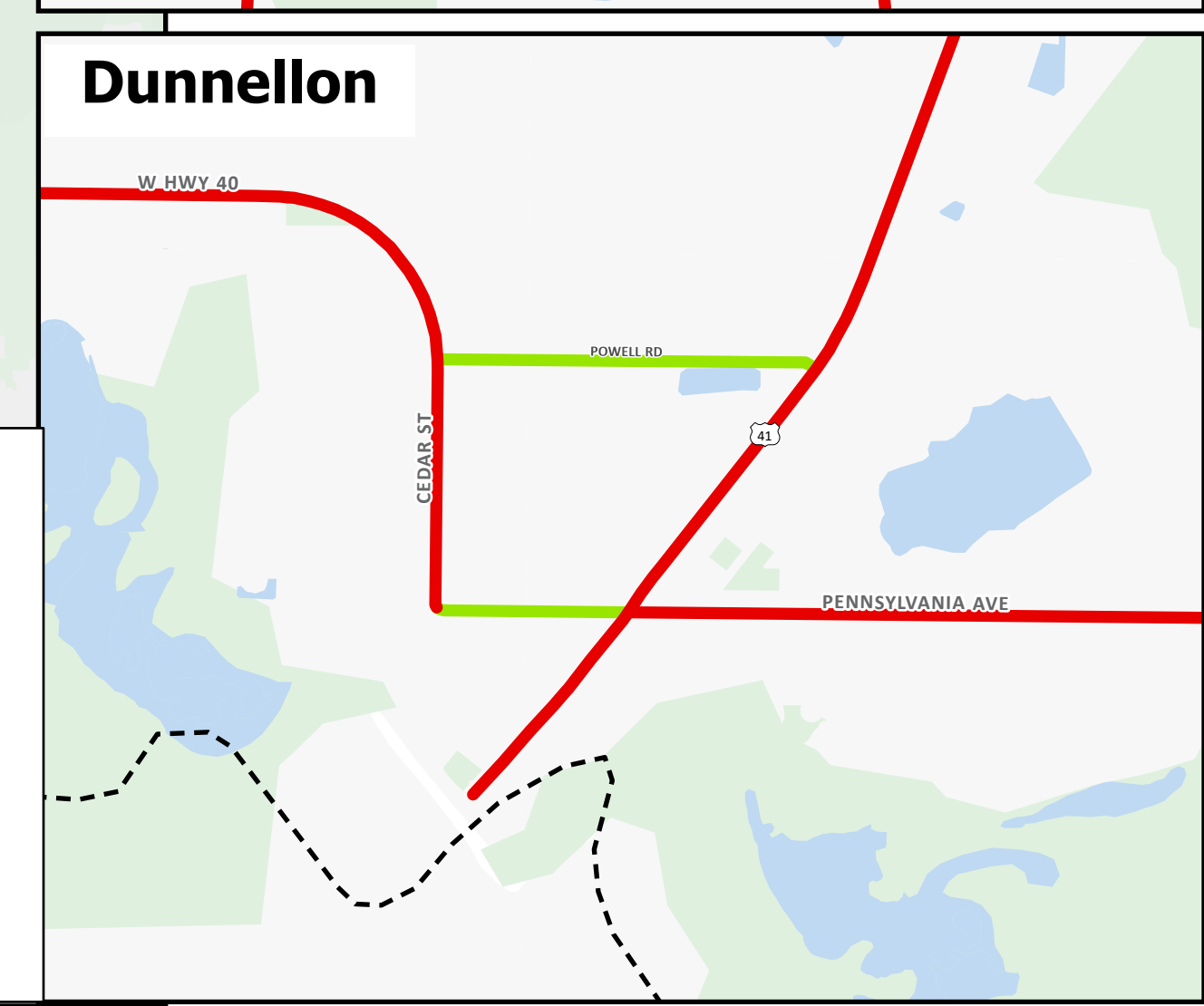
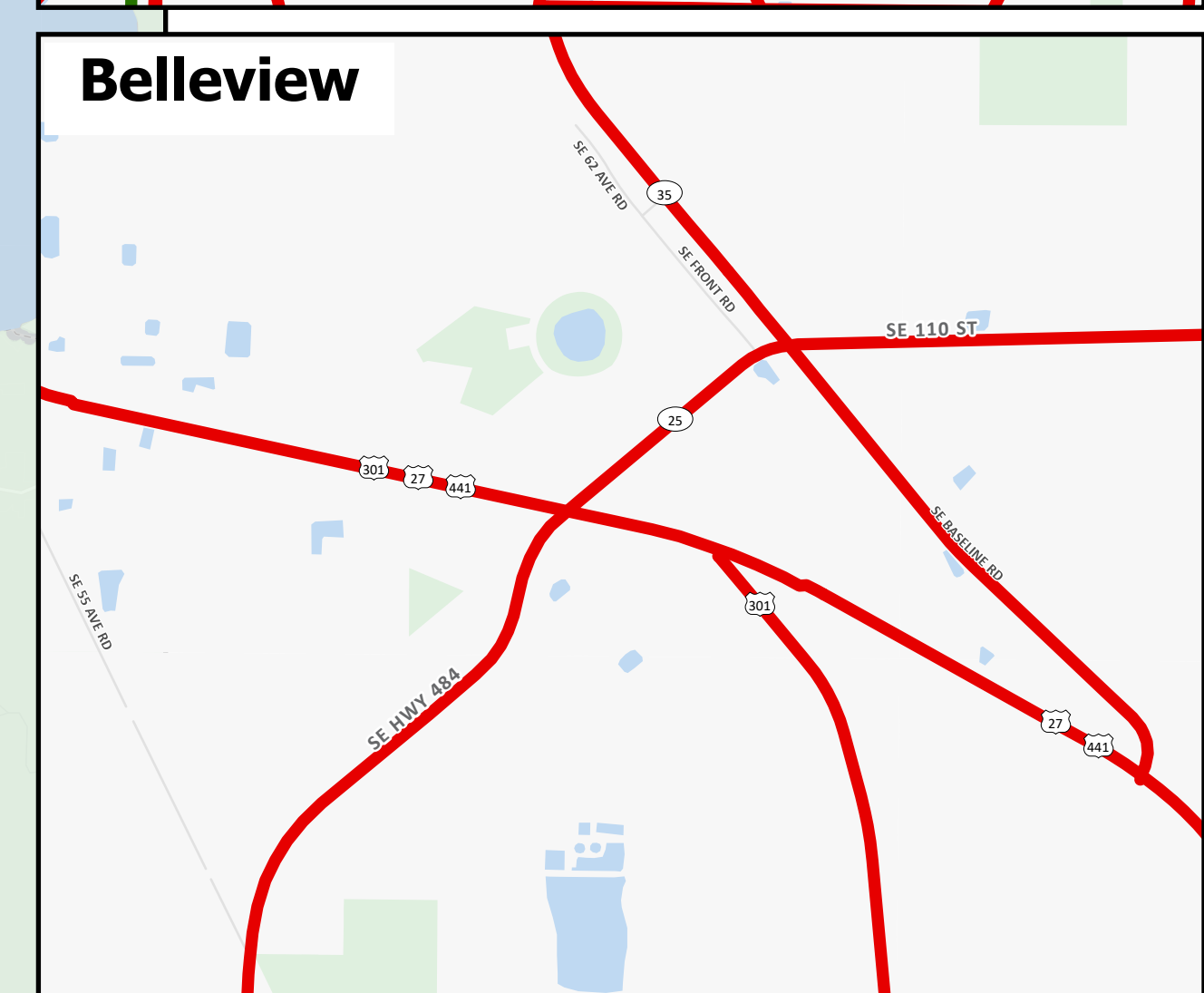
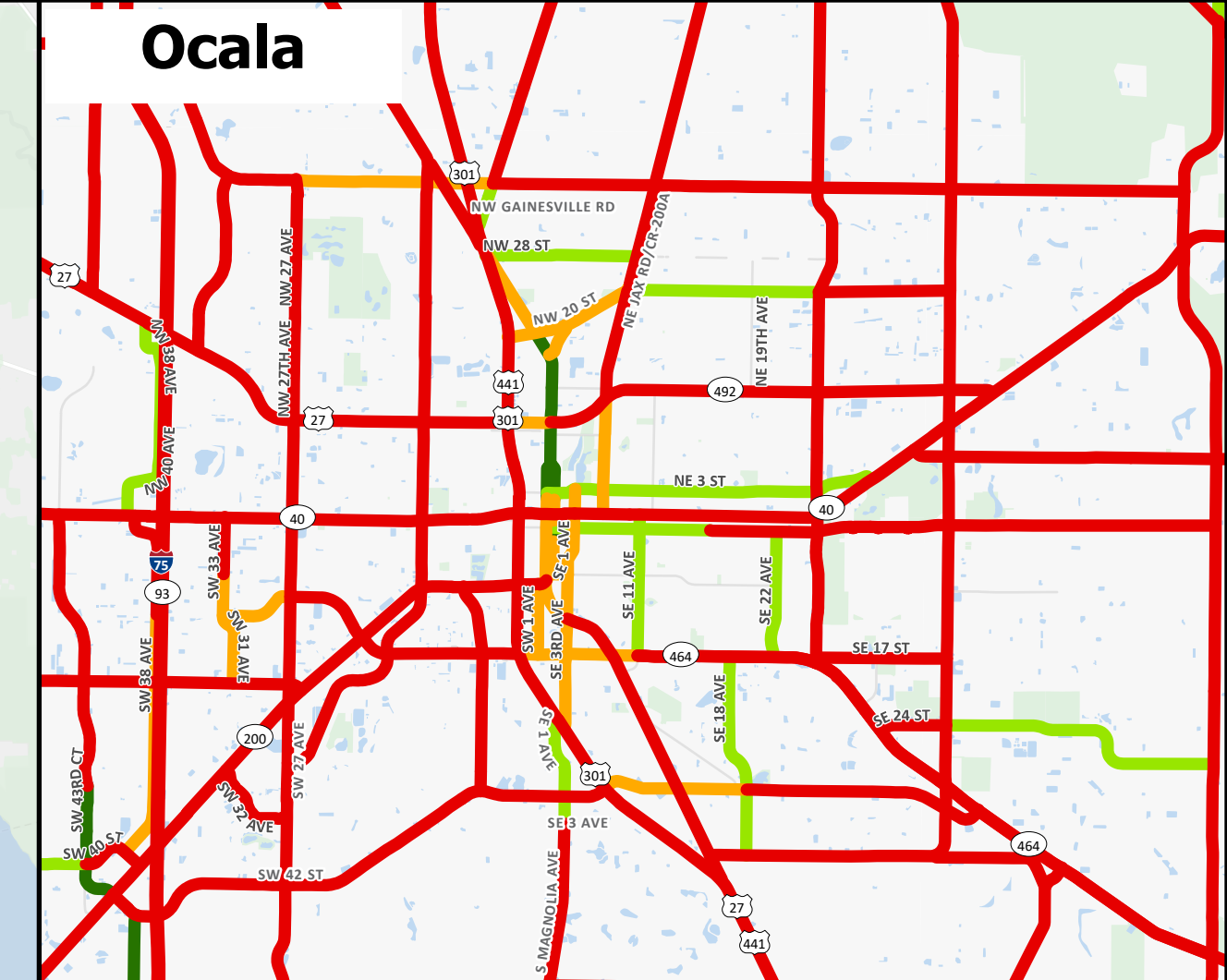
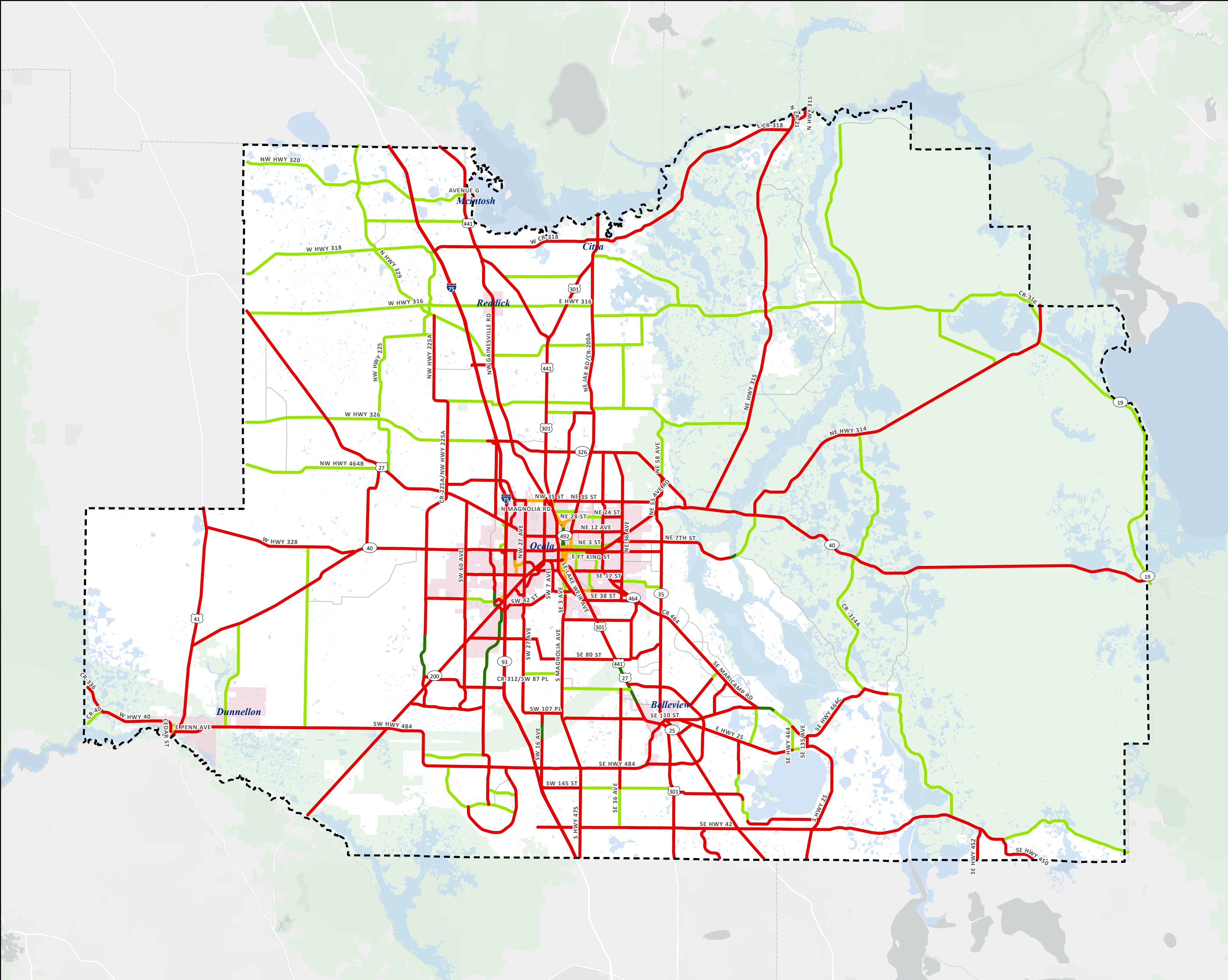
For bicycle LTS, there are more low-stress roadways (LTS 2) in the rural areas where vehicle AADT is lower, such as at the roadways north of City of Ocala.



Ocala/Marion TPO Active Transportation Plan

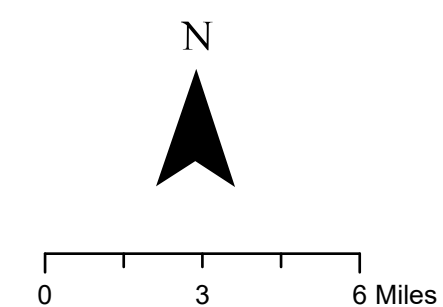
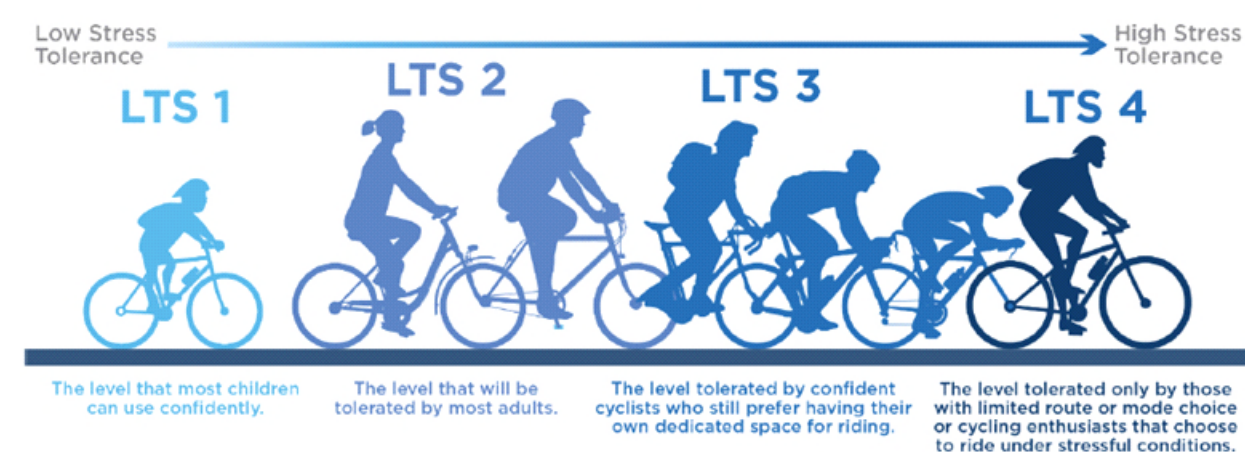
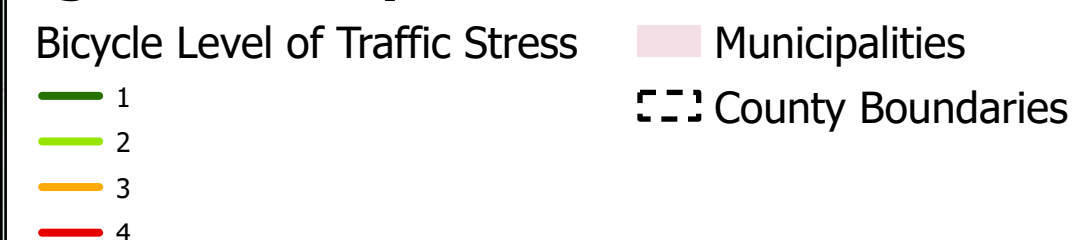
Figure 25: Pedestrian Level of Traffic Stress





Ocala/Marion TPO Active Transportation Plan

Figure 26: Bicycle Level of Traffic Stress



7. Bicycle and Pedestrian Accessibility Analysis

In this report, “accessibility” refers to how easily a destination can be reached on the roadway network. The study team analyzed the quality of the walk and bike network around key destinations, including schools, hospitals, parks, government buildings, and SNAP retailers¹, shopping centers, transit stops and community centers to determine how easy or difficult a destination is to access. 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. Maps that show the locations of each type of destinations are included in Appendix A.

Population data was collected from the U.S. Census, and employment (job) data was collected from the Longitudinal Employer-Household Dynamics (LEHD) data.

8.1. Network Accessibility Methodology

Using the LTS analysis described in Section 7, buffer areas were created for each destination along the surrounding roadways. The buffer distance is a half-mile for pedestrian accessibility analysis and a mile for bicycle accessibility analysis. The analysis compared how many people and jobs were accessible within the buffer areas using a low-stress facility (LTS 1 and LTS 2) compared to the full roadway network.

For example, **Figure 27** displays 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 representing the LTS 3 or 4 roadways act as a barrier. **Figure 28** displays 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 29 overlays the two buffer areas described above. The accessibility score for the destination is represented by the ratio of population/jobs covered by the low-stress roadway buffer and the population/jobs covered by the all-roadway buffer. A higher accessibility score means that the destination is surrounded by more low-stress roadways for pedestrians and bicyclists and that therefore more people who live or work near the destination can access the destination on a low-stress, comfortable route. In the example shown in Figure 29, the destination is on a high-stress route, with minimal low-stress roadway network surrounding it. Thus, the low-stress roadway buffer is much smaller than the all-roadway buffer, which results in a low accessibility score.

¹ SNAP retailers are businesses or stores that are authorized by the U.S. 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.

Figure 27. Pedestrian low-stress roadway buffer area

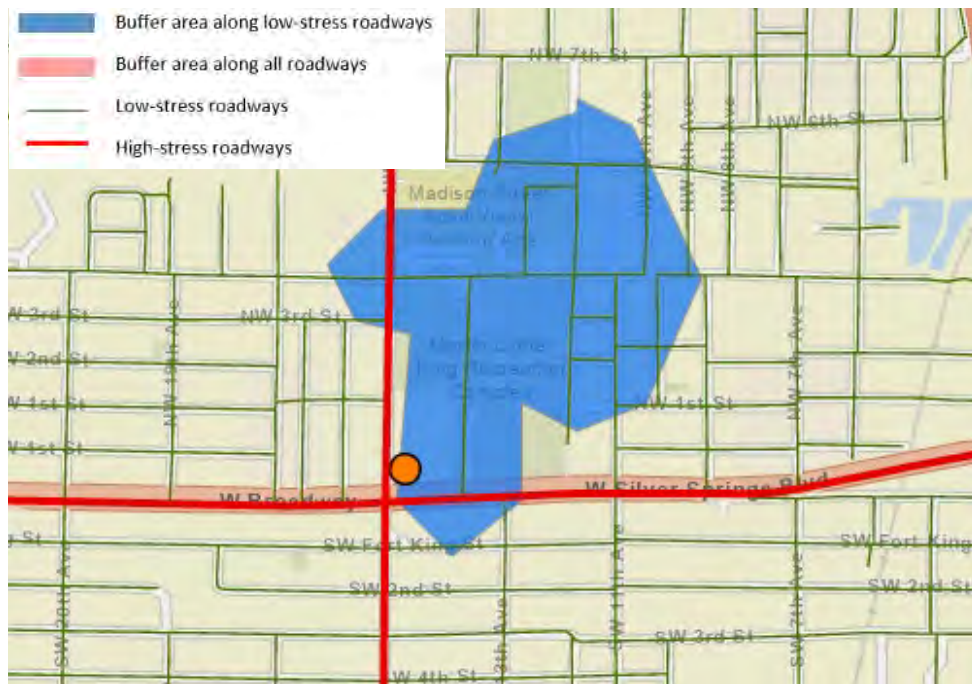
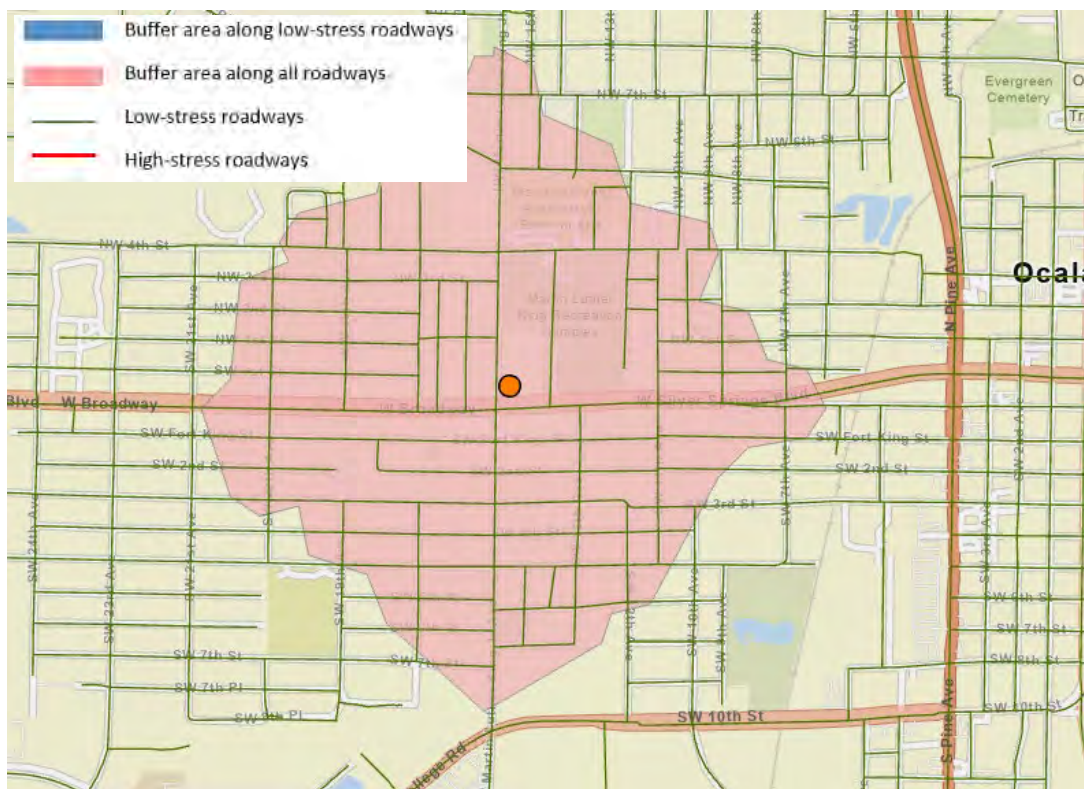


Figure 28. Pedestrian all-roadway buffer area



Buffer area along low-stress roadways
 Buffer area along all roadways
 Low-stress roadways
 High-stress roadways

8.2. Bicycle and Pedestrian Accessibility

This section summarizes the results of the accessibility analysis. Figure 30 and Figure 31 map the bicycle accessibility scores, while Figure 32 and Figure 33 map pedestrian accessibility scores. The color code and categorization of the scores are explained in Table 5.

Table 5. 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 low-stress bicycle facility	20% to 50% of the population/jobs within a mile can access the destination via low-stress bicycle facility	25% or less of the population/jobs within a mile can access the destination via low-stress bicycle facility	No jobs within a mile
Pedestrian accessibility	50% or more of the population/jobs within a ½ mile can access the destination via low-stress pedestrian facility	20% to 50% of the population/jobs within a ½ mile can access the destination via low-stress pedestrian facility	25% or less of the population/jobs within a ½ mile can access the destination via low-stress pedestrian facility	No jobs within ½ miles

As shown in **Figure 30** to **Figure 33**, most of the destinations in Marion County have lower accessibility (0–25 percent) via existing low stress walking and biking facilities from population and jobs. Destinations on major roadways have lower accessibility percentages, mostly because these roadways have higher speed (35+ MPH) and therefore higher stress for walking and biking.

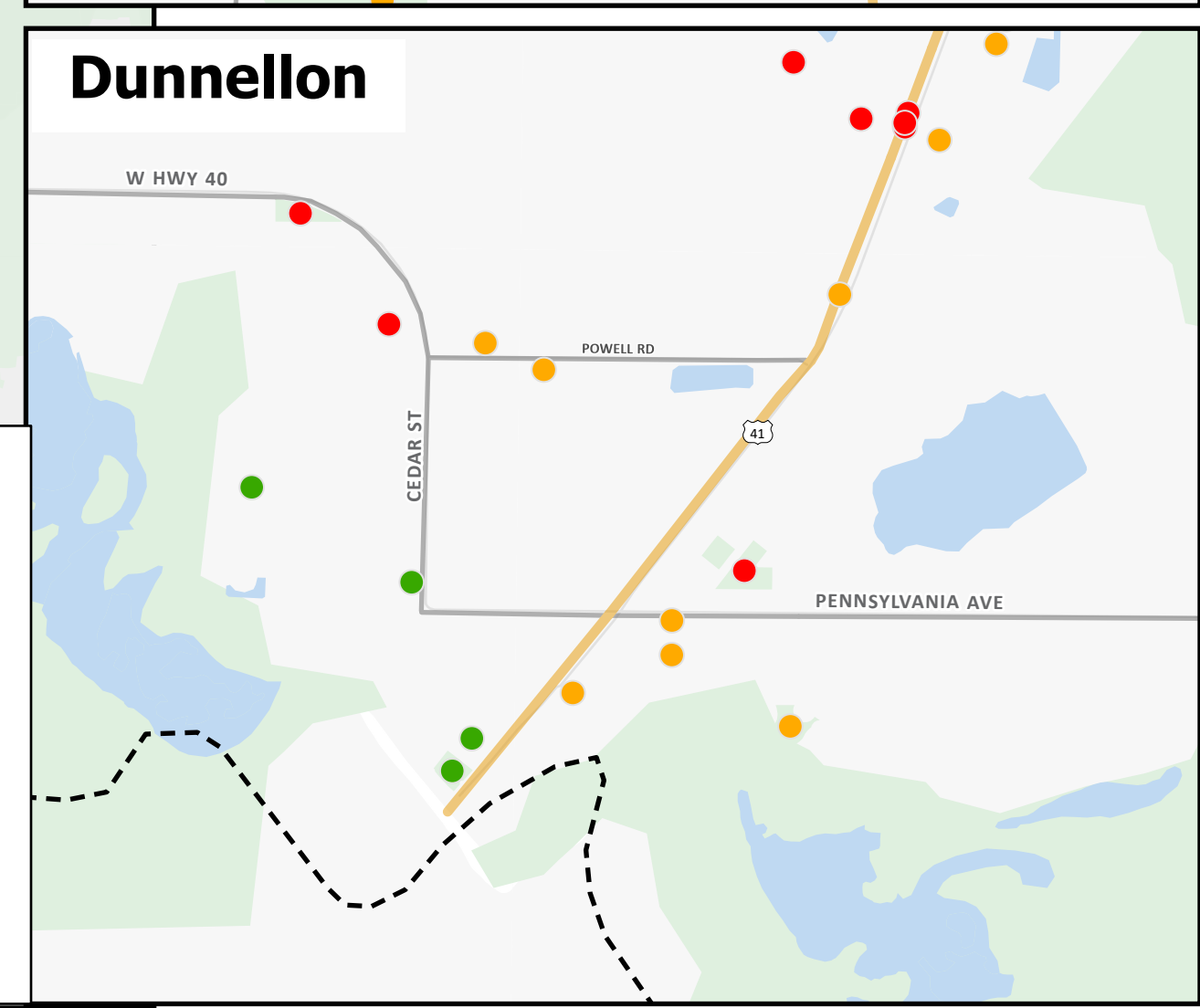
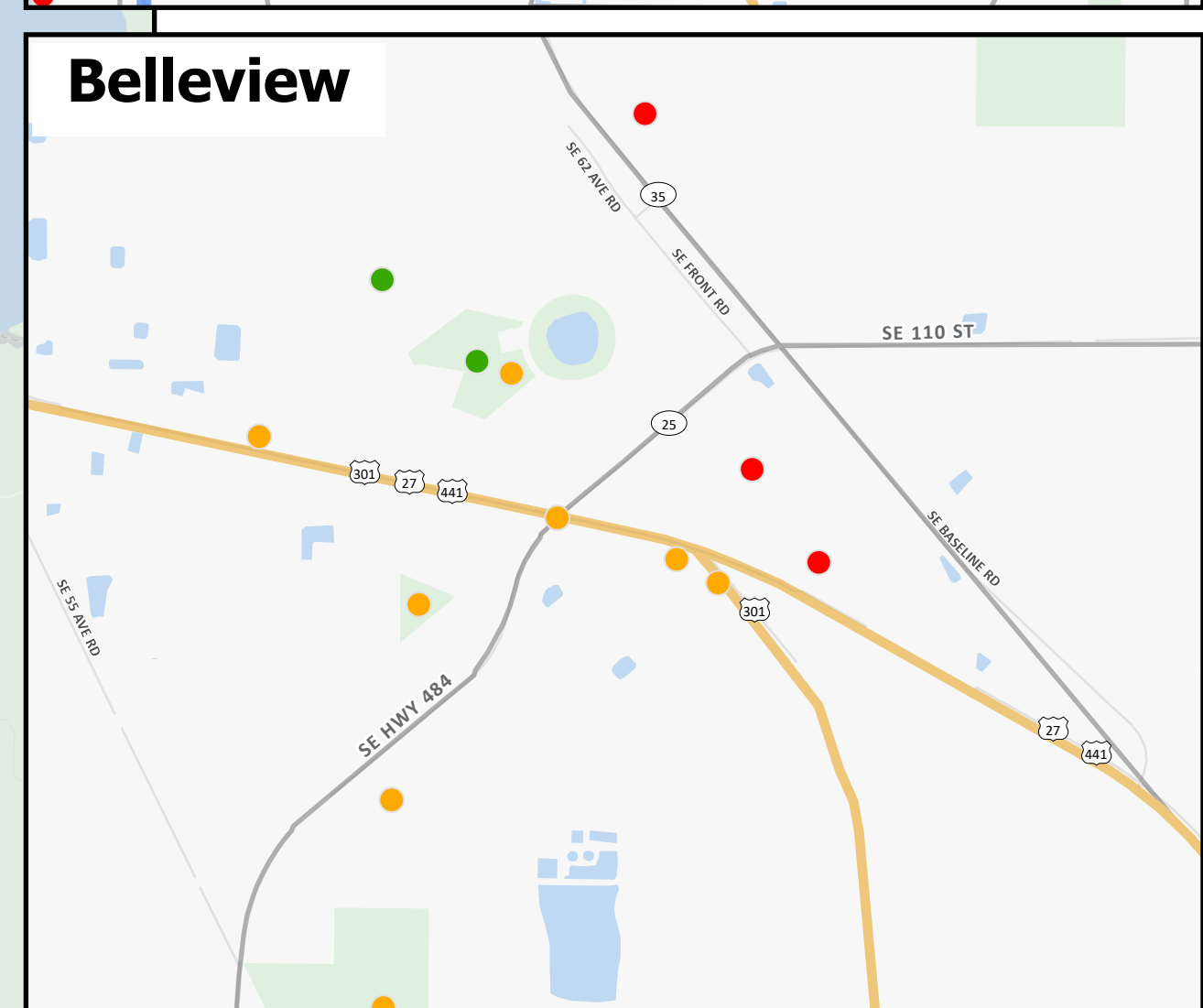
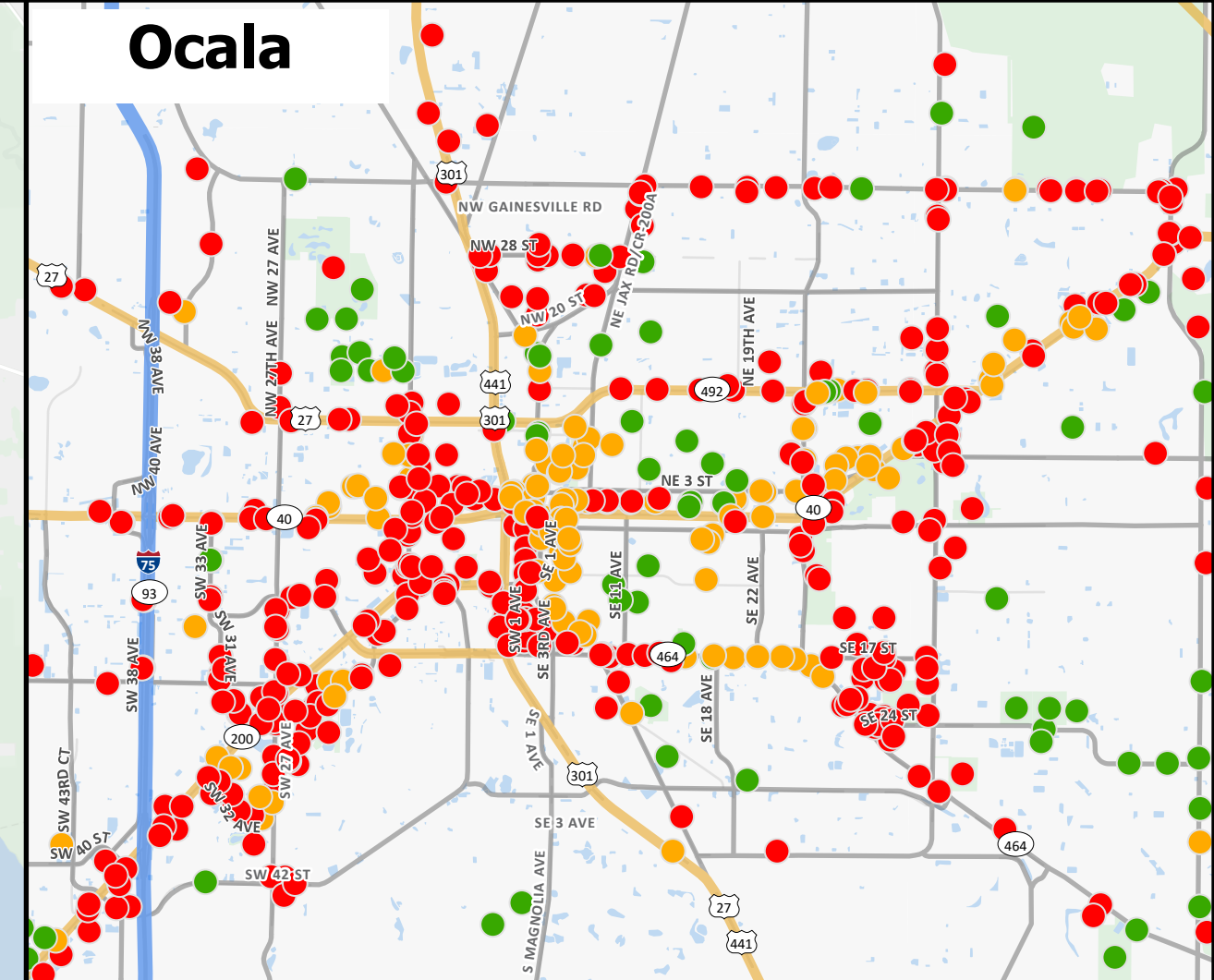
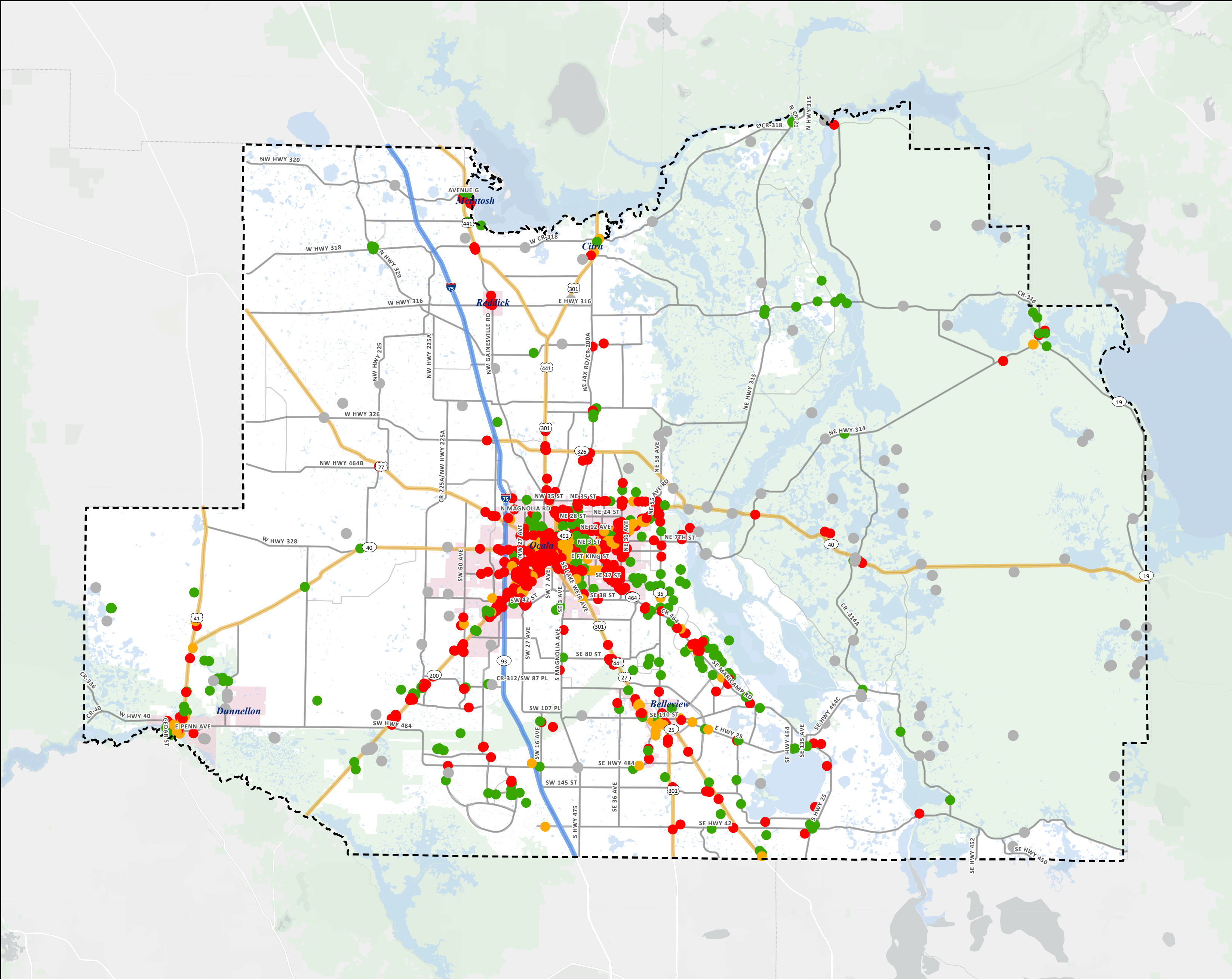
The concentration of the destinations with higher accessibility scores (greater than 50 percent) is within the downtown Ocala area, City of Belleview and downtown Dunnellon. There are many destinations that have higher accessibility scores in terms of population in the rural area, where the LTS analysis showed higher stress roadways. This is due to the low roadway connectivity overall in these areas. The destinations are located within a small concentration of local roadways (usually LTS 1 or 2) while being further from the major roadways (usually LTS 3 or 4).

This analysis also examined the average accessibility scores of each type of destination. **Table 6** 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 is listed to show the accessibility scores of the stops that need to be focused on more since more people are using them.

Hospitals, ERs and urgent cares have higher accessibility to jobs than to the population, while parks, schools and community centers have higher accessibility to the population than to jobs. Overall, ER and urgent care locations and shopping centers have the lowest average accessibility score while parks have the highest average accessibility score.

Table 6. 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%
ER's 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%



Ocala/Marion TPO Active Transportation Plan

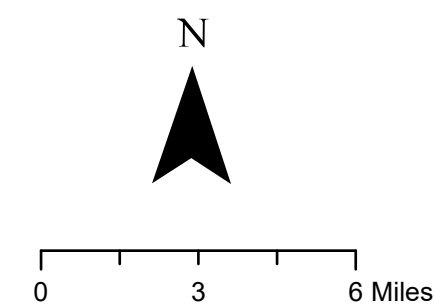
Figure 30: Job Accessibility by Biking

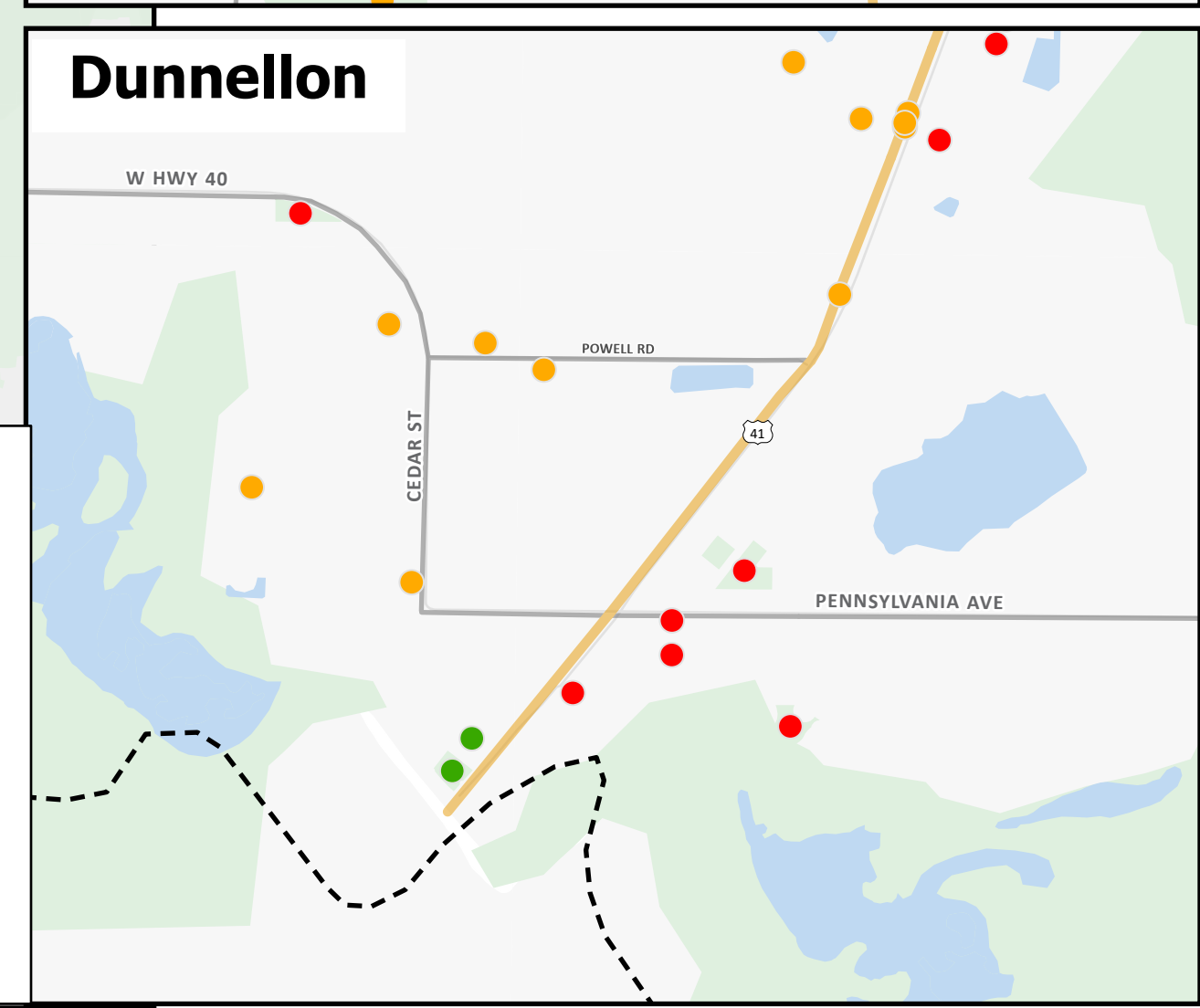
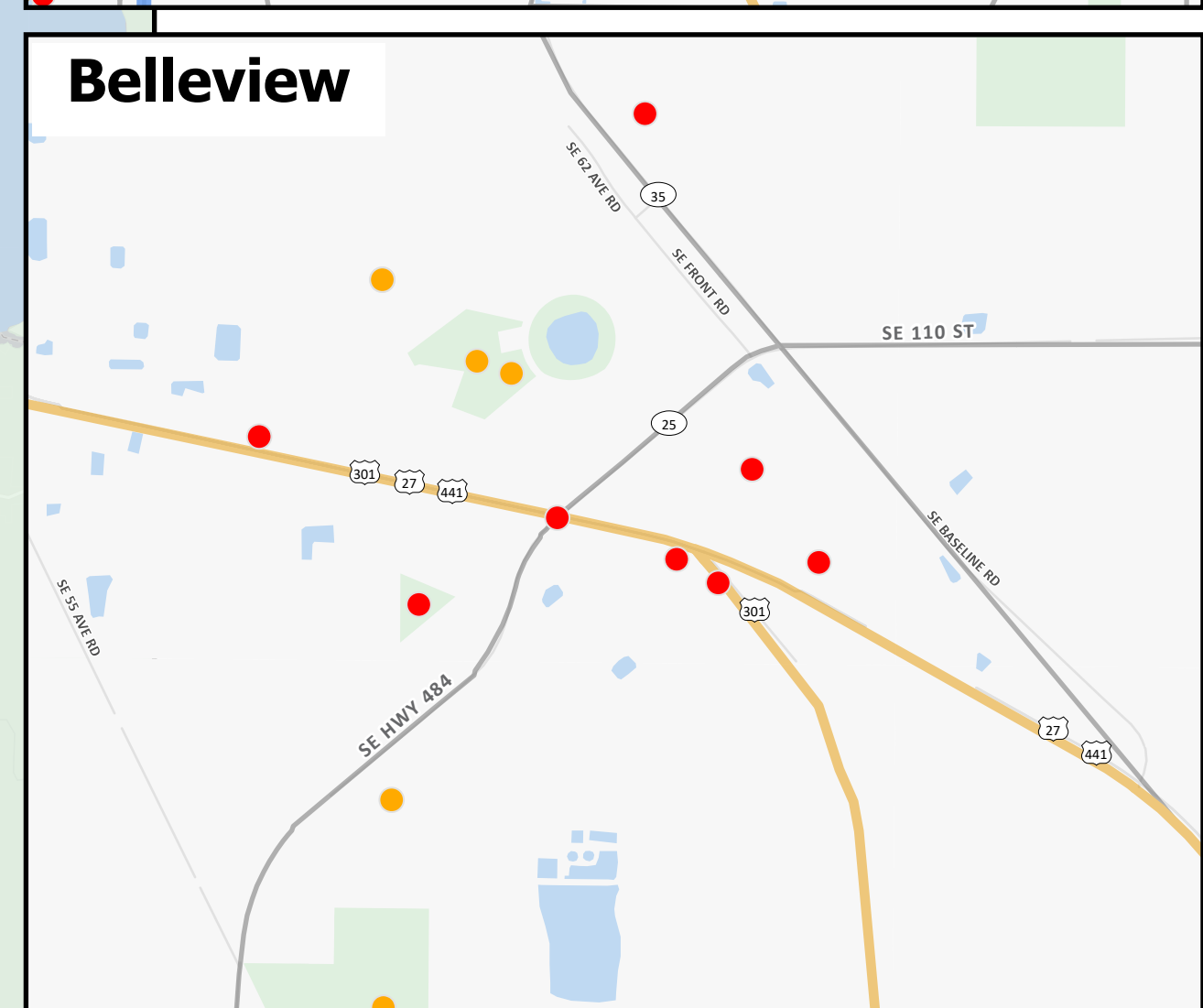
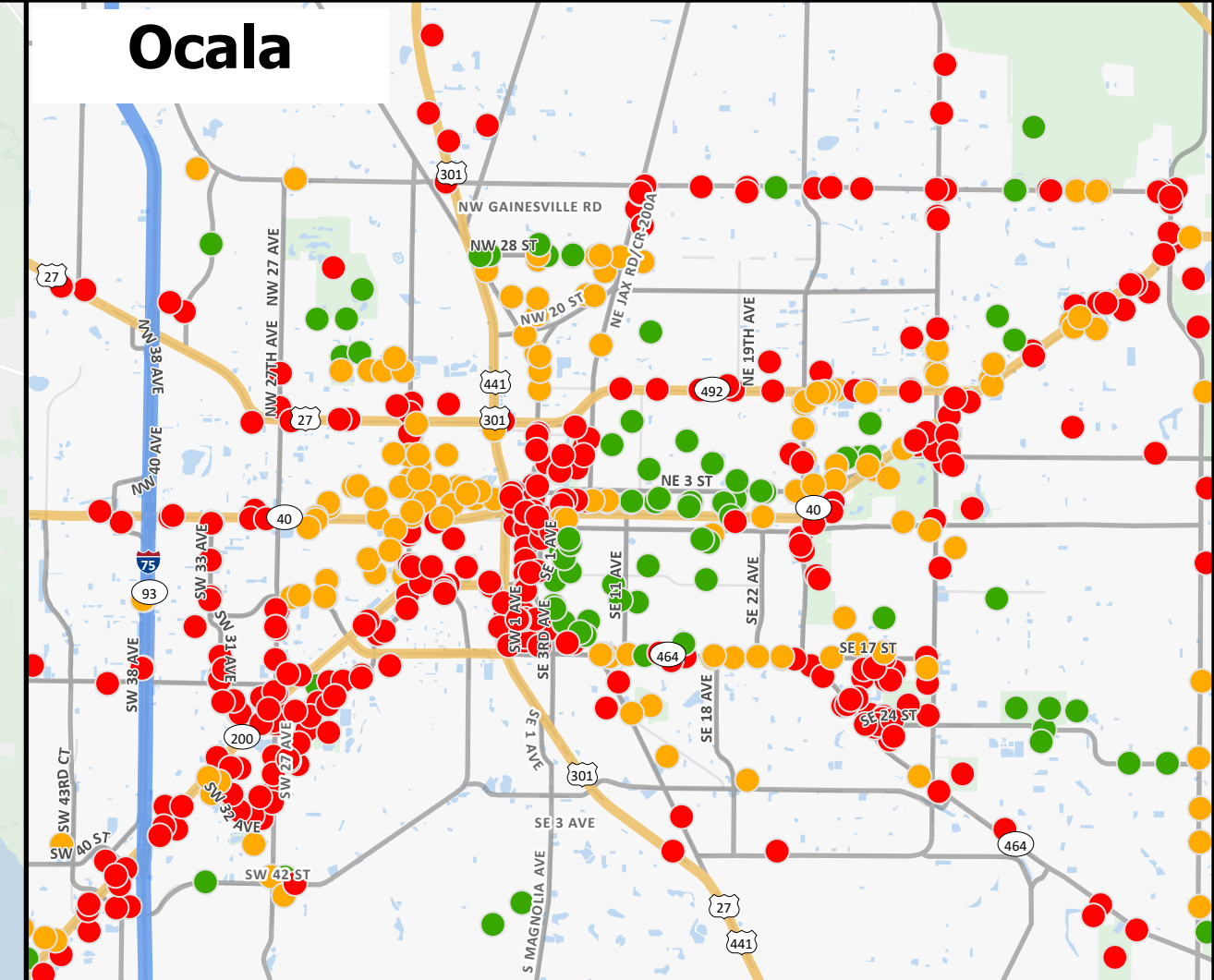
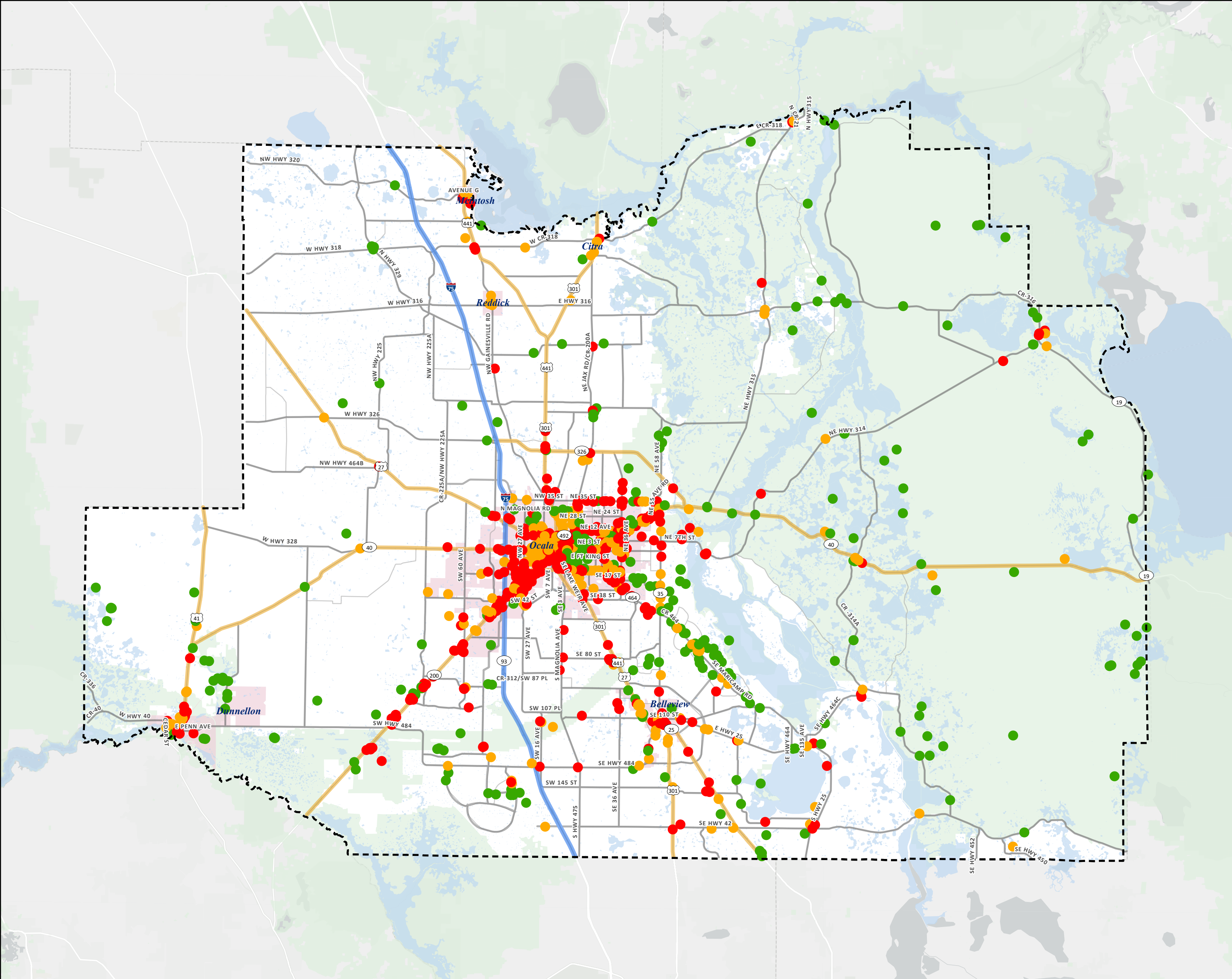
Job Accessibility by Biking

- Less than 25%
- 25% to 50%
- Greater than 50%
- No Jobs Accessible

Marion County Roadway Network

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





Ocala/Marion TPO Active Transportation Plan

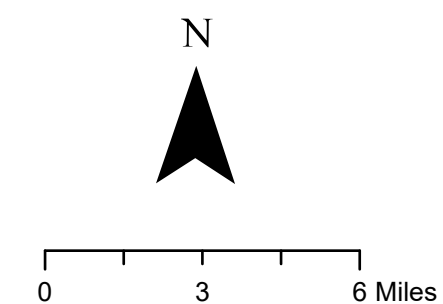
Figure 31: Population Accessibility by Biking

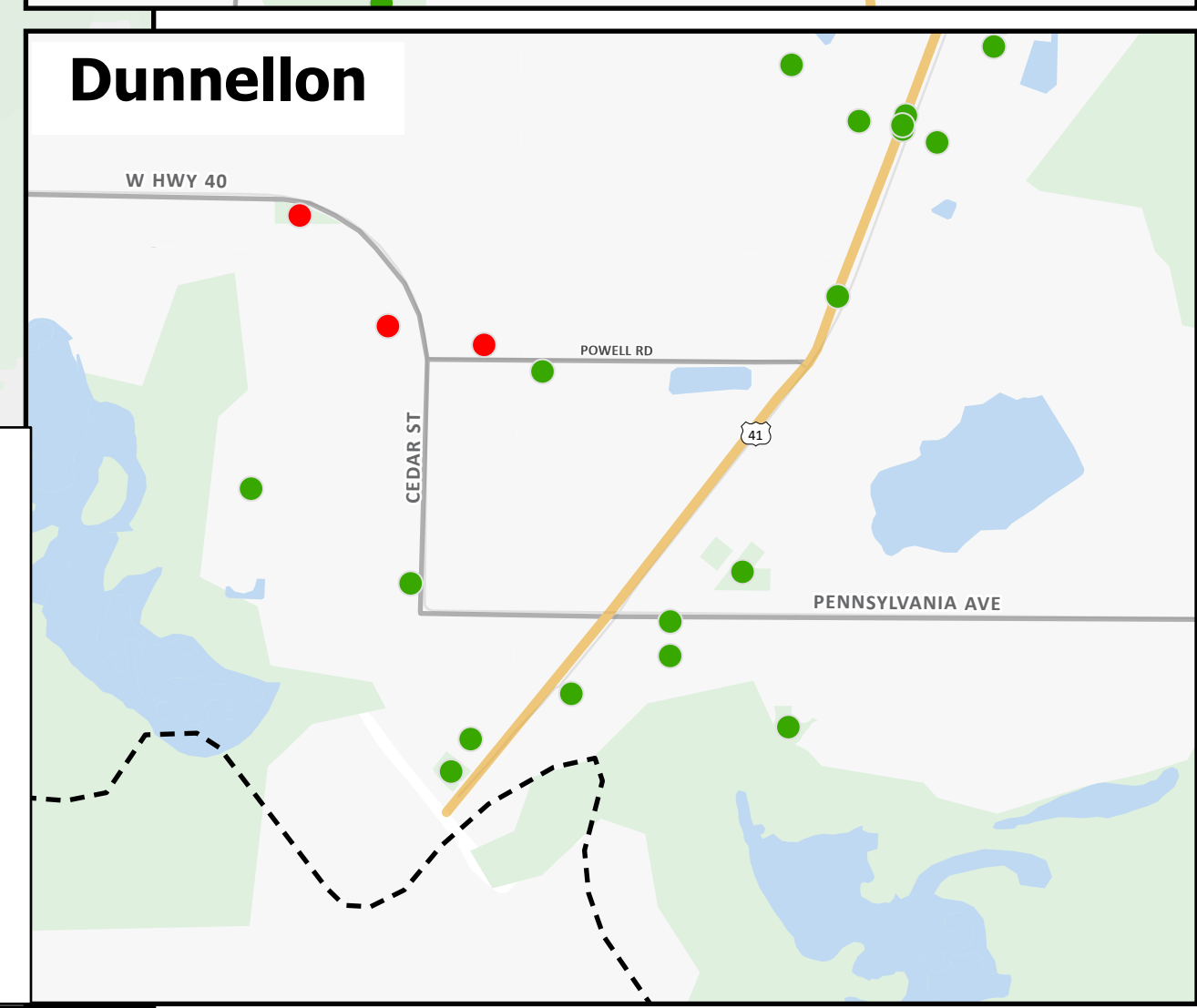
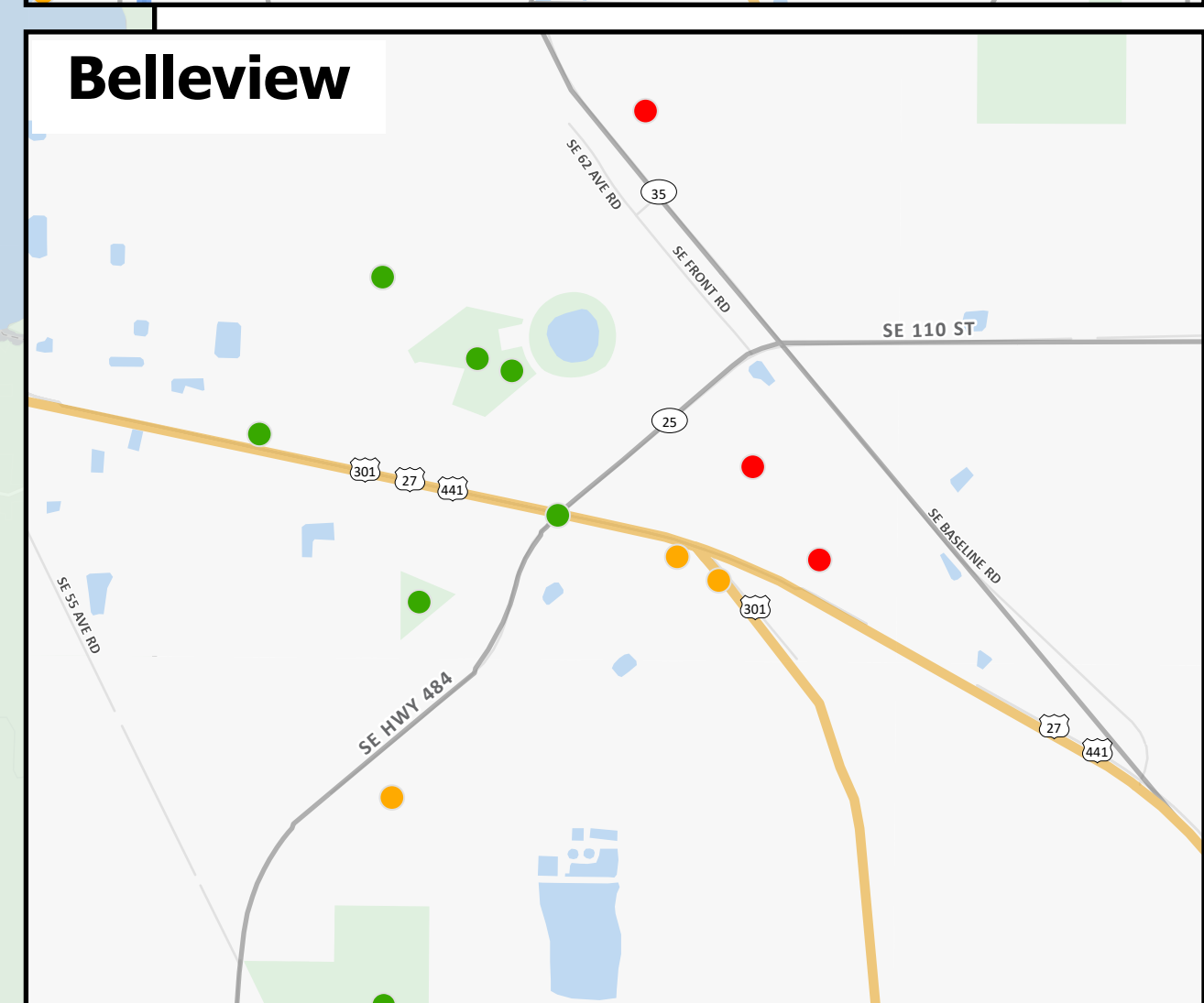
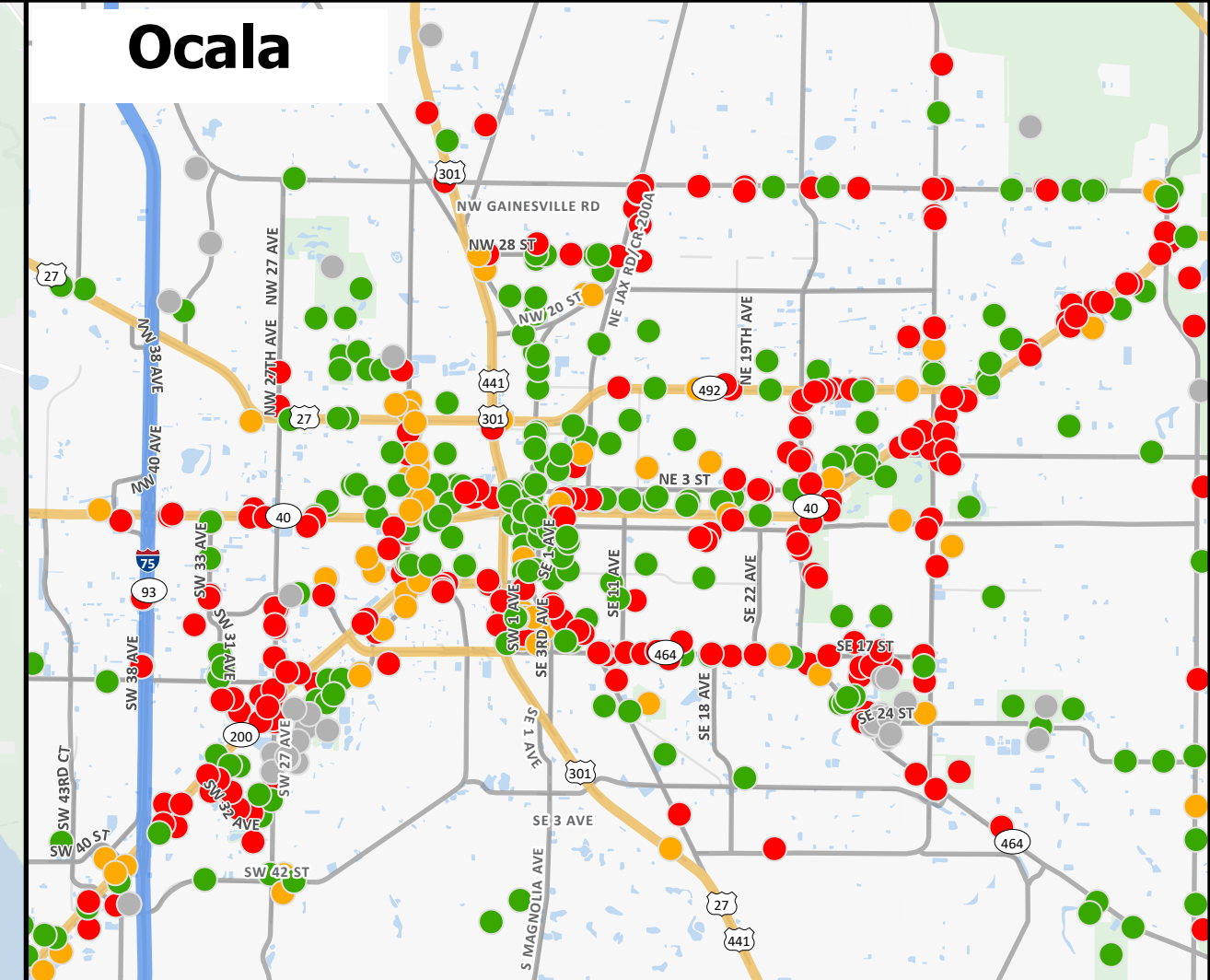
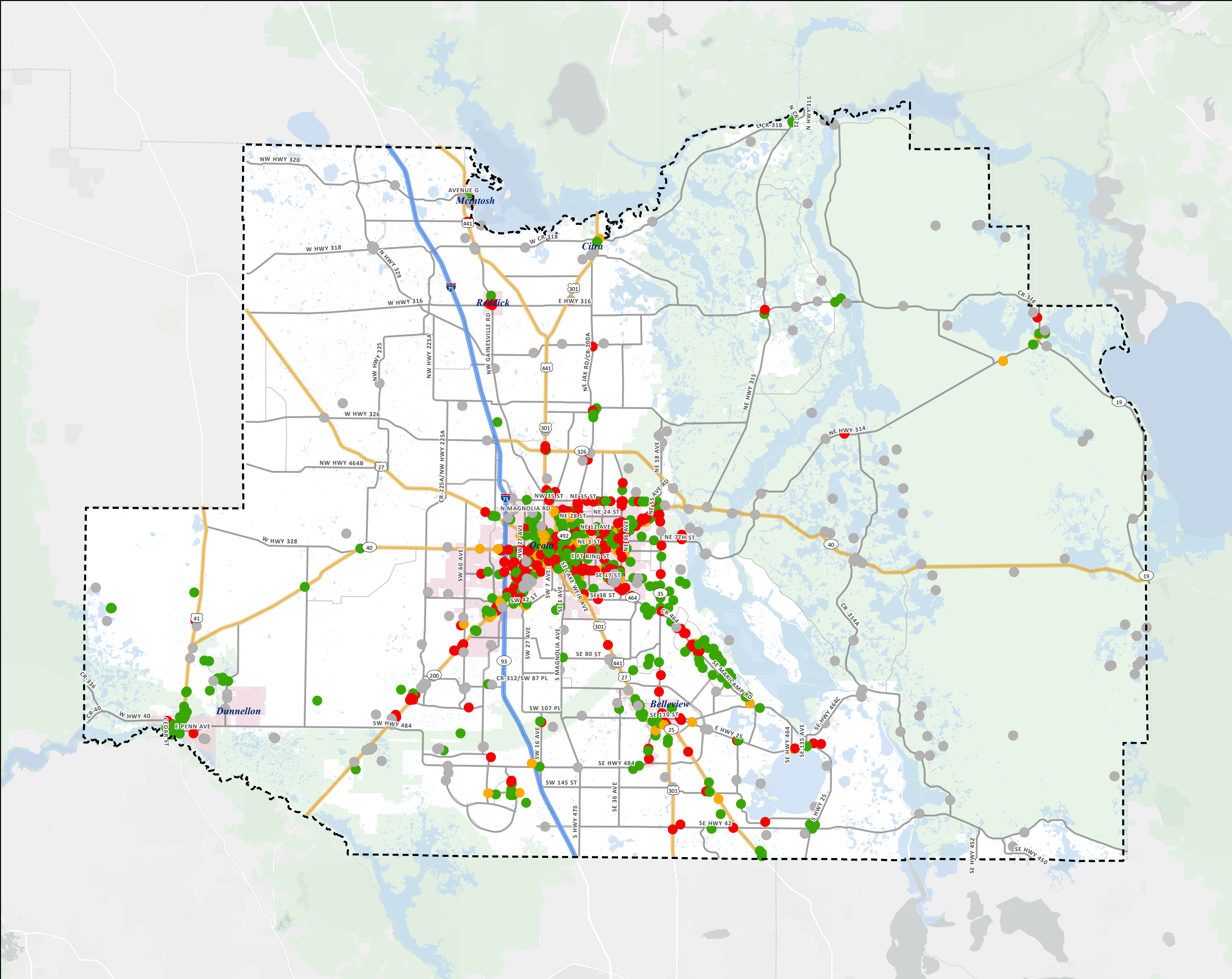
Population Accessibility by Biking

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

Marion County Roadway Network

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





Ocala/Marion TPO Active Transportation Plan

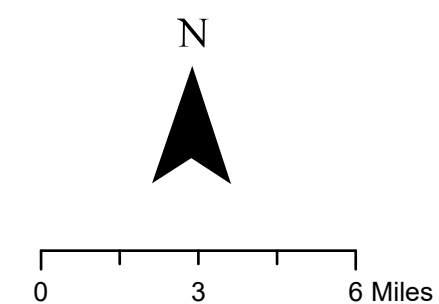
Figure 32: Job Accessibility by Walking

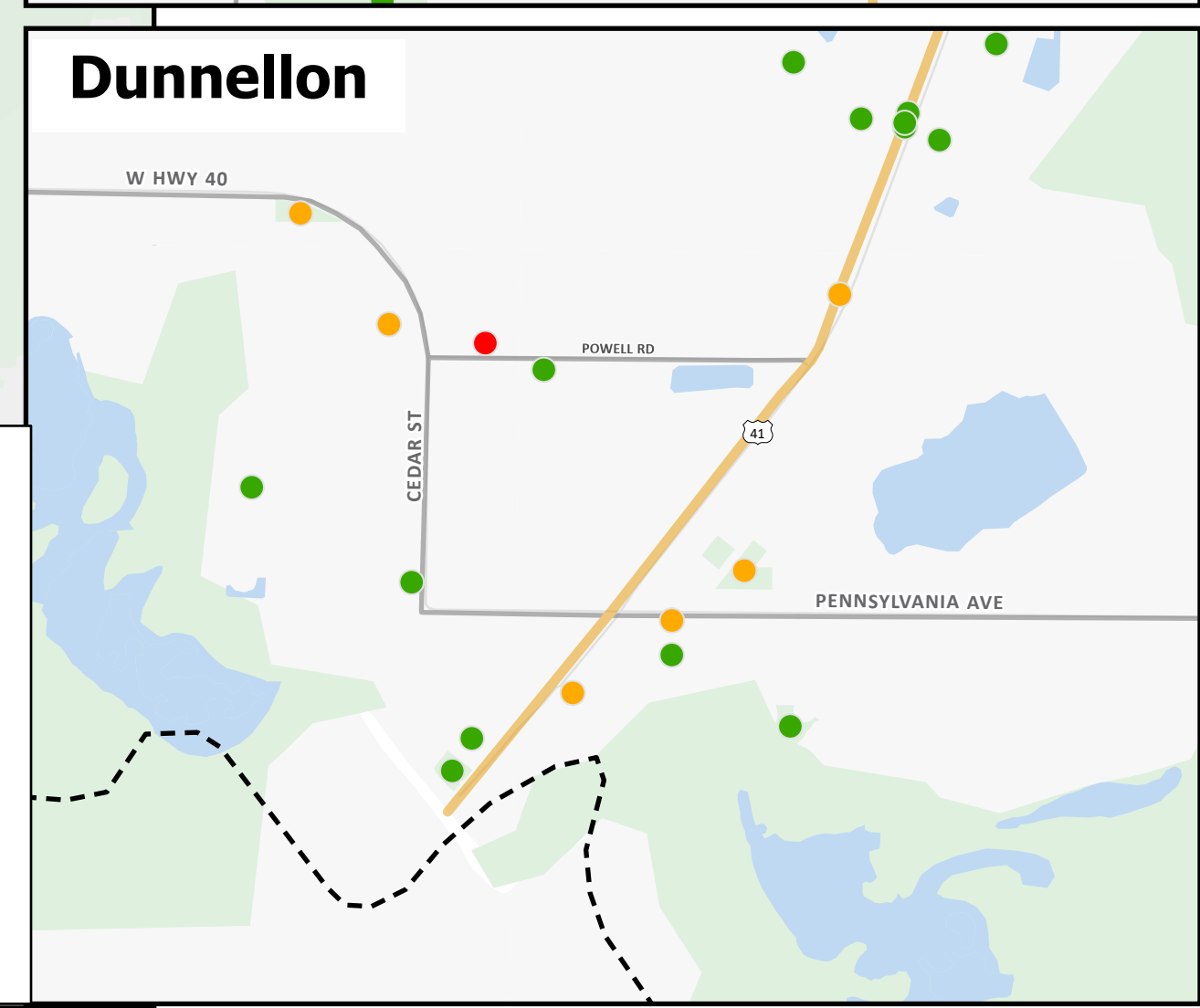
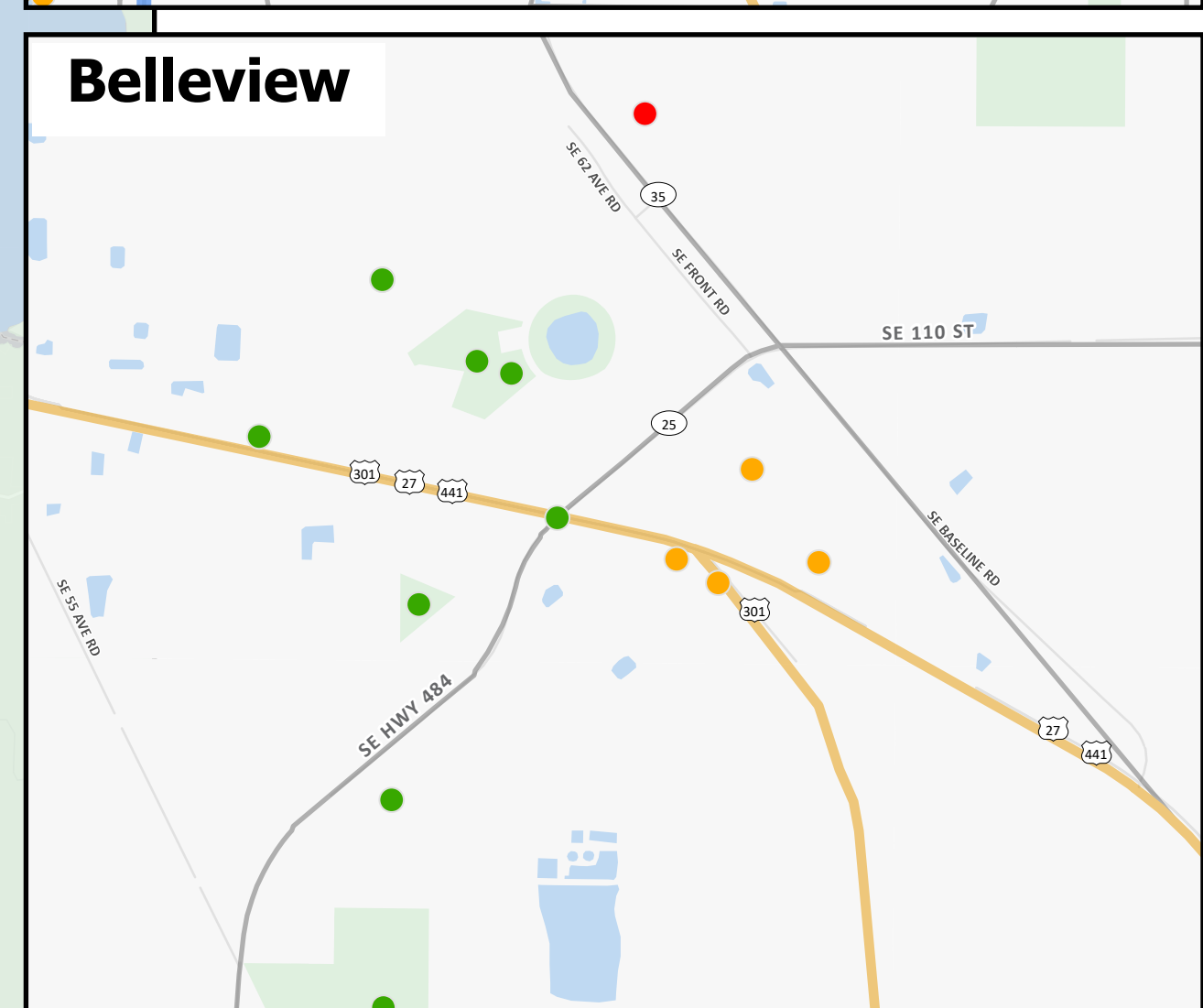
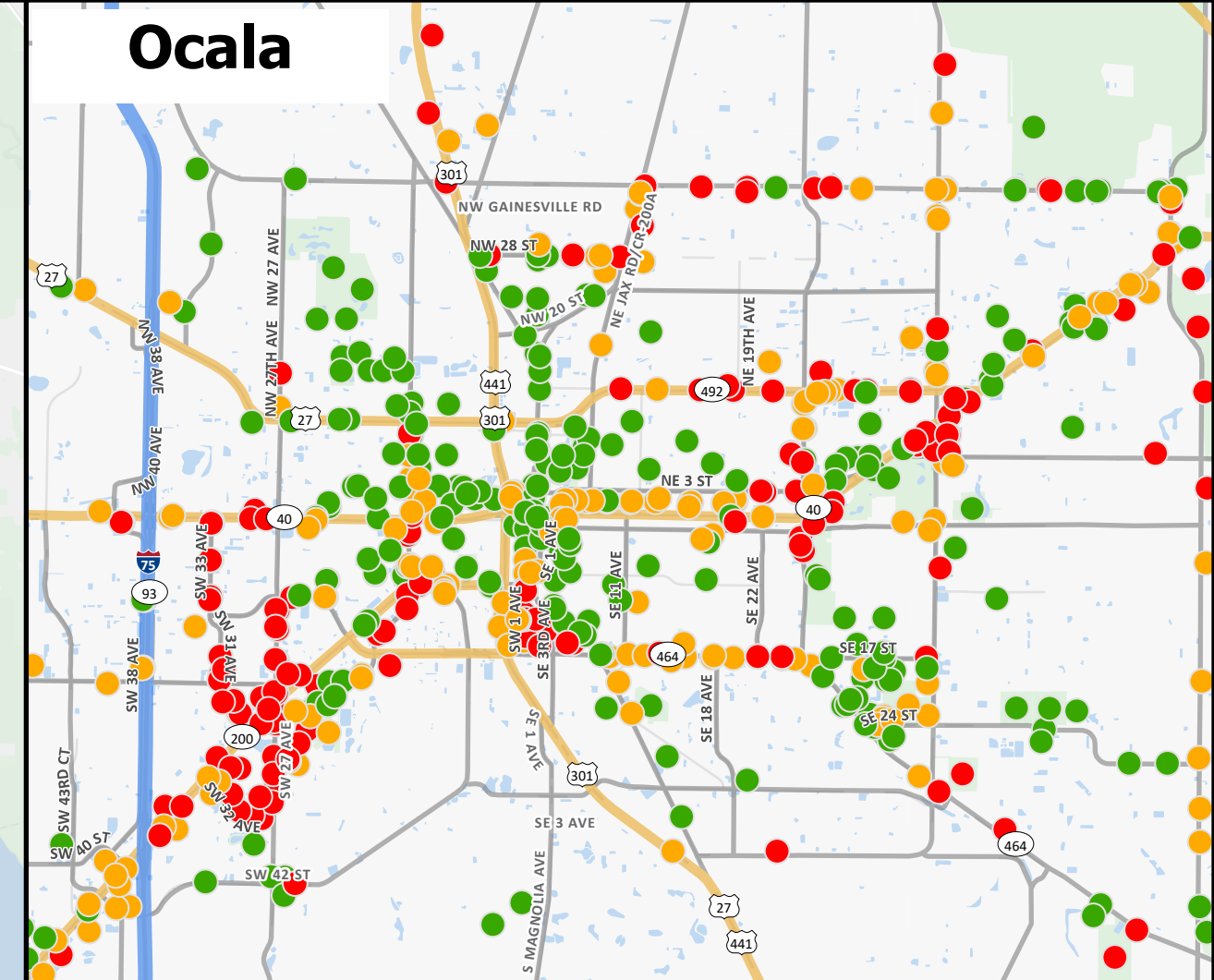
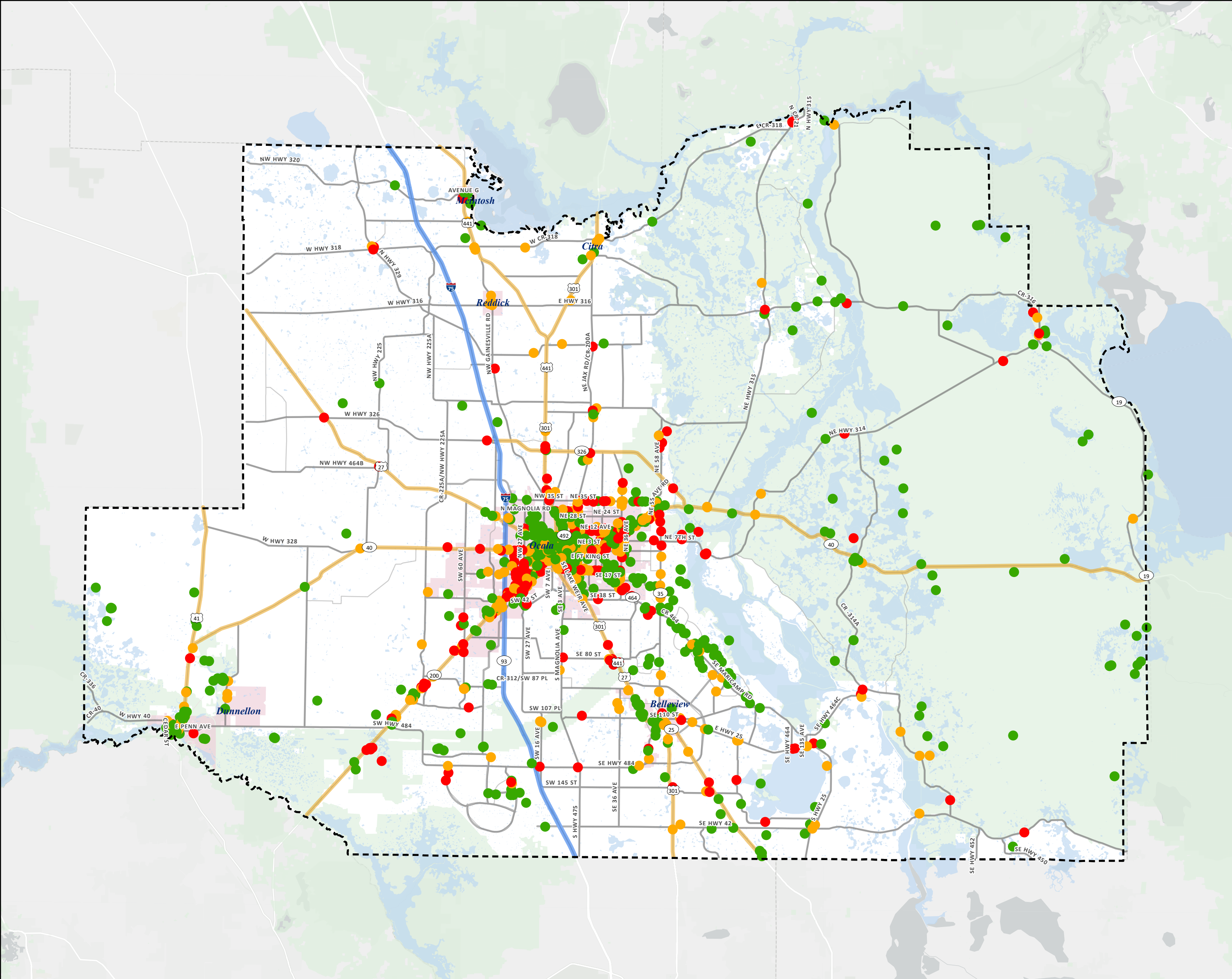
Job Accessibility by Walking

- Less than 25%
- 25% to 50%
- Greater than 50%
- No Jobs Accessible

Marion County Roadway Network

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





Ocala/Marion TPO Active Transportation Plan

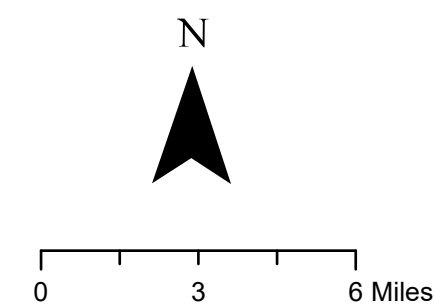
Figure 33: Population Accessibility by Walking

Population Accessibility by Walking

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

Marion County Roadway Network

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



8. Needs Assessment

Sections 7 and 8 inform the pedestrian and bicycle needs across Marion County. The analyses will inform the identification of projects for future prioritization. These will include roadways that are high stress for pedestrians and bicyclists and areas where accessibility to destinations is low and thus in need of more low stress roadways.

As shown in the LTS analysis (Section 7), most of the roadways on the study network in the county have LTS level of 3 or 4 for pedestrians and bicyclists, especially in rural areas. The locations of these higher stress roadways coincide with the locations that don't have a well-connected walking and biking facility network (Section 4.2) since most of the sidewalks and designated bike lanes are concentrated in City of Ocala, City of Belleville and City of Dunnellon.

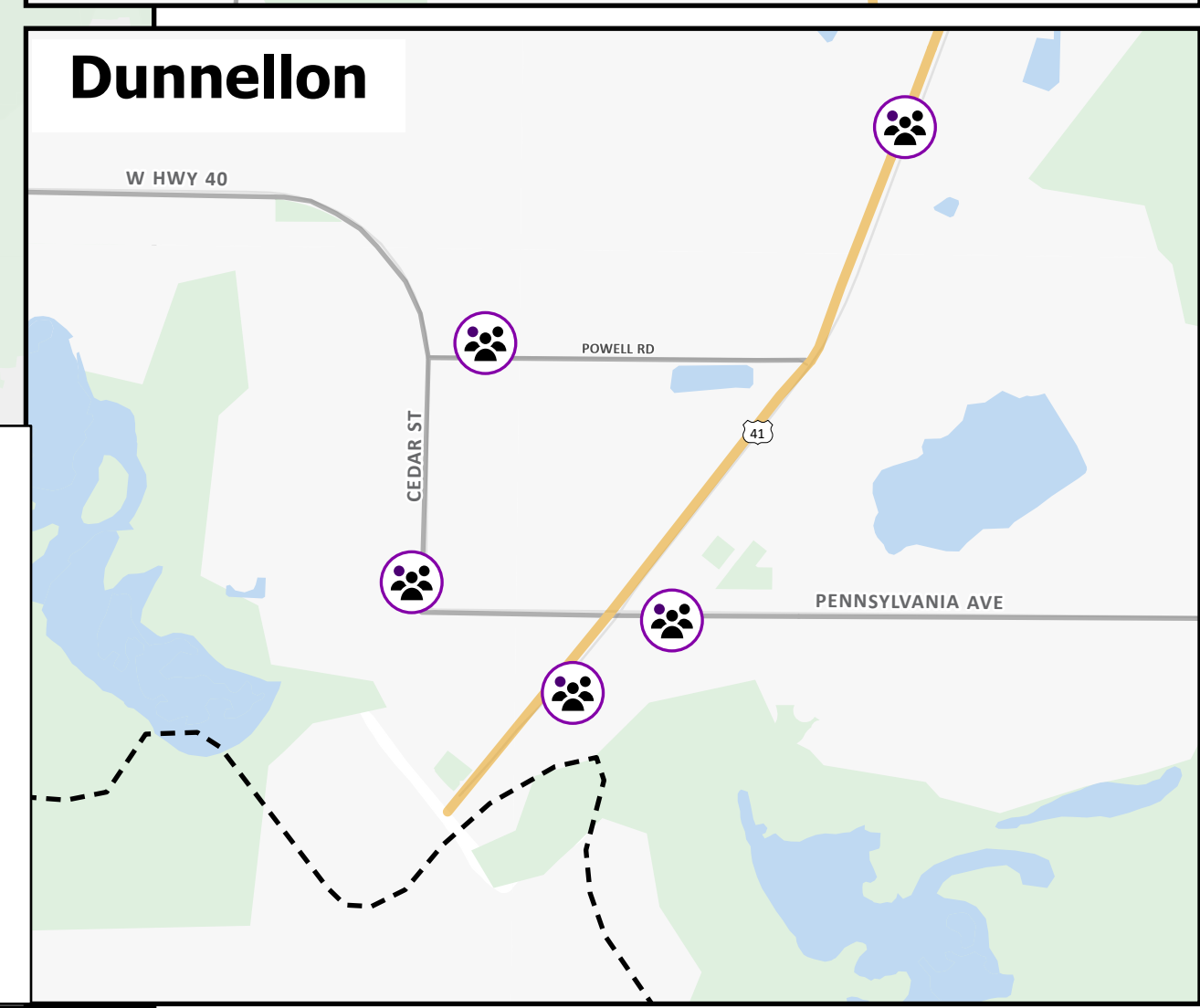
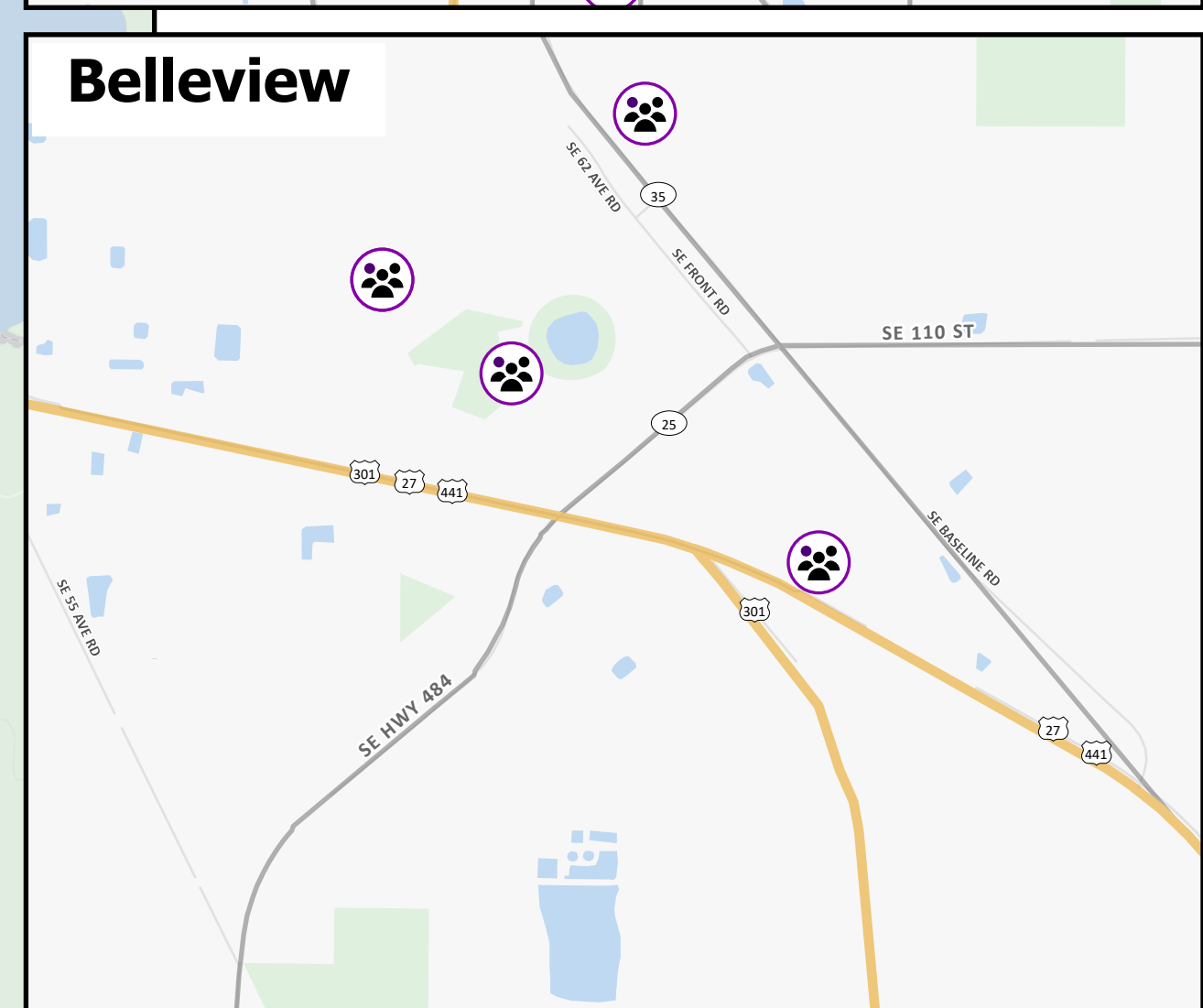
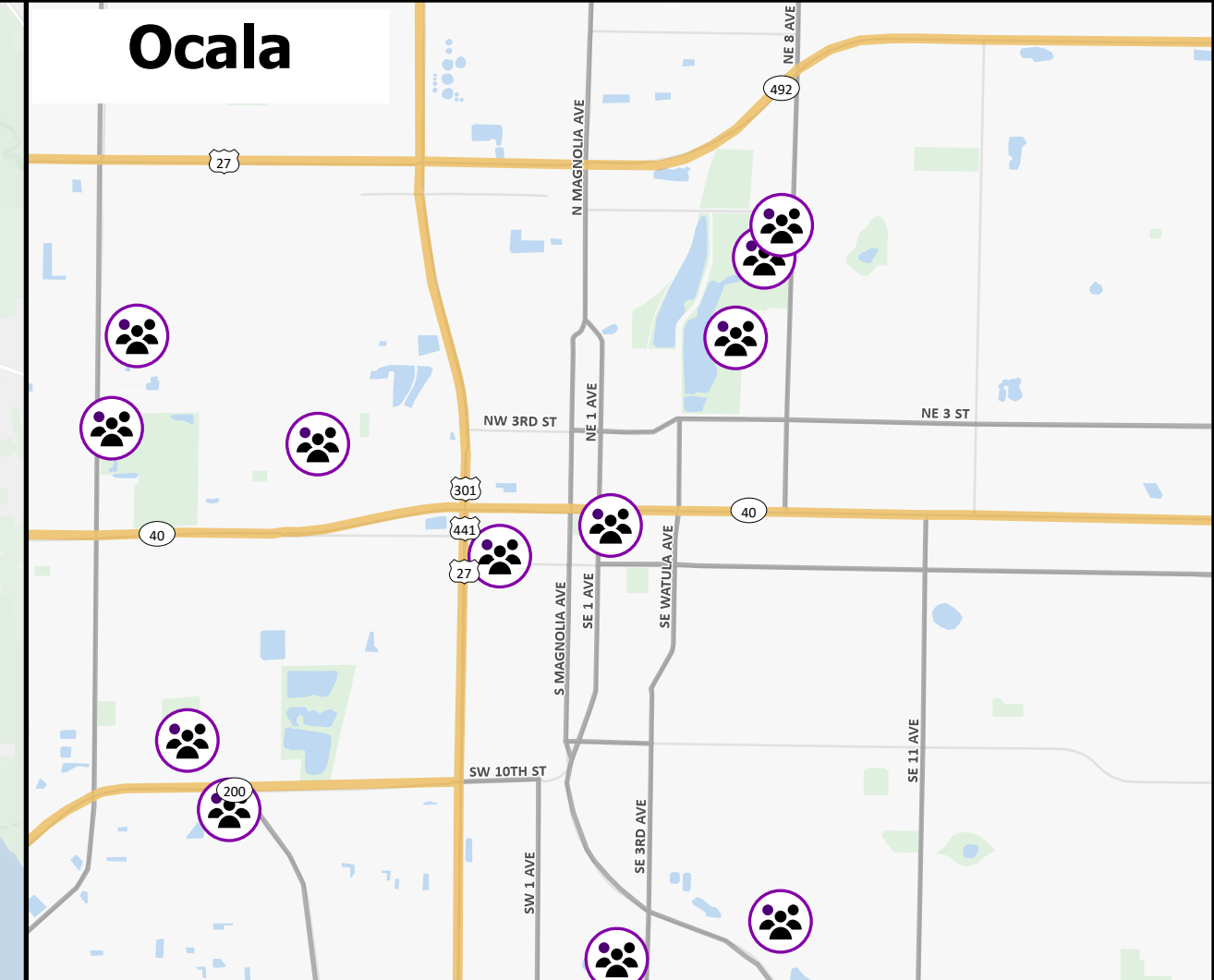
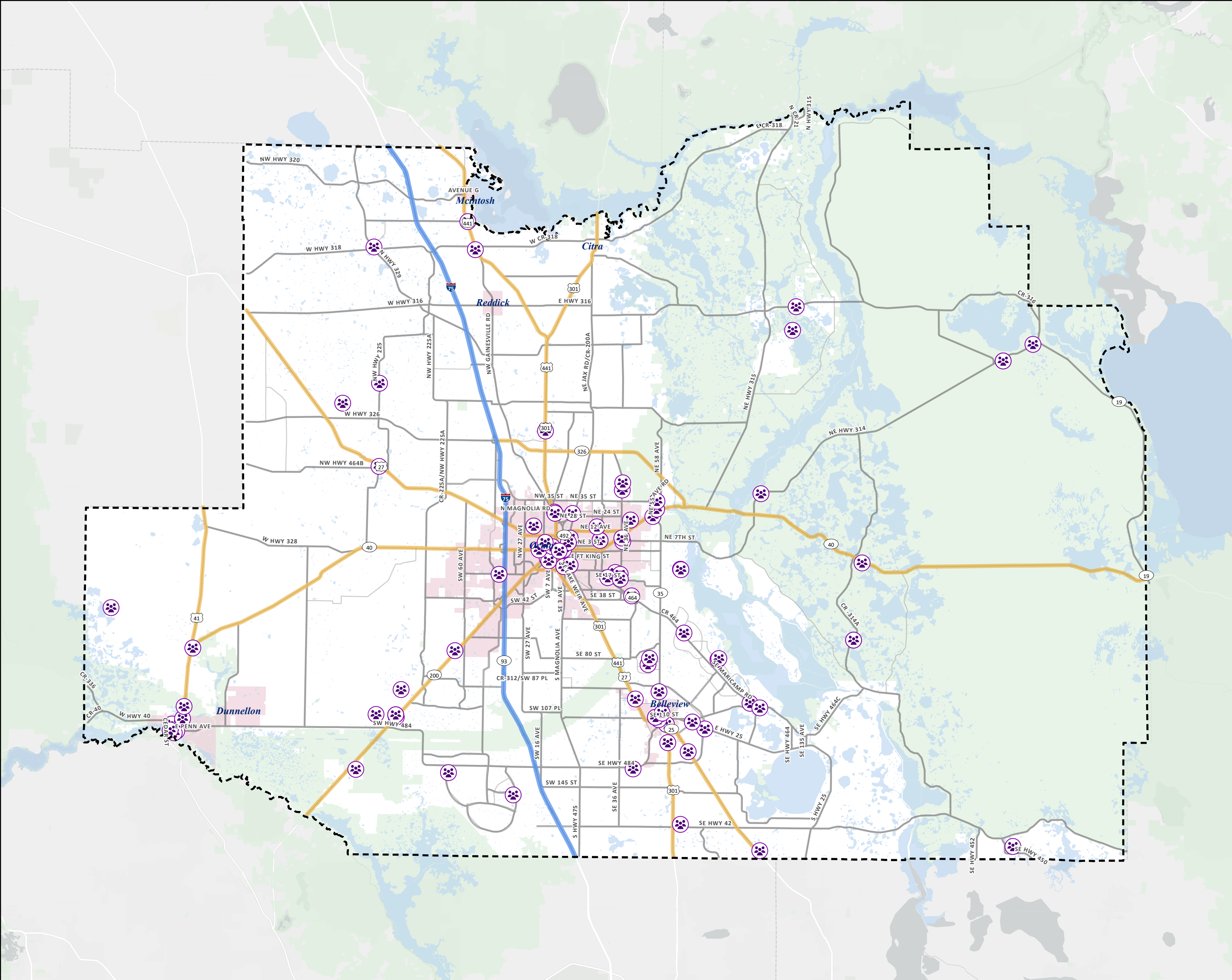
When referring to the accessibility scores of the key destinations (Section 8), we can see many destinations with low accessibility scores in the rural areas, especially in terms of job accessibility. However, since most of these low accessibility destinations in the rural areas are not surrounded by 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 the rural areas due to low 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. Furthermore, there are areas near the lower bicycle stress roadways that could see an increase in accessibility to jobs with additional low stress roadways. Some of these areas include W Hwy 329 near Sparr and the intersection of Hwy 316 and County Road 25A near Reddick.

The areas with 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 (Section 5). Therefore, providing more low stress walking and biking facilities in these areas could benefit the community in terms of both safety and accessibility.

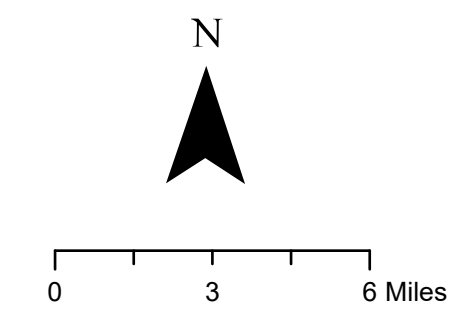
In addition to the needs summarized here, the projects identified by Marion County and the municipalities will also be included in the project prioritization process.

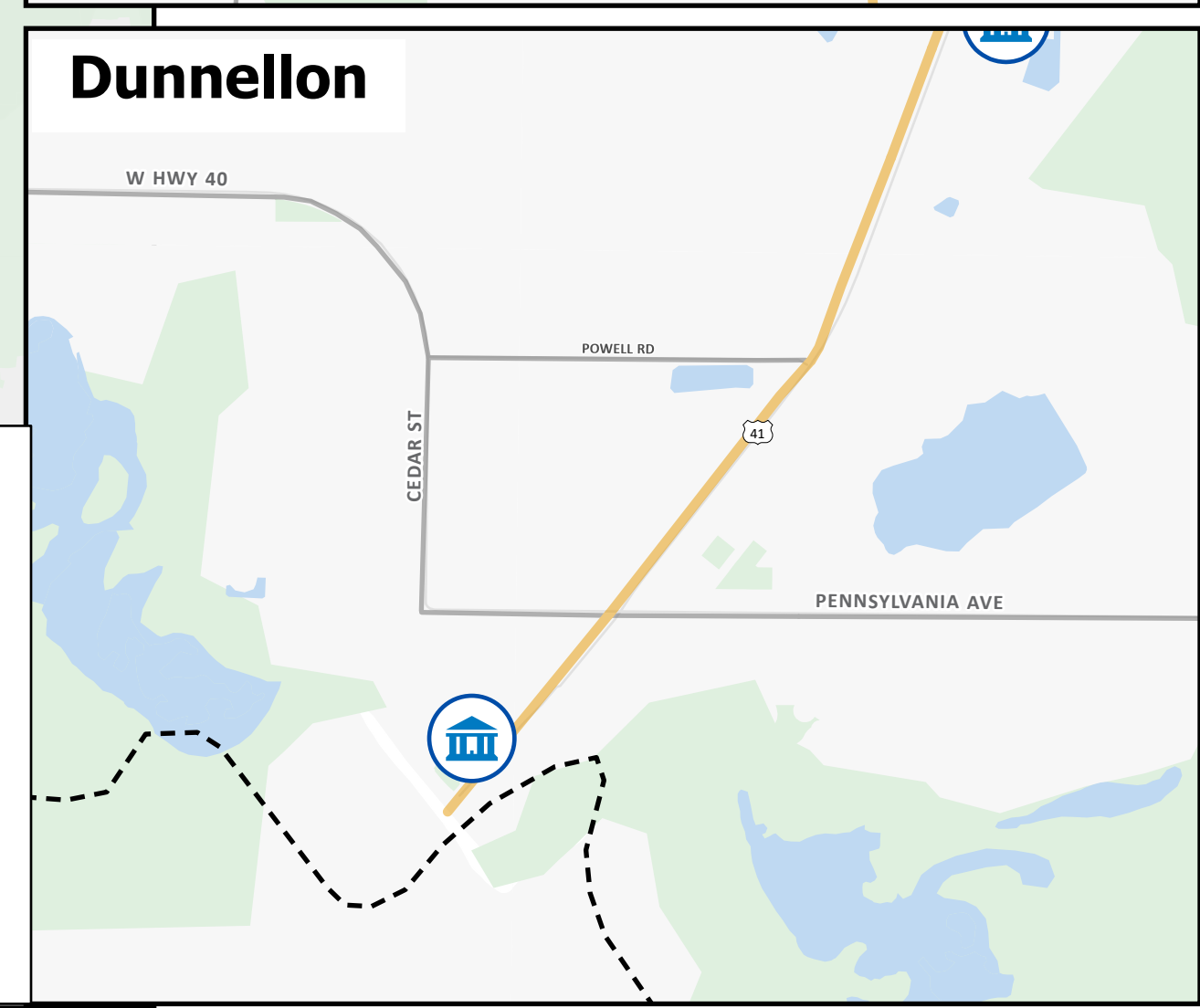
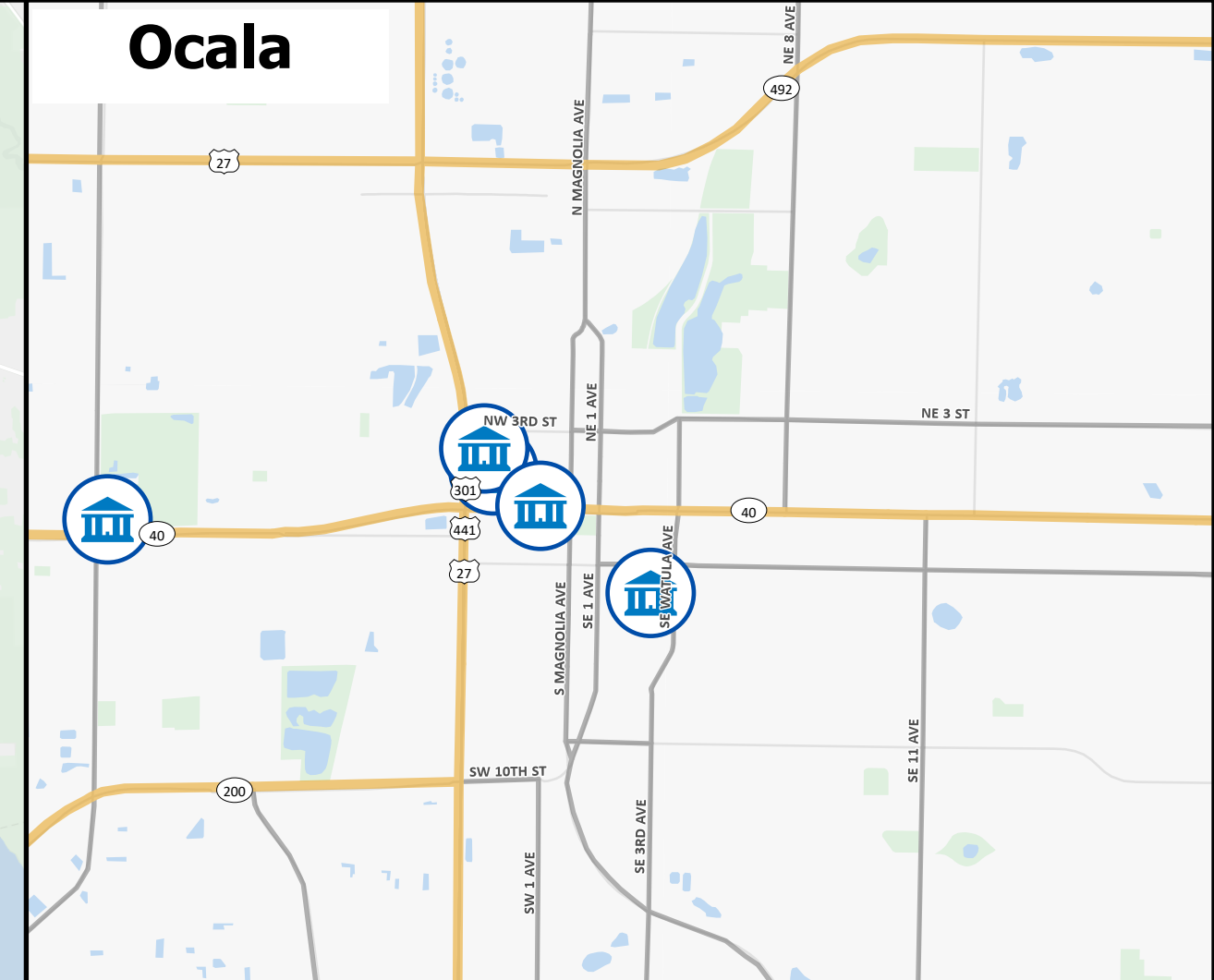
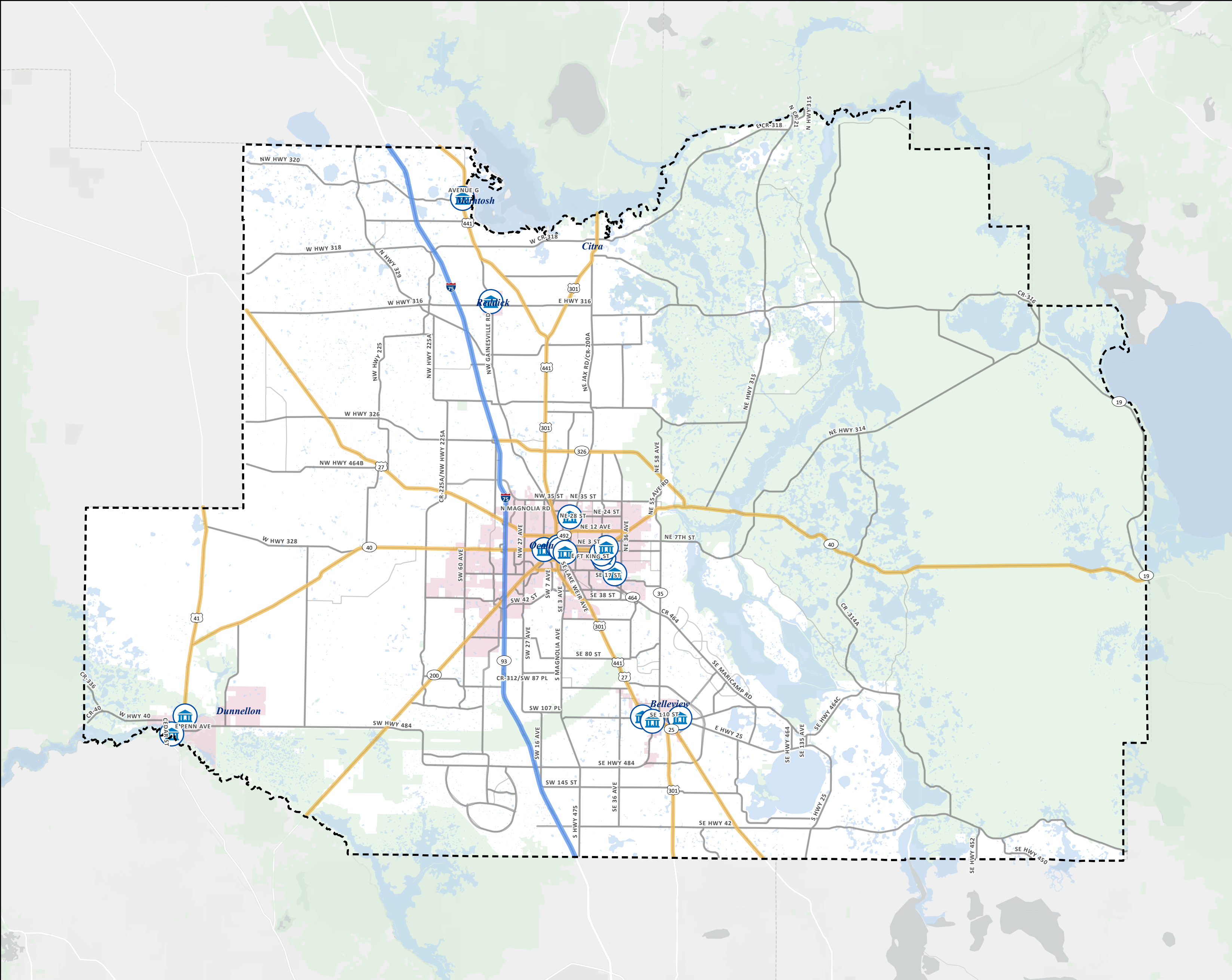
Appendix A: Key Destination Locations



Ocala/Marion TPO Active Transportation Plan
Figure X: Destination--Community Center

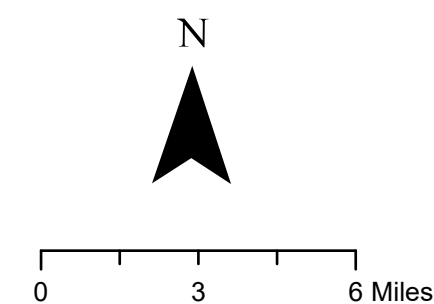
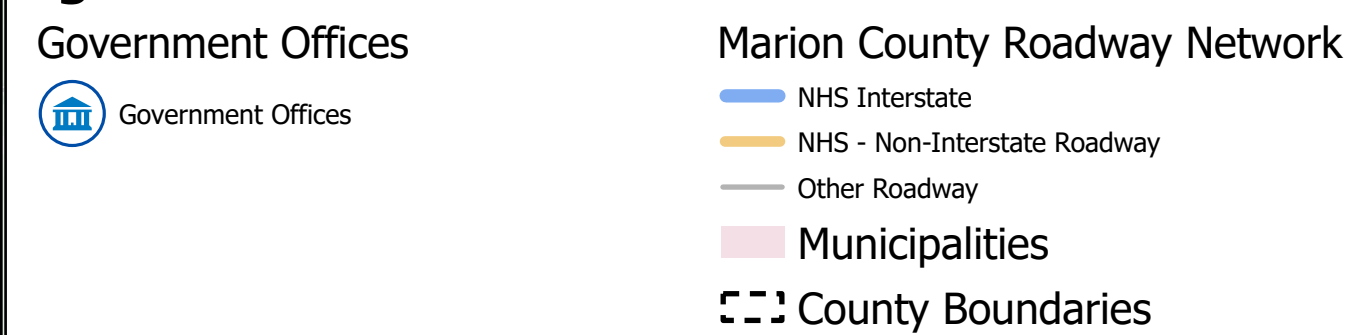
- Community Center
- Community Center
- Marion County Roadway Network
- NHS Interstate
- NHS - Non-Interstate Roadway
- Other Roadway
- Municipalities
- County Boundaries

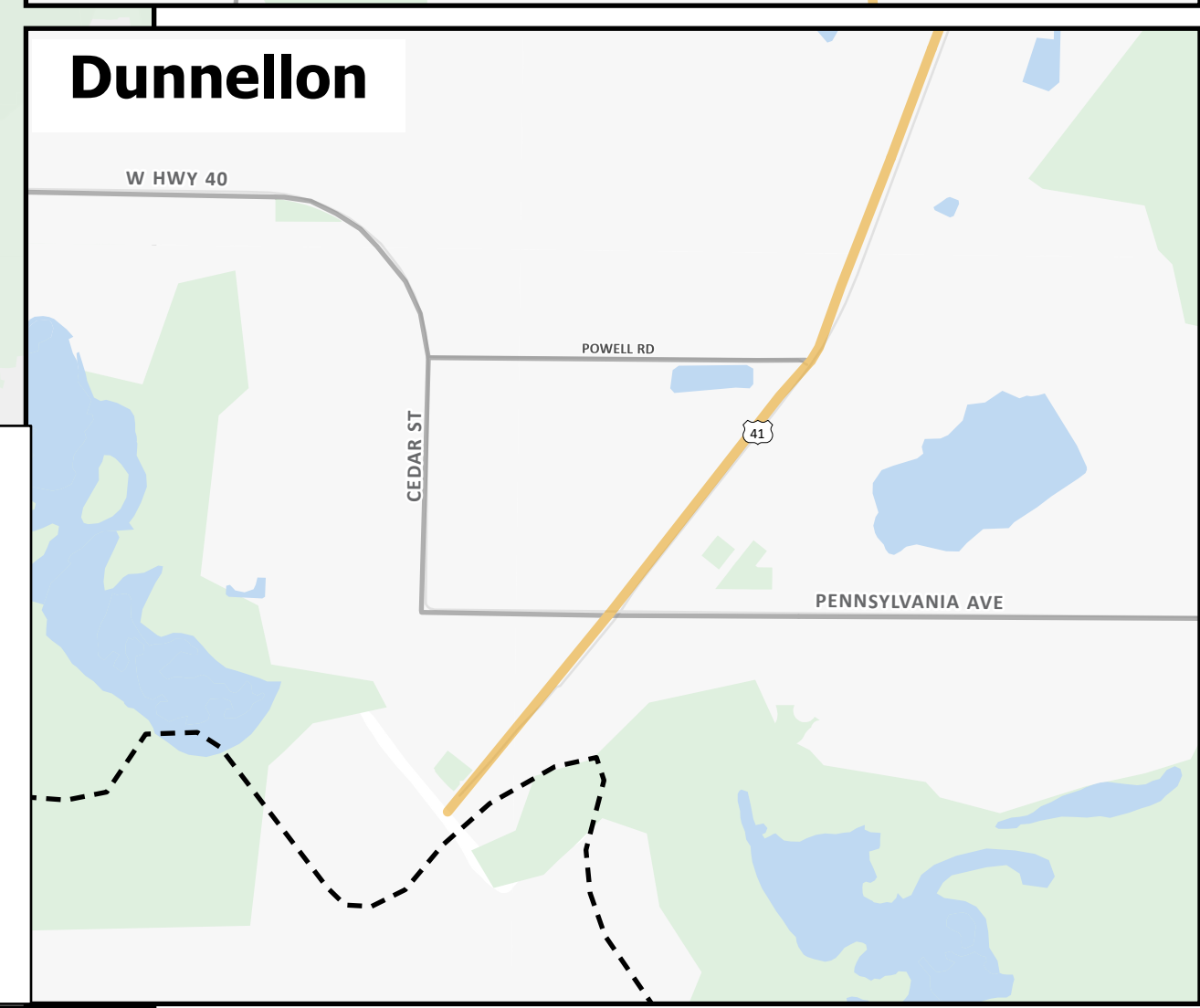
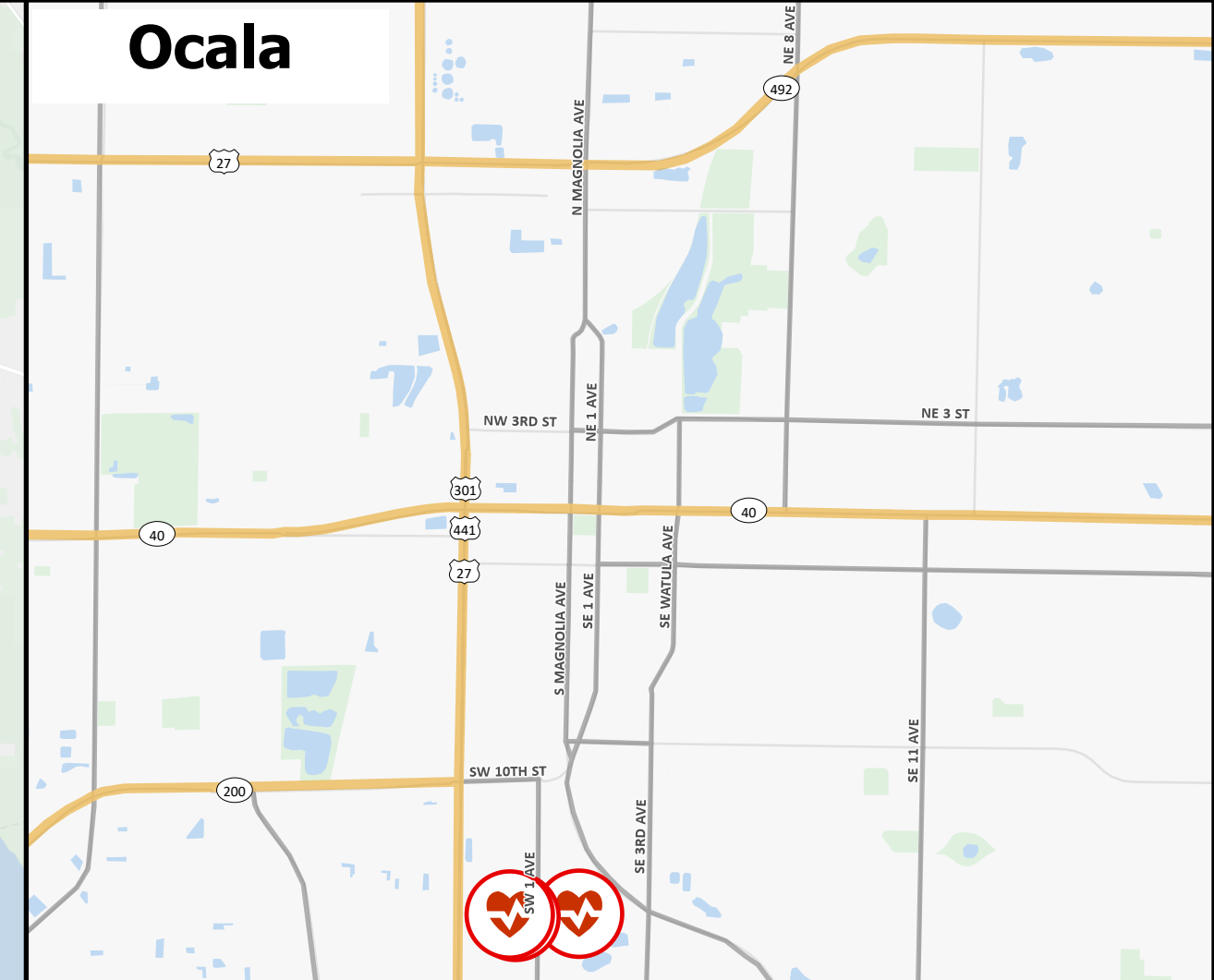
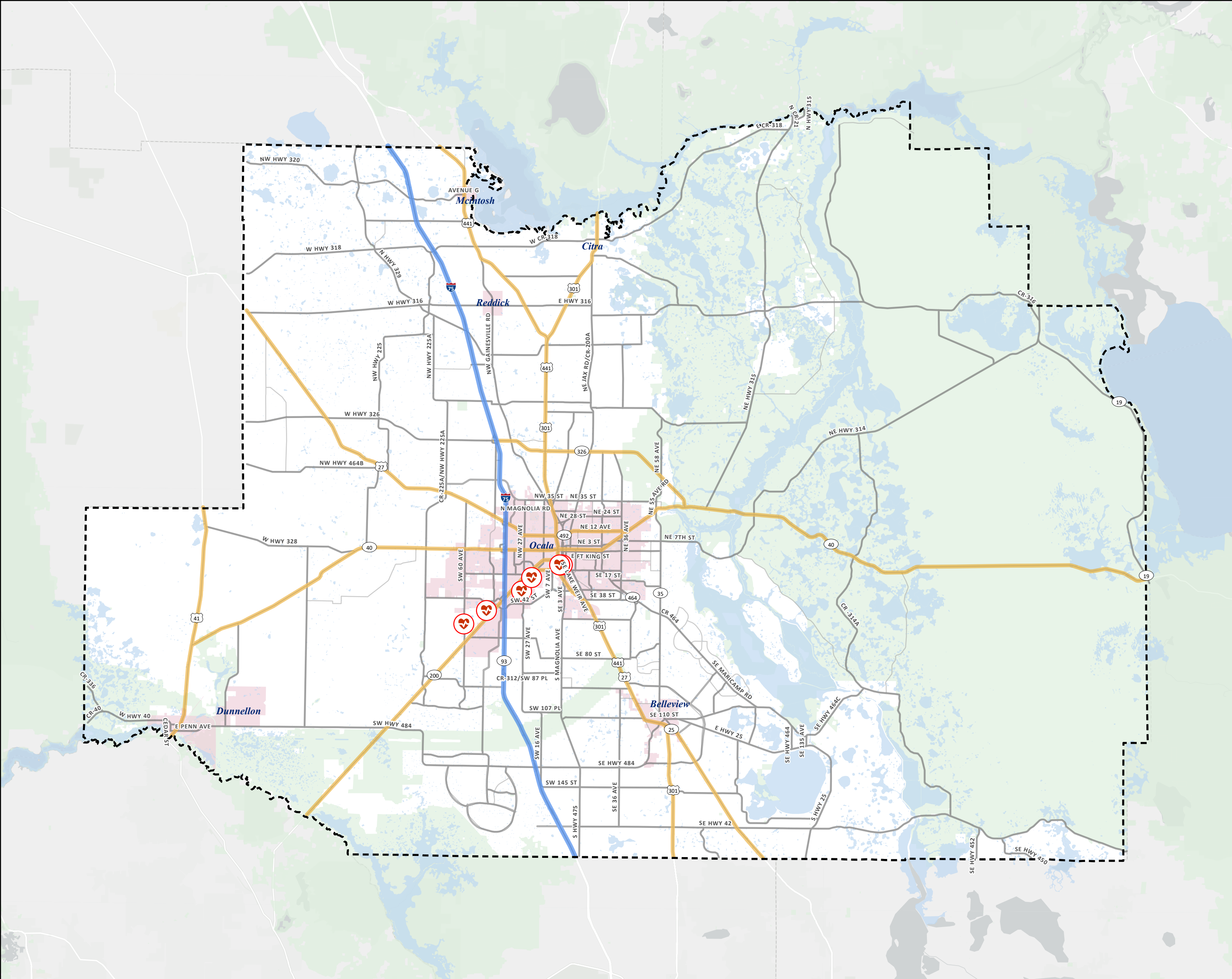




Ocala/Marion TPO Active Transportation Plan

Figure X: Destination--Government Offices

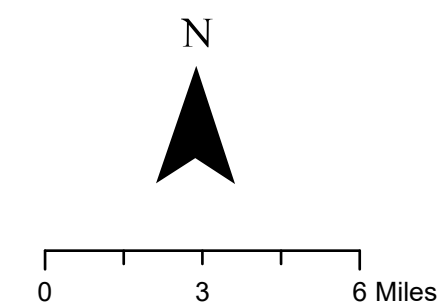


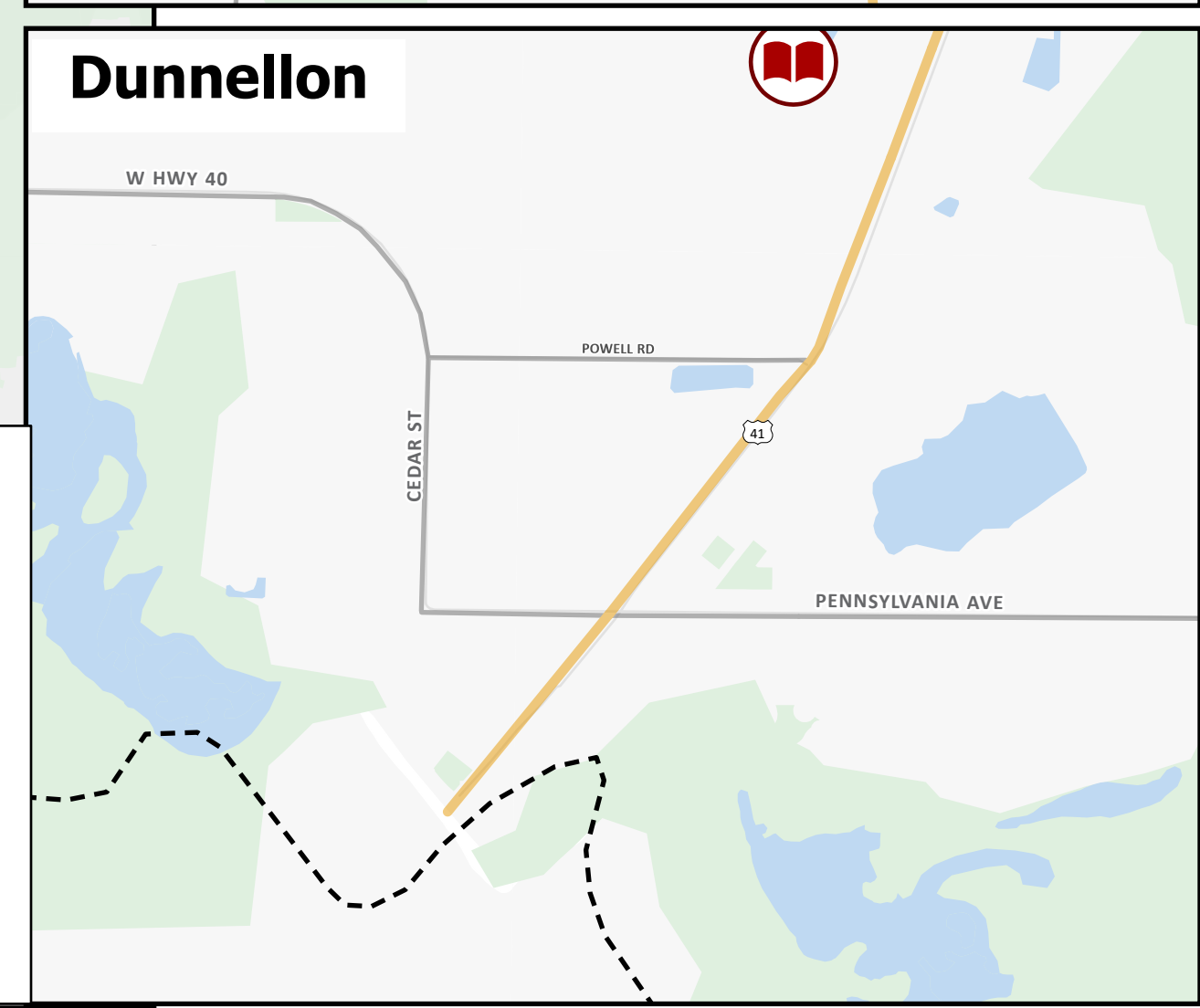
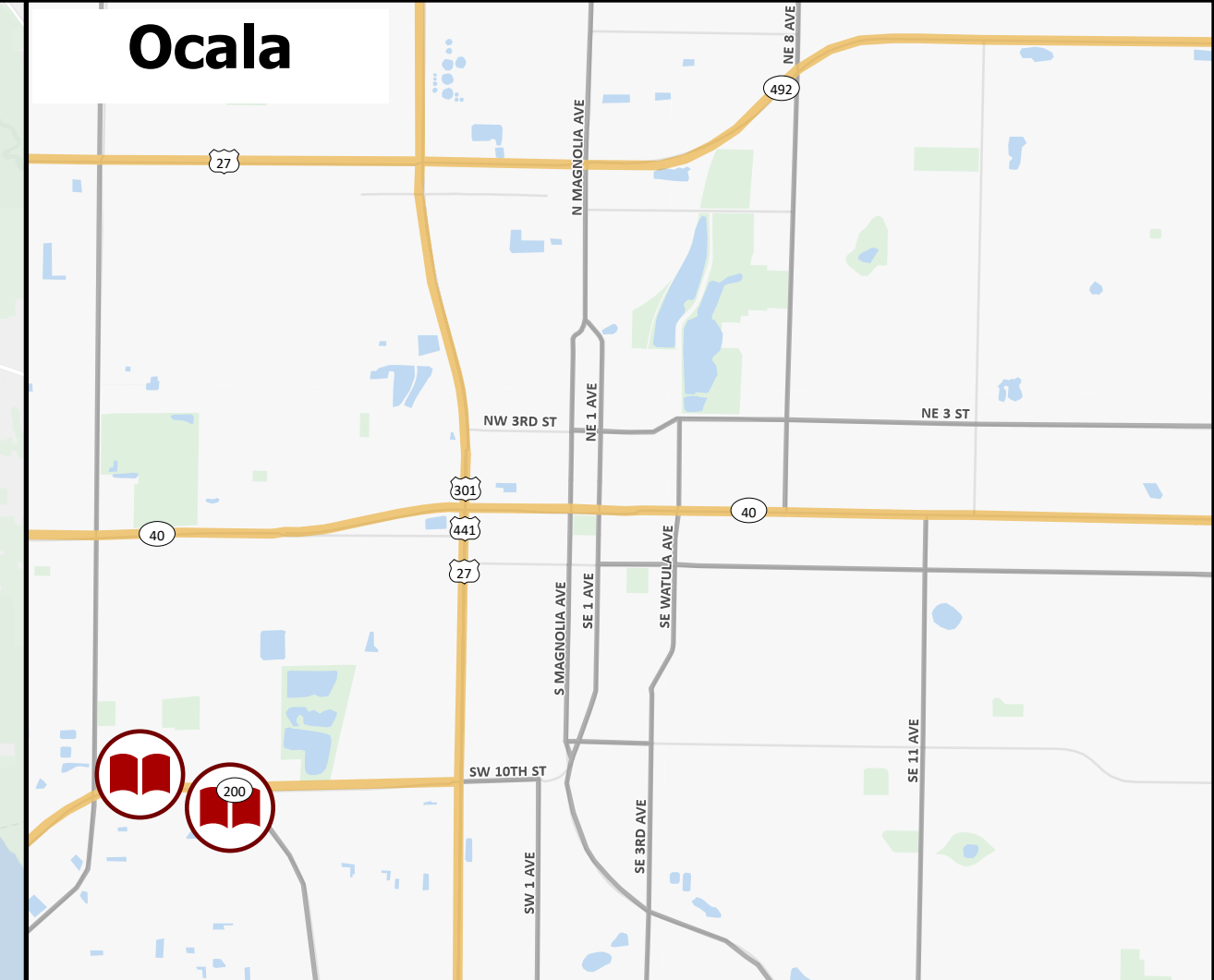
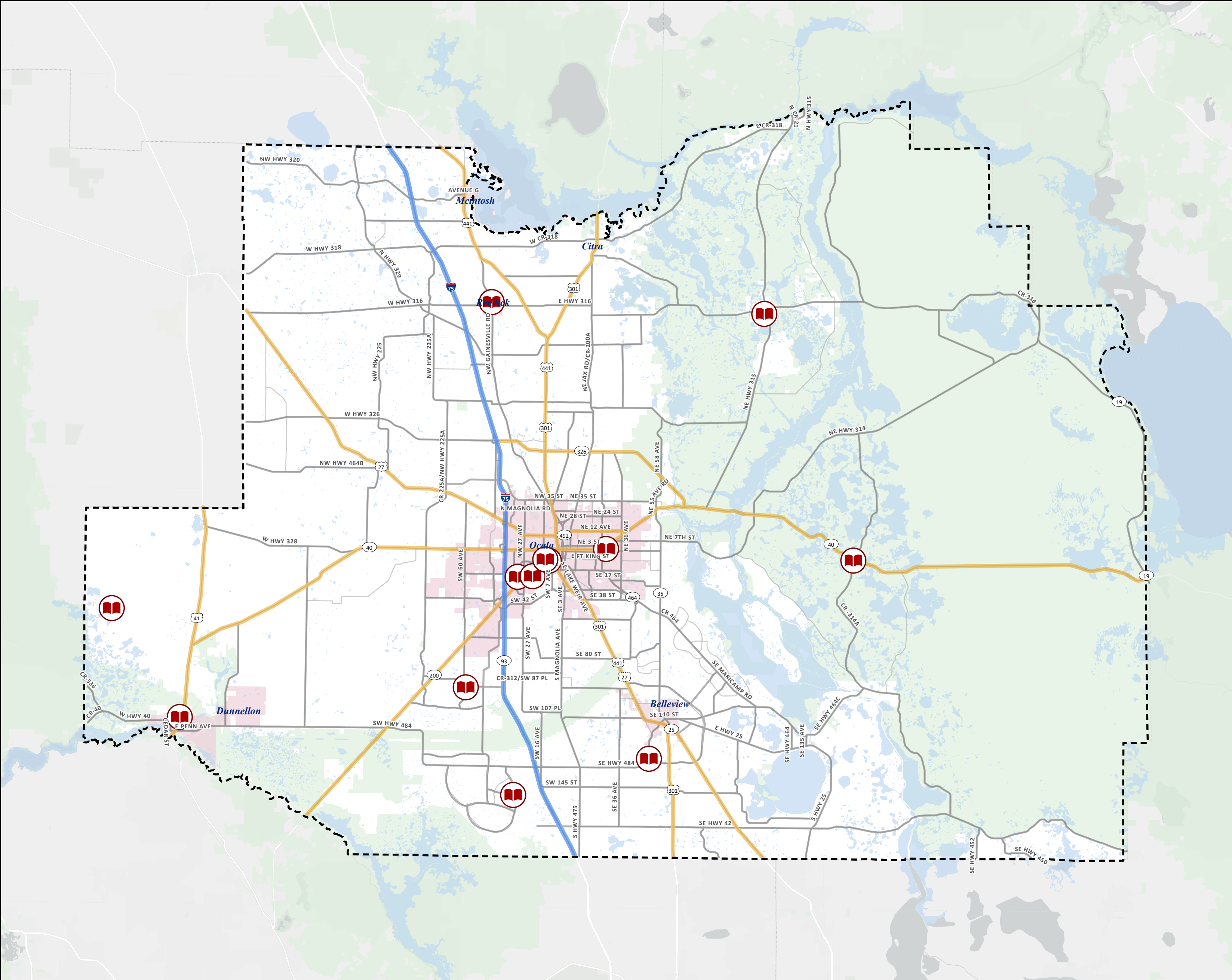


Ocala/Marion TPO Active Transportation Plan

Figure X: Destination--Hospitals

- Hospitals
- Marion County Roadway Network
- Hospitals
 - NHS Interstate
 - NHS - Non-Interstate Roadway
 - Other Roadway
 - Municipalities
 - County Boundaries

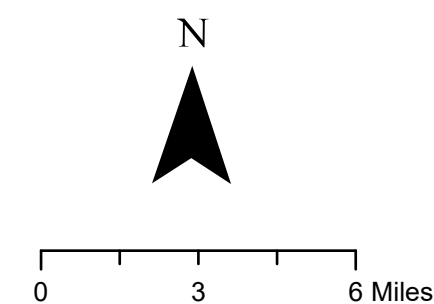


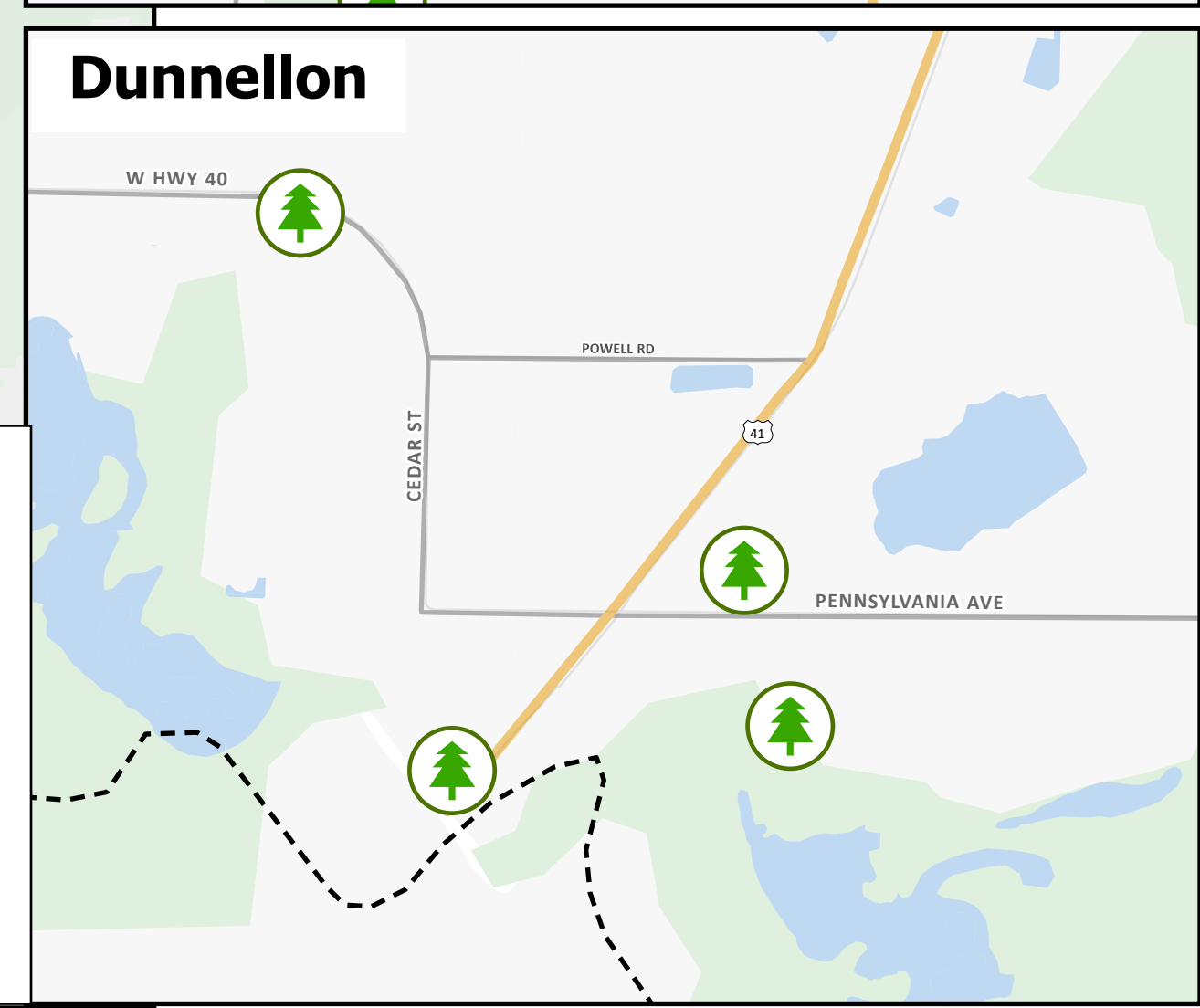
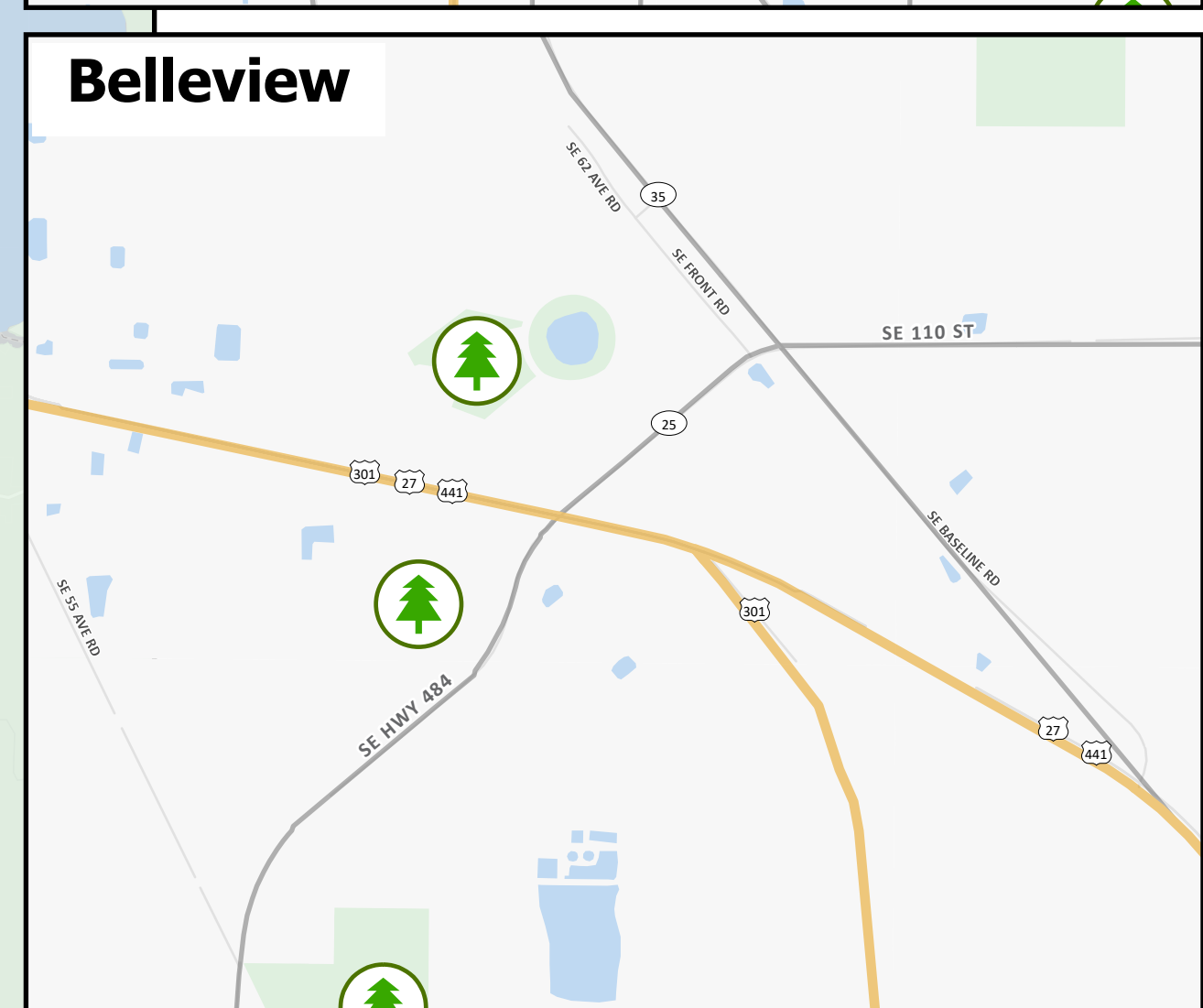
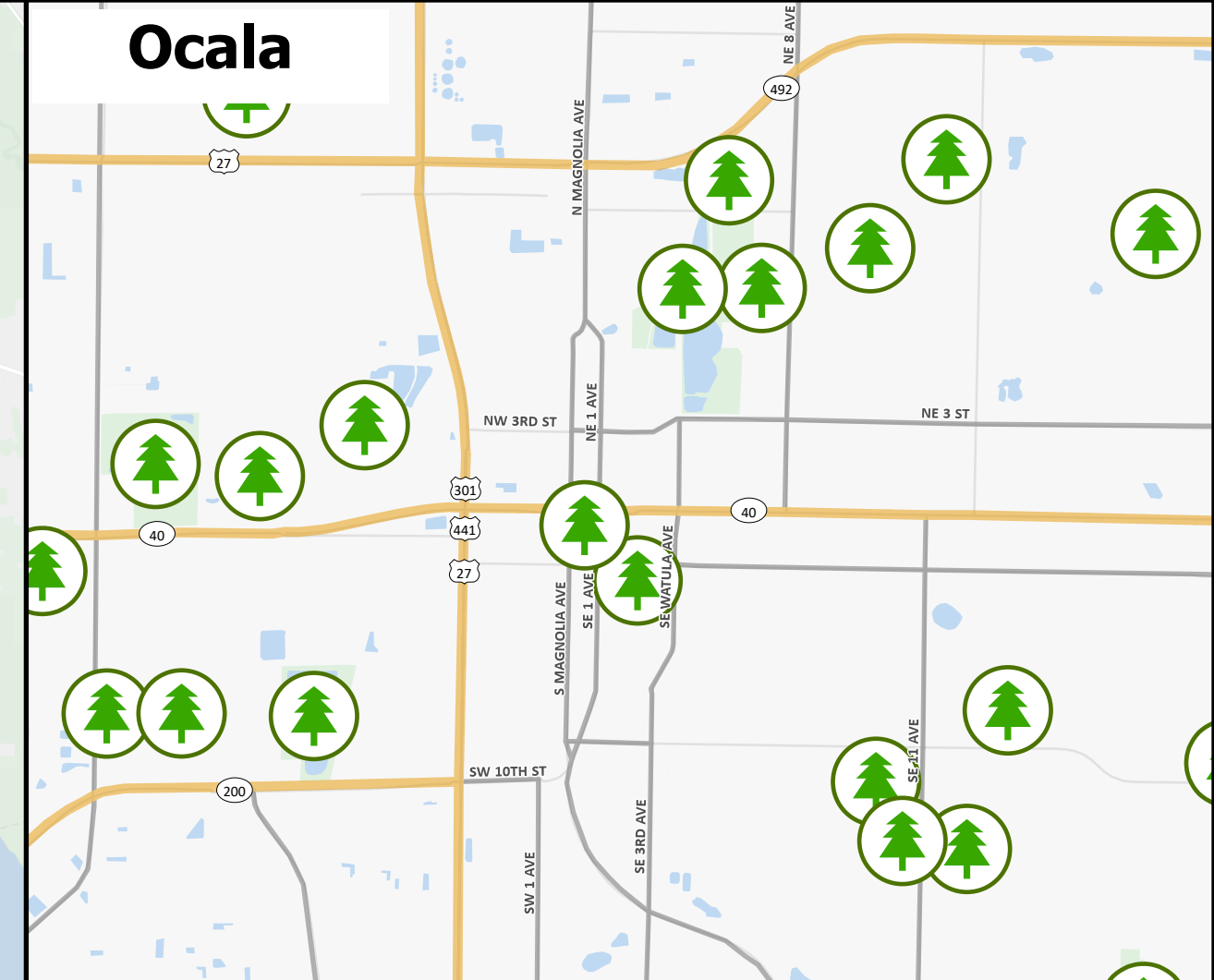
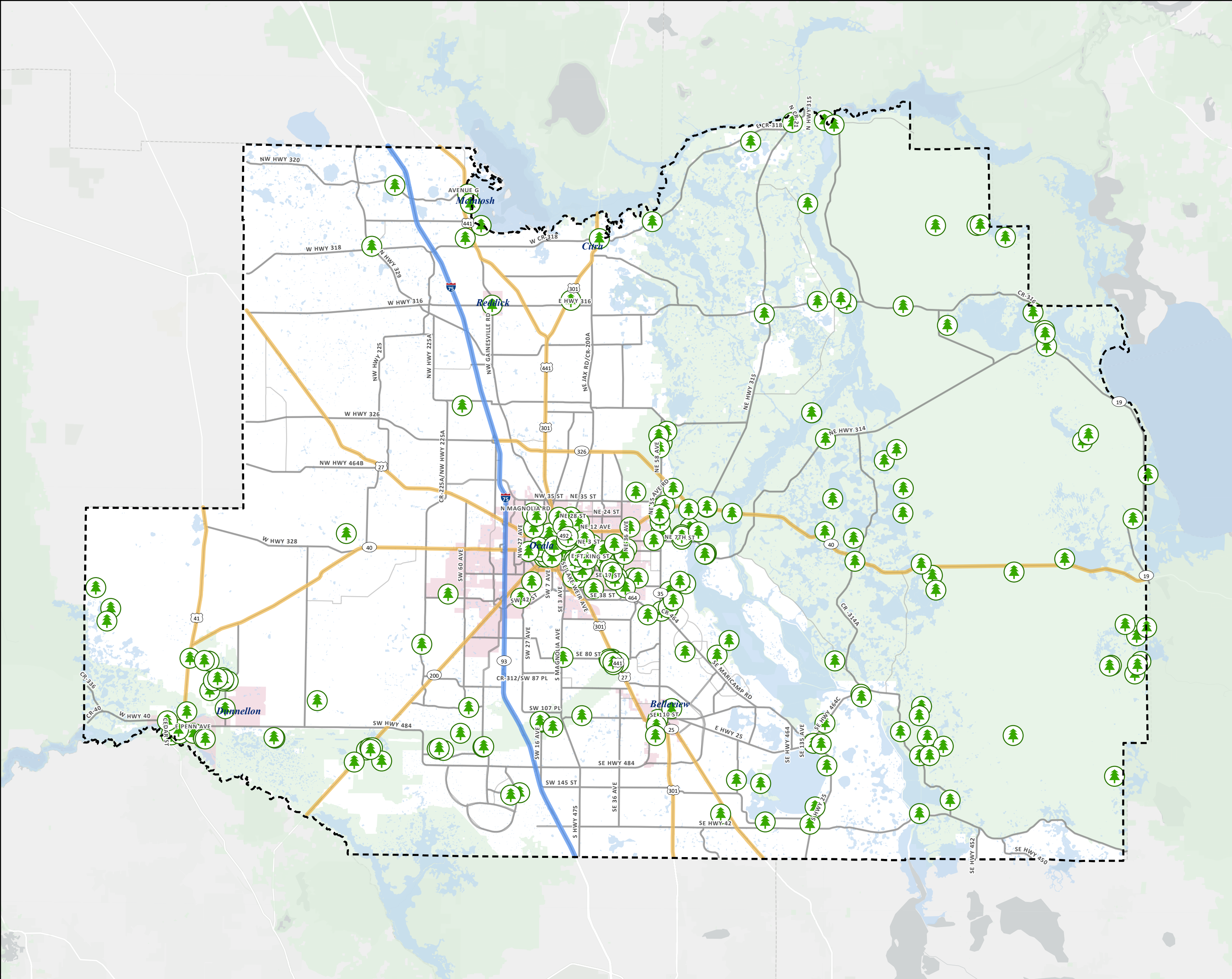


Ocala/Marion TPO Active Transportation Plan

Figure X: Destination--Libraries

- Libraries
- Marion County Roadway Network
- Libraries
 - NHS Interstate
 - NHS - Non-Interstate Roadway
 - Other Roadway
 - Municipalities
 - County Boundaries





Ocala/Marion TPO Active Transportation Plan

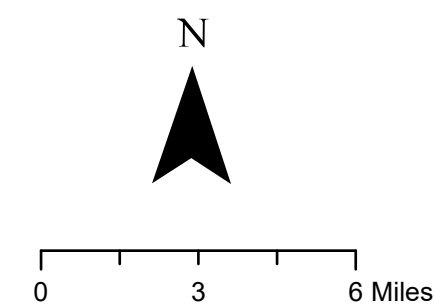
Figure X: Destination--Parks

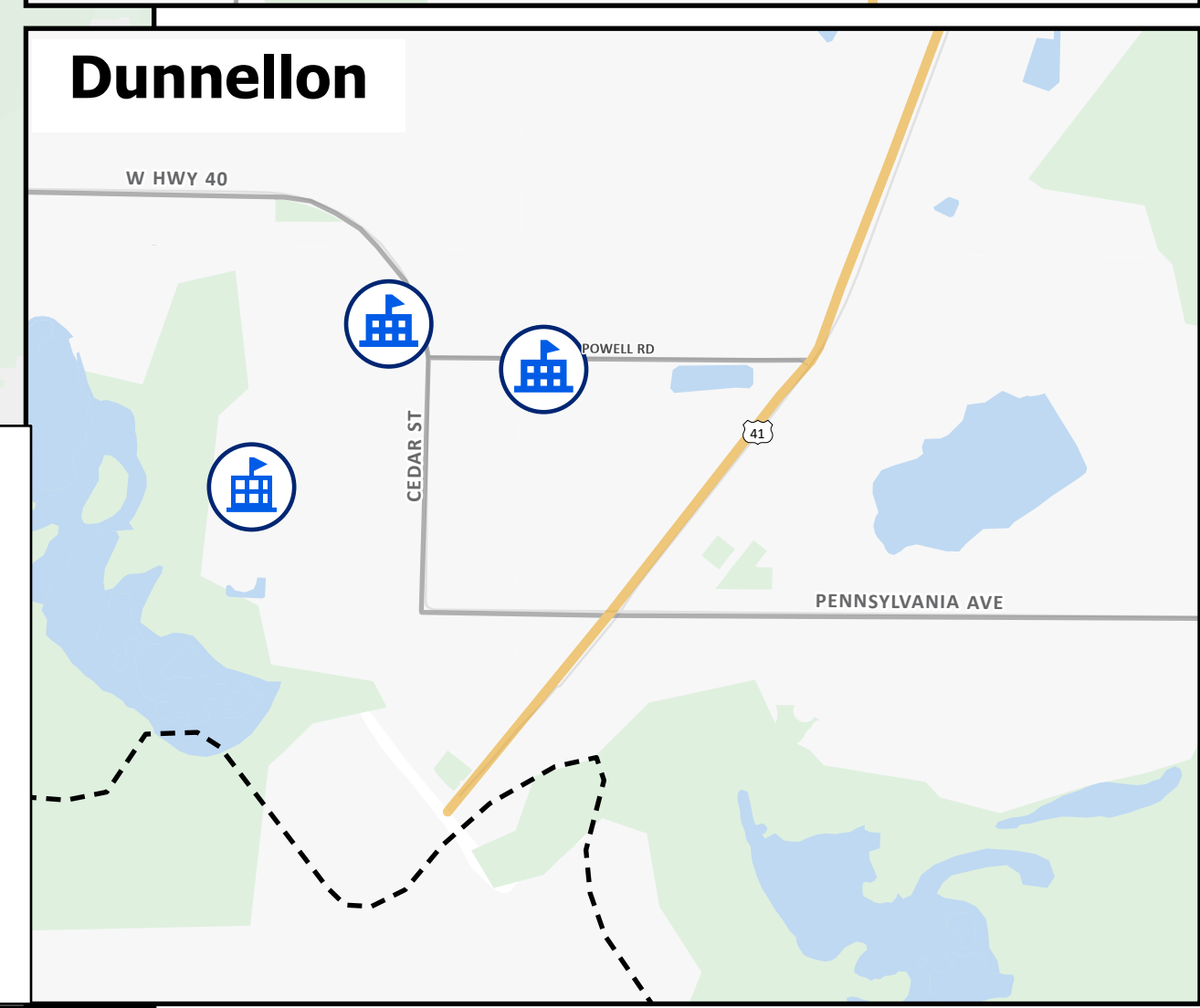
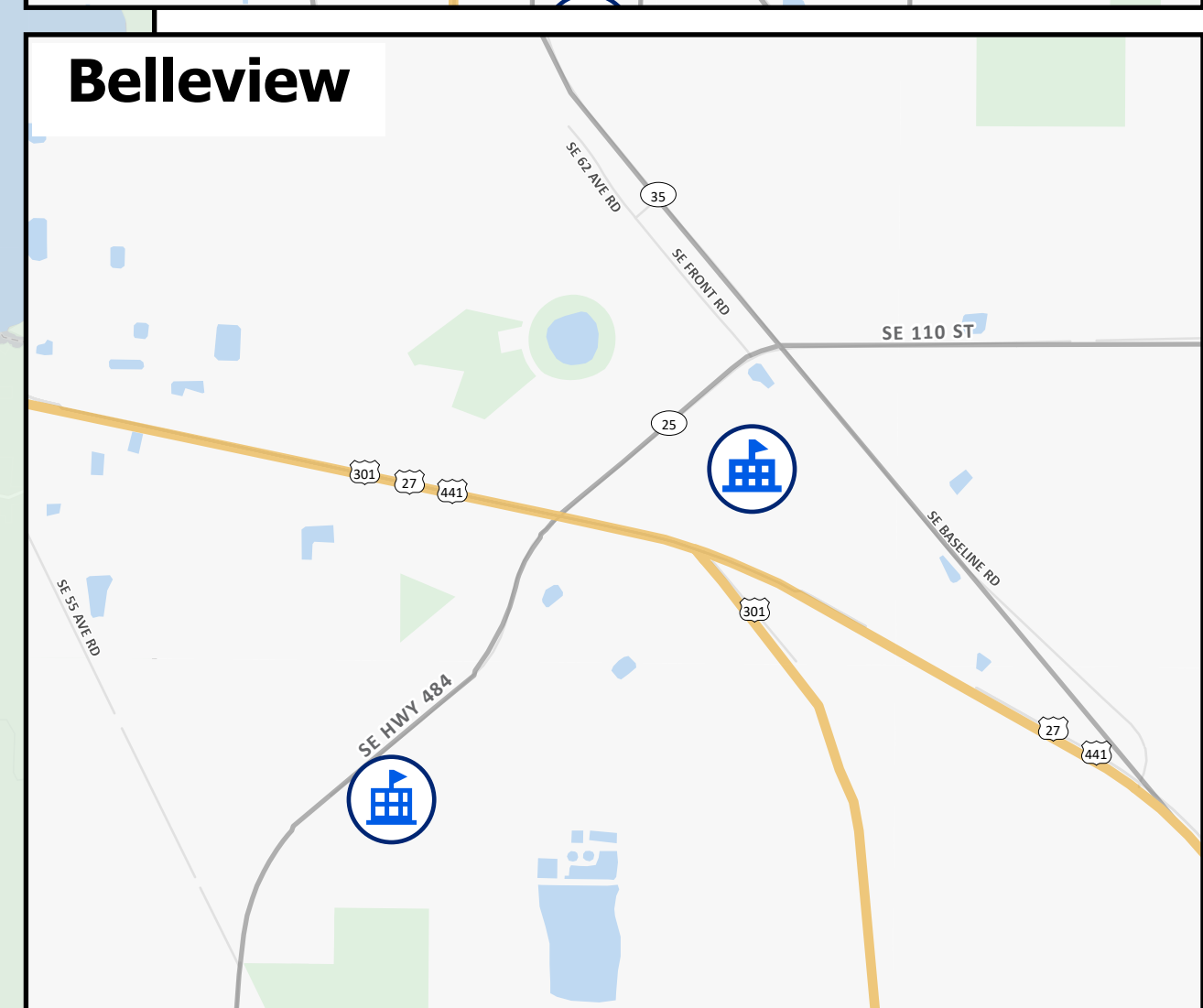
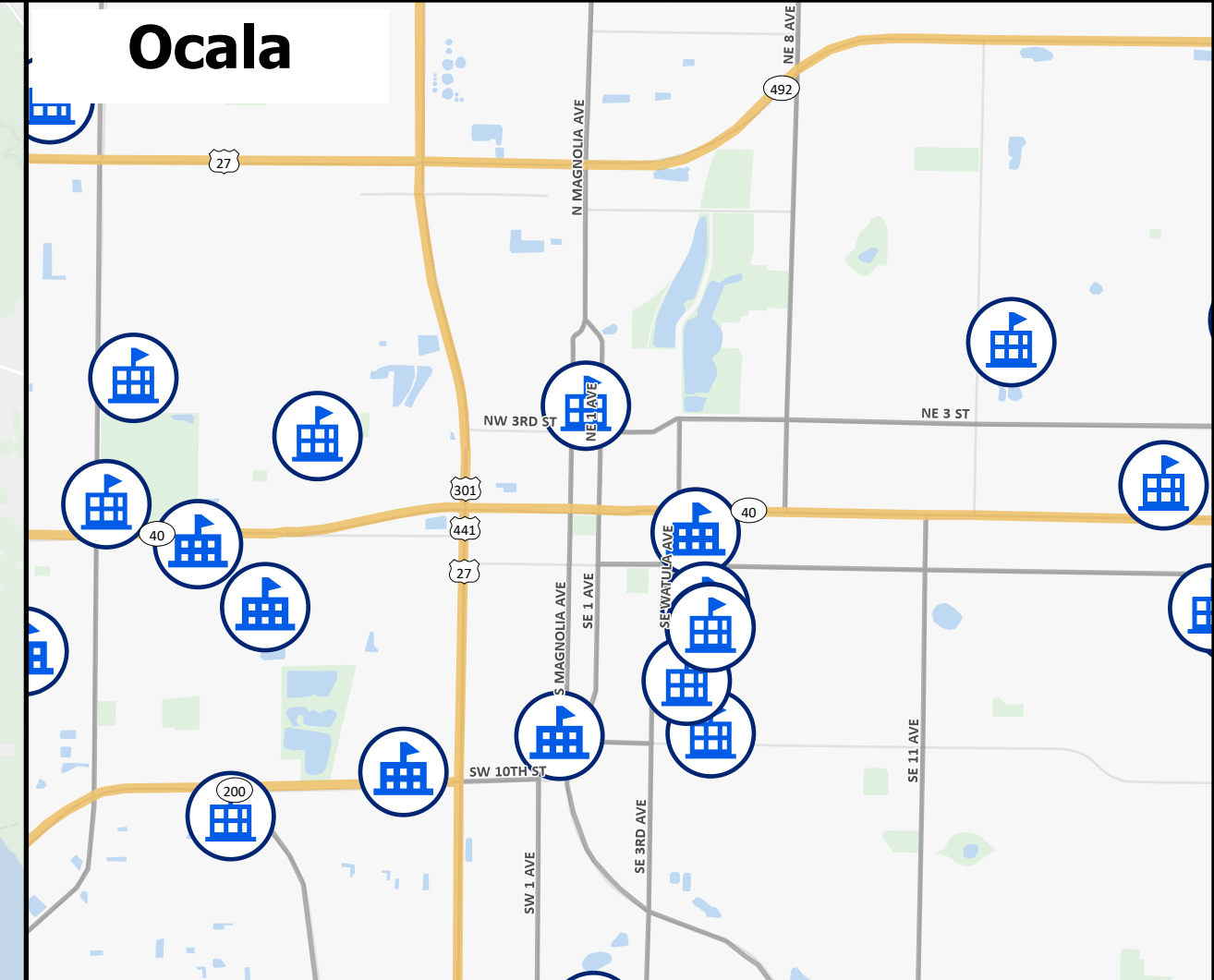
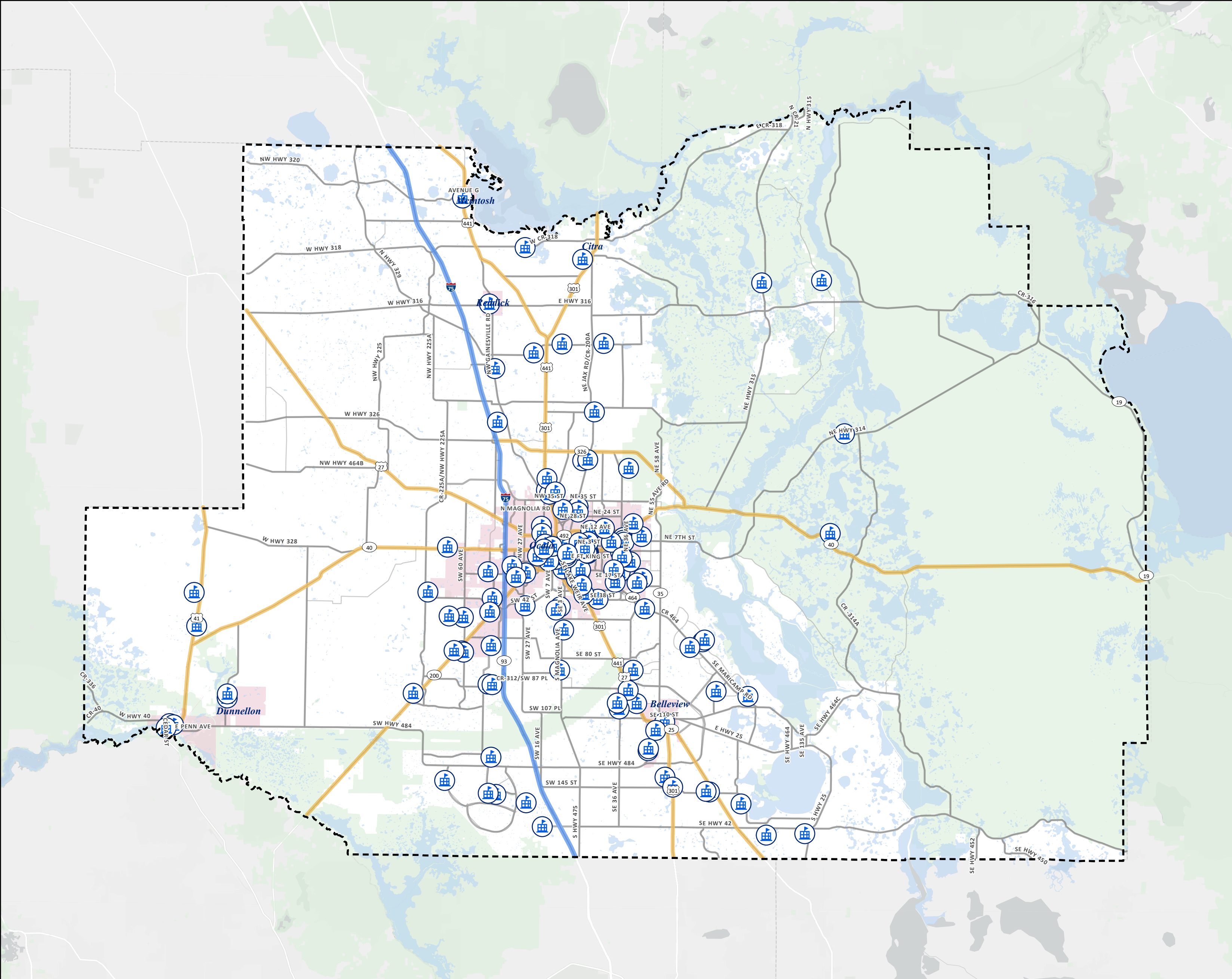
Parks



Marion County Roadway Network

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

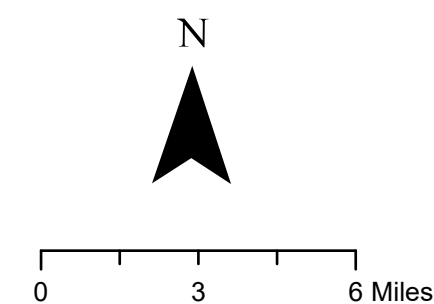


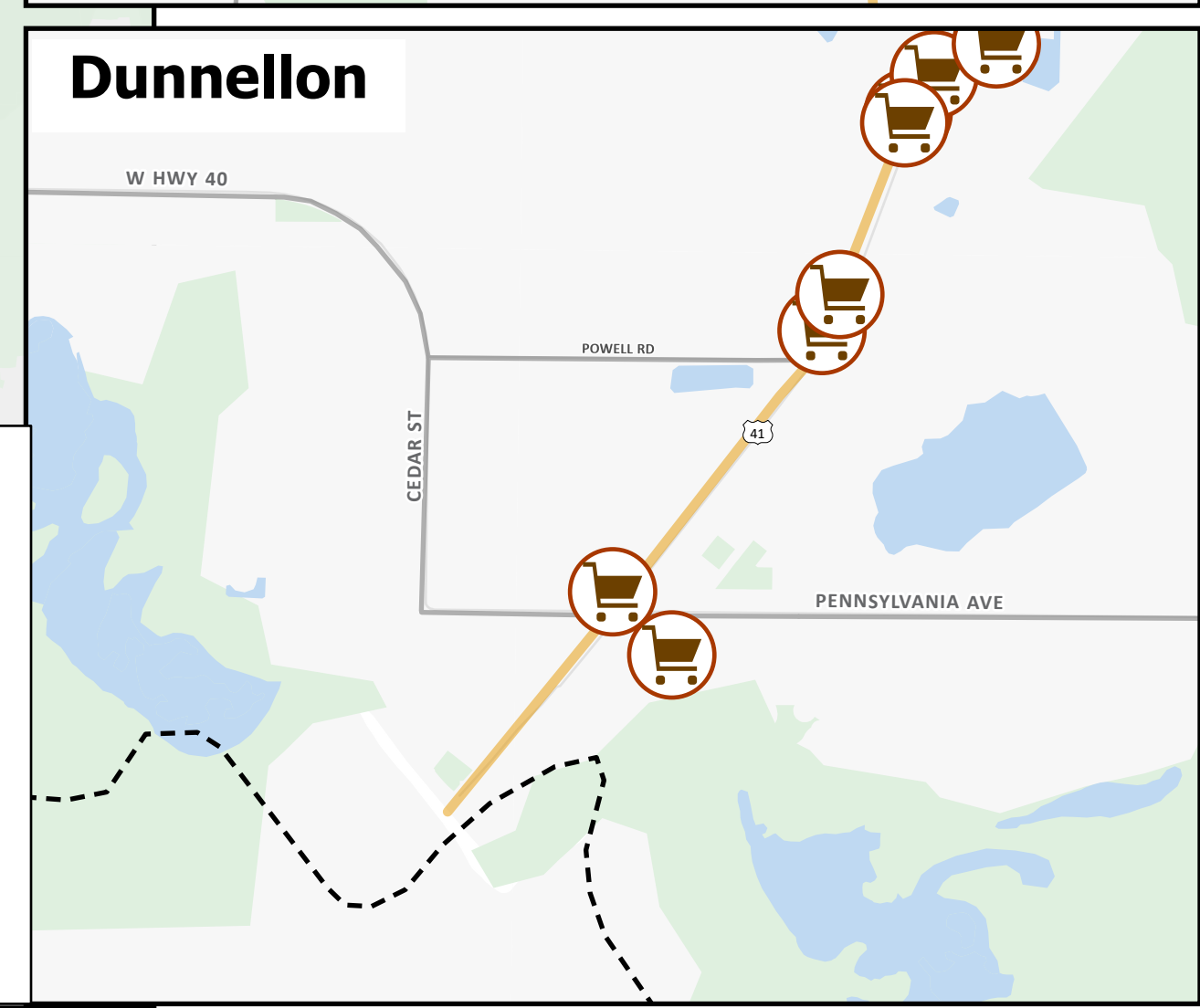
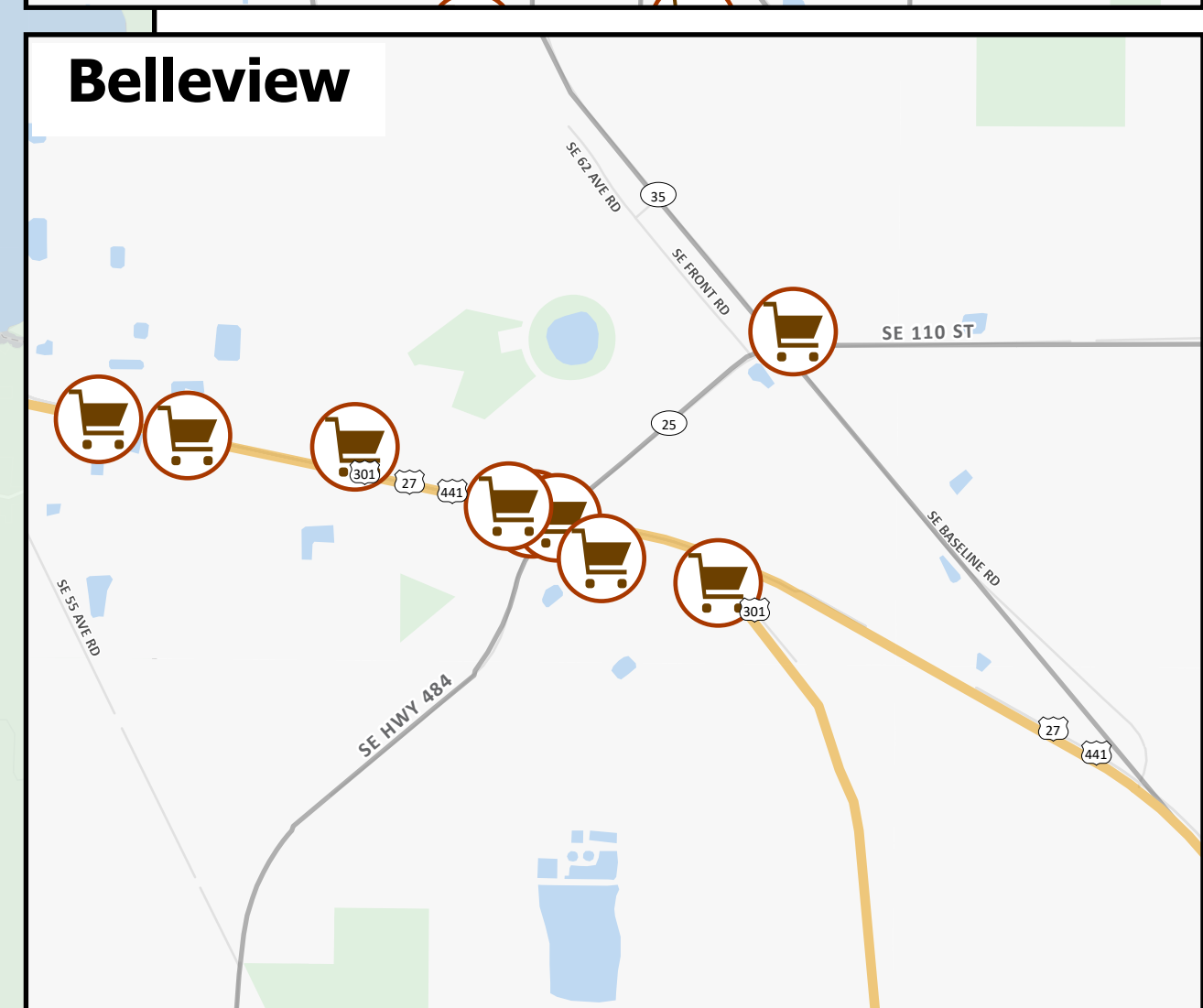
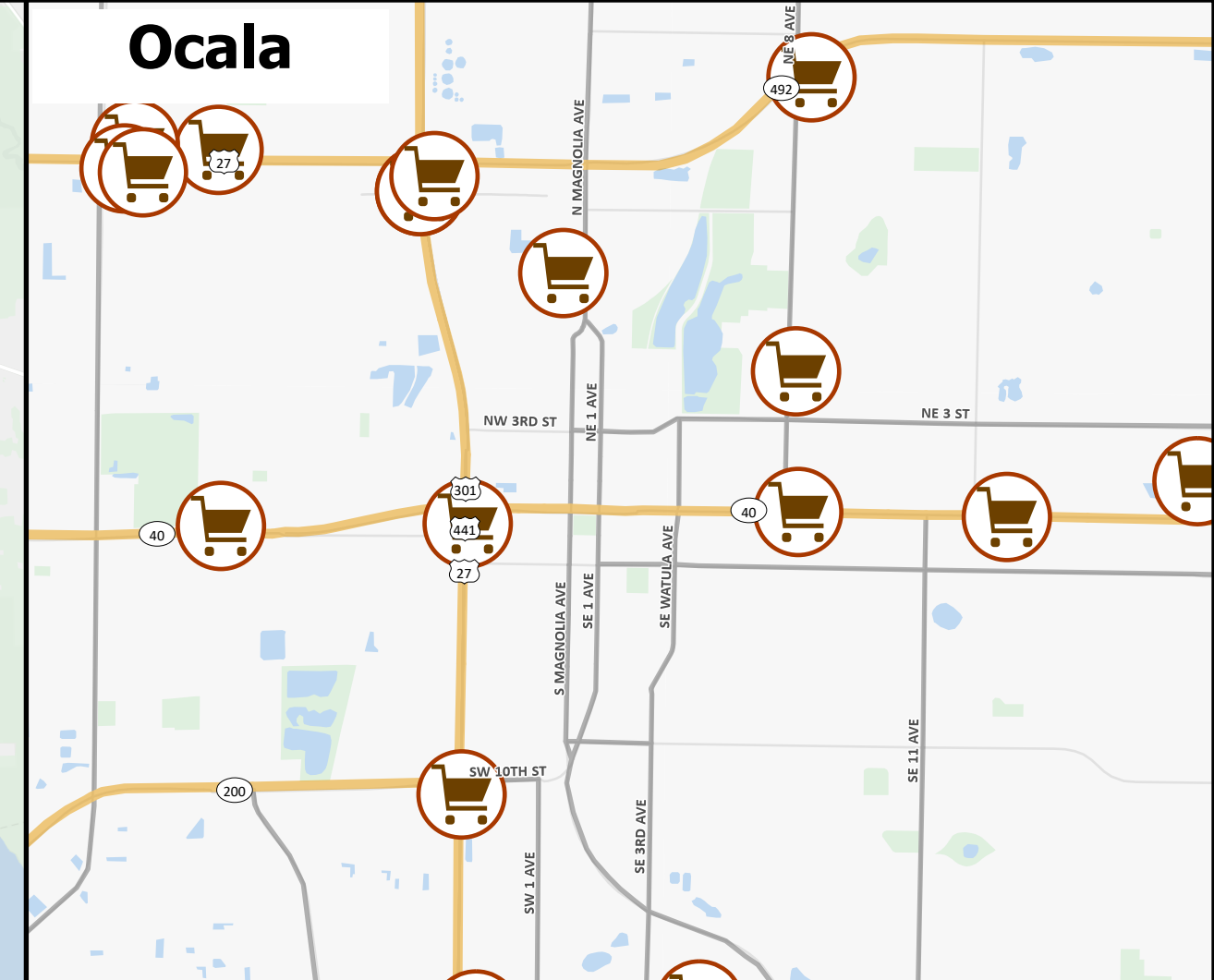
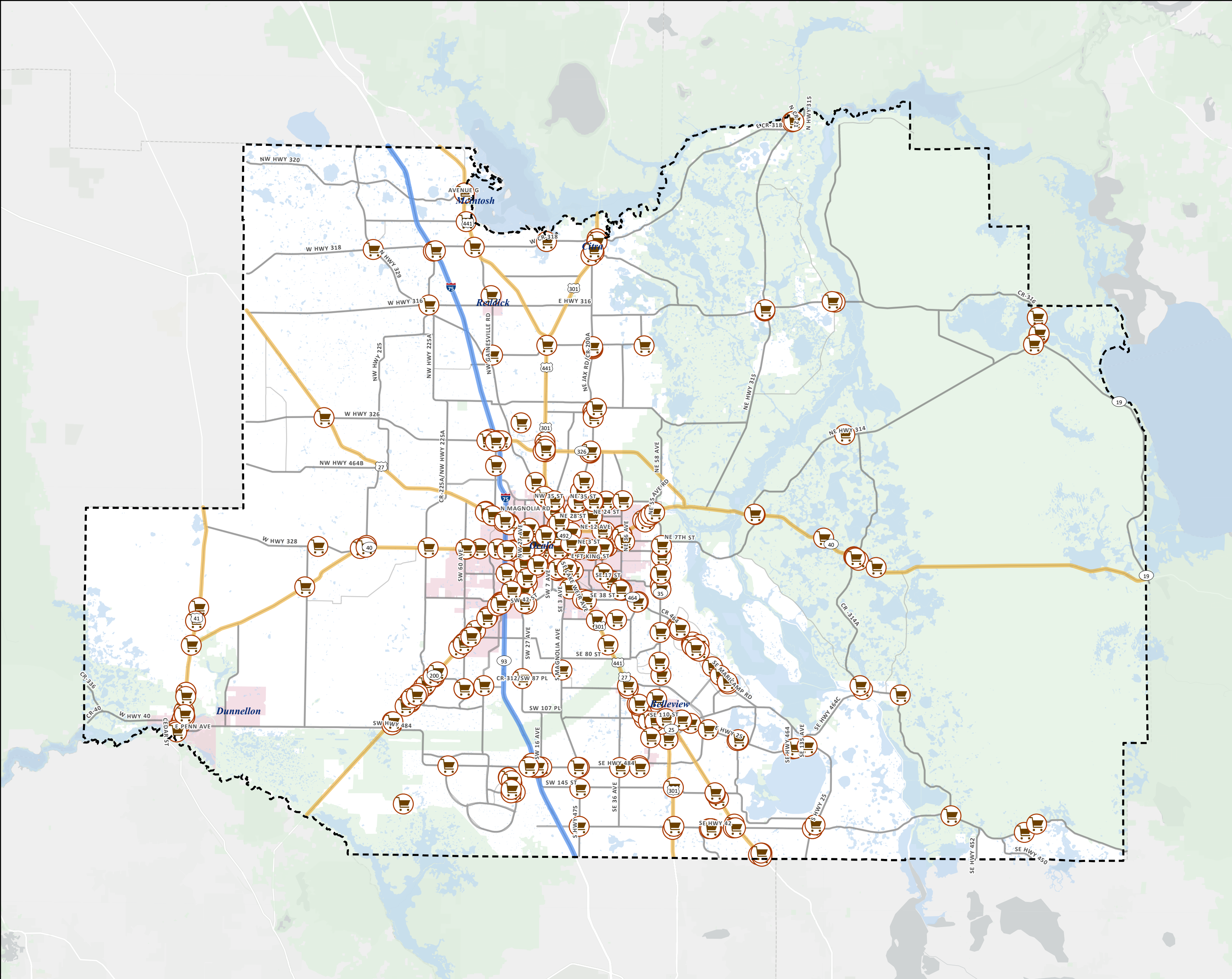


Ocala/Marion TPO Active Transportation Plan

Figure X: Destination--Schools

- Schools
- Marion County Roadway Network
- Schools
 - NHS Interstate
 - NHS - Non-Interstate Roadway
 - Other Roadway
 - Municipalities
 - County Boundaries





Ocala/Marion TPO Active Transportation Plan

Figure X: Destination--SNAP Retail

SNAP Retail

SNAP Retail

Marion County Roadway Network

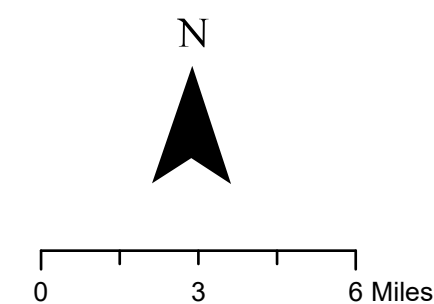
NHS Interstate

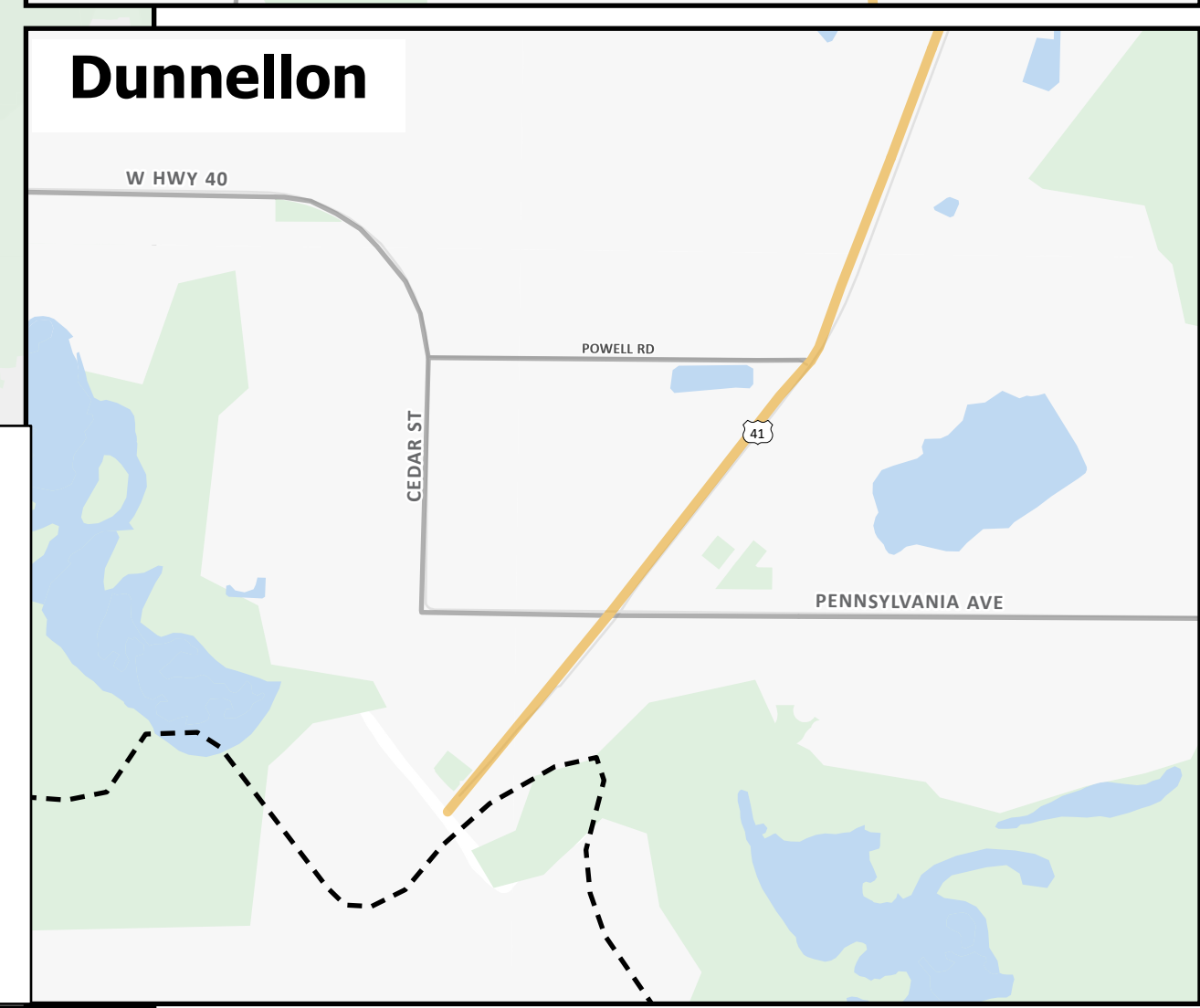
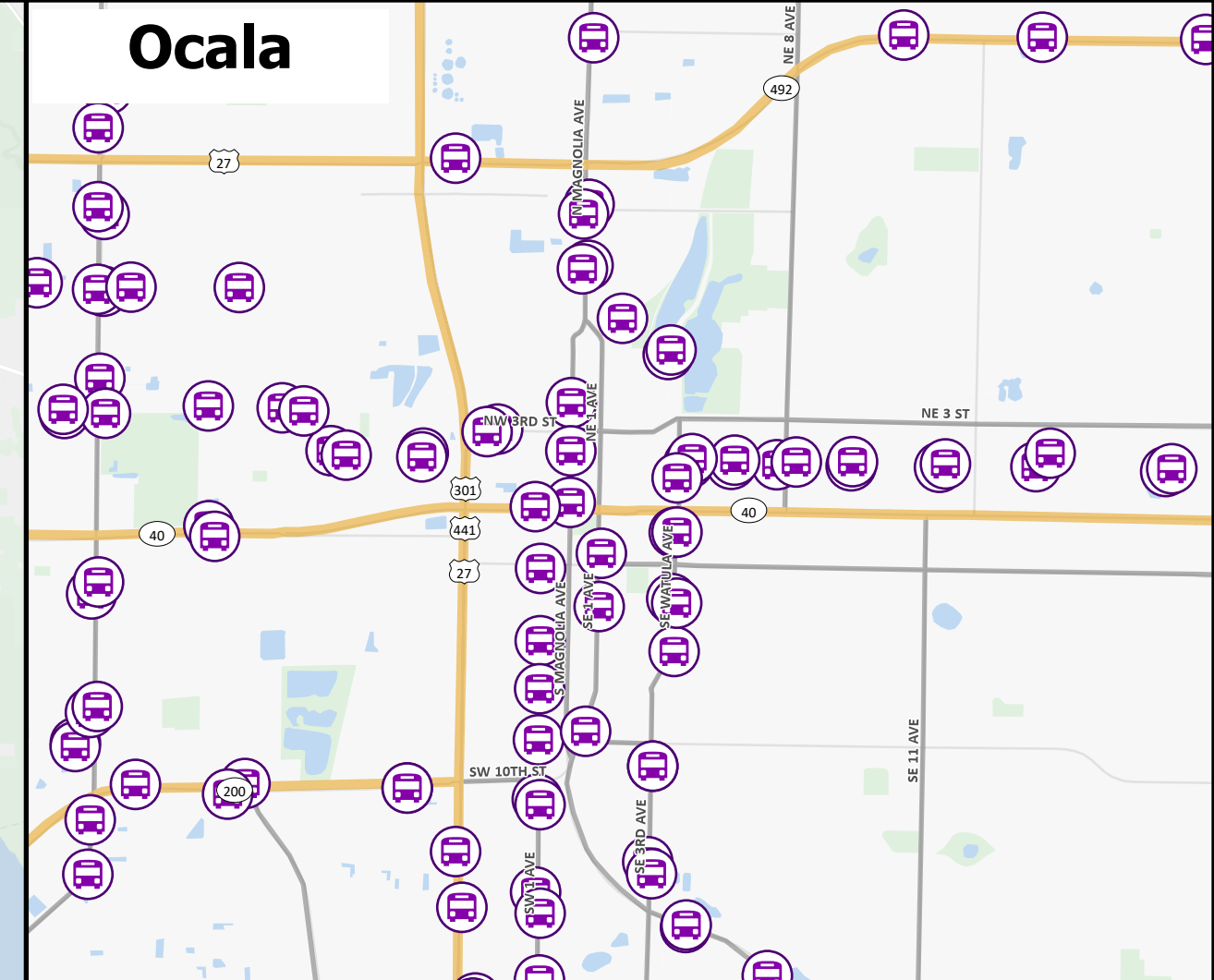
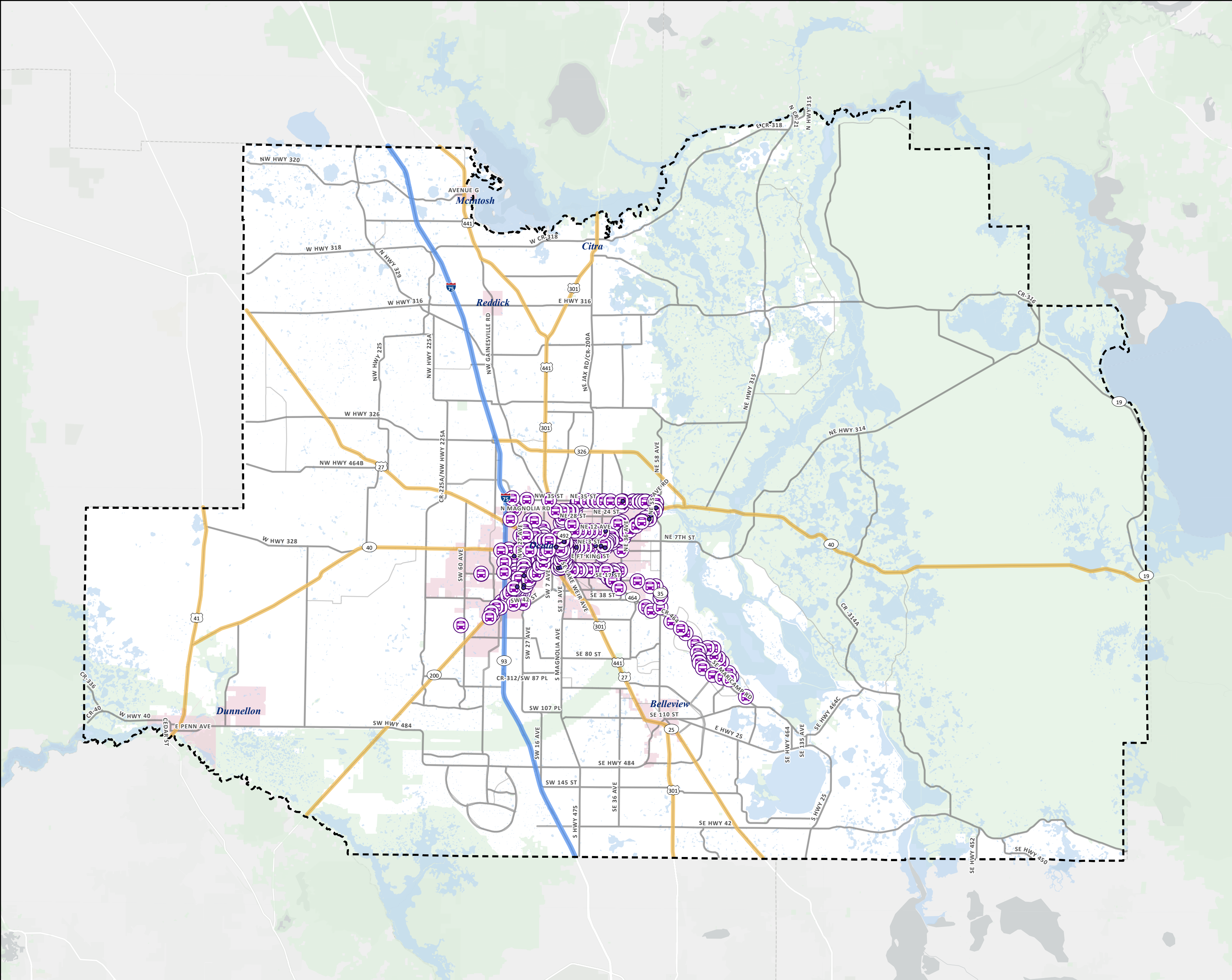
NHS - Non-Interstate Roadway

Other Roadway

Municipalities

County Boundaries










Ocala/Marion TPO Active Transportation Plan

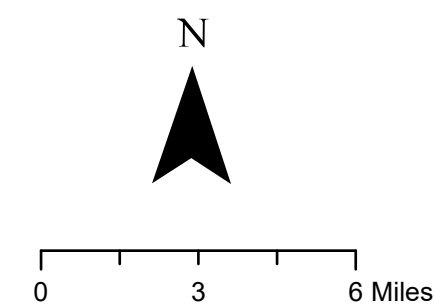
Figure X: Destination--Bus Stops

SunTran Bus Stops

 SunTran Bus Stops

Marion County Roadway Network

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





TO: Board Members

FROM: Rob Balmes, Director

RE: Local Government Transportation/Capital Improvement Projects

Summary

At the May 27, 2025 TPO Board meeting, a request was made by Chairman Zalak for local government partners to highlight their respective capital/transportation improvement projects. Included with this memo are projects from Marion County and the City of Ocala.

Attachment(s)

- Capital/Transportation Improvement Project Lists

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

2025/2026 – 2029/2030

MARION COUNTY
TRANSPORTATION IMPROVEMENT PROGRAM



MARION COUNTY BOARD OF COUNTY COMMISSIONERS


KATHY BRYANT, CHAIRMAN

TIP2026

Date March 18, 2025

TABLE OF CONTENTS

Board of County Commissioners.....	2
Introduction.....	3
Phase/Funding Codes.....	4
Projects List.....	5
Revenues/Expenditures Summary.....	10
Unfunded Capacity Projects.....	11
Map.....	12

**MARION COUNTY BOARD OF COUNTY COMMISSIONERS
601 SE 25th AVENUE
OCALA, FLORIDA 34471**

Commissioner Kathy Bryant, Chairman
District 2

Commissioner Carl Zalak, III, Vice Chairman
District 4

Commissioner Craig Curry
District 1

Commissioner Matt McClain
District 3

Commissioner Michelle Stone
District 5

INTRODUCTION

The Marion County Transportation Improvement Program (TIP) lists the anticipated projects throughout Marion County for the next five years. Types of projects are Capacity, Rehabilitation, Intersections and other miscellaneous maintenance such as guardrail, sidewalks, striping, etc. Activities undertaken on these projects usually include survey, design, right-of-way acquisition, and construction.

The TIP is revised on an annual basis prior to the budget completion. Every year the project costs and schedules are updated. Also, the five-year time frame is revised to reflect the addition of the new fiscal year and the new projects for that year.

The selection of all the projects listed in the TIP is based on information from the prior TIP, the Office of the County Engineer, Growth Services, and the Transportation Planning Organization (TPO) Long Range Plan. Rehabilitation projects, intersection improvement projects, and turn lanes are identified by the Office of the County Engineer. Construction of new lanes and new roads are identified by the Office of the County Engineer based on the TPO's approved Long Range Plan.

After staff at the Office of the County Engineer identifies the projects, a schedule is prepared according to the availability of funds over the five-year period. This schedule is then presented to the Board of County Commissioners for adoption.

PHASE CODES

The following codes are used to identify each phase of the project from start to finish.

<i>Code</i>	<i>Phase Information</i>
PER	Preliminary Engineering Report
DES	Design
ROW	Right-of-Way
CST	Construction

FUNDING CODES

The following codes are used to identify how each phase of the project is funded.

<i>Code</i>	<i>Fund Information</i>
GT	80% Gas Tax Construction (BM761541)
GT2	2 nd Local Option Fuel Tax (BO762541)
IFE	Impact Fee - East (GA771541)
IFW	Impact Fee - West (GB772541)
ST	Sales Tax (VJ738541)
TM	Transportation Maintenance (BL760541)
BOND	Bond Funding

Capacity Projects

#	Name	Description	Phase Code	Fund Code	Previous FYs Expended	Current FY Budget	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
C1	I-75 Bridge Expansion			BOND				\$54,000,000			
			ST			\$1,300,000					
						\$200,000					
C2	Emerald Rd Extension From: SE 92nd Loop To: Florida Northern Railroad	New 2 Lane 1.8 mi	DES	IFE							
			DES	ST	\$422,641	\$6,093					
			ROW	IFE	\$1,500,517	\$214,934					
			ROW	TM	\$328,480	\$2,885					
			ROW	ST		\$4,500,000					
			CST	IFE	\$602,706	\$4,776,531					
			CST	ST		\$5,972,270					
C3	Marion Oaks Manor Extension From: SW 49th Ave To: S Hwy 475	Add 2 Lanes w/ I-75 Flyover 5.45 mi	DES	ST	\$117,032	\$1,377,000					
			DES	IFW	\$27,138	\$364,195					
			DES	IFE	\$89,895	\$1,899					
			DES	BOND			\$5,000,000				
			ROW	BOND				\$8,000,000			
			CST	BOND			\$55,000,000				
C4	NW/NE 35th St Ph 1B From: 600' E of W Anthony Rd To: NE Jacksonville Rd	Add 2 Lanes 0.9 mi	DES	ST		\$260,000					
			ROW	IFE	\$74,882	\$3,025,118	\$2,000,000				
			ROW	BOND2	\$1,164,987	\$93,750					
			ROW	GT2	\$31,494						
			ROW	ST		\$1,500,000					
			CST	ST				\$8,979,000			
C5	NE 35th St Ph 2 From: NE Jacksonville Rd To: NE 25th Ave	Add 2 Lanes 1.2 mi	DES	IFE			\$200,000				
			ROW	IFE	\$803,283	\$72,211	\$666,667	\$1,333,333			
			CST	ST					\$9,000,000		
C6	NE 35th St Ph 3 From: NE 25th Ave To: NE 36th Ave	Add 2 Lanes 1 mi	DES	IFE			\$345,000				
			ROW	IFE	\$402,509	\$477,491	\$625,000	\$700,000	\$2,175,000		
			CST	IFE						\$2,000,000	
			CST	ST					\$3,000,000	\$3,891,000	
C7	NE 35th St Ph 4 (Including NE 55th Ave) From: NE 36th Ave To: SR 40	Add 2 Lanes 3.0 mi	DES	ST					\$1,277,000		
			ROW	ST							\$6,504,000
			CST	IFE							
			CST	ST							
C8	NW 44th Ave From: NW 63rd St To: W Hwy 326	Add 2 Lanes 1.4 mi	DES	ST				\$840,000			
			ROW	ST		\$600,000			\$1,700,000		
			ROW	IFW					\$1,000,000		
			CST	IFW						\$1,800,000	
			CST	ST						\$5,200,000	
C9	NW 49th/35th St Ph 2B From: NE 35th St To: N End of Limerock Pit	New 4 Lane Divided 1.51 mi	CST	ST	\$23,948,516	\$1,376,601					
C10	NW 49th/35th St Ph 3 From: NW Hwy 225A To: NW 44th Ave	New 4 Lane Divided 3.4 mi	DES	GT2	\$233,150	\$49,557					
			DES	ST	\$361,685	\$452,315					
			ROW	IFW	\$5,204	\$269,796					
			ROW	TM		\$1,000,000					
			ROW	ST	\$81,582	\$6,818,418					
			CST	IFW	\$18,261	\$1,981,740					
			CST	ST	\$2,492	\$25,347,509					
C11	NW 60th Ave Extension From: N US Hwy 27 To: NW 49th St	New 4 Lane Divided 1 mi	PER	IFW				\$300,000			
			DES	IFW						\$720,000	
			ROW	IFW							\$2,250,000
C12	SW Hwy 484 Widening Ph 1 From: Marion Oaks Blvd To: SW 16th Ave	Add 2 Lanes 1.8 mi	PER	ST		\$1,200,000					
			DES	ST				\$2,500,000			
			ROW	ST						\$14,040,000	
			CST	ST							\$2,250,000
C13	SW Hwy 484 Widening Ph 3 From: SW Hwy 200 To: Marion Oaks Pass	Add 2 Lanes 5.3 mi	PER	IFW					\$572,400		
C14	SW 27th Ave From: SW 66th St To: 1.8 mi N of SW 66th St	Roundabout at SW 66th St	DES	IFE	\$47,754	\$717,499					
			DES	GT	\$332,145	\$429,270					
			ROW	IFE		\$189,600					
			ROW	ST		\$750,000					
			CST	ST		\$3,500,000					
C15	SW 27th Ave From: SW 66th St To: 1.8 mi N of SW 66th St	Elevate Roadway Add 2 Lanes 1.8 mi	CST	BOND			\$13,800,000				
C16	SW 38th/40th Street From: SW 80th Ave To: SW 43rd Ct	Add 2 Lanes 3.9 mi	DES	IFW	\$314,981	\$650,000					
			ROW	IFW	\$1,914	\$7,523,105	\$5,200,000				
			ROW	ST		\$2,700,000	\$2,200,000				
			CST	ST			\$25,034,000	\$15,000,000			
C17	SW 49th/40th Ave Ph 1 From: SW 66th St To: SW 42nd St	New 4 Lane Divided 1.7 mi	ROW	ST	\$163,040	\$1,036,961					
			CST	IFW		\$8,215,093					
			CST	ST	\$670,303	\$9,880,060					
C18	SW 49th Ave - North From: Marion Oaks Trail To: SW 95th ST	New 4 Lane Divided 3.4 mi	DES	IFW		\$2,491,970					
			ROW	ST	\$10,946,795	\$708,777					
			ROW	BOND			\$11,000,000				
			CST	BOND				\$38,000,000			
C19	SW 49th Ave - Segment F From: Marion Oaks Manor To: 0.7 mi S of SW Hwy 484	New 4 Lane Divided 1.6 mi	ROW	ST	\$4,332,502	\$2,481,524					
			CST	ST	\$14,810	\$5,860,190					
C20	SW 80th Ave - Segment 1 From: SW 90th St To: 1/2 mi N of SW 38th St	Add 2 Lanes 4.61 mi	DES	ST	\$16,604	\$1,463,181					
			DES	IFW	\$502,551	\$1,711,449					
			ROW	ST		\$6,091,140					
			CST	IFW		\$6,150,000					
			CST	ST			\$18,200,000				

Capacity Projects

#	Name	Description	Phase Code	Fund Code	Previous FYs Expended	Current FY Budget	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
C21	SW 80th Ave - Segment 2 From: 1/2 mi N of SW 38th St To: W Hwy 40	Add 2 Lanes 2 mi	DES	ST			\$1,300,000				
			ROW	IFW				\$2,000,000	\$2,000,000		
			ROW	ST				\$2,300,000			
			CST	ST							\$9,000,000
C22	NW 80th/70th Ave - Segment 3 From: W Hwy 40 To: N US Hwy 27	Add 2 Lanes 3.76 mi	ROW	ST	\$285,102	\$7,462,578					
			CST	ST	\$1,055,958	\$24,087,055					
C23	SW 90th Street From: SW 60th Ave To: 0.8 mi E of SW 60th Ave	New 2 Lane 0.8 mi	DES	IFW		\$70,000					
			ROW	IFW		\$450,000					
			CST	IFW		\$2,500,000					

Rehabilitation Projects

#	Name	Description	Phase Code	Fund Code	Previous FYs Expended	Current FY Budget	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
R1	Almond Rd From: SE 58th Avenue To: SE 58th Avenue	Two Lane Minor Local Resurfacing 1.6 mi	CST	GT	\$705	\$1,076,583					
R2	E Hwy 316 From: NE 175th St Rd To: NE Hwy 315	Two Lane Collector Resurfacing 4.7 mi	CST	ST					\$3,558,899		
R3	E Hwy 316 From: NE 180th Avenue Rd To: NE 152nd Court	Two Lane Collector Mill & Resurfacing 2.9 mi	CST	GT		\$1,000,000					
			CST	GT2		\$1,000,000					
R4	E/S Hwy 25 From: SE Hwy 42 To: SW 141st Ln	Two Lane Collector Resurfacing 4.6 mi	CST	GT	\$5,000	\$1,095,000					
			CST	GT2		\$1,100,000					
			CST	TM		\$1,000,000					
R5	N Magnolia Ave From: E Hwy 329 To: NW 165th St	Two Lane Major Local Resurfacing 2 mi	CST	ST							\$1,450,000
R6	NE Hwy 314 From: NE 170th Ave Rd To: NE 127th St Rd	Two Lane Collector Resurfacing 4.79 mi	DES	GT			\$525,000				
			CST	ST					\$3,626,569		
R7	NE Hwy 314 From: NE 127th St Rd To: NE Hwy 19	Two Lane Collector Resurfacing 2.7 mi	CST	ST					\$2,055,112		
R8	NE Hwy 314 From: SE 1st Street Rd To: E Hwy 40	Two Lane Collector Resurfacing 2.3 mi	CST	ST						\$1,917,290	
R9	NE Hwy 314 From: NE 52nd Place Rd To: NE 170th Avenue Rd	Two Lane Collector Resurfacing 7.2 mi	CST	GT2	\$3,528,629	\$224,371					
R10	NE 7th Ave From: NE 42nd St To: NE 49th St	Two Lane Minor Local Resurfacing 0.5 mi	CST	GT		\$267,567					
R11	NE 35th St/NE 60th Ct From: NE 36th Ave To: E Silver Springs Blvd	Two Lane Collector Resurfacing 2.56 mi	CST	ST		\$1,100,000					
R12	NE 42nd Pl From: NE 25th Ave To: NE 30th Ct	Two Lane Major Local Resurfacing 0.5 mi	CST	GT			\$361,934				
R13	NE 58th Ave From: E Hwy 326 To: NE 90th St Rd	Two Lane Collector Resurfacing 3.1 mi	CST	GT		\$1,177,935					
			CST	GT2		\$1,177,935					
R14	NE 90th St Rd From: NE 58th Ave To: NE Hwy 315	Two Lane Collector Resurfacing 4.4 mi	CST	ST					\$3,333,330		
R15	NE 160th Ave Rd From: E Hwy 316 To: NE 230th St	Two Lane Major Local Resurfacing 8.6 mi	CST	ST					\$5,982,249		
R16	NE 219th Ave Rd/ NE 226th Ave Rd From: NE 127th St Rd To: NE 127th St Rd	Two Lane Major Local Resurfacing 2.25 mi	CST	ST							\$1,631,250
R17	NE 230th Ave/127th St Rd/203rd Ave Rd From: E Hwy 314 To: E Hwy 316	Two Lane Major Local Resurfacing 4.5 mi	CST	ST					\$3,137,398		
R18	NW/NE 42nd St From: W Anthony Rd To: NE Jacksonville Rd	Two Lane Minor Local Resurfacing 1.2 mi	CST	ST		\$870,000					
R19	NW Hwy 320 From: N Hwy 329 To: I-75	Two Lane Collector Resurfacing 3.2 mi	CST	ST	\$127,004	\$1,923,236					
R20	NW 44th Ave From: NW 60th St To: NW 73rd Pl	Two Lane Collector Mill & Resurfacing 1.04 mi	CST	ST		\$600,000					
R21	NW 49th/35th St From: NW 35th Ave Rd To: City Limit	Two Lane Minor Local Mill & Resurfacing 1.5 mi	CST	GT		\$213,771					
			CST	GT2		\$213,771					
R22	NW 60th Avenue From: W Hwy 326 To: NW 100th St	Two Lane Collector Mill & Resurfacing 2 mi	CST	ST		\$1,217,806					
R23	NW 63rd Street From: NW 44th Ave To: N US Hwy 441	Two Lane Major Local Mill & Resurfacing 2.71 mi	CST	GT	\$250	\$1,625,750					

Rehabilitation Projects

#	Name	Description	Phase Code	Fund Code	Previous FYs Expended	Current FY Budget	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
R24	NW 80th Ave From: NW Hwy 225 To: NW 145th St	Two Lane Collector Resurfacing 0.2 mi	CST	GT				\$175,379			
R25	NW 87th Ave Rd/NW 210th St From: NW Hwy 320 To: N US Hwy 441	Two Lane Major Local Resurfacing 3.5 mi	CST	ST							\$2,537,500
R26	NW 100th St From: NW Gainesville Rd To: N US Hwy 441	Two Lane Major Local Resurfacing 2.4 mi	CST	ST						\$1,680,279	
R27	NW 114th St From: N US Hwy 441 To: N Magnolia Ave	Two Lane Major Local Resurfacing 1.45 mi	CST	GT					\$1,021,106		
R28	NW 125th St Rd/55th Ct Rd From: NW Hwy 225A To: NW 118th St Rd	Two Lane Major Local Resurfacing 2.3 mi	CST	ST						\$1,610,892	
R29	NW 130th Ave From: NW 35th St To: NW Hwy 464B	Two Lane Minor Local Resurfacing 1.5 mi	CST	GT2		\$772,701					
R30	NW 165th St From: NW Gainesville Rd To: N US Hwy 441	Two Lane Collector Resurfacing 1 mi	CST	ST						\$776,893	
R31	NW 165th St From: N US Hwy 301 To: NE Jacksonville Rd	Two Lane Collector Resurfacing 0.6 mi	CST	GT						\$435,000	
R32	NW 191st Pl From: N US Hwy 441 To: Entrance of Parking Lot	Two Lane Collector Resurfacing 0.7 mi	CST	GT2						\$551,325	
R33	NW 193rd Street From: N Hwy 329 To: N US Hwy 441	Two Lane Collector Mill & Resurfacing 4.3 mi	CST	GT	\$905,340	\$384,661					
			CST	GT2	\$1,731,056	\$171,944					
R34	NW 217th Ct From: NW 6th St To: NW 13th St	Two Lane Collector Resurfacing 0.6 mi	CST	GT2			\$476,136				
R35	NW 222nd Ter/20th St/225th Ave From: NW 13th St To: NW 27th St	Two Lane Collector Resurfacing 1.3 mi	CST	ST						\$1,002,461	
R36	Pine Rd From: Midway Rd To: SE Maricamp Rd	Two Lane Major Local Resurfacing 1.54 mi	CST	GT				\$541,777			
			CST	GT2				\$541,777			
R37	SE/NE 1st St Rd From: SE Hwy 314 To: NE 10th St Rd	Two Lane Collector Resurfacing 4.1 mi	CST	ST							\$2,972,500
R38	SE Sunset Harbor Rd/150th Ave/156th Pl Rd From: S Hwy 25 To: SE 170th Ave	Two Lane Major Local Resurfacing 3.4 mi	CST	ST						\$2,374,145	
R39	SE 27th Place Rd From: S Hwy 314A To: SE 173rd Terr	Two Lane Major Local Resurfacing 2 mi	CST	ST						\$1,402,732	
R40	SE 30th Ct From: SE Hwy 484 To: End of Pavement	Two Lane Collector Resurfacing 0.5 mi	CST	GT2		\$400,947					
R41	SE 30th Ct From: SE 62nd St To: SE 52nd St	Two Lane Collector Resurfacing 0.7 mi	CST	GT				\$507,500			
R42	SE 55th Avenue Rd From: SE Hwy 484 To: SE Abshier Blvd	Two Lane Minor Local Resurface & Sidewalks 0.9 mi	CST	TM			\$547,000				
			CST	GT			\$125,000				
R43	SE 62nd St/SE 36th Ave From: S Pine Ave To: SE 73rd St	Two Lane Collector Resurfacing 1.7 mi	CST	GT						\$1,303,219	
R44	SE 79th St From: SE 41st Ct To: Juniper Rd	Two Lane Collector Resurfacing 0.3 mi	CST	GT		\$250,568					
R45	SE 92nd Ct/109th Ln/90th Ct From: E Hwy 25 To: SE 110th St Rd	Two Lane Major Local Resurfacing 1.4 mi	CST	ST						\$986,413	
R46	SE 93rd Pl From: SE 183rd Ave Rd To: SE 187th Ter	Two Lane Collector Resurfacing 0.3 mi	CST	GT2				\$250,568			
R47	SE 95th St From: S Magnolia Ave To: SE 7th Ave	Two Lane Collector Resurfacing 0.5 mi	CST	GT		\$400,947					
R48	SE 113th St Rd From: Bay Rd To: Fisher Rd	Two Lane Major Local Resurfacing 1.69 mi	CST	ST			\$1,187,634				
R49	SE 122nd Pl From: SE Hwy 464 To: SE 135th Ave	Two Lane Major Local Resurfacing 0.75 mi	CST	ST							\$543,750
R50	SE 140th Ave/SE 155th St From: SE Sunset Harbor Rd To: S Hwy 25	Two Lane Collector Resurfacing 0.85 mi	CST	GT2				\$664,109			
R51	SE 147th Place From: S US Hwy 301 To: S US Hwy 441	Two Lane Collector Full-Depth Reclamation 2.1 mi	CST	ST				\$3,000,000			

Rehabilitation Projects

#	Name	Description	Phase Code	Fund Code	Previous FYs Expended	Current FY Budget	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
R52	SE 183rd Avenue Rd From: SE 95th St Rd To: SE 180th Ave Rd	Two Lane Major Local Resurfacing 2 mi	CST	ST						\$1,402,732	
R53	SW 27th Ave From: SW 66th St To: 500' S of SW 55th St Rd	Two Lane Collector Resurfacing 0.65 mi	CST	GT		\$378,000 \$378,000					
R54	SW 35th Street/SW 7th Ave Rd From: SW 63rd Street Rd To: SE 3rd Avenue	Two Lane Major Local Resurfacing 2.6 mi	CST	GT		\$780,000 \$780,000					
R55	SW 38th Ave/SW 3rd St/SW 40th Ave From: SW 38th Ct To: W Hwy 40	Two Lane Collector Resurfacing 1.9 mi	CST	GT2		\$1,116,000					
R56	SW 43rd Ct From: SW College Rd To: SW 32nd Pl/End of Cty Maint	Two Lane Collector Resurfacing 0.91 mi	CST	GT2		\$709,223					
R57	SW 62nd Ave Rd From: SW 65th Ave Rd To: SW 95th St	Two Lane Major Local Resurfacing 2.2 mi	CST	ST				\$1,595,000			
R58	SW 85th Ave/SW 145th St/SW 79th Terr From: SW 155th St To: Marion Oaks Pass	Two Lane Major Local Resurfacing 2.6 mi	CST	ST							\$1,885,000
R59	SW 85th St/35th Ave From: SW 27th Ave To: End of Pavement	Two Lane Major Local Resurfacing 1.25 mi	CST	ST						\$882,333	
R60	SW 99th Pl From: S US Hwy 41 To: SW 190th Ave Rd	Two Lane Major Local Resurfacing 1.1 mi	CST	ST			\$778,252				
R61	SW 100th Ave From: SW 110th St To: SW 105th St	Two Lane Collector Resurfacing 0.5 mi	CST	GT2			\$400,947				
R62	SW 105th Ave/105th St From: SW 110th St To: SW Hwy 200	Two Lane Major Local Resurfacing 2.1 mi	CST	ST						\$1,472,119	
R63	SW 105th Ave From: End of Pavement To: SW 110 St	Two Lane Collector Resurfacing 0.4 mi	CST	GT2				\$325,757			
R64	SW 110th Ave/110th St From: SW Hwy 484 To: SW Hwy 200	Two Lane Major Local Resurfacing 2.4 mi	CST	ST						\$1,680,279	
R65	SW 125th Ave From: W Hwy 40 To: W Hwy 328	Two Lane Minor Local Resurfacing 0.61 mi	CST	GT		\$183,000 \$183,000					
R66	SW 128th Ave/SW 129th Terr Rd From: SW Hwy 484 To: SW 100th Ln	Two Lane Major Local Resurfacing 1.8 mi	CST	GT		\$540,000 \$540,000					
R67	SE 129th Ct/SE 120th St From: SE 122nd Pl To: SE 135th Ave	Two Lane Major Local Resurfacing 0.8 mi	CST	ST							\$580,000
R68	SW 140th Ave From: W Hwy 40 To: W Hwy 328	Two Lane Major Local Resurfacing 2 mi	CST	ST						\$1,402,732	
R69	Teak Rd From: Banyan Rd To: Cherry Pass	Two Lane Minor Local Resurfacing 1.1 mi	CST	GT	\$470	\$773,049					
R70	W/E Hwy 316 From: N US Hwy 441 To: NE Jacksonville Rd	Two Lane Collector Resurfacing 3.37 mi	CST	ST				\$2,558,880			
R71	W/E Hwy 318 From: NW 24th Ave To: N US Hwy 301	Two Lane Collector Resurfacing 3.6 mi	CST	ST					\$2,731,816		
R72	W Hwy 316 From: N Hwy 329 To: N US Hwy 441	Two Lane Collector Resurfacing 5.38 mi	CST	ST					\$4,070,186		
R73	W Hwy 329 From: W Hwy 316 To: NW 193rd St	Two Lane Collector Resurfacing 5.5 mi	CST	ST					\$4,160,414		
R74	W Hwy 329 From: NW Gainesville Rd To: W Hwy 318	Two Lane Collector Resurfacing 4.7 mi	CST	ST							\$3,407,500
R75	Rehab Design & Inspection			ST			\$1,600,000	\$1,648,000	\$1,697,440	\$1,748,363	\$1,800,814

Intersection Projects

#	Name	Description	Phase Code	Fund Code	Previous FYs Expended	Current FY Budget	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
11	Dogwood Rd at SE 58th Ave	Extend Turn Lane	DES	IFE				\$66,000			
			CST	IFE				\$253,000			
12	NE Hwy 314 at E Hwy 40	Add Turn Lane	DES	IFE				\$240,000			
			ROW	IFE				\$10,000			
			CST	IFE				\$495,000			
13	NW 80th Ave at W Hwy 40	Intersection Improvement	ROW	ST	\$6,752,236	\$577,764					
			CST	ST		\$6,171,163					
14	SE Hwy 42 at SE 182nd Ave Rd	Add Turn Lanes	CST	TM	\$965,666	\$78,012					
15	SE Hwy 42 at SE Hwy 452	Install Overhead Flashing Beacon	DES	ST				\$300,000			
		Install Street Lighting	ROW	ST				\$10,000			
		Add Turn Lane	CST	ST				\$1,150,000			

Intersection Projects

#	Name	Description	Phase Code	Fund Code	Previous FYs Expended	Current FY Budget	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
I6	SE Hwy 42 at 800' West of S US Hwy 301	Add Turn Lane	DES	GT2						\$120,000	
			ROW	GT2						\$100,000	
			CST	GT2						\$460,000	
I7	SE Hwy 42 From: SW 102nd Ct Rd To: SW 105th Ave	Add Turn Lanes at SW 102nd Ct Rd and SW 105th Ave Close SE 104th Terr	DES	IFW				\$375,000			
			ROW	IFW				\$150,000			
			CST	IFW				\$1,437,000			
I8	S Magnolia Ave at SE 80th St	Intersection Improvement	DES	IFE		\$200,000					
			ROW	IFE		\$511,272					
			CST	ST				\$3,475,000			
I9	SE Maricamp Rd at Baseline Rd	New Interchange	DES	ST				\$3,600,000			
I10	SE 147th Place at S US Hwy 441	Add Turn Lane	DES	IFE					\$135,000		
			ROW	IFE					\$150,000		
			CST	IFE					\$517,500		
I11	SW Hwy 484 at Marion Oaks Blvd	Add Turn Lanes Signal Modifications	DES	IFW	\$103,138	\$7,752					
			ROW	IFW		\$40,000					
			CST	IFW		\$120,000					
			CST	TM		\$356,167					
I12	SW Hwy 484 at SW 95th Circle	Signal Modifications	DES	ST				\$240,000			
			ROW	ST				\$20,000			
			CST	ST				\$920,000			
I13	SW Hwy 484 at SW 135th St Rd	Add Turn Lanes Signal Modifications	DES	IFW	\$81,169	\$7,536					
			CST	IFW		\$184,869					
			CST	TM		\$293,194					
I14	SW Hwy 484 at SW 140th Avenue	Signal Modifications	DES	ST				\$240,000			
			ROW	ST				\$20,000			
			CST	ST				\$920,000			
I15	SW 49th/40th Ave at SW 66th St	New Traffic Signal	CST	IFW		\$480,000					
			CST	ST		\$947,448					
I16	SW 60th Ave From: SW 90th St To: SW 80th St	Signalization Projects	CST	TM	\$128,700						
			CST	GT	\$31,655						
			CST	IFW	\$80,000	\$581,299					
I17	SW 103rd Street Rd at SW 62nd Avenue	Roundabout	CST	ST						\$1,000,000	
			CST	ST						\$75,000	
			CST	ST						\$3,800,000	

Miscellaneous Projects

#	Name	Description	Phase Code	Fund Code	Previous FYs Expended	Current FY Budget	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
M1	Bellevue to Greenway Trail From: US 441 To: SE 105th Place	New Bike/Walk Trail with Resurfacing 0.9 mi	DES	TM			\$265,000				
			CST	TM					\$868,700		
			CST	GT2					\$400,000		
M2	Bridge 364012 & 364150 Repairs	Repair Bridges	CST	ST		\$2,128,355					
M3	Cross Florida Greenway Trail From: Baseline Trailhead To: Santos Trailhead	New Bike/Walk Trail 6.8 mi	CST	TM	\$1,566	\$896,512	\$5,600,000				
M4	CR 475A Safety Improvements From: SW 109th Place To: SW 106th Street	High-Friction Surface Treatment Pave Shoulders	PER	TM			\$350,000				
			CST	TM					\$1,563,000		
M5	CR 484/Pennsylvania Ave Multi Modal-Trail	New Sidewalk / Trail	DES	TM	\$372,826	\$37,174					
			CST	TM		\$2,162,000					
M6	Florida Crossroads Commerce Park SW 145th Place Rd Extension	Internal Road Extension Grant Funded	DES	TM	\$88,996	\$653,805					
			CST	TM		\$3,000,000					
M7	Marion Oaks Horizon Sidewalks	New Sidewalks 0.9 mi	DES	TM		\$58,000					
M8	NE 7th Street From: NE 36th Ave To: SR 35	New Sidewalks 2 mi	DES	SWF				\$225,000			
			CST	GT					\$660,000		
			CST	SWF				\$100,000	\$100,000		
M9	SE 92nd Loop Landscaping	Landscaping	CST	BOND2		\$468,055					
M10	SE 100th Ave Safety Improvements From: SE 144th Street To: SE 130th Street	Pave Shoulders Install Signage	PER	TM			\$260,000				
			CST	TM					\$997,000		
M11	SW 103rd Street Rd From: SW Hwy 200 To: SW 49th Ave	New Sidewalks 3.8 mi	DES	GT				\$450,000			
			CST	GT2					\$862,500		
			CST	SWF				\$462,500			
M12	City Projects	Misc Projects	CST	GT2		\$500,000					
M13	Guardrail	Guardrail Installation and Upgrade	CST	GT		\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
M14	Misc ADA Sidewalk Improvements	ADA Retrofits	CST	GT		\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
M15	Misc Bridge Repair	Bridge Maintenance	CST	GT		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
M16	Misc Traffic Improvements	Signal Modifications, Intersection Improvements, Timing, Repairs	CST	GT		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
			CST	GT2			\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
M17	Misc Road & Drainage Repair	Misc Repairs	CST	GT		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
M18	Misc ROW Purchases	Misc ROW	ROW	GT2			\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
M19	Misc Sidewalk Projects	New Sidewalks	CST	SWF		\$350,000					
M20	Striping	Replace Pavement Markings & RPMs	CST	GT		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
M21	Pavement Preservation	Chip Seal, Fog Seal, Cape Seal, Microsurfacing, Asphalt Sealant, Rejuvenator, Overlays, etc.	CST	GT		\$500,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
			CST	GT2			\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
			CST	ST		\$1,000,000	\$1,250,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
M22	Signal Connectivity Upgrade	Upgrade Fiber	CST	ST			\$750,000	\$1,000,000	\$1,000,000	\$2,000,000	\$2,000,000

Transportation Maintenance (BL761541)	Fund Code	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Begin Balance	TM	\$17,373,495	\$16,458,491	\$16,113,691	\$16,297,791	\$17,058,178
Revenues	TM	\$18,259,996	\$19,400,200	\$20,516,200	\$21,697,200	\$22,953,200
CR 475A Safety Improvements	TM	\$350,000		\$1,563,000		
SW 100th Ave Safety Improvements	TM	\$260,000		\$997,000		
Cross Florida Greenway Trail TIP000024	TM	\$5,600,000				
Bellevue to Greenway Trail	TM	\$265,000		\$868,700		
SE 55th Avenue Rd	TM	\$547,000				
Operating Expenditures	TM	\$19,000,000	\$19,570,000	\$20,157,100	\$20,761,813	\$21,384,667
Sun Tran Expenditures	TM	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000
Project Expenditures	TM	\$7,022,000	\$0	\$3,428,700	\$0	\$0
End Balance	TM	\$16,458,491	\$16,113,691	\$16,297,791	\$17,058,178	\$18,451,710

80% Gas Tax Construction (BM761541)	Fund Code	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Begin Balance	GT	\$569,823	\$982,889	\$1,023,233	\$1,147,127	\$1,303,908
Revenues	GT	\$4,000,000	\$4,290,000	\$4,380,000	\$4,470,000	\$4,560,000
Expenditures	GT	\$3,586,934	\$4,249,656	\$4,256,106	\$4,313,219	\$2,575,000
End Balance	GT	\$982,889	\$1,023,233	\$1,147,127	\$1,303,908	\$3,288,908

2nd Local Option Fuel Tax (BO762541)	Fund Code	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Begin Balance	GT2	\$1,219,093	\$1,702,289	\$2,019,211	\$2,273,510	\$2,961,065
Revenues	GT2	\$2,460,279	\$2,873,376	\$2,942,556	\$3,018,880	\$3,077,532
Expenditures	GT2	\$1,977,083	\$2,556,454	\$2,688,257	\$2,331,325	\$1,100,000
End Balance	GT2	\$1,702,289	\$2,019,211	\$2,273,510	\$2,961,065	\$4,938,597

Sidewalk Construction Fund (BP763541)	Fund Code	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Begin Balance	SWF	\$583,977	\$731,977	\$106,477	\$174,477	\$349,477
Revenues	SWF	\$148,000	\$162,000	\$168,000	\$175,000	\$182,000
Expenditures	SWF	\$0	\$787,500	\$100,000	\$0	\$0
End Balance	SWF	\$731,977	\$106,477	\$174,477	\$349,477	\$531,477

Impact Fee - East (GA771541)	Fund Code	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Begin Balance	IFE	\$4,816,414	\$5,235,747	\$5,778,414	\$6,000,914	\$6,660,914
Revenues	IFE	\$4,256,000	\$3,640,000	\$3,200,000	\$2,660,000	\$2,270,000
Expenditures	IFE	\$3,836,667	\$3,097,333	\$2,977,500	\$2,000,000	\$0
End Balance	IFE	\$5,235,747	\$5,778,414	\$6,000,914	\$6,660,914	\$8,930,914

Impact Fee - West (GB772541)	Fund Code	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Begin Balance	IFW	\$3,790,760	\$4,234,710	\$4,802,710	\$5,360,310	\$6,370,310
Revenues	IFW	\$5,643,950	\$4,830,000	\$4,130,000	\$3,530,000	\$3,010,000
Expenditures	IFW	\$5,200,000	\$4,262,000	\$3,572,400	\$2,520,000	\$2,250,000
End Balance	IFW	\$4,234,710	\$4,802,710	\$5,360,310	\$6,370,310	\$7,130,310

Sales Tax (VJ738541)	Fund Code	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Expenditures	ST	\$52,299,886	\$52,315,880	\$52,330,413	\$52,345,663	\$38,562,314

Unfunded Capacity Projects

These roads are known to have current or future potential capacity failures in the Ocala/Marion Transportation Planning Organization's Congestion Management Process report. Funding is not currently available in the 5-year TIP to address these failures.

W Hwy 318

From County Line to I-75

SE Maricamp Rd

From SE 58th Ave to Emerald Rd

E Pennsylvania Ave

From US Hwy 41 to Lake Shore Dr

SE 110th Street

From SE 36th Ave to S US Hwy 441

SE 24th St/SE 49th Avenue

From SE 36th Ave to SE 50th Terr

SE 44th Avenue

From SE 52nd St to SE 38th St

SE 92nd Place Rd

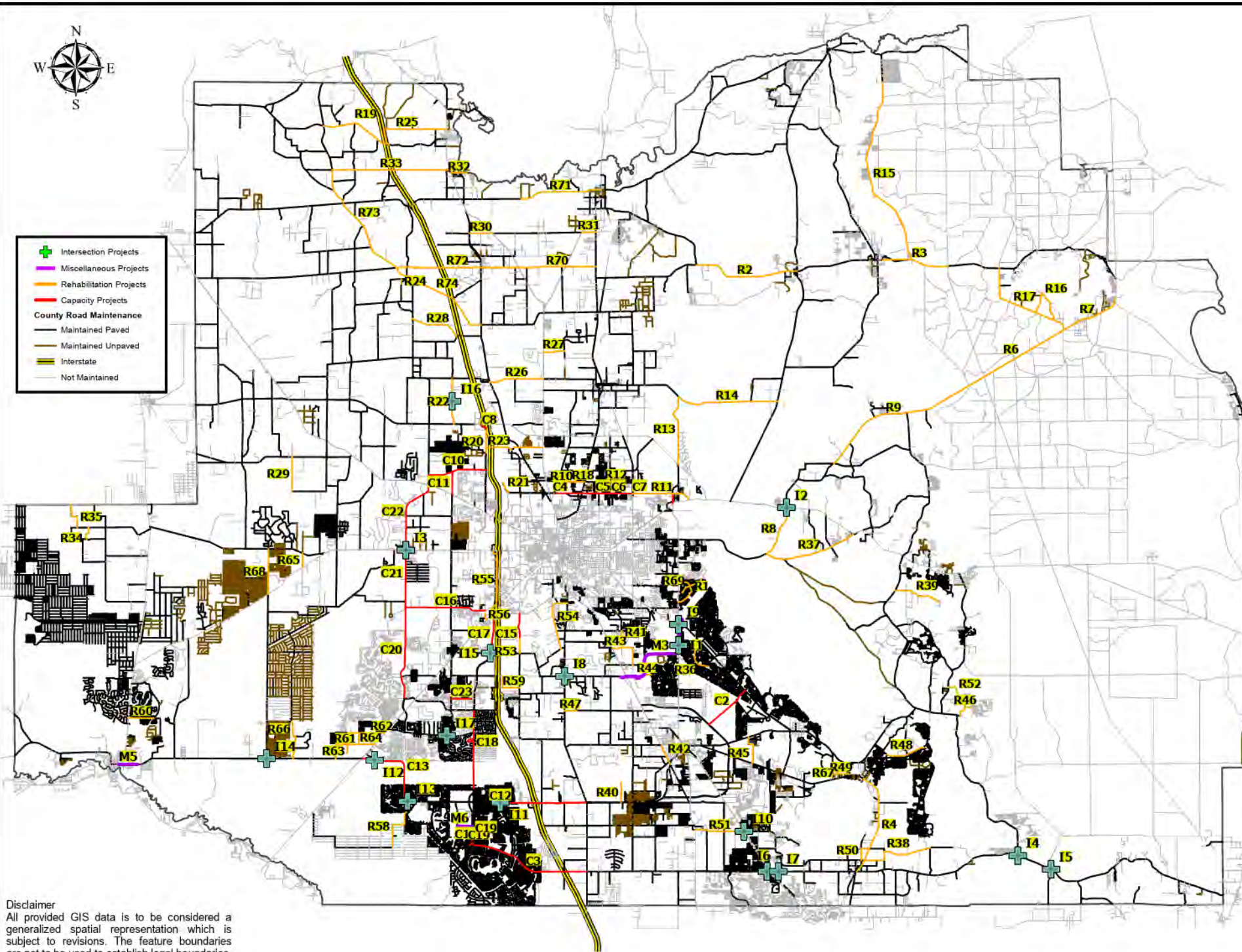
From US 441 to SR 35

SW 66th Street

From SW College Rd to SW 27th Ave



- Intersection Projects
- Miscellaneous Projects
- Rehabilitation Projects
- Capacity Projects
- County Road Maintenance
 - Maintained Paved
 - Maintained Unpaved
 - Interstate
 - Not Maintained



Disclaimer
All provided GIS data is to be considered a generalized spatial representation which is subject to revisions. The feature boundaries are not to be used to establish legal boundaries. For specific information, contact the appropriate county department or agency. This information is provided as a visual representation for legal boundaries.

City of Ocala Transportation Improvement Projects



Item	Project Location / Limits	Proposed Improvement	Construction Party
1	I-75 and U.S. 27	INTERCHANGE IMPROVEMENTS	FDOT
2	SE 31ST ST AT SE 24TH RD	INTERSECTION IMPROVEMENTS	DEVELOPER
3	SE 31ST ST AT SE 19TH AVE	INTERSECTION IMPROVEMENTS / EXTEND EASTBOUND LEFT TURN LANE	DEVELOPER
4	SW 32ND ST AT CR 475/SW 3RD AVE	INTERSECTION IMPROVEMENTS	CITY
5	SW 32ND ST AT SW 7TH AVE	NEW SIGNAL	DEVELOPER
6	SW 42ND ST AT CR 475/SW 27TH AVE	INTERSECTION IMPROVEMENTS / SIGNAL RETIMING	CITY
7	WEST OAK SPINE RD AT NW 35TH ST	INTERSECTION IMPROVEMENTS	CITY / DEVELOPER
8	WEST OAK SPINE RD AT NW 21ST ST	INTERSECTION IMPROVEMENTS	CITY
9	NW MLK AVE AT NW 21ST ST	INTERSECTION IMPROVEMENTS	CITY
10	SR 40 AT SW 27TH AVE	INTERSECTION IMPROVEMENTS	FDOT
11	SR 40 AT SW 40TH AVE / SW 3RD ST	ROADWAY REALIGNMENT, NEW SIGNAL, SIGNAL RETIMING AND ROUDABOUT	CITY / DEVELOPER
12	SR 40 AT NW 44TH AVE / SW 46TH AVE	NEW SIGNAL / SIGNAL RETIMING	CITY / GRANT
13	SW 20TH ST AT SW 44TH AVE / SW 43RD CT	NEW SIGNAL	CITY
14	SW 43RD CT AT SW 40TH ST	NEW SIGNAL	CITY
15	SR 40 AT NE 46TH AVE	ADD SOUTHBOUND RIGHT TURN LANE	DEVELOPER
16	SR 464 / SE 17TH ST AT SE 25TH AVE	ADD WESTBOUND RIGHT TURN LANE / INTERSECTION IMPROVEMENTS / SIGNAL RETIMING	CITY / DEVELOPER
17	US 441 AT SE 17TH ST	INTERSECTION IMPROVEMENTS / RETIMING	FDOT
18	FT KING ST AT SE 19TH AVE	INTERSECTION IMPROVEMENTS / ROUNDABOUT	CITY
19	FT KING ST AT SE 22ND AVE	INTERSECTION IMPROVEMENTS / ROUNDABOUT	CITY
20	SW 42ND ST AT SW 31ST AVE	SIGNAL RETIMING	CITY
21	SW 42ND ST AT SW 24TH TERRACE RD	SIGNAL RETIMING	CITY
22	SW 27TH AVE AT 34TH ST	SIGNAL RETIMING	CITY
23	SW 27TH AVE AT SW 19TH AVENUE RD	SIGNAL RETIMING	CITY
24	SW 19TH AVENUE RD AT SW 24TH AVE	SIGNAL RETIMING	CITY
25	SW 19TH AVENUE RD AT SW 22ND LN	SIGNAL RETIMING	CITY
26	SE FT KING AT SE 11TH AVE	SIGNAL RETIMING	CITY
27	SE FT KING AT SE 16TH AVE	SIGNAL RETIMING	CITY
28	SE 14TH ST AT SE 25TH AVE	SIGNAL RETIMING	CITY
29	SR 200 AT SW 48TH AVE	SIGNAL RETIMING	FDOT
30	SR 200 AT SW 44TH CT	SIGNAL RETIMING	FDOT
31	SR 200 AT SW 43RD STREET RD	SIGNAL RETIMING	FDOT
32	SR 200 AT SW 38TH CT	SIGNAL RETIMING	FDOT
33	SR 200 AT W I-75	SIGNAL RETIMING	FDOT
34	SR 200 AT E I-75	SIGNAL RETIMING	FDOT
35	SR 200 AT SW 34TH AVE	SIGNAL RETIMING	FDOT
36	SR 200 AT SW 32ND AVE	SIGNAL RETIMING	FDOT
37	SR 200 AT SW 26TH ST	SIGNAL RETIMING	FDOT
38	SR 200 AT SW 27TH AVE	SIGNAL RETIMING	FDOT
39	SR 200 AT SW 20TH ST	SIGNAL RETIMING	FDOT
40	SR 200 AT SW 17TH RD	SIGNAL RETIMING	FDOT
41	SR 200 AT SW 20TH CT	SIGNAL RETIMING	FDOT
42	SR 200 AT SW Martin L. King AVE	SIGNAL RETIMING	FDOT
43	SR 200 AT SW 35TH TER	SIGNAL RETIMING	FDOT
44	SR 464 AT SW 17TH AVE	SIGNAL RETIMING	FDOT
45	SR 464 AT SW 1ST AVE	SIGNAL RETIMING	FDOT
46	SR 464 AT SE 3RD AVE	SIGNAL RETIMING	FDOT
47	SR 464 AT SE LAKE WEIR AVE	SIGNAL RETIMING	FDOT
48	SR 464 AT SE 11TH AVE	SIGNAL RETIMING	FDOT
49	SR 464 AT SE 18TH AVE	SIGNAL RETIMING	FDOT
50	SR 464 AT SE 22ND AVE	SIGNAL RETIMING	FDOT
51	SR 464 AT SE 24TH ST	SIGNAL RETIMING	FDOT
52	SR 464 AT SE 36TH AVE	SIGNAL RETIMING	FDOT
53	SR 40 AT MARTIN L. KING AVE	SIGNAL RETIMING	FDOT
54	SR 40 AT N PINE AVE	SIGNAL RETIMING	FDOT
55	SR 40 AT NW 1ST AVE	SIGNAL RETIMING	FDOT
56	SR 40 AT N MAGNOLIA AVE	SIGNAL RETIMING	FDOT
57	SR 40 AT NE 1ST AVE	SIGNAL RETIMING	FDOT
58	SR 40 AT NE OSCEOLA AVE	SIGNAL RETIMING	FDOT
59	SR 40 AT NE WATULA AVE	SIGNAL RETIMING	FDOT
60	SR 40 AT NE 8TH AVE	SIGNAL RETIMING	FDOT
61	SR 40 AT NE 11TH AVE	SIGNAL RETIMING	FDOT
62	SR 40 AT NE 16TH AVE	SIGNAL RETIMING	FDOT
63	SR 40 AT NE 19TH AVE	SIGNAL RETIMING	FDOT
64	SR 40 AT NE 25TH AVE	SIGNAL RETIMING	FDOT
65	SR 40 AT NW 60TH AVE	SIGNAL RETIMING	FDOT
66	SR 40 AT NW 52ND AVE	SIGNAL RETIMING	FDOT
67	SR 464 AT 31ST ST	SIGNAL RETIMING	FDOT
68	SW 20TH ST / I-75 UNDER PASS TO SW 27TH AVE	WIDEN TO 4 LANES, SIDEWALKS AND BIKE LANES	CITY
69	NE 36TH AVE / SR 492 TO NE 20TH PL	WIDEN TO 4 LANES, SIDEWALKS AND BIKE LANES	FDOT
70	NE 36TH AVE / NE 25TH ST TO NE 35TH ST	WIDEN 4 LANES, SIDEWALKS AND BIKE LANES	FDOT
71	NW 37TH AVE / SR 40 TO US 27	NEW 2 LANES ROADWAY	CITY
72	SW 27TH AVE / SW 19TH AVENUE RD TO SR 200	ROADWAY, INTERSECTION, AND SAFETY IMPROVEMENTS	CITY
73	NE 25TH AVE / NE 24TH ST TO NE 35TH ST	WIDEN TO 4 LANES, SIDEWALKS AND BIKE LANES	FDOT
74	NW 27TH AVE / NW 35TH ST TO US 27	WIDEN TO 4 LANES	CITY
75	NE 8TH AVE / SR 40 TO SR 492	ADD ROUNDABOUTS	CITY / GRANT
76	NW 44TH AVE / NW 11TH ST TO SR 40	NEW 4 LANE ROADWAY	CITY / GRANT
77	SW 44TH AVE / SW 20TH ST TO SR 40	WIDEN TO 4 LANES	CITY
78	SW 44TH AVE / SW 20TH ST TO SR 200	WIDEN TO 4 LANES	CITY
79	US 441 AT SR 40	ADD NB APPROACH IMPROVEMENTS	FDOT
80	SR 200 AT SAM'S CLUB DRIVEWAY	ADD RIGHT TURN LANE ON SR 200 AT SAM'S CLUB	DEVELOPER
81	TUSCAWILLA TRAIL / NE WATULA AVE / NE 3RD ST / NE 8TH AVE / CR 200A	BIKE / PEDESTRIAN TRAIL	CITY / GRANT
82	Ocala to Silver Springs Trail / DOWNTOWN TO BASELINE RD SE 58TH AVE	NEW BIKE / PEDESTRIAN TRAIL	CITY / GRANT

Legend

Intersection Improvement

Signal Retiming

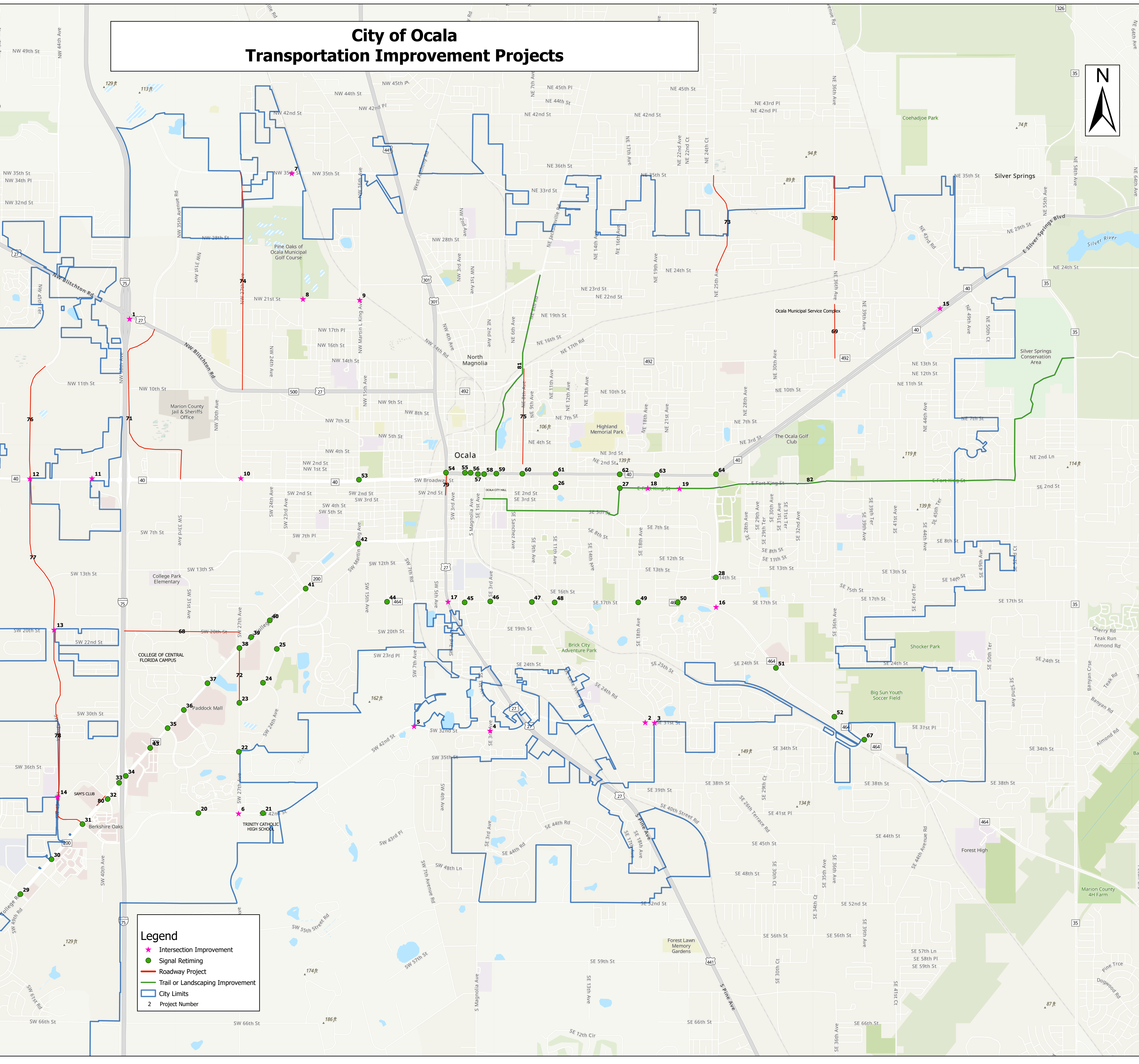
Roadway Project

Trail or Landscaping Improvement

City Limits

2

Project Number





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Marion County Project Status Update as of May 31

The following is a brief status update on major FDOT road construction projects in Marion County as of the May cutoff. The next cutoff date is June 30, 2025. 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:

[448526-1](#) | US 41 from north of Citrus County line to SW 110th St

448526-1 US 41 from north of Citrus County line to SW 110th St



- Contract: T5831
- Contractor: Superior Asphalt
- Start Date: May 28, 2025
- Estimated Completion Date: Early 2026
- Construction Cost: \$6.4 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

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www.fdot.gov

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: This project began on May 28.

CURRENT PROJECTS:

426179-1 | Silver Springs State Park Pedestrian Bridges

426179-1 Silver Springs State Park Pedestrian Bridges



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

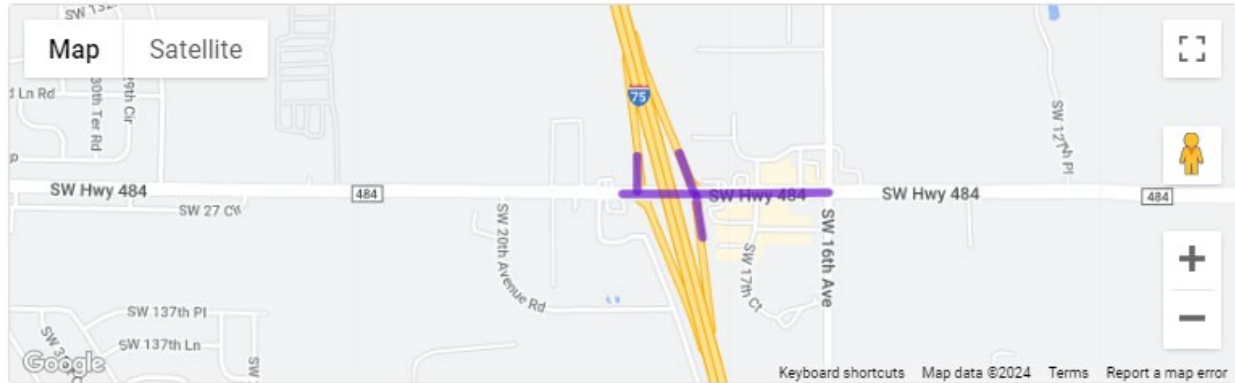
Description: The Florida Department of Transportation (FDOT) will construct two 8-foot-wide boardwalks within Silver Springs State Park, the Half Mile Creek boardwalk to the north and the Fort King Waterway boardwalk to the south. The 748-foot Half Mile Creek boardwalk will connect to an existing path 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 contractor is currently awaiting a shipment of back-ordered bolts required to complete the project. The bolts are expected to ship in mid-June.

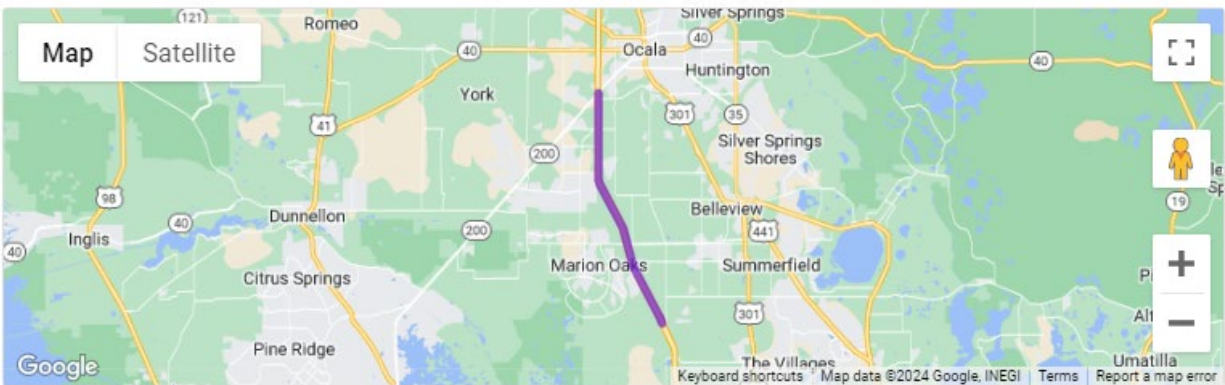
[433651-1](#) | C.R. 484 and I-75 Interchange Roadway Improvements

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

433651-1 CR 484 from SW 20th Avenue to CR 475A



443170-1 I-75 Resurfacing from Sumter County Line to S.R. 200



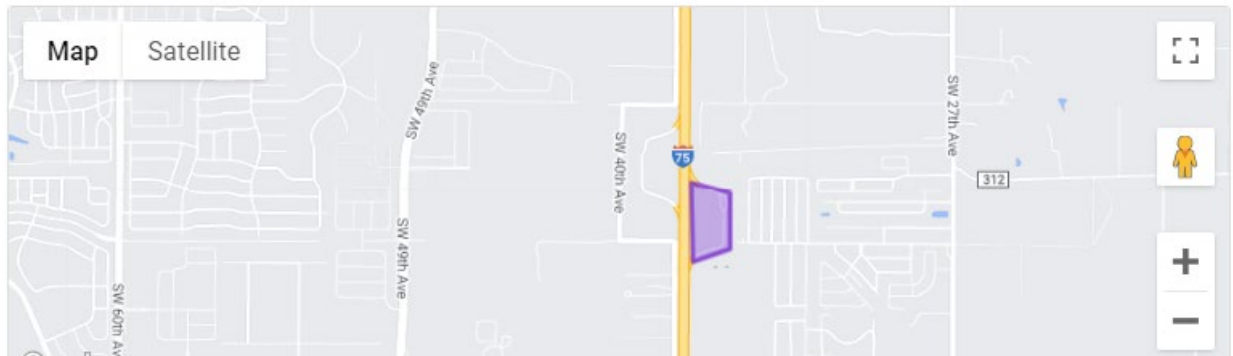
- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start Date: January 4, 2023
- Estimated Completion Date: Early 2026
- Construction Cost: \$40 million

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) The new bridge containment wall design is complete, and the project is expected to ramp up soon. Completion is estimated for early 2026. (443170-1) Thermoplastic striping is now complete.

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

438562-1 I-75 NB Rest Area Reconstruction between CR 484 and SR 200



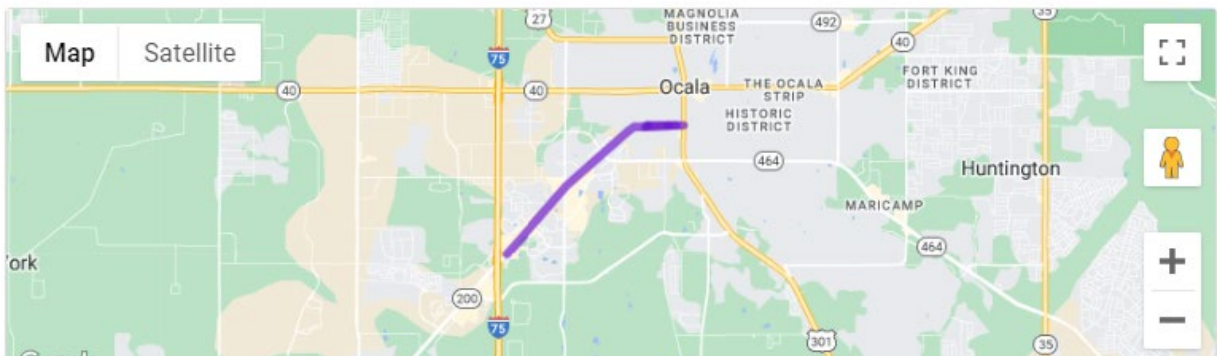
- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023
- Estimated Completion Date: Late Spring 2025
- Construction Cost: \$31 million

Description: This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to meet current standards. Parking will be expanded for passenger vehicles, RVs, and trucks. Work will include resurfacing the truck parking to become a 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: The contractor is currently working on fencing, ITS installation, striping, and completing punch list items.

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

439234-1 SR 200 from east of I-75 to US 301



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

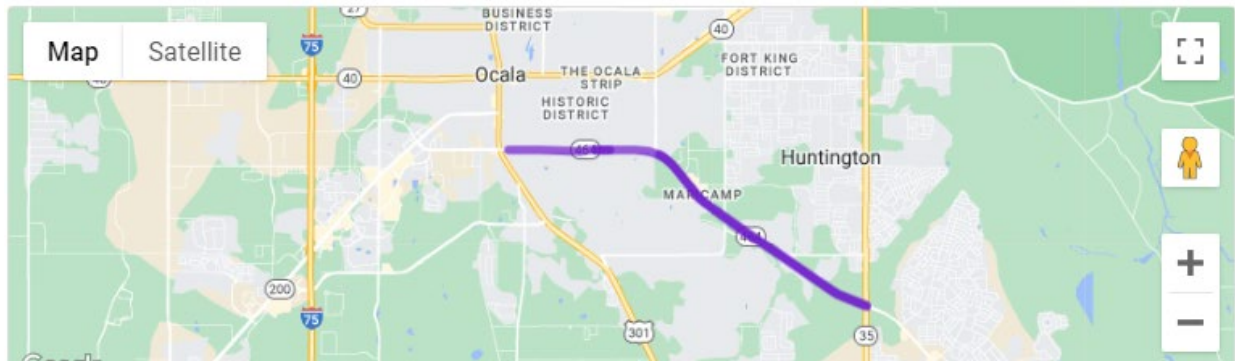
Description: The purpose of this project is to provide safety and operational enhancements on State Road 200 (Southwest (SW) College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. To enhance safety, raised concrete medians will be constructed throughout the corridor to reduce 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 contractor will soon begin filling medians east of I-75 to Southwest 17th Street. Mast arm installation, pedestrian base work, and signal timing adjustments are underway.

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

441141-1 SR 464 from SW 2nd Ave to SR 35



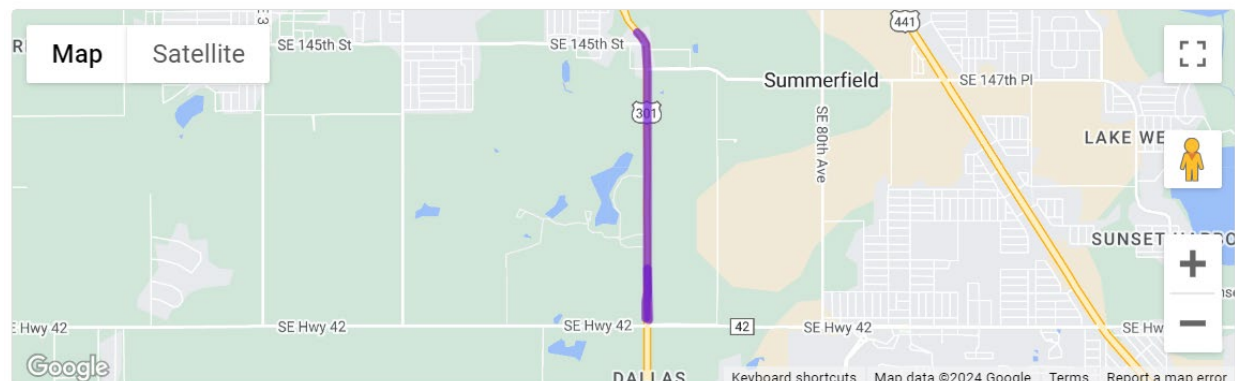
- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 23, 2023
- Estimated Completion Date: Summer 2025
- Construction Cost: \$26.1 million

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: The contractor has started paving operations. Additional work includes drainage installation, concrete work, and signal-related tasks, including cutting signal loops.

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

445302-1 US 301 (SR 35) north of CR 42 to north of SE 144 PL Road

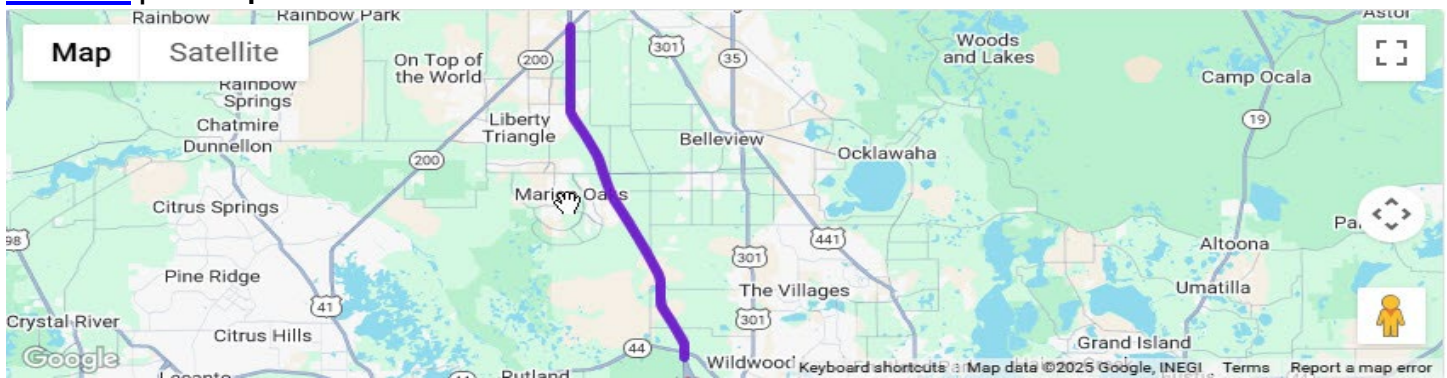


- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: August 28, 2024
- Estimated Completion Date: Spring 2025
- Construction Cost: \$5.6 million

Description: This Florida Department of Transportation (FDOT) project will mill and resurface U.S. 301 (also known as State Road 35) from north of County Road (C.R.) 42 to north of Southeast 144th Place Road to extend the life of the existing roadway. Safety and operational improvements will be added, including constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional improvements include widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as 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 new signal at Southwest 147th Street has been installed and is now operational. The contractor is currently addressing punch list items.

[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** (www.fdot.gov/movingfloridaforward).

Update: (452074-2) A subcontractor struck the bridge at C.R. 475 during initial construction activities. Those activities were completed on April 14, three days ahead of schedule. Subsequently, the bridge repair work was completed, and inspections were passed on May 21. FDOT and Ocala Operations leadership held a Q&A session in DeLand for bidders interested in the I-75 North (452074-1) project. Additionally, paving between S.R. 40 and S.R. 27 was approved to start this summer.

COMPLETED PROJECTS:

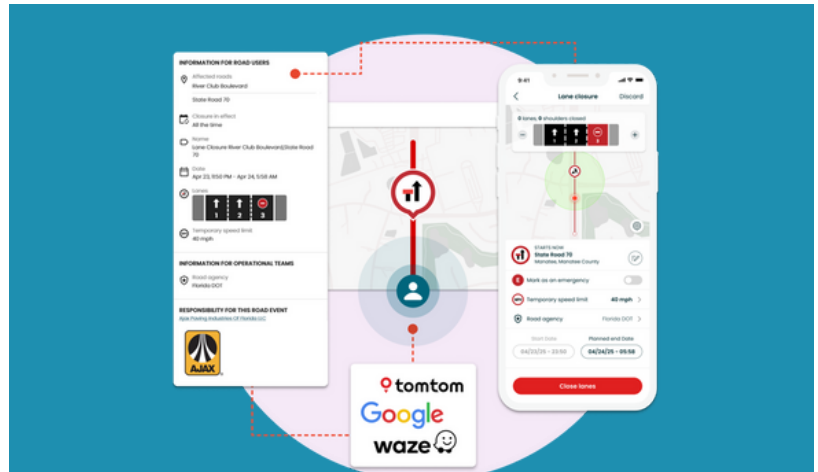
None to report.



Welcome to the newest issue of FDOT Compass Points. The Florida Department of Transportation (FDOT) is at the forefront of enhancing transportation across all areas. In aviation, FDOT's Aviation Office is dedicated to airport development, regulation, and emergency management, ensuring our skies are safe and efficient. On the rails, FDOT is expanding SunRail services, with exciting potential connections to major hubs like Orlando International Airport. Also, the Department is implementing cutting edge technologies and solutions to improve efficiency and safety. This comprehensive and multifaceted approach ensures that Florida's transportation system is continuously evolving to meet the needs of its residents and visitors, enhancing connectivity and accessibility across all modes of travel. Stay tuned for more updates on how FDOT is driving transportation innovation forward!

John E. Tyler, P.E.

Secretary
FDOT District Five



Work Zone Safety With One.Network

The Florida Department of Transportation (FDOT) has made significant strides in enhancing road safety by initiating a multi-year collaboration with one.network in June 2022. This pioneering effort launched the statewide Lane Closure Notification System (LCNS), designed to improve safety for drivers and roadway workers. Supported by Governor Ron Desantis' Freedom First Budget, this initiative made Florida the first state in the U.S. to implement such technology.

LCNS aims to improve worker safety by alerting drivers to active work zones and lane closures, helping motorists navigate these areas safely and efficiently. Utilizing advanced GPS and mapping technologies, the system provides real-time notifications through popular GPS apps and services. The system integrates seamlessly with existing navigation apps, offering hands-free alerts to enhance driver experience and safety.

Key benefits of LCNS include reduced work zone crashes, improved worker safety, real-time tracking of lane closures, and better travel time reliability. This ongoing initiative stands as the first statewide deployment of worker-managed safety information sharing in the United States, showcasing an innovative approach to work zone safety.



Florida Department of Transportation Invests in Aerospace

The Florida Department of Transportation (FDOT) has made significant investments in the future of aerospace with Project Hinton and Project Kuiper.

Project Hinton began as an undisclosed Cape Canaveral infrastructure project but has now been unveiled as a SpaceX initiative. In partnership with the Space Florida Board of Directors, FDOT approved up to \$50 million in state funding through the Spaceport Improvement Program for a high-volume production facility, high bay, and related infrastructure. An additional \$15 million was for utility enhancements. In exchange for this investment, SpaceX has pledged \$1.8 billion in capital investment, along with the creation of high paying jobs.

The project is a large-scale capital improvement project at the Cape Canaveral Spaceport, focusing on infrastructure upgrades to support heavy-lift rocket launches, increasing the volume and mass of payloads sent to orbit. With close ties to SpaceX's Starship program, the improvements will shift the focus of the headquarters

to Starship launch and landing operations, further solidifying the company's intention to revolutionize space travel. Similarly, Amazon's Project Kuiper is advancing technology by developing a low Earth orbit satellite network, aiming to provide fast, reliable, and affordable internet connections to underserved communities around the world. In April 2023, Amazon and Space Florida announced the expansion of Project Kuiper to Florida, with investments of \$3.2 million from FDOT's Spaceport Improvement Program. On April 28, 2025, an Atlas 5 expendable launch system deployed the first operational Project Kuiper satellites for Amazon, signifying the first step in the journey to launch the rest of their low Earth orbit constellation.

Together, these projects highlight Florida's pivotal role in advancing aerospace technology and infrastructure. With support from FDOT and Space Florida, ambitious projects can be achieved, creating high-paying jobs, and positioning the state as a leader in the aerospace industry.

SunRail Celebrates Major Milestone with Approval of PD&E Study for Proposed Sunshine Corridor

In a significant step forward for regional transit, the Central Florida Commuter Rail Commission (CFCRC) on Thursday, April 24, unanimously approved advancing the proposed Sunshine Corridor to the next phase – a Project Development and Environment (PD&E) Study. This week's historic decision is a major milestone in SunRail's ongoing commitment to improving mobility and connectivity across Central Florida by expanding accessible and efficient transportation.

"The unanimous vote to advance the Sunshine Corridor PD&E Study reflects our shared vision to expand passenger rail to serve even more Central Florida residents and visitors in our area," said CFCRC Chair and Seminole County Commissioner Amy Lockhart. "We're proud to move forward with broad community and private-sector support to explore the full potential of this project."

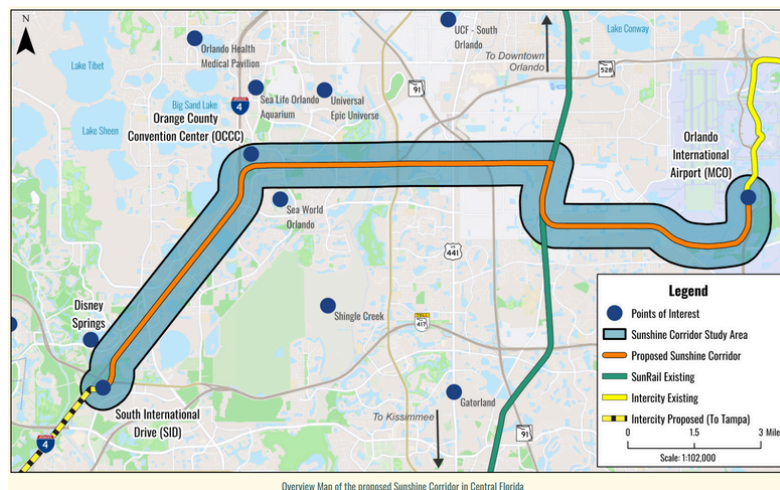


The Sunshine Corridor is a proposed passenger rail transportation program that would accommodate both an expansion of SunRail commuter rail service and Brightline's intercity passenger rail program in Central Florida. The corridor is proposed to expand existing SunRail service to connect to major destinations including Orlando International Airport, the Orange County Convention Center, South International Drive, and Disney Springs.

The CFCRC—made up of representatives from SunRail's partners (Osceola County, Orange County, Seminole County, Volusia County, and the City of Orlando)—requested that the Florida Department of Transportation (FDOT) lead the Sunshine Corridor advancement efforts. FDOT will oversee the PD&E Study, which will explore the project's feasibility, cost estimates, environmental considerations, funding strategy, and compliance with federal grant requirements. The study is a key step toward entering the Federal Transit Administration's project development process for federal funding.

"We are excited to start the next phase in the effort to bring the Sunshine Corridor to reality," said FDOT District Five Secretary and SunRail Chief Executive Officer John E. Tyler, P.E. "This will be another transformational project for our region, and we look forward to working closely with the project's public and private partners on the PD&E Study."

For more information on the proposed Sunshine Corridor, visit the project webpage for the Sunshine Corridor Transit Concept & Alternatives Review (TCAR) Study completed in 2024: <https://www.cflroads.com/project/451404-1>.



Moving Florida Forward: Modified Phased Design Build

COST EFFECTIVE
PLANNING



INNOVATIVE



COLLABORATIVE



QUALITATIVE
SELECTION



Modified phased design build (MPDB) is an innovative approach implemented by FDOT that improves contracting efficiency while expediting project timelines to address Florida’s evolving infrastructure needs. MPDB has four key components contributing to its success:

- Cost-effective planning
- Innovation
- Collaboration
- Qualitative selection

This contracting method focuses on collaboration while maintaining best

practices from existing contracting methods. The new approach has been implemented into the Moving Interstate 4 (I-4) Forward program, advancing the project’s completion date by over a decade as part of the Moving Florida Forward initiative.

The Moving I-4 Forward program, made possible by Governor Ron DeSantis and the support of Florida legislature, will provide vital congestion relief 10 to 20 years ahead of schedule with the widening of I-4 and the addition of new lanes.

Koda Cruises Through The 2025 Safety Summit

On May 9, 2025, the Florida Department of Transportation (FDOT) hosted the Central Florida Safety Summit, held at the Daytona International Speedway. The summit included presentations, discussions, and networking opportunities to promote safer transportation systems. A special guest named Koda showed that even our furry friends are ready to take the wheel in the quest to achieve Vision Zero.



ON THE CALENDAR

JUNE

- 6/1 - 6/30** Safe Summer Travel Month
- 6/6** National Secure Your Load Day
- 6/30 - 7/6** NHTSA Impaired Driving
- 6/1 - 11/30** Atlantic Hurricane Season

JULY

- 7/1 - 7/31** National Vehicle Theft Prevention Month
- 7/4** NHTSA Fourth of July: Drive Sober or Get Pulled Over
- 7/13 - 7/19** Operation Safe Driving Week (Commercial Vehicles)
- 7/7 - 7/31** NHTSA Speed Campaign