



Technical Advisory Committee (TAC) Meeting

Marion County – Library Headquarters
2720 E. Silver Springs Blvd., Ocala, FL 34470

March 14, 2023

3:30 PM

AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **PROOF OF PUBLICATION**
3. **CONSENT AGENDA**
 - A. **[February 14, 2023 Meeting Minutes](#)**
4. **ACTION ITEMS**
 - A. **[Fiscal Years \(FY\) 2023 to 2027 Transportation Improvement Program \(TIP\) Amendment #5](#)**
Staff will present an amendment to the TIP for approval.
 - B. **[Performance Management 2023 Pavement and Bridge \(PM2\), System Performance \(PM3\) Targets](#)**
Staff is seeking review and approval of Performance Targets
5. **DISCUSSION ITEMS**
 - A. **[Santos to Baseline Trail Project](#)**
A discussion about the trail project and future options
 - B. **[FDOT Strategic Intermodal System \(SIS\) Letter](#)**
A discussion regarding the TPO Board letter to FDOT
 - C. **[2023 MPOAC Freight Priorities Program \(FPP\)](#)**
A discussion regarding the project application process for 2023
6. **COMMENTS BY FDOT**
 - A. **[Construction Report](#)**
7. **COMMENTS BY TPO STAFF**
 - A. **[TPO 101 Board March Workshop](#)**
8. **COMMENTS BY TAC MEMBERS**
 - A. **Trail Projects Discussion**

9. PUBLIC COMMENT (Limited to 2 minutes)

10. ADJOURNMENT

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

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

*The next regular meeting of the Technical Advisory Committee will be held on
April 11, 2023*



Technical Advisory Committee (TAC) Meeting

Marion County – Library Headquarters, Meeting Room B

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

3:30 PM

MINUTES

Members Present:

Ji Li
Bob Titterington
Kenneth Odom
Mickey Thomason
Noel Cooper
Troy Slattery
Eric Smith
Elton Holland
Anna Taylor

Members Not Present:

Dave Herlihy
Loretta Shaffer

Others Present:

Rob Balmes
Shakayla Irby
Jonathan (Jon) Scarfe, FDOT
David Serrado

Item 1. Call to Order and Roll Call

Chairman Kenneth Odom called the meeting to order at 3:32pm and Secretary Shakayla Irby called the roll. There was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on February 7, 2023. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 3. Consent Agenda

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

Item 4a. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment #4

Mr. Balmes presented to the committee and said that per the request of the Florida Department of Transportation (FDOT), one project had been proposed to be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP).

The project (FM#452364-2) would be receiving federal funding to implement the National Electric Vehicle Infrastructure Program (NEVI). The project would consist of deployment of direct current fast charges (DCFCS) along the I-75 corridor in Marion County.

FM# 452364-2: I-75 (SR 93) "GAP" 12 – EV DCFCS (Phase 1)

- Funding: \$1,100,000
- Federal: \$1,100,000
- FY 23 Capital (CAP) phase
- Total TIP Funding: \$1,100,000

Mr. Thomason made a motion to approve the FY 2023 to 2027 TIP Amendment #4. Mr. Cooper seconded, and the motion passed unanimously.

Item 4b. Performance Management 2023 Safety Targets

Mr. Balmes presented and said that federal law required State DOTs and TPOs/MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. The first of the performance measures that became effective in 2016 was assessing the conditions of roadway safety (PM1). In May 2018, all TPO/MPOs were required to establish safety targets and approve or update on an annual basis.

Specifically, the TPO was required to update and adopt Targets for five required Safety Performance Measures:

1. Fatalities- Total number of fatalities involving a motor vehicle crash
2. Fatalities (Rate)- Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Serious Injuries- Total number of serious injuries involving a motor vehicle crash
4. Serious Injuries (Rate)- Rate of serious injuries per 100 Million Vehicle Miles Traveled (VMT)
5. Non-Motorized Fatalities & Serious Injuries- Number of non-motorized fatalities and number non-motorized serious injuries involving a motor vehicle crash

Annually, the TPO may select one of two options regarding updating and submission of safety targets.

1. Adopt the state targets established by the Florida Department of Transportation (FDOT);
or
2. Develop separate quantifiable safety performance targets.

If the TPO chose to adopt the FDOT safety targets, the requirement would be to annually adopt the same targets until changes were made by the state. Presently, the FDOT has annually adopted 0 for each of the five safety targets.

Mr. Balmes said that there were no direct implications to the TPO for not reaching adopted targets.

In 2018, when the process became a federal requirement, the TPO Board adopted its own safety performance targets to better track progress and reflect more accountability to the public. Over the past five years, the TPO Board has opted to follow the same approach of reviewing prior year target results and adopting revised targets tied to a specific methodology involving five-year rolling averages and projected vehicle miles traveled (VMT).

Safety Performance Measure 2022 Targets and Results

| Safety Performance Measure | 2022 Results | 2022 Targets | Met Target? |
|--|--------------|--------------|-------------|
| #1 - Fatalities | 109 | 98 | No |
| #2 - Fatalities per 100 Million VMT | 2.35 | 2.08 | No |
| #3 - Serious Injuries | 491 | 378 | No |
| #4 - Serious Injuries per 100 Million VMT | 10.59 | 8.02 | No |
| #5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries | 56 | 57 | Yes |

The proposed targets for 2023 were as follows:

1. Fatalities- **101**
2. Fatalities per 100 Million VMT- **2.14**
3. Serious Injuries- **417**
4. Serious Injuries per 100 Million VMT- **8.88**
5. Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries- **56**

Mr. Balmes provided to options to the committee and mentioned that the Citizens Advisory Committee (CAC) had earlier voted to select Option A.

Option A would recommend to the TPO Board adoption of specific and measurable safety targets for 2023 based on the five-year rolling average methodology or Option B would adopt 0 for all five 2023 safety targets.

Mr. Slattery asked if there was any backlash on Ocala Marion for not meeting the safety targets

Mr. Balmes responded that there were no penalties for MPOS not reaching the targets.

Mr. Slattery asked if it would be a benefit to Marion County going after funding to resolve the problems that lead to the crashes.

Mr. Balmes said a justification can be made in application processes for projects and mentioned the Safe Streets and Roads for All (SS4A) Grant.

Chairman Odom mentioned that the TPO board had tracked serious injuries and fatalities in areas for two decades. He said Option B was no realistic but at least Option A gave a standard data set to utilize for other purposes. There was no rhyme or reason to crashes.

Mr. Balmes said that through the Commitment to Zero Safety Plan that the three main causes were run off road, bike ped, and angle crashes (not location specific). A high injury network was created from the past 6 years and would look at it on a regular basis.

Mr. Cooper made a motion to accept Option A for the Performance Management 2023 Safety Targets. Mr. Li seconded, and the motion passed unanimously.

Item 4c. 2022 List of Priority Projects (LOPP) Amendment

Mr. Balmes presented and said that it had been per the request of the TPO Board Chair, Commissioner Craig Curry, the 2022 List of Priority Projects (LOPP) Strategic Intermodal System (SIS) project list was proposed to be amended.

The amendment was proposed to ensure the six I-75 interchanges in Marion County are listed on the current 2022 LOPP SIS list including general project improvement descriptions. The six interchanges are part of the ongoing I-75 Master Plan Study being conducted by the Florida Department of Transportation (FDOT).

All proposed changes had been reflected in tracked changes mode and red font for ease of review and can be viewed on pages 8-9 of this set of minutes for reference.

The amended 2022 LOPP would support the development of the 2023 LOPP process and lists, which was underway.

The committee engaged in discussion about project priorities and project statuses.

Mr. Cooper made a motion to approve the 2022 List of Priority Projects (LOPP) Amendment. Mr. Holland seconded, and the motion passed unanimously.

Item 5. 2020 U.S. Census Update

As a follow up to the presentation on the 2020 Census Urban Area populations in Marion County in January Mr. Balmes provided an update.

The urban area map files had been made available by the U.S. Department of Transportation (U.S. DOT) on January 19, 2023.

A presentation of the maps was delivered to the TPO Board at the regularly scheduled January 24, 2023 meeting. Based strictly on the results of the Census, the TPO would not be designated as a TMA in 2023 by the U.S. DOT Secretary. The Ocala Urban Area population (182,657) fell short of the necessary threshold of over 200,000 persons.

In addition to a presentation on the maps, the TPO Board engaged in a general discussion about current and future Transportation Management Area (TMA) designation opportunities. Federal law (49 U.S.C. 5303(k)) permits an MPO/TPO and Governor to request TMA designation to the U.S. DOT Secretary. Therefore, the TPO Board asked for additional background information to be presented at the February 28, 2023 meeting regarding the roles, responsibilities and opportunities associated with TMA status. Action may be considered to pursue this opportunity at the meeting.

The TPO was also awaiting further insights from the Florida Department of Transportation (FDOT) Central Office and the Federal Highway Administration (FHWA), Florida Division that may help support further insights into the implications of the Census Urban areas, federal funding and TMA status.

Additionally, over the next two years several Census activities would involve the TPO and FDOT, including Urban Area Boundaries and Functional Classification.

Item 6. Comments by FDOT

Ms. Anna Taylor provided a brief presentation on Moving Florida Forward.

Governor Ron DeSantis announced January 30 the *Moving Florida Forward Infrastructure Initiative*. The proposal would invest an additional \$7 billion to prioritize and accelerate the completion of 20 critical transportation infrastructure projects across the state.

The proposal combines \$4 billion of General Revenue funding with innovative transportation project financing strategies that will allow FDOT to leverage an additional \$3 billion over the next four years.

The presentation which includes the Congestion Relief Projects and funding is attached to pages 10-14 for reference.

A construction report was also provided in the committee meeting agenda packet.

Item 7. Comments by TPO Staff

Mr. Balmes said the Transportation Plan (LRTP) Cost Feasible Element had been updated to include a clarifying footnote to ensure the six I-75 interchanges in Marion County are identified. The six interchanges are part of the ongoing I-75 PD&E/Master Plan Study being conducted by the Florida Department of Transportation (FDOT) and listed in the Cost Feasible Element.

Based on the status of the PD&E/Master Plan, development of the Strategic Intermodal System (SIS) Plans and Moving Florida Forward, this was the only change necessary at the time. As the plans and proposals progressed in 2023, an amendment to the LRTP would be necessary in the near future.

The footnote had been highlighted for ease of reference. The FDOT District 5 and Federal Highway Administration (FHWA) Florida Division had been consulted on the update.

2022 TPO Annual Report

Mr. Balmes said that the 2022 TPO Annual Report had been published and the Annual Report highlighted the TPO program accomplishments in Ocala/Marion County over the past year. The report had been developed with a new template, which the TPO had plans to use for future versions.

The 2022 Annual Report was included in the committee packet and could also be found on the TPO's website: <https://ocalamariontpo.org/about-us/annual-report>.

2023 Commitment to Zero Activities

Mr. Balmes said the Board adoption of Commitment to Zero was a major milestone and that long-term success would require ongoing work to keep building momentum in the community. Some of the next steps and activities specific to the TPO in 2023 would involve the following:

- Commitment to Zero fact sheets
- Coordination with local partners for safety projects in the 2023 List of Priority Projects (LOPP)
- Commitment to Zero online public crash dashboard
- Social Media for community safety events, public awareness of safety
- Continued partnering for community safety events
- Exploration of public information and public relations opportunities
- Annual Commitment to Zero Workshop (Fall 2023, date to be determined)

Samples of the Commitment to Zero fact sheets were provided. The TPO had developed an initial listing of fact sheets to be release in 2023.

Mr. Balmes mentioned that the TPO was looking for feedback on topics and opportunities to develop additional fact sheets for relevant topics in the community.

Item 8. Comments by TAC Members

Mr. Slattery said the state was resurfacing and redesigning the Pennsylvania Avenue intersection in Dunnellon on Williams Street. There would be a public hearing meeting March 2nd.

Mr. Slattery also said that it would be his last meeting with the TAC. He had a opportunity to move on to another work environment with more opportunities.

Mr. Cooper introduced David Serrado, Civil Engineer I for the City of Ocala.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Chairman Kenneth Odom adjourned the meeting at 4:32pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



2022 List of Priority Projects (LOPP)

Fiscal Years 2024 to 2028

TPO Board Adoption - June 28, 2022

Amended February 28, 2023

Project Lists

Top Priority Projects

Strategic Intermodal System (SIS)

Non-Strategic Intermodal System (SIS) Capacity

Safety and Operations

Trails

Bicycle and Pedestrian

Planning

Project Phases

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

A handwritten signature in black ink, reading 'Ire Bethea Sr.', positioned above a horizontal line.

Ire Bethea Sr., TPO Chair

A handwritten signature in blue ink, reading 'Rob Balmes', positioned above a horizontal line.

Rob Balmes, TPO Director

2022 Strategic Intermodal System (SIS) Priorities

| Rank | FDOT Project Number | Project List | Project Name/Limits | Description | FY 23 to 27 TIP Programmed Phase(s) | FY 23 to 27 TIP Programmed Funding | Proposed Phase(s) | Funding Requested |
|------|------------------------|--------------|--|---|-------------------------------------|------------------------------------|---|-------------------|
| 1 | 435209-1 | SIS | I-75 at NW 49th Street Interchange | Construction of a new interchange and roadway extension on from NW 49th Avenue from NW 44th Avenue to NW 35th Street Road | CST | \$42,379,864 | | |
| 2 | 433652-1 | SIS | SR 40 Intersections at SW 40th Avenue and SW 27th Avenue | Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections | ROW | \$1,399,654 | CST | \$5,500,000 |
| 3 | | SIS | US 27/I-75 Interchange Operations, NW 44th to NW 35th | Safety and operational improvements at interchange area | | | PE, CST | \$29,341,000 |
| 4 | 237988-1 | SIS | SR 40 at SR 35 intersection | Construction of a roundabout at the intersection | | | PE, ROW, CST | \$6,000,000 |
| 5 | | SIS | I-75 at SR 326 Interchange | Interchange operational improvements | | | PE, DES, ROW, CST | TBD |
| 6 | 410674-2 | SIS | SR 40 from End of four lanes to CR 314 | Reconstruction, widening to four lanes, new bridges, medians | | | CST | \$110,100,000 |
| 7 | 443623 44-1 | SIS | I-75 from SR 200 to CR 234 Alachua County | Widening, Modernization, Interchanges Master Planning for I-75-and interchanges | | | Planning/PD&E PE, ROW, CST | TBD |
| 8 | 443623-1 | SIS | I-75 from SR 91 (Turnpike) to SR 200 | Widening, Modernization, Interchanges Master Planning for I-75-and interchanges | | | Planning/PD&E PE, ROW, CST | TBD |
| 9 | | SIS | I-75 at SW 20th Street | Construction of a new interchange at SW 20th | | | PD&E, DES, ROW, CST | TBD |
| 10 | | SIS | SR 40 from CR 314A to Levy Hammock | Reconstruction and widening to four lanes, medians | | | ROW, CST | \$17,900,000 |
| 11 | | SIS | SR 40 from CR 314 to CR 314A | Reconstruction and widening to four lanes, medians | | | ROW, CST | \$98,500,000 |
| 12 | | SIS | SR 326 from US 301 to old US 301 | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | TBD |
| 13 | | SIS | SR 326 from CR 200A to NE 36th | Widening of roadway to four lanes | | | PD&E, DES, ROW, CST | TBD |
| * | | SIS | I-75 at CR 484 Interchange | Interchange, capacity improvements to six lanes on CR 484 from SW 49th Ave to CR 475A | | | PD&E, DES, ROW, CST | TBD |
| * | | SIS | I-75 at SR 200 Interchange | Interchange and capacity improvements | | | PD&E, DES, ROW, CST | TBD |
| * | | SIS | I-75 at CR 318 Interchange | Interchange, capacity improvements at CR 318 from NW Highway 225 to NW 60th Avenue | | | PD&E, DES, ROW, CST | TBD |

*LOPP Amended projects, February 28, 2023

MOVING FLORIDA FORWARD



For Immediate Release
January 30, 2023

CONTACT FDOT: FDOT COMMUNICATIONS OFFICE
(850) 414-4590 | FDOTcommunicationsoffice@dot.state.fl.us

ICYMI: Governor Ron DeSantis Announces Moving Florida Forward Infrastructure Initiative

Governor proposes a \$4 billion investment, which will be leveraged for a total of \$7 billion, to expedite projects that will alleviate congestion and prioritize safety

AUBURNDALE, Fla. — Today, Governor DeSantis announced the *Moving Florida Forward* initiative to expedite transportation projects over the next four years. If passed by the legislature, this proposal would invest \$4 billion of general revenue, redirect an average of \$131 million annually to the State Transportation Work Program, and leverage additional funding over the next four years for a total of \$7 billion to strengthen Florida's transportation infrastructure to accommodate the growing number of people that rely on Florida's roadways. Through this record investment, the Florida Department of Transportation (FDOT) would expedite 20 priority infrastructure projects into the existing Work Program to combat congestion, improve safety, and ensure a more resilient transportation system to bolster current transportation needs and set the stage for future growth. Projects included as part of the *Moving Florida Forward* Legislative Proposal are available at [FDOT.gov/MovingFloridaForward](https://fdot.gov/MovingFloridaForward).

"This proposal will break through bureaucracy that often slows down infrastructure projects and allow FDOT to target projects that will ease congestion across the state," **said Governor Ron DeSantis**. "Expediting these projects will bring them to completion more than a decade ahead of schedule."

"Governor DeSantis' *Moving Florida Forward* proposal is truly historic and the projects included will help relieve congestion while also focusing on safety, resiliency, the supply chain, and economic growth. These are important for Floridians' quality of life and to ensure we maintain a strong transportation system to keep Florida moving forward," **said FDOT Secretary Jared W. Perdue, P.E.** "The Department has worked closely with communities and our partners through the years to plan and prepare these projects for construction. Receiving this funding will allow the vision of each project to become a reality in the immediate future to better meet the growing demands in communities throughout the state. Our team is prepared and ready to work with the Legislature to deliver these critical projects and strengthen Florida's transportation infrastructure."

Florida is home to over 22 million residents, and in just the first three quarters of 2022, we had nearly 105 million visitors to our state. In 2022, Florida experienced the largest net migration in the country at 1.9%, meaning that Florida's infrastructure must accommodate more people than ever before. The 20 projects included in the proposal will build more resilient transportation infrastructure, which is important to the integrity of roadways and corridors especially during severe weather events such as hurricanes.

FDOT will continue working on projects currently planned in the existing FDOT Five-Year Work Program in addition to projects included in the *Moving Florida Forward* package.

###

www.fdot.gov | Twitter: [@MyFDOT](https://twitter.com/MyFDOT) | Facebook: [@MyFDOT](https://facebook.com/MyFDOT)

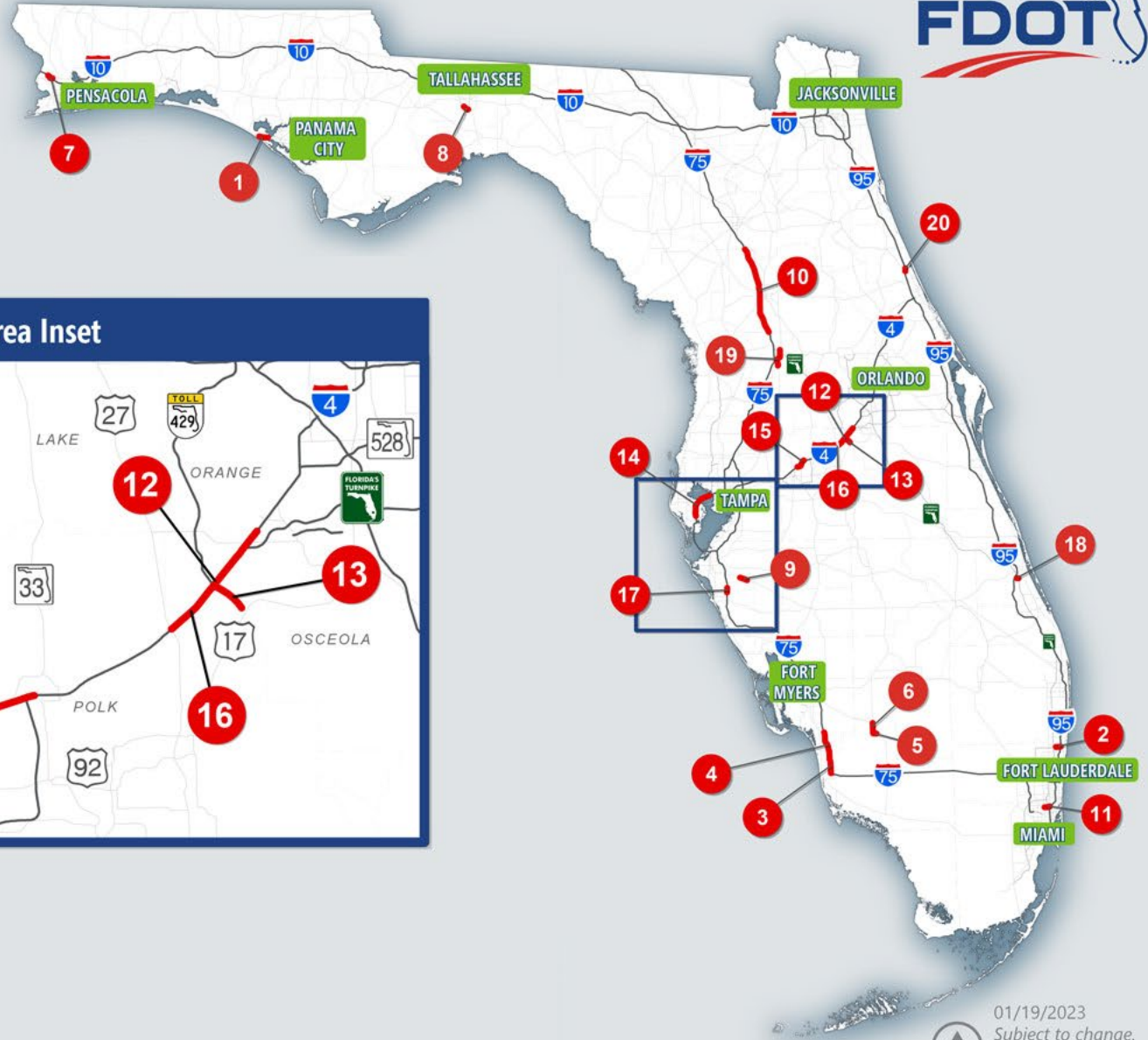
The Florida Department of Transportation's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of the state's environment and communities. The department is committed to building a transportation system that not only fits the current needs of Florida's residents and visitors but also enhances mobility throughout the state to accommodate its consistent and rapid growth. The unique nature of the Sunshine State and its year-round warm climate provides numerous opportunities to achieve the department's mission through multiple transportation modes including highways/streets, air, rail, sea, spaceports, transit, and the ever-expanding deployment of bicycle & pedestrian facilities.

- » Governor Ron DeSantis announced January 30 the *Moving Florida Forward Infrastructure Initiative*.
- » The proposal would invest an additional \$7 billion to prioritize and accelerate the completion of 20 critical transportation infrastructure projects across the state.
- » The proposal combines \$4 billion of General Revenue funding with innovative transportation project financing strategies that will allow FDOT to leverage an additional \$3 billion over the next four years.



MOVING FLORIDA FORWARD

Infrastructure Initiative



Tampa Bay Inset



Orlando Area Inset



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01/19/2023
Subject to change.
Listed alphabetically
by county.



REGION

Central Florida

PROJECT LIMITS

Interstate 75 (I-75) from State Road (S.R.) 44 to S.R. 326

FUNDING

\$479 Million

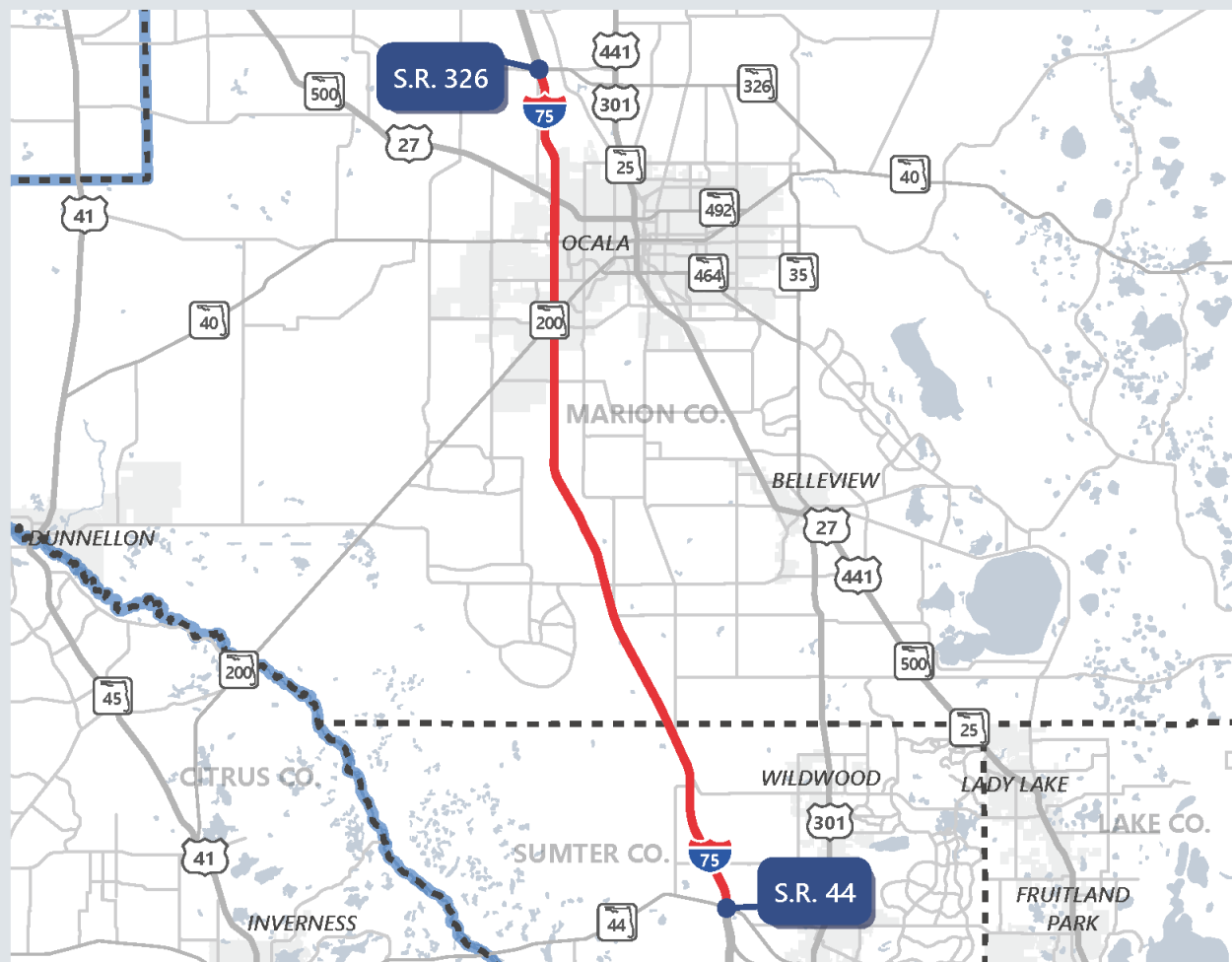
CONSTRUCTION YEAR

2025

PROJECT DESCRIPTION

This project involves adding auxiliary lanes to I-75 in each direction between S.R. 44 and S.R. 326. It will include interchange modifications and right-of-way acquisition for future widening.

10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326



01/31/2023
Subject to change.
Listed alphabetically by county.



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REGION

Central Florida

PROJECT LIMITS

U.S. 301 from County Road (C.R.)
470 to Florida's Turnpike

FUNDING

\$26 Million

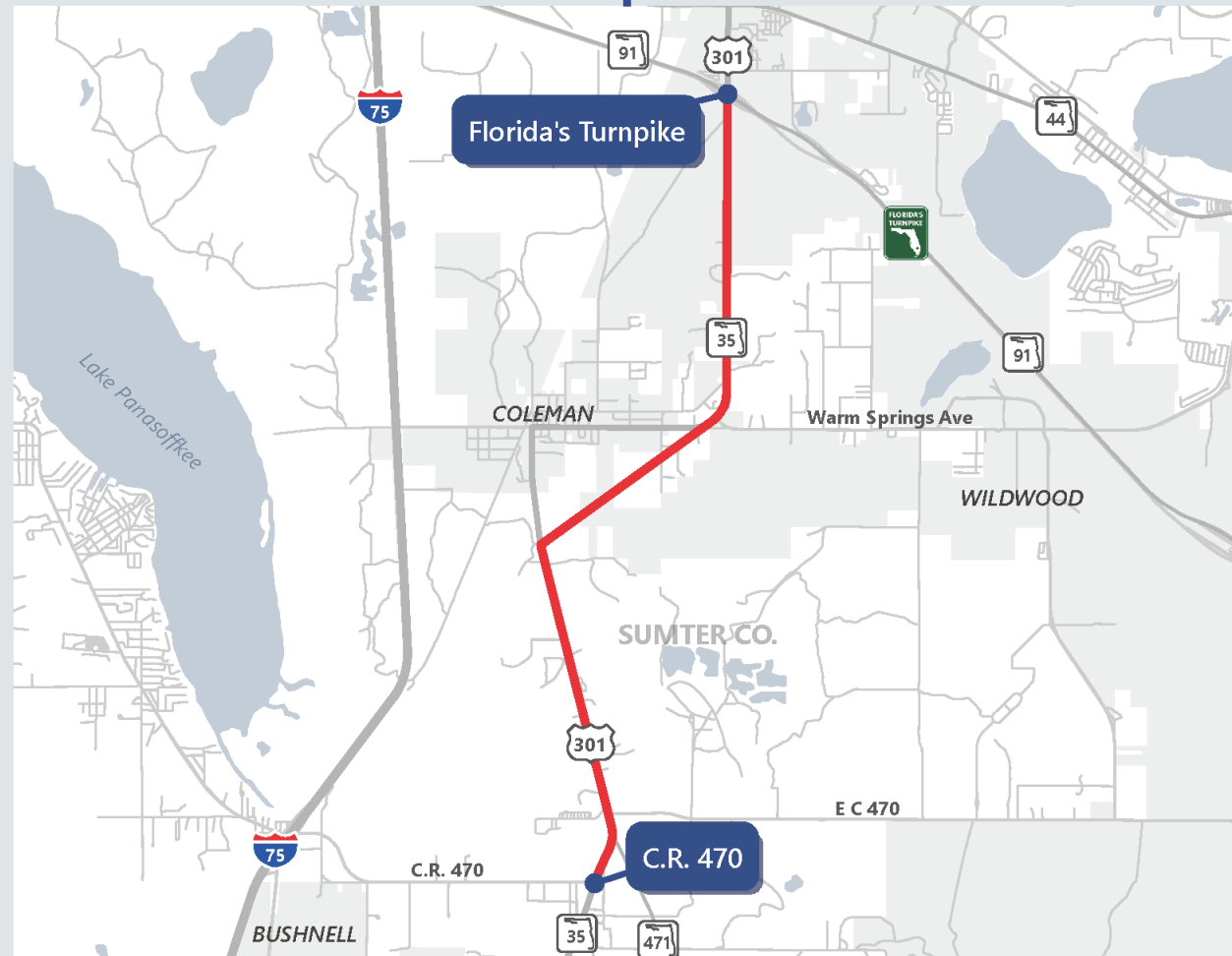
CONSTRUCTION YEAR

2025-26

PROJECT DESCRIPTION

The project will reconstruct U.S. 301 from C.R. 470 to Florida's Turnpike between the cities of Sumterville and Wildwood to increase the roadway capacity, respond to future travel demand, improve overall safety, and accommodate pedestrians and bicyclists. The project includes realigning the roadway around the City of Coleman to avoid impacts to the City's downtown businesses. For additional project details, please visit <https://www.cflroads.com/project/430132-1>.

19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike



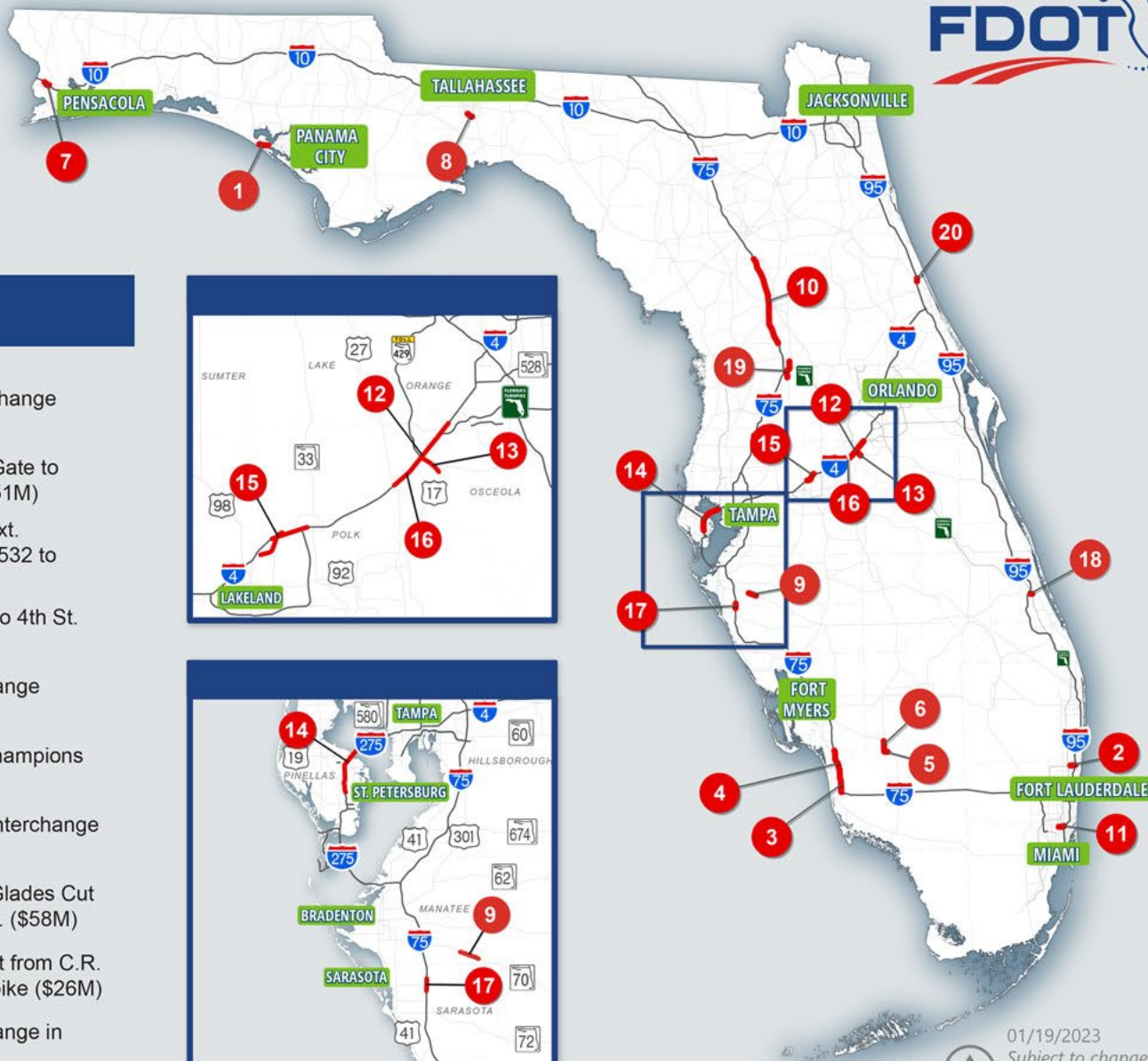
01/31/2023
Subject to change.
Listed alphabetically by county.



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MOVING FLORIDA FORWARD

Infrastructure Initiative



CONGESTION RELIEF PROJECTS (FUNDING)

- | | |
|---|--|
| 1 U.S. 98 from R. Jackson Blvd. to Hathaway Bridge (\$98M) | 11 Golden Glades Interchange (\$150M) |
| 2 SW 10th St. (\$178M) | 12 I-4 from Champions Gate to Osceola Pkwy. (\$1,451M) |
| 3 I-75 at Pine Ridge Rd. Interchange (\$23M) | 13 Poinciana Parkway Ext. Connector from C.R. 532 to S.R. 429 (\$1,318M) |
| 4 I-75 from Golden Gate Pkwy. to Corkscrew Rd. (\$578M) | 14 I-275 from 38th Ave. to 4th St. (\$354M) |
| 5 S.R. 29 from C.R. 846 E to New Market Rd. (\$85M) | 15 I-4 at S.R. 33 Interchange (\$197M) |
| 6 S.R. 29 from New Market Rd. to S.R. 82 (\$44M) | 16 I-4 from U.S. 27 to Champions Gate (\$635M) |
| 7 I-10 from Eastbound weigh station to Nine Mile Rd. (\$162M) | 17 I-75 at Fruitville Rd. Interchange (\$192M) |
| 8 S.R. 263 from S.R. 61 to C.R. 2203 (\$90M) | 18 W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd. (\$58M) |
| 9 S.R. 70 from Bourdsie Blvd. to Waterbury Rd. (\$53M) | 19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike (\$26M) |
| 10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326 (\$479M) | 20 I-95 at U.S. 1 Interchange in Volusia Co. (\$340M) |



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01/19/2023
Subject to change.
Listed alphabetically
by county.



TO: Committee Members

FROM: Rob Balmes, Director

**RE: Amendment #5 of the FY 2023 to 2027
Transportation Improvement Program (TIP)**

Summary

Per the request of the Florida Department of Transportation (FDOT), two projects are proposed to be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP). The projects (FM#443623-1, #443624-1) have received federal highway planning grant funding to support activities of the I-75 Master Plan. Types of work this funding will support include community engagement, alternative concept identification and traffic analysis and modeling. These projects will also assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

FM# 443623-1: I-75 (SR 93) from Turnpike (SR 91) to SR 200

- Length: 22.50 miles
- Funding: \$2,500,000 (Federal)
- FY 2023, PLN Phase
- Total TIP Funding: \$2,500,000

FM# 443624-1: I-75 (SR 93) from SR 200 to CR 234

- Length: 25.28 miles
- Funding: \$1,783,543 (Federal)
- FY 2023, PLN Phase
- Total TIP Funding: \$1,783,543

Attachment(s)

- FDOT TIP Amendment Request
- TIP Proposed amended project pages

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 2023 to 2027 TIP document

Recommendation(s)

TPO staff is requesting your review and approval. If you have any questions regarding the proposed TIP amendments, please contact me at 438-2631.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

March 6, 2023

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

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP)

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP.

Projects #443623-1 and #443624-1 have received federal highway planning grant funding to support activities of the I-75 Master Plan. Types of work this funding will support include community engagement, alternative concept identification and traffic analysis and modeling. These projects will also assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase. These projects must be added to the TIP to receive authorization to use the federal funding as programmed.

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

| FM# | Project Description | Project Limits | Length | Phase | Fund Source | Amount | FY |
|----------|---------------------|----------------------------|--------------|-------|-------------|-------------|------|
| 443623-1 | I-75 (SR 93) | Turnpike (SR 91) to SR 200 | 22.496 miles | PLN | HP | \$2,500,000 | 2023 |
| 443624-1 | I-75 (SR 93) | SR 200 to CR 234 | 25.282 miles | PLN | HP | \$1,783,543 | 2023 |

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

Sincerely,

Anna Taylor

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT
Katherine Alexander-Corbin, FDOT
FDOT D5 MPO Liaisons
FDOT D5 Work Program

Project: I-75 (SR 93) From Turnpike (SR 91) to SR 200

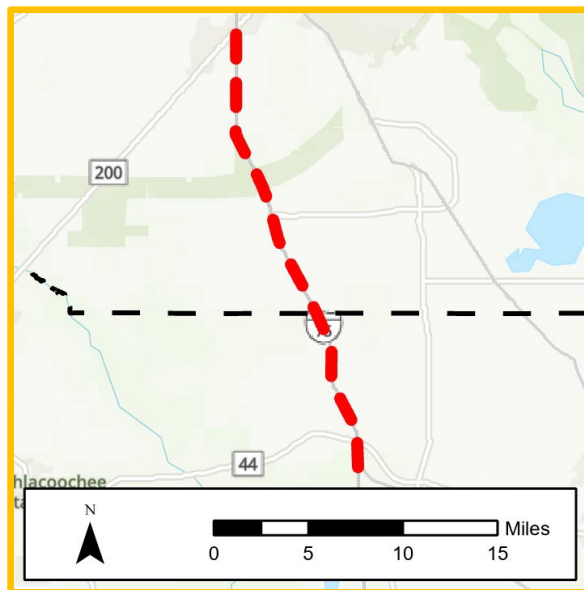
Project Type: Planning

FM Number: 4436231

Lead Agency: FDOT

Length: 22.50

LRTP (Page #): Goal 2: Objectives 2.2, 2.3 (page 14);

**Description:**

In support of the I-75 Master Plan, including community engagement, alternative concept identification and traffic analysis and modeling. The project will assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PLN | HP | Federal | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |
| Total: | | | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |

Project: I-75 (SR 93) From SR 200 to CR 234

Project Type: Planning

FM Number: 4436241

Lead Agency: FDOT

Length: 25.28

LRTP (Page #): Goal 2: Objectives 2.2, 2.3 (page 14);

**Description:**

In support of the I-75 Master Plan, including community engagement, alternative concept identification and traffic analysis and modeling. The project will assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,783,543

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PLN | HP | Federal | \$1,783,543 | \$0 | \$0 | \$0 | \$0 | \$1,783,543 |
| Total: | | | \$1,783,543 | \$0 | \$0 | \$0 | \$0 | \$1,783,543 |

Transportation Improvement Program

Fiscal Years 2023 to 2027



Adopted June 28, 2022

Amendment 1: August 23, 2022

Amendment 3: January 24, 2023

Amendment 2: November 29, 2022

Amendment 4: February 28, 2023

Amendment 5: March 28, 2023



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

Resolution
No. 23-3

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
FISCAL YEAR 2023 to 2027

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

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

WHEREAS, a Transportation Improvement Program is defined as "a staged, multi-year, inter-modal program of transportation projects which is consistent with the metropolitan (long-range) transportation plan" [23 CFR 450.104].

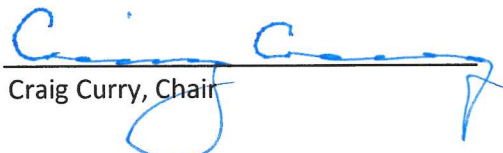
WHEREAS the TPO Board has authorized the TPO Director to perform revisions and amendments to plans, programs, and documents approved by the TPO, when such action is needed to obtain state or federal approval within a constrained timeframe. The authorization includes the following tenets:


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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the amendment of Transportation Improvement Program for FY 2023 to 2027.

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 28th day of February 2023.

By: 
Craig Curry, Chair

Attest: 
Robert Balmes, TPO Director

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Ire Bethea Sr., City of Ocala District 2, Chair
Commissioner Craig Curry, Marion County District 1, Vice-Chair

Commissioner Kathy Bryant, Marion County District 2

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Jeff Gold, Marion County District 3

Mayor Kent Guinn, City of Ocala

Councilmember James Hilty, City of Ocala District 5

Commissioner Ronald Livsey, City of Belleview Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Commissioner Michelle Stone, Marion County District 5

Mayor Bill White, City of Dunnellon

Commissioner Carl Zalak III, Marion County District 4

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

Mission

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

Vision

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

www.ocalamariontpo.org

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

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

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1. INTRODUCTION

Purpose

The Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The Fiscal Years (FY) 2023 to 2027 TIP is a five-year schedule of transportation projects to be implemented by government agencies within the Metropolitan Planning Area (MPA) of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is developed on an annual basis (23 C.F.R. 450.326(a)). The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, maintenance, repaving, bicycle and pedestrian, transit and aviation.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the “3C” planning process, is reflected in the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The 2045 LRTP, which is also developed by the TPO, outlines the Ocala/Marion County transportation vision and goals 20 years into the future. The TIP outlines the short-term “action steps” necessary for achieving the long-term vision by programming specific transportation improvements.

Fiscal Constraint

Transportation projects contained in the TIP are financially feasible and located within the designated planning area. As a condition of receiving federal project funding, the TIP must list all highway and public transportation projects proposed for funding under Title 23 United States Code (23 U.S.C.) (highways) and 49 U.S.C. (transit). The TIP must also contain state and locally funded regionally significant transportation projects regardless of funding source. For a project to be considered financially feasible, the anticipated cost must not exceed anticipated revenue.

Consistency

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

A list of the most current Annually Federally Obligated projects is provided in **Appendix B**. The Obligation list is a continuation of projects in the prior TIP, and in some cases started in previous TIPs (23 CFR 450.334). The Obligated list will be updated and amended in September 2022.

TPO Planning Area

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala.

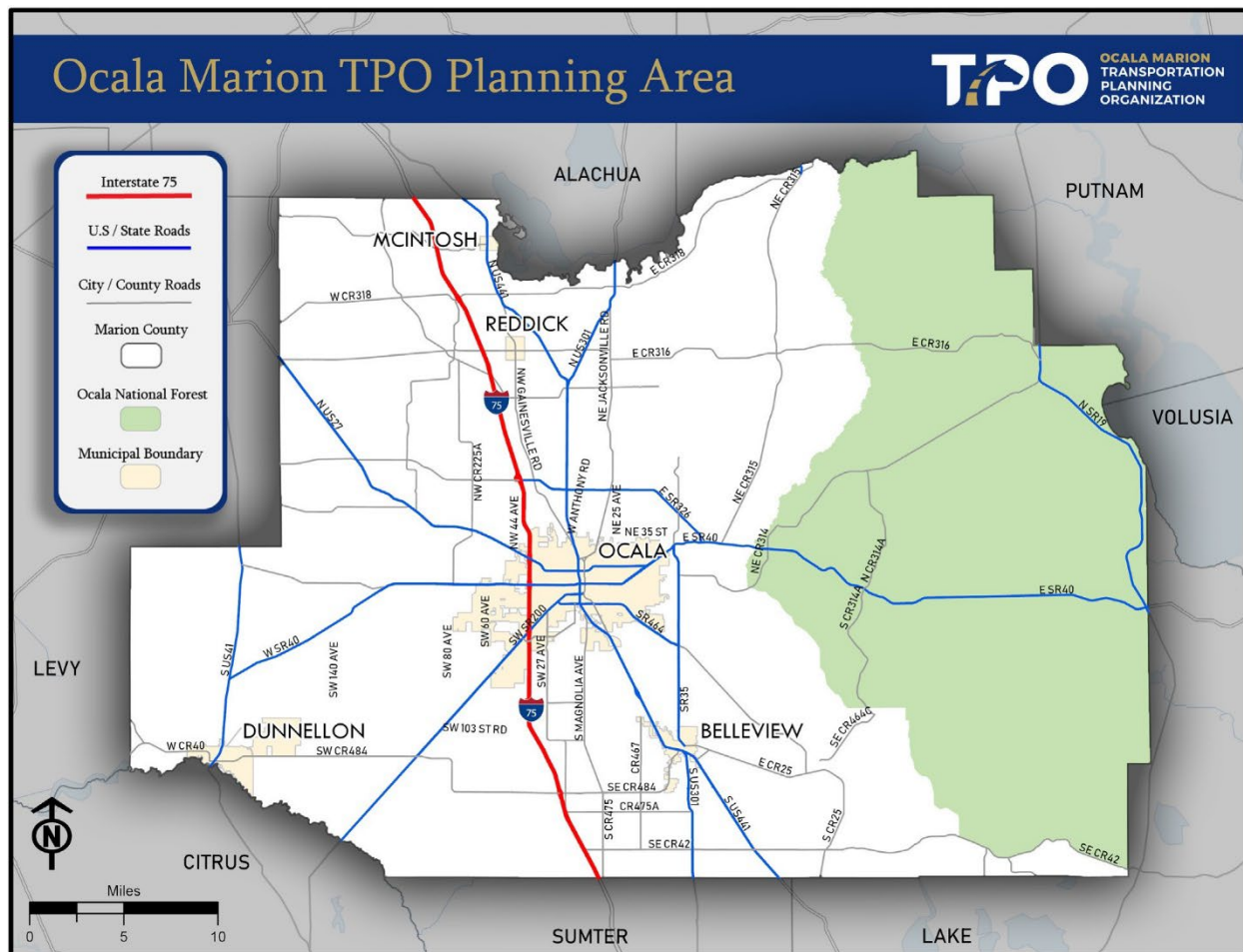


Figure 1: Map of TPO Planning Area

Development of the TIP

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

TPO Boards and Committees

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

The TPO also submits a draft TIP to the TPO Board for review and to receive feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is then presented to the TPO Board for adoption in May or June of each year. In 2022, TPO staff presented the draft TIP to the TAC and CAC on May 10th and June 14th, the TPO Board on May 24th and June 28th.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (PPP) (<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp>). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC and TPO Board meetings. The TAC and CAC meetings were held virtually and in person and therefore were also accessible to those with internet access. The TPO Board meetings were held both virtually and in-person. Advance public notices were provided for all committee and board meetings per Florida Sunshine Law and the TPO's PPP. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter) and sending e-blast notifications. Beginning on May 4th, a legal notice of the draft version of the TIP was advertised in the Ocala Star Banner. The public comment period for the TIP began on May 3, 2022 and concluded on June 28, 2022. A copy of the public notice can be found in **Appendix E** and a list of public comments, including the TPO's response to each

comment, can be found in **Appendix F**. On May 3rd, the TPO sent the Draft TIP for review and comment to the following 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 and the St. Johns River Water Management District.

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

Joint Certification

The most recent joint certification between the Ocala Marion TPO and FDOT was completed on March 22, 2022 through action by the TPO Board. FDOT certified the TPO's transportation planning process for Fiscal Year 2022. The next certification review will occur from February to March of 2023.

Consistency with Other Plans

The projects and project phases listed in the FY 2023 to 2027 TIP are consistent with the local public transit development plan (SunTran), aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2045 LRTP, Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan (SHSP), Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), TPO Congestion Management Process (CMP) and SunTran Transportation Development Plan (TDP).

2045 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the 2045 LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2045 LRTP was adopted by the TPO Board on November 24, 2020. A list of TIP projects referenced in the 2045 LRTP can be found in **Appendix I**. (<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>).

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety, provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies. (<http://floridatransportationplan.com>)

Strategic Intermodal System (SIS) 2022 Policy Plan

The Strategic Intermodal System (SIS) 2022 Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, a network of transportation facilities that serves as the state's highest priority for transportation capacity investments. The Governor and Legislature established the SIS in 2003 to focus state resources on facilities most significant for promoting the state's economic competitiveness, including interregional, interstate and international travel. The SIS is the primary tool for implementing the Florida Transportation Plan (FTP). A map of the SIS can be found in **Appendix C**. Additionally, TIP projects supporting the SIS are noted in the individual project pages (SIS Project).

(<https://www.fdot.gov/planning/sis/default.shtm>)

Florida's Strategic Highway Safety Plan (SHSP)

The Florida's 2021 to 2025 Strategic Highway Safety Plan (SHSP) was adopted in March 2021. This is an update to the prior plan, and was completed in coordination with all 27 Florida MPO/TPO's. Florida's SHSP outlines a focus on safety programs to reduce crashes, serious injuries and fatalities to achieve zero traffic deaths and serious injuries. A set of 12 emphasis areas organized into three categories (Roadways, Road Users, User Behavior) provide the foundation for improving safety. (<https://www.fdot.gov/safety/shsp/shsp.shtm>)

Freight Mobility and Trade Plan (FMTP)

FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. FDOT updated the FMTP in spring 2020. (<https://www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan>)

Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed information, such as the department's assets, asset management strategies, and long-term expenditure forecasts to inform decision-making at both the State and Local levels.

Congestion Management Plan (CMP)

Maintenance of a Congestion Management Process (CMP) is required for all TPOs under Florida Statute (F.S.) [339.175 (6)(c)1]. Guidance from the Final Rule on the CMP states the intent of the process is to, “address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system”.

The Ocala Marion TPO has developed the CMP to improve traffic operations and safety through the use of either strategies that reduce travel demand or the implementation of operational improvements. Recommendations in the CMP typically support improved travel conditions through the implementation of low cost improvements or strategies that can be implemented in a relatively short time frame (5-10 years) compared to traditional capacity improvements, such as adding travel lanes, which can be more time- consuming and expensive.

The TPO completed a major update to the CMP in 2021, including policies and procedures and state of system elements. The CMP update serves two purposes: to meet state statutes and help with prioritizing project needs, and to also meet federal requirements if the TPO becomes a Transportation Management Area (TMA) as a result of the 2020 Census. A TPO is considered a TMA when their urbanized area population exceeds 200,000. Completing an update to the CMP will keep the TPO in compliance with both state statute and federal requirements. (<https://ocalamariontpo.org/congestion-management-process-cmp>)

Transit Development Plan (TDP)

The Transit Development Plan (TDP) represents the vision for public transportation in Marion County for a 10-year horizon. A TDP is updated by SunTran every five years to ensure transit services offered meet the mobility needs of local communities. Specifically, the TDP details SunTran’s transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies in Marion County. SunTran is completing a major TDP update in 2022.

TIP Revisions

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added or deleted. TIP Amendments require TPO Board action and opportunity for public comment. TIP modifications to not require TPO Board action or public comment (23 C.F.R. 450.104). As summarized in the FDOT MPO Management Handbook, there are four types of TIP revisions.

TIP Modification

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

TIP Amendment

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

Roll Forward Amendment

Projects programmed in the prior TIP that were not authorized by the end of the state fiscal year (June 30) may be authorized between July 1 and September 30, and included in an annual Roll-Forward TIP report to be amended in the new TIP. The Roll Forward amendment process must occur prior to the start of the federal fiscal year, which is October 1. The TPO Board adopts Roll Forward TIP Amendment each year.

Administrative TIP Amendment

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

Transportation Disadvantaged

The Transportation Disadvantaged (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

In Marion County, TD transportation services are provided by Marion Transit. As a result of the overlap between the TD service area and the TPO service area, TD projects and funding are included in the TIP. Therefore, the TIP is developed in conjunction with Marion Transit, which also serves as the Community Transportation Coordinator (CTC) for Marion County.

Efficient Transportation Decision Making

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in the TIP through the ETDM process. Public information for these projects is available at: <https://etdmpub.fl-etat.org/est>.

2. PERFORMANCE MANAGEMENT

Performance Based Planning

In order to develop a standardized process for monitoring the effectiveness of transportation investments across the country, the Federal government passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was enacted in 2012 by Congress to establish a framework to link performance management and decision-making for federally-funded transportation investments. MAP-21, which was supplemented by the FAST Act in 2015, requires the State Department of Transportations (DOTs) and TPOs/MPOs to conduct performance-based planning. The objective of performance-based planning is to invest resources in projects that help achieve the following seven national goals (23 CFR 490 or [23 USC 150(b)]):

1- Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

2- Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

3- Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System

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-based planning utilizes performance measures and performance targets to ensure the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

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, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt state and/or transit agency targets, or develop their own targets. Appendix D provides Transportation Performance Management Fact Sheets published by FDOT in April 2022.



Safety



Pavement and Bridge Condition



System Performance



Transit Asset Management and Transit Safety



Safety

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

As outlined in the Safe System approach promoted by FHWA, the death or serious injury by any person is unacceptable. Consequently, FDOT is fully committed to Vision Zero, and has set a statewide target of “0” for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Highway Safety Plan, and the Florida Transportation Plan. FDOT set its safety performance targets on August 31, 2017. In addition, FDOT completed a HSIP Implementation Plan in August 2020 to outline an approach toward meeting its safety performance targets in future years. In August of each calendar year, FDOT reports the following year’s targets in the HSIP. The TPO is then required to either adopt FDOT’s targets or set their own.

On February 27, 2018, the Ocala Marion TPO Board adopted its own safety performance targets to better track progress and reflect greater accountability to the public. The TPO is also developing Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion in 2022. Integrating the adopted targets with Commitment to Zero will be a part of the planning process. By adopting its own safety performance targets, the TPO is required to update targets annually. The TPO updated its annual safety targets on February 22, 2022. Figure 2 displays the safety performance targets in 2022 and 2021 from FDOT and the TPO.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which are addressed in the Commitment to Zero planning project. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

| Safety Performance Measures | FDOT Targets (2022) | TPO Targets (not to exceed) (2022) | TPO Targets (not to exceed) (2021) | TPO Target Results (2021) |
|---|---------------------|------------------------------------|------------------------------------|---------------------------|
| Number of Fatalities | 0 | 98 | 97 | 91 |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT) | 0 | 2.08 | 1.96 | 1.98 |
| Number of Serious Injuries | 0 | 378 | 432 | 263 |
| Rate of Serious Injuries per 100 Million VMT | 0 | 8.01 | 8.74 | 5.71 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 0 | 57 | 61 | 50 |

Figure 2: Safety Performance Measure Targets and Results



Pavement and Bridge Condition

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

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. FHWA established five pavement condition metrics: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO and all MPO/TPO's in Florida agreed to support the FDOT statewide targets on in 2018. The two-year and four-year targets represent bridge and pavement conditions at the end of both target years, and are displayed in Figure 3.

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

condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

| Pavement and Bridge Condition Performance Measures | FDOT/TPO Target (2-Year) | FDOT/TPO Target (4-Year) | TPO Target Results (2021) |
|---|--------------------------|--------------------------|---------------------------|
| Pavement Measures | | | |
| Percent of Interstate pavements in good condition | Not Required | ≥ 60% | 66.4% |
| Percent of Interstate pavements in poor condition | Not Required | ≤ 5% | 0% |
| Percent of non-Interstate NHS pavements in good condition | ≥ 40% | ≥ 40% | 37.8% |
| Percent of non-Interstate NHS pavements in poor condition | ≤ 5% | ≤ 5% | 0% |
| Bridge Deck Area Measures | | | |
| Percent of NHS bridges by deck area in good condition | ≥ 50% | ≥ 50% | 59.1% |
| Percent of NHS bridges by deck area in poor condition | ≤ 10% | ≤ 10% | 0% |

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



System Performance

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

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person- miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate System. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR is generated by dividing the longer truck travel time by a normal travel time for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non- single occupancy vehicle (SOV) travel, and total on- road mobile source emissions reductions. The Ocala Marion TPO meets all current air quality standards and is not subject to establishing targets for these performance measures.

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO and all MPO/TPO's in Florida agreed to support the FDOT statewide targets in October 2018. Figure 4 displays the most current System Performance measure targets and results.

| System Performance Measures | FDOT/TPO Target (2-Year) | FDOT/TPO Target (4-Year) | TPO Target Results (2021) |
|--|---------------------------------|---------------------------------|----------------------------------|
| Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR) | ≥ 75% | ≥ 70 % | 100% |
| Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | Not Required | ≥ 50 % | 95.9% |
| Truck Travel Time Reliability (TTTR) | 1.75 | 2.00 | 1.74 |

Figure 4: Performance Measure Targets and Results - System Performance



Transit Asset Management and Safety

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

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved from the oversight by the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets in Figure 5, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the 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).

Figure 5 displays the percentage of SunTran’s assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2019 and their performance targets for the next four years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

| Asset Class | 2019 Performance | 2020 Target | 2021 Target | 2022 Target | 2023 Target |
|----------------------|------------------|-------------|-------------|-------------|-------------|
| Rolling Stock | | | | | |
| Buses | 69% | 0% | 0% | 0% | 0% |
| Cutaways | 0% | 0% | 0% | 0% | 100% |
| Equipment | | | | | |
| Non-Revenue Vehicles | 80% | 0% | 0% | 0% | 20% |
| Facilities | | | | | |
| Maintenance Facility | 0% | 0% | 0% | 0% | 0% |

Figure 5: Performance Measure Targets and Results - Transit Asset Management

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 due to the global pandemic. The PTASP regulation implements a risk-based Safety Management System approach and requires all recipients and sub-recipients of federal transit financial assistance to establish and certify an Agency Safety Plan and corresponding safety performance targets. MPO/TPO'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.

On December 1, 2020, SunTran submitted their PTASP and corresponding safety targets to the TPO, as adopted by City of Ocala City Council on November 30, 2020. On April 27, 2021, the TPO Board adopted the SunTran PTASP safety targets. Figure 6 displays the adopted SunTran PTASP targets.

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

Figure 6: Performance Measure Targets and Results - Transit Safety Targets

3. FINANCIAL PLAN

The TIP shall include a financial element that demonstrates how the approved projects can be implemented, indicates the sources of funding that are reasonably expected to be made available, and recommends any additional financing strategies for needed projects and programs (23 CFR 350.326).

The FY 2023 to 2027 is financially constrained for 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. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran and Marion Transit. A summary of funding categories, distribution of funding by category and funding sources are summarized in Figures 7 to 9.

All projects in the TIP are designated for funding from Title 23 and 49 of U.S.C funding sources and all regional transportation projects requiring federal action. Projects in the TIP are also derived from the FDOT Work Program and must include a balanced 36-month forecast of revenue and expenditures and a five-year finance plan supporting the FDOT Work Program (339.135, Florida Statute, F.S.). Additionally, only projects that are reasonably expected to be funded may be included in the TIP.

| Acronym | Funding Category | Funding Source |
|---------|---|----------------|
| ACFP | Advanced Construction Freight Program | Federal |
| ACNP | Advanced Construction NHPP | Federal |
| ACNR | Advanced Construction National Highway Resurfacing | Federal |
| ACSS | Advanced Construction (SS) | Federal |
| ART | Arterial Highways Program | State |
| BRRP | Bridge Repair/Rehabilitation | State |
| CIGP | County Incentive Grant Program | State |
| D | Unrestricted State Primary | State |
| DDR | District Dedicated Revenue | State |
| DIH | District In-House | State |
| DPTO | Public Transportation Office, State | State |
| 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 |
| FCO | Fixed Capital Outlay | State |
| FTA | Federal Transit Administration | Federal |
| GFSL | General Fund Surface Transportation Block (small urban) | Federal |
| LF | Local Funds | Local |
| PL | Metropolitan Planning | Federal |
| RHH | Rail Highway Safety | Federal |
| SA | Surface Transportation Program, Any Area | Federal |
| SL | Surface Transportation Program, Population <=200K | Federal |
| SN | Surface Transportation Program, Population <=5K | Federal |
| TALL | Transportation Alternative Program, Population <=200K | Federal |
| TALN | Transportation Alternative Program, Population <=5K | Federal |
| TALT | Transportation Alternative Program, Any Area | Federal |
| TRIP | Transportation Regional Incentive Program | State |
| TRWR | Wheels on the Road, TRIP | State |

Figure 7: List of Funding Categories and Associated Funding Sources

| Funding Category | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| ACFP | \$969,054 | \$47,520 | \$0 | \$0 | \$0 | \$1,016,574 |
| ACNP | \$1,626,564 | \$0 | \$15,977,866 | \$0 | \$0 | \$17,604,430 |
| ACNR | \$8,852,307 | \$0 | \$9,576,547 | \$0 | \$0 | \$18,428,854 |
| ACSS | \$1,704,105 | \$65,228 | \$0 | \$0 | \$0 | \$1,769,333 |
| ART | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$6,000,000 |
| BRRP | \$387,195 | \$0 | \$0 | \$0 | \$0 | \$387,195 |
| CARB | \$5,850,000 | \$0 | \$0 | \$0 | \$0 | \$5,850,000 |
| CARL | \$674,619 | \$0 | \$0 | \$0 | \$0 | \$674,619 |
| CIGP | \$4,695,763 | \$0 | \$7,995,735 | \$0 | \$0 | \$12,691,498 |
| D | \$6,667,809 | \$5,555,789 | \$5,419,026 | \$5,432,657 | \$5,502,186 | \$28,577,467 |
| DDR | \$33,520,016 | \$9,313,066 | \$17,559,946 | \$3,586,244 | \$823,080 | \$64,802,352 |
| DIH | \$1,374,387 | \$26,400 | \$41,720 | \$27,975 | \$0 | \$1,470,482 |
| DPTO | \$733,602 | \$755,610 | \$1,740,682 | \$801,626 | \$825,675 | \$4,857,195 |
| DRA | \$24,303,111 | \$0 | \$0 | \$0 | \$0 | \$24,303,111 |
| DS | \$7,774,011 | \$0 | \$400,424 | \$0 | \$0 | \$8,174,435 |
| DU | \$0 | \$909,849 | \$937,146 | \$965,259 | \$993,939 | \$3,806,193 |
| DWS | \$0 | \$0 | \$0 | \$532,902 | \$0 | \$532,902 |
| FAA | \$0 | \$0 | \$2,250,000 | \$5,850,000 | \$0 | \$8,100,000 |
| FCO | \$5,615,100 | \$0 | \$0 | \$0 | \$0 | \$5,615,100 |
| FTA | \$20,677,587 | \$2,541,196 | \$2,617,431 | \$2,617,431 | \$2,617,431 | \$31,071,076 |
| GFSL | \$28,528 | \$0 | \$0 | \$0 | \$0 | \$28,528 |
| GR23 | \$10,537,000 | \$0 | \$0 | \$0 | \$0 | \$10,537,000 |
| GFEV | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |
| HP | \$4,283,543 | \$0 | \$0 | \$0 | \$0 | \$4,283,543 |
| LF | \$18,126,308 | \$2,892,498 | \$11,166,558 | \$2,551,283 | \$2,674,012 | \$37,410,659 |
| PL | \$898,984 | \$669,715 | \$676,473 | \$683,366 | \$683,366 | \$3,611,904 |
| RHH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SL | \$6,462,629 | \$2,647,750 | \$9,213,782 | \$460,700 | \$4,452,800 | \$23,237,661 |
| SN | \$391,725 | \$1,069,388 | \$3,005,068 | \$561,853 | \$0 | \$5,028,034 |
| TALL | \$20,988 | \$11,289 | \$253,001 | \$622,203 | \$0 | \$907,481 |
| TALN | \$0 | \$166,133 | \$0 | \$0 | \$0 | \$166,133 |
| TALT | \$83,855 | \$1,610,141 | \$0 | \$513,244 | \$0 | \$2,207,240 |
| TRIP | \$0 | \$0 | \$5,703,448 | \$0 | \$0 | \$5,703,448 |
| TRWR | \$0 | \$0 | \$3,418,567 | \$0 | \$0 | \$3,418,567 |
| Total: | \$184,419,611 | \$28,281,572 | \$97,954,050 | \$25,206,743 | \$18,572,489 | \$354,434,465 |

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

| Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|----------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Federal | \$64,685,309 | \$9,738,209 | \$44,507,944 | \$12,274,056 | \$8,747,536 | \$139,953,054 |
| State | \$101,607,994 | \$15,650,865 | \$42,279,548 | \$10,381,404 | \$7,150,941 | \$177,070,752 |
| Local | \$18,126,308 | \$2,892,498 | \$11,166,558 | \$2,551,283 | \$2,674,012 | \$37,410,659 |
| Total | \$184,419,611 | \$28,281,572 | \$97,954,050 | \$25,206,743 | \$18,572,489 | \$354,434,465 |

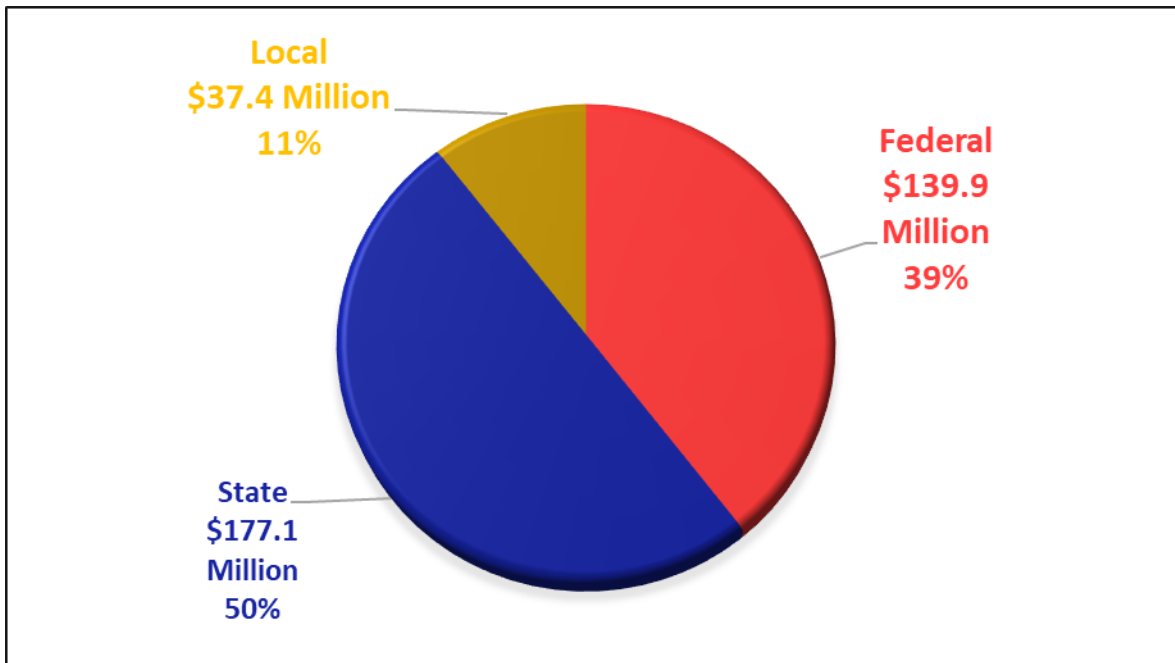


Figure 9: 5-Year Funding Summary by Source

4. PROJECT PRIORITIZATION PROCESS

Overview

The project prioritization process of the TPO is undertaken during the development of the LRTP and annual List of Priority Projects (LOPP). During the development of the LRTP, once the identified projects have been determined as “needs”, TPO committees, TPO staff and the TPO Board prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The result is the ‘Cost Feasible Plan’ of the LRTP, which then becomes a prioritized project list. This list becomes part of the TPO’s annual List of Priority Projects (LOPP) process. On an annual basis, a revised LOPP is developed collaboratively by the TPO with local partners, committee input and TPO Board approval. The LOPP is submitted to FDOT annually for projects to be considered in the next Tentative Work Program for funding. FDOT will decide which projects from the LOPP can be reasonably funded with the cost/funding projections. The LOPP is a process undertaken to identify the highest priority projects in Marion County to receive consideration for federal and state funding. For further information about the LOPP process, please access the TPO website at: <https://ocalamariontpo.org/priority-project-list>.

Methodology

In 2022, the TPO modified its annual LOPP prioritization process. The revised process continues to place an emphasis on prioritizing projects based on criteria score. This includes an emphasis on projects closest to receiving construction funding; meet federal performance measures; are multimodal; improve safety and resilience; programmed funding; and/or include local funding and partnerships. A strategic refinement methodology is also applied to include necessary adjustments to address partner feedback. Overall, this approach involves collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop an annual LOPP. The end-results of the process are a set of nine project lists, including an overall Highest Priority Project List.

The TPO’s project prioritization process is consistent with state statute (F.S. 339.1758b), federal law (23 C.F.R 450.332b), the 2045 LRTP, and with local aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO planning area, to the maximum extent feasible [339.175(8)(c)(7), F.S.].

Project Ranking

The priority projects ranking criteria is tied directly to the adopted 2045 LRTP Goals and Objectives, federally required performance measures and local priorities. The goals from the

2045 LRTP that are used in this prioritization and selection process include:

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

The ranking criteria are grouped into the following ten categories and are summarized as follows:

1. **Prior Year Rank:** An emphasis on prior project ranking to help support program stability and advancement toward implementation.
2. **Project Cycle:** The status of projects in their development phase with an emphasis on the most weight given to projects that are ready for construction.
3. **Local Funding Commitment:** Projects receive points for including a local match commitment.
4. **Regional Connectivity and Partnerships:** Projects that involve a formal partnership between two or more jurisdictions and coordination between two or more jurisdictions.
5. **Safety:** Points given for being located on a roadway segment with a five-year history of serious injury and fatality crashes. Additional points for projects located on the Commitment to Zero High Injury Network.
6. **Congestion Management:** Points given for being located on the most up to date Congestion Management Plan Congested Corridors.
7. **Multimodal:** A sidewalk, trail and/or bicycle facility are given points and also receive additional points for connecting to existing multimodal facilities in Marion County.
8. **Transportation Resilience:** Points given for being located on an existing Florida Evacuation Route or connection to an Evacuation Route.
9. **Economic Development and Logistics:** Points given for connecting to or serving employment growth areas of Marion County, along with connecting to or being located on a facility that supports freight activity centers.
10. **Equity:** Projects that are located in one of three disadvantaged areas of Marion County as identified and mapped in the 2045 LRTP.

A complete summary of the LOPP ranking and scoring methodology and most up to date project lists are available on the TPO website.

The **2022 List of Priority Projects (LOPP), Top Priorities** is provided in Figure 10 on the next page. The remaining six lists may be found on the TPO's website:

<https://ocalamariontpo.org/priority-project-list/>.

Figure 10: 2022 List of Priority Projects (LOPP), Top Priorities

| Rank | FDOT Project Number | Project List | Project Name/Limits | Description | FY 23 to 27 TIP Programmed Phase(s) | FY 23 to 27 TIP Programmed Funding | Proposed Phase(s) | Funding Requested |
|------|---------------------|----------------|--|---|-------------------------------------|------------------------------------|---------------------|-------------------|
| 1 | 435209-1 | Top Priorities | I-75 at NW 49th Street Interchange | Construction of a new interchange and roadway extension of NW 49th from NW 44th to NW 35th | CST | \$42,379,864 | | |
| 2 | 433652-1 | Top Priorities | SR 40 Intersections at SW 40th Avenue and SW 27th Avenue | Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections | ROW | \$1,399,654 | CST | \$5,500,000 |
| 3 | | Top Priorities | NW 44th Avenue, SR 40 to NW 11th St | Construction of four new roadway lanes | | | CST | \$14,000,000 |
| 4 | | Top Priorities | NW 80th/70th from N/O SR 40 to S/O US 27 | Widening to four lanes | | | CST | \$30,000,000 |
| 5 | | Top Priorities | SW 44th Avenue from SR 200 to SW 20th | Four-Lane roadway construction | *CST | \$9,000,000 | | |
| 6 | | Top Priorities | SW 44th Avenue from SW 20th to SR 40 | Addition of two lanes to complete four lane roadway | | | CST | \$5,000,000 |
| 7 | | Top Priorities | CR 484 Penn Avenue Multimodal | Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park | *CST | \$2,537,000 | | |
| 8 | | Top Priorities | US 27/I-75 Interchange Operations, NW 44th to NW 35th | Safety and operational improvements at interchange area | | | PE, CST | \$29,341,000 |
| 9 | 450340-1 | Top Priorities | Emerald Road Extension | 92nd Loop to FN Railroad Connection | ROW, CST | \$9,650,000 | CST | \$4,700,000 |
| 10 | 237988-1 | Top Priorities | SR 40 at SR 35 intersection | Construction of a roundabout at the intersection | | | PE, ROW, CST | \$6,000,000 |
| 11 | | Top Priorities | SW 49th from Marion Oaks Trail to SW 95th | Construction of a four lane divided roadway | | | CST | \$18,000,000 |
| 12 | 238651-1 | Top Priorities | SR 200 from Citrus County to CR 484 | Widening to four lanes and pedestrian/wildlife underpass connecting greenway | | | CST | \$37,800,000 |
| 13 | 433660-1 | Top Priorities | US 441 (Pine Avenue) at SR 464 (SE 17th) | Intersection/Turn lane improvements | PE, CST | \$3,277,299 | | |
| 14 | 238648-1 | Top Priorities | US 41 from SW 110th to North of SR 40 | Widening to four lanes, sidewalks/path, shoulders | | | CST | \$38,100,000 |
| 15 | 410674-2 | Top Priorities | SR 40 from End of four lanes to CR 314 | Reconstruction, widening to four lanes, new bridges, medians | | | CST | \$110,100,000 |
| 16 | | Top Priorities | CR 484 from SW 49th Ave to CR 475A | Widening to six lanes, bridge replacement at I-75 | | | PD&E, DES, ROW, CST | \$55,000,000 |
| 17 | 449443-1 | Top Priorities | NE 8th Avenue from SR 40 to SR 492 | Construction of roundabouts on NE 8th Avenue | CST | \$4,452,800 | | |
| 18 | | Top Priorities | CR 484 from Marion Oaks Pass to SR 200 | Widening to six lanes | | | DES, ROW, CST | \$35,000,000 |
| 19 | | Top Priorities | I-75 at SR 326 Interchange | Interchange operational improvements | | | PE, DES, ROW, CST | TBD |
| 20 | | Top Priorities | SW 80th Avenue from north of 38th Street to SR 40 | Widening of roadway to four lanes | | | PE, DES, ROW, CST | \$25,000,000 |
| 21 | | Top Priorities | SR 35 and SR 464 Intersection Flyover | Flyover of SR 35 at SR 464 | | | PE, DES, CST | \$35,000,000 |

5. PROJECTS

Overview

The FY 2023 to 2027 TIP projects are grouped into seven categories. All projects are also summarized in individual project pages by category to support a more accessible and user-friendly format for the citizens of Marion County.

Seven TIP Project Categories:

- **Interstate:** I-75
- **U.S. Routes:** US 27, US 41, US 301, US 441
- **State and Local Routes:** City and County Roads, State Roads (e.g., SR 200)
- **Bicycle and Pedestrian:** Park Trails, Sidewalks and Trails on City, County and State Roads
- **Aviation (Airport):** Ocala International Airport, Marion County Airport
- **Transit, Funding and Grants:** Marion Transit, SunTran, TPO, Others
- **ITS and Maintenance:** Operations, Aesthetics, Asset Management (repaving, rehabilitation, shoulders, bridges, lighting), ongoing Maintenance

Appendix H contains a summary of changes to major regional transportation projects from the previous Fiscal Years 2022 to 2026 TIP. **Appendix J** contains a companion “snapshot” listing of the TIP projects as submitted to the TPO by FDOT in April 2022.

Appendix K contains a summary report and listing of transportation projects included with the annual Roll Forward TIP Amendment process (Amendment #1). The project funding amounts are part of the year one (Fiscal Year 2023) summary totals as displayed in **Figures 8 and 9**.

Figure 11 provides a summary chart of the acronyms used for various project phases/activities and the terms associated with the projects displayed in the TIP summary pages. This chart may be used as a reference when reviewing the project summary pages in this section.

| Acronym | Project Phase and Information |
|---------|--|
| ADM | Administration |
| CST | Construction (includes Construction, Engineering and Inspection) |
| CAP | Capital Grant |
| CEI | Construction, Engineering and Inspection |
| DES | Design |
| ENG | Engineering |
| ENV CON | Environmental/Conservation |
| FM | FDOT Financial Management Number |
| INC | Construction Incentive/Bonus |
| MNT | Maintenance |
| MSC | Miscellaneous Construction |
| OPS | Operations |
| PD&E | Project Development and Environment Study |
| PE | Preliminary Engineering |
| PLEMO | Planning and Environmental Offices Study |
| PLN | In House Planning |
| PST DES | Post Design |
| R/R CST | Railroad Construction |
| RELOC | Relocation |
| ROW | Right-of-Way Support & Acquisition |
| RRU | Railroad and Utilities |
| RT MNT | Routine Maintenance |
| SEG | Project Segment Number |
| UTIL | Utilities Construction |

Figure 11: Project Phase/Activity and Information Acronym List

TIP Online Interactive Map

The FY 2023 to 2027 TIP online map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g. TPO grants, Marion Transit, SunTran grants) are not included in the interactive map. The map may be accessed through the TPO website or directly at the following link:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=81b909295c9447d7adf4b38bc232adcf>

Performance Management and TIP Projects

The following provides a summary of the projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local transit system, including: safety; bridge and pavement condition; system performance; and transit asset management and safety. Safety projects include the entire federal aid transportation system. In some cases, a project may support meeting more than one federal performance measure.

Safety (PM1) (10 projects)

| FM Number | Project | Limits | TIP Funding |
|-----------|--------------------------------|--|--------------|
| 4348441 | CR 482 at 182nd Avenue (1) | at 182nd Avenue | \$350,000 |
| 4348442 | CR 482 at 182nd Avenue (2) | at 182nd Avenue | \$67,980 |
| 4493171 | CR 484 at SW 135th Street | at SW 135th Street | \$458,310 |
| 4492771 | CR 484 at Marion Oaks Blvd | at Marion Oaks Boulevard | \$536,625 |
| 4494431 | NE 8th Avenue | SR 40 to SR 492 | \$4,452,800 |
| 4492611 | SW 60th Avenue | SW 54th Street to SECO Energy Driveway | \$247,061 |
| 4336601 | U.S. 441 | at SR 464 (SE 17th Street) | \$3,277,299 |
| 4336511 | CR 484 (at I-75) | Southwest 20th Avenue to CR 475A | \$47,520 |
| 4375962 | SR 40/Silver Springs Boulevard | NW 27th Avenue to SW 7th Avenue | \$909,279 |
| 4392382 | SR 25/U.S. 441/301 | SR 25 to SR 200/SW 10th Street | \$2,975,178 |
| Total: | | | \$13,322,052 |

Pavement and Bridge Condition (PM2) (7 projects)

| FM Number | Project | Limits | TIP Funding |
|---------------|-------------------|---|--------------|
| 4483761 | SR 93 (I-75) | SR 200 to N. of U.S. 27 | \$17,416,866 |
| 4486351 | SR 25 (U.S. 441) | CR 25A to Avenue I | \$7,571,976 |
| 4452181 | SR 25 (U.S. 441) | Avenue I to Alachua County Line | \$7,095,081 |
| 4485261 | SR 45 (U.S. 41) | N/O Citrus County Line to SW 110th | \$4,937,992 |
| 4452121 | SR 200 (U.S. 301) | South of NE 175th to Alachua County | \$4,729,689 |
| 4453021 | SR 35/U.S. 301 | North of CR 42 to North of SE 144th Place | \$3,054,497 |
| 4452171 | SR 326 | NW 12th Avenue to SR 40 | \$11,875,930 |
| Total: | | | \$56,682,031 |

System Performance (PM3) (7 projects)

| FM Number | Project | Limits | TIP Funding |
|---------------|--------------------------------|--|--------------|
| 4352091 | I-75 (SR 93) at NW 49th Street | NW 49th Street to end of NW 35th Street | \$42,379,864 |
| 4336601 | U.S. 441 | at SR 464 (SE 17th Street) | \$3,277,299 |
| 4336611 | U.S. 441 | SR 40 to SR 40A (SW Broadway) | \$17,767 |
| 4336511 | CR 484 (at I-75) | Southwest 20th Avenue to CR 475A | \$47,520 |
| 4336521 | SR 40 Intersections | at SW 40th Avenue, at SW 27th Avenue | \$1,398,654 |
| 4456881 | U.S. 27/U.S. 441/Abshiver | at County Road 42 | \$1,099,429 |
| 4497641 | I-75 ITS Communications | I-75 Corridor, 24 miles in Marion County | \$954,356 |
| Total: | | | \$49,174,889 |

Transit Asset Management (TAM) and Transit Safety

| FM Number | Grant | TIP Funding |
|---------------|----------------------------------|--------------|
| 4271882 | Small Urban Capital Fixed Route | \$16,075,958 |
| 4424551 | Block Grant Operating Assistance | \$7,790,583 |
| Total: | | \$23,866,541 |

TIP Project Summary Pages

Summary pages are provided in the following pages for all programmed projects and are organized by the seven project categories.

Summary Page Definitions

Project: Includes the project name, project limits and location.

Project Type: Identifies the type of project improvement(s).

FM Number: References the financial management number in FDOT's project tracking system.

Lead Agency: Identifies the agency with project management oversight.

LRTP (Page #): References how the project reflects the 2045 LRTP goals and planning consistency.

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

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

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

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

Total Project Cost: Lists the total project cost programmed for the project, including prior year, current five-year and future year funding.

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

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

Funding Source: Identifies the source of funding by phase for the project (Federal, State and/or Local).

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

Interstate 75 (I-75) Projects



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

Project Type: Interchange

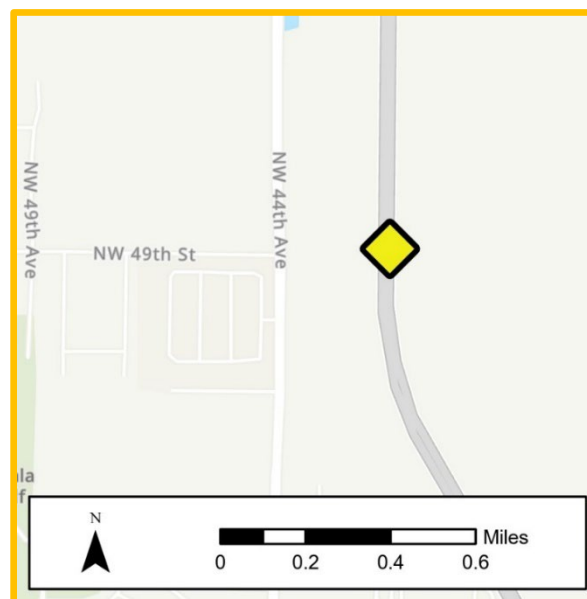
FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page #): Goal 1, Objective 1.2 (14); Goal 2, Objective 2.1, 2.2, 2.3 (14); Goal 3, Objective 3.2 (14)

SIS Project

**Description:**

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

Prior <2023:

\$18,087,376

Future >2027:

\$0

Total Project Cost:

\$60,467,240

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|---------------------|------------|------------|---------------------|
| CST | CIGP | State | \$0 | \$0 | \$7,995,735 | \$0 | \$0 | \$7,995,735 |
| CST | DDR | State | \$0 | \$0 | \$5,046,899 | \$0 | \$0 | \$5,046,899 |
| CST | LF | Local | \$0 | \$0 | \$7,995,735 | \$0 | \$0 | \$7,995,735 |
| CST | SA | Federal | \$0 | \$0 | \$630 | \$0 | \$0 | \$630 |
| CST | SL | Federal | \$0 | \$0 | \$9,213,782 | \$0 | \$0 | \$9,213,782 |
| CST | SN | Federal | \$0 | \$0 | \$3,005,068 | \$0 | \$0 | \$3,005,068 |
| CST | TRIP | State | \$0 | \$0 | \$5,703,448 | \$0 | \$0 | \$5,703,448 |
| CST | TRWR | State | \$0 | \$0 | \$3,418,567 | \$0 | \$0 | \$3,418,567 |
| Total: | | | \$0 | \$0 | \$42,379,864 | \$0 | \$0 | \$42,379,864 |

Project: SR 93 (I-75) from SR 200 to North of SR 500 (U.S. 27)

Project Type: Resurfacing
 FM Number: 4483761
 Lead Agency: FDOT
 Length: 4.47 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Project

**Description:**

Resurfacing of I-75 from SR 200 to north of the U.S. 27 interchange.

Prior <2023:

\$0

Future >2027:

\$0

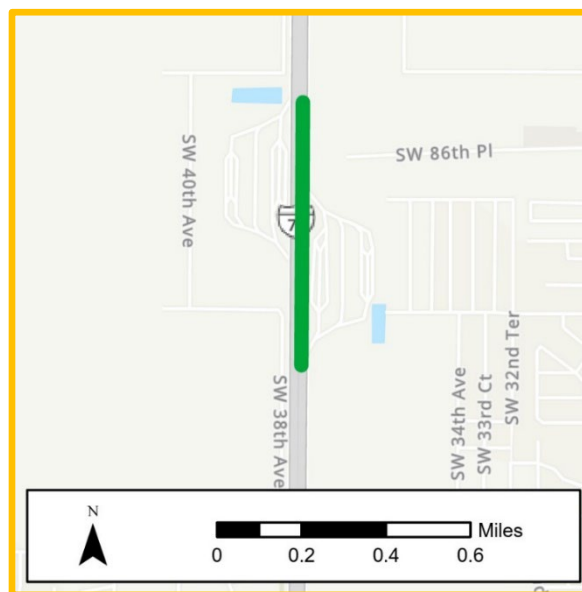
Total Project Cost:

\$17,416,866

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|---------------------|------------|------------|---------------------|
| PE | ACNP | Federal | \$1,439,000 | \$0 | \$0 | \$0 | \$0 | \$1,439,000 |
| CST | ACNP | Federal | \$0 | \$0 | \$15,977,866 | \$0 | \$0 | \$15,977,866 |
| Total: | | | \$1,439,000 | \$0 | \$15,977,866 | \$0 | \$0 | \$17,416,866 |

Project: I-75 Marion County Rest Areas Landscaping

Project Type: Landscaping
 FM Number: 4378261
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$411,284

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------------|------------|------------|------------------|
| CST | DIH | State | \$0 | \$0 | \$10,860 | \$0 | \$0 | \$10,860 |
| CST | DS | State | \$0 | \$0 | \$400,424 | \$0 | \$0 | \$400,424 |
| Total: | | | \$0 | \$0 | \$411,284 | \$0 | \$0 | \$411,284 |

Project: I-75 (SR 93) Rest Area Marion County from North of CR 484 to South of SR 200

Project Type: Rest Area Maintenance
 FM Number: 4385621
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



SIS Project

Description:

Complete reconstruction of all facilities for the northbound rest area on I-75. This includes a reconstructed rest area building, picnic shelters, maintenance facility and increases in parking capacity.

Prior <2023:

\$3,364,206

Future >2027:

\$0

Total Project Cost:

\$45,743,230

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | DDR | State | \$11,499,944 | \$0 | \$0 | \$0 | \$0 | \$11,499,944 |
| CST | DIH | State | \$51,350 | \$0 | \$0 | \$0 | \$0 | \$51,350 |
| CST | DRA | State | \$24,303,111 | \$0 | \$0 | \$0 | \$0 | \$24,303,111 |
| CST | CARB | Federal | \$5,850,000 | \$0 | \$0 | \$0 | \$0 | \$5,850,000 |
| CST | CARL | Federal | \$674,619 | \$0 | \$0 | \$0 | \$0 | \$674,619 |
| Total: | | | \$42,379,024 | \$0 | \$0 | \$0 | \$0 | \$42,379,024 |

Project: I-75 Wildwood Weigh Station Inspection Barn Upgrades

Project Type: Weigh Station
 FM Number: 4478611
 Lead Agency: FDOT
 Length: 1.13
 LRTP (Page #): Goal 6: Objective 6.2 (15)



SIS Project

Description:

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

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$532,902

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------------|------------|------------------|
| CST | DWS | State | \$0 | \$0 | \$0 | \$532,902 | \$0 | \$532,902 |
| Total: | | | \$0 | \$0 | \$0 | \$532,902 | \$0 | \$532,902 |

Project: I-75 (SR 93) "GAP" 12 Electric Vehicle (EV) Direct Current Fast Charges (DCFCS), Phase 1

Project Type: Electric Vehicle Charging

FM Number: 4523642

Lead Agency: FDOT

Length: 2.0

LRTP (Page #): Goal 6: Objective 6.4 (page 15)

**Description:**

Implementation of the National Electric Vehicle Infrastructure Program (NEVI). Deployment of direct current fast charges (DCFCS) along the I-75 corridor in Marion County, Phase 1.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,100,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CAP | GFEV | Federal | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |
| Total: | | | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |

Project: I-75 (SR 93) From Turnpike (SR 91) to SR 200

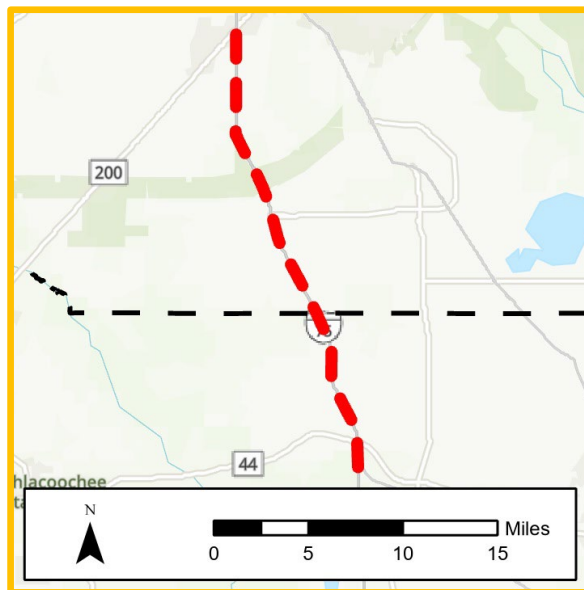
Project Type: Planning

FM Number: 4436231

Lead Agency: FDOT

Length: 22.50

LRTP (Page #): Goal 2: Objectives 2.2, 2.3 (page 14);

**Description:**

In support of the I-75 Master Plan, including community engagement, alternative concept identification and traffic analysis and modeling. The project will assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PLN | HP | Federal | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |
| Total: | | | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |

Project: I-75 (SR 93) From SR 200 to CR 234

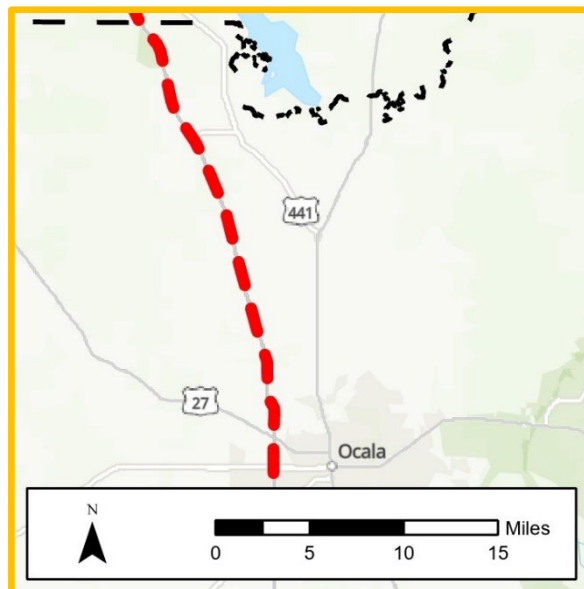
Project Type: Planning

FM Number: 4436241

Lead Agency: FDOT

Length: 25.28

LRTP (Page #): Goal 2: Objectives 2.2, 2.3 (page 14);

**Description:**

In support of the I-75 Master Plan, including community engagement, alternative concept identification and traffic analysis and modeling. The project will assist future project phases as the Master Plan identifies specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,783,543

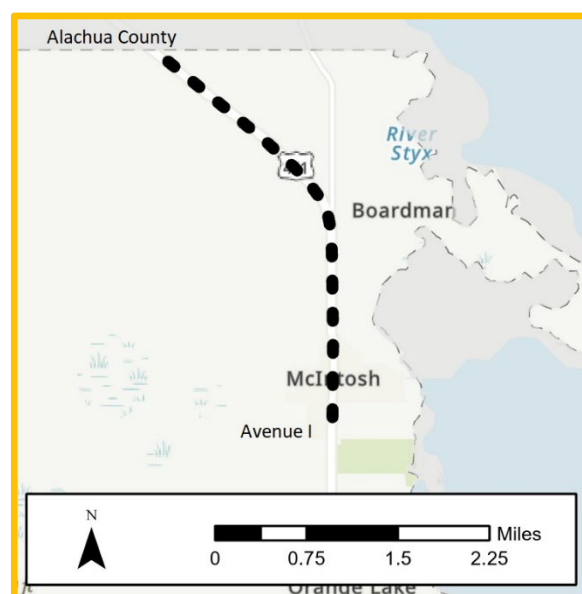
| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PLN | HP | Federal | \$1,783,543 | \$0 | \$0 | \$0 | \$0 | \$1,783,543 |
| Total: | | | \$1,783,543 | \$0 | \$0 | \$0 | \$0 | \$1,783,543 |

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



Project: SR 25 (U.S. 441) from Avenue I to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452181
 Lead Agency: FDOT
 Length: 3.15 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

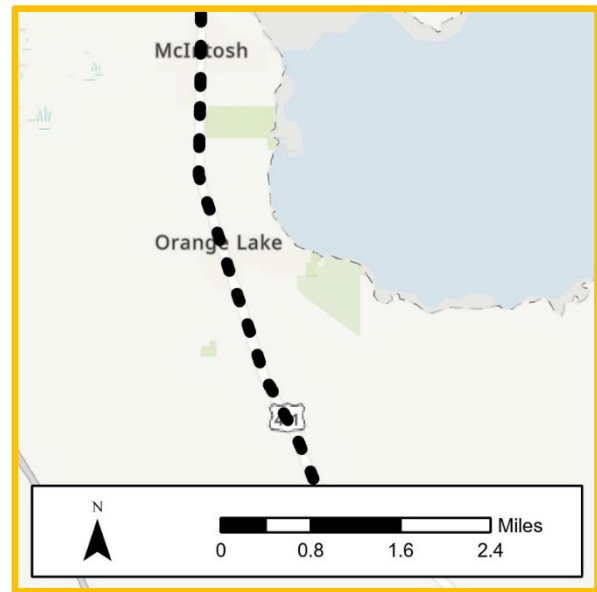
Total Project Cost:

\$7,095,081

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|--------------------|------------|------------|--------------------|
| PE | DDR | State | \$917,369 | \$0 | \$0 | \$0 | \$0 | \$917,369 |
| PE | DIH | State | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| CST | DDR | State | \$0 | \$0 | \$6,156,852 | \$0 | \$0 | \$6,156,852 |
| CST | DIH | State | \$0 | \$0 | \$10,860 | \$0 | \$0 | \$10,860 |
| Total: | | | \$927,369 | \$0 | \$6,167,712 | \$0 | \$0 | \$7,095,081 |

Project: SR 25 (U.S. 441) from County Road 25A to Avenue I

Project Type: Resurfacing
 FM Number: 4486351
 Lead Agency: FDOT
 Length: 3.17 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

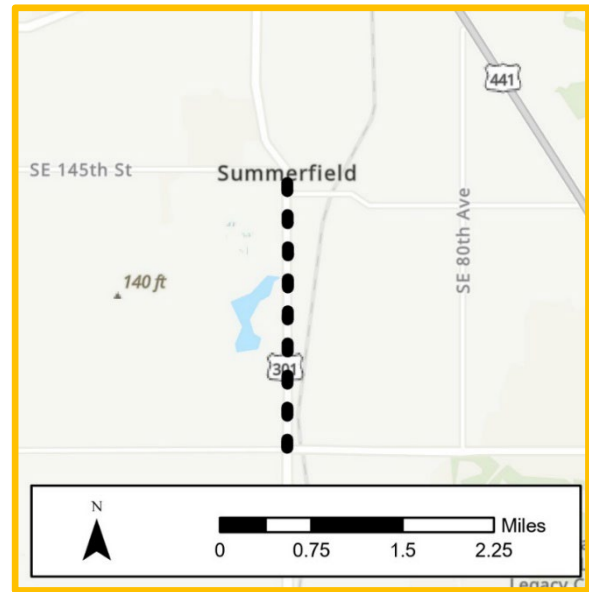
Total Project Cost:

\$7,571,976

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|--------------------|------------|------------|--------------------|
| PE | DDR | State | \$1,032,000 | \$0 | \$0 | \$0 | \$0 | \$1,032,000 |
| PE | DIH | State | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| CST | ACNR | Federal | \$0 | \$0 | \$5,923,545 | \$0 | \$0 | \$5,923,545 |
| CST | DDR | State | \$0 | \$0 | \$596,431 | \$0 | \$0 | \$596,431 |
| CST | DIH | State | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$10,000 |
| Total: | | | \$1,042,000 | \$0 | \$6,529,976 | \$0 | \$0 | \$7,571,976 |

Project: SR 35/U.S. 301 from North of CR 42 to North of SE 144th Place Road

Project Type: Resurfacing
 FM Number: 4453021
 Lead Agency: FDOT
 Length: 2.2 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 301 in southern Marion County.

Prior <2023:

\$758,364

Future >2027:

\$0

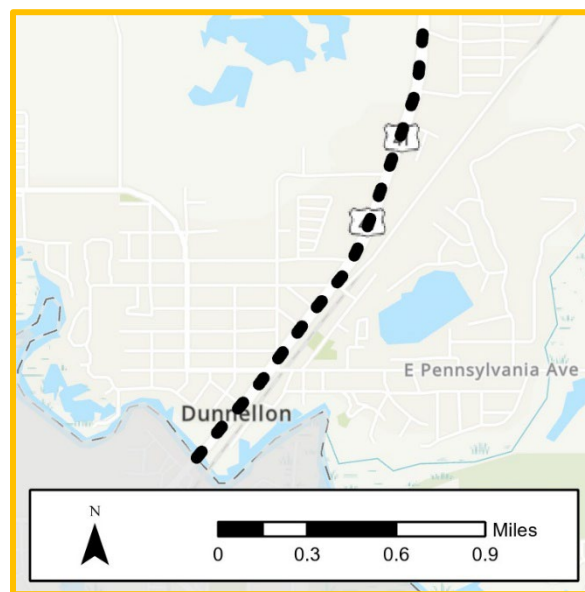
Total Project Cost:

\$3,812,861

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DDR | State | \$0 | \$3,043,937 | \$0 | \$0 | \$0 | \$3,043,937 |
| CST | DIH | State | \$0 | \$10,560 | \$0 | \$0 | \$0 | \$10,560 |
| Total: | | | \$0 | \$3,054,497 | \$0 | \$0 | \$0 | \$3,054,497 |

Project: SR 45 (U.S. 41)/Williams Street from North of Citrus County Line to SW 110th Street

Project Type: Resurfacing
 FM Number: 4485261
 Lead Agency: FDOT
 Length: 1.41 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

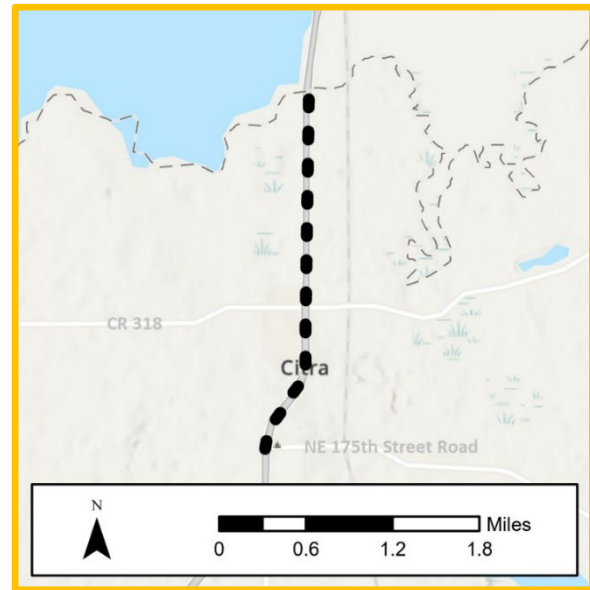
Total Project Cost:

\$4,937,992

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|--------------------|------------|------------|--------------------|
| PE | DDR | State | \$878,000 | \$0 | \$0 | \$0 | \$0 | \$878,000 |
| PE | DIH | State | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| CST | ACNR | Federal | \$0 | \$0 | \$3,653,002 | \$0 | \$0 | \$3,653,002 |
| CST | DDR | State | \$0 | \$0 | \$386,990 | \$0 | \$0 | \$386,990 |
| CST | DIH | State | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$10,000 |
| Total: | | | \$888,000 | \$0 | \$4,049,992 | \$0 | \$0 | \$4,937,992 |

Project: SR 200 (U.S. 301) from South of NE 175th Street to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452121
 Lead Agency: FDOT
 Length: 2.4 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 301 in northern Marion County.

Prior <2023:

\$954,950

Future >2027:

\$0

Total Project Cost:

\$5,684,639

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DDR | State | \$0 | \$4,719,129 | \$0 | \$0 | \$0 | \$4,719,129 |
| CST | DIH | State | \$0 | \$10,560 | \$0 | \$0 | \$0 | \$10,560 |
| Total: | | | \$0 | \$4,729,689 | \$0 | \$0 | \$0 | \$4,729,689 |

Project: U.S. 27/U.S. 441/Abshiver Boulevard at CR 42

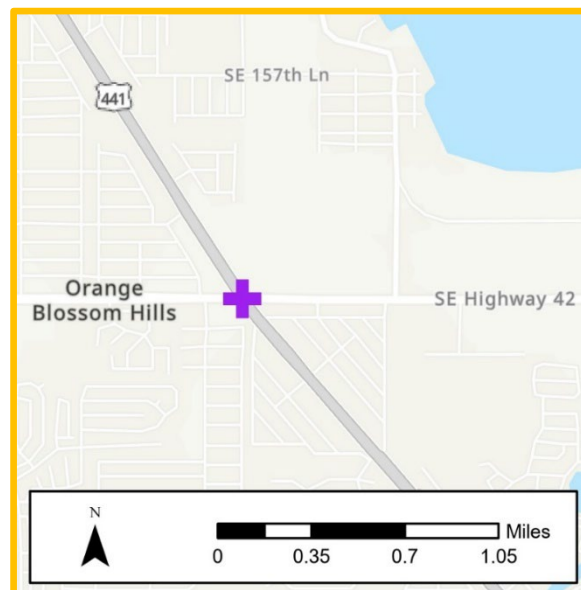
Project Type: Intersection

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.5 (15)

**Description:**

Traffic signals and operational improvements at the intersection.

Prior <2023:

\$241,913

Future >2027:

\$0

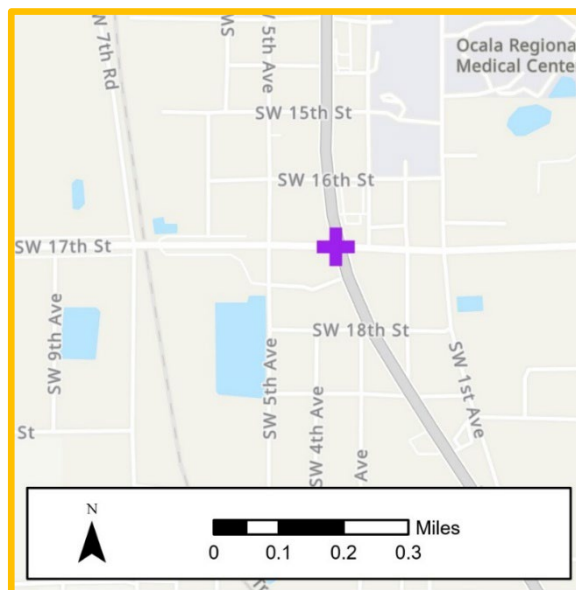
Total Project Cost:

\$1,341,342

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | ACSS | Federal | \$1,094,294 | \$0 | \$0 | \$0 | \$0 | \$1,094,294 |
| CST | DIH | State | \$5,135 | \$0 | \$0 | \$0 | \$0 | \$5,135 |
| Total: | | | \$1,099,429 | \$0 | \$0 | \$0 | \$0 | \$1,099,429 |

Project: U.S. 441 at SR 464

Project Type: Intersection/Turn Lane
 FM Number: 4336601
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

Traffic operational improvements at the Pine Avenue/SE 17th Street intersection, including the addition of a northbound left turn lane and a modified right turn lane.

Prior <2023:

\$1,506,337

Future >2027:

\$0

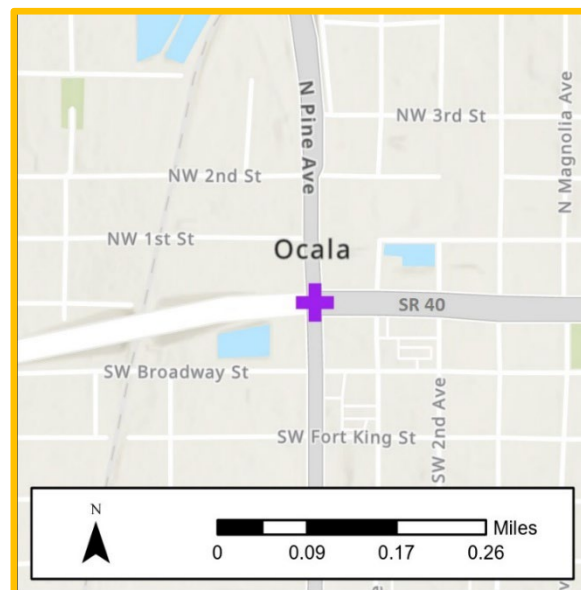
Total Project Cost:

\$4,783,636

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------------|--------------------|-----------------|--------------------|
| CST | DDR | State | \$0 | \$0 | \$0 | \$3,066,244 | \$23,080 | \$3,089,324 |
| PE | DDR | State | \$0 | \$0 | \$160,000 | \$0 | \$0 | \$160,000 |
| CST | DIH | State | \$0 | \$0 | \$0 | \$27,975 | \$0 | \$27,975 |
| Total: | | | \$0 | \$0 | \$160,000 | \$3,094,219 | \$23,080 | \$3,277,299 |

Project: U.S. 441 from SR 40 to SR 40A (Broadway)

Project Type: Intersection/Turn Lane
 FM Number: 4336611
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

Extension of the northbound left-turn queue south to Broadway Street to increase storage capacity of the intersection.

Prior <2023:

\$6,398,450

Future >2027:

\$0

Total Project Cost:

\$6,416,217

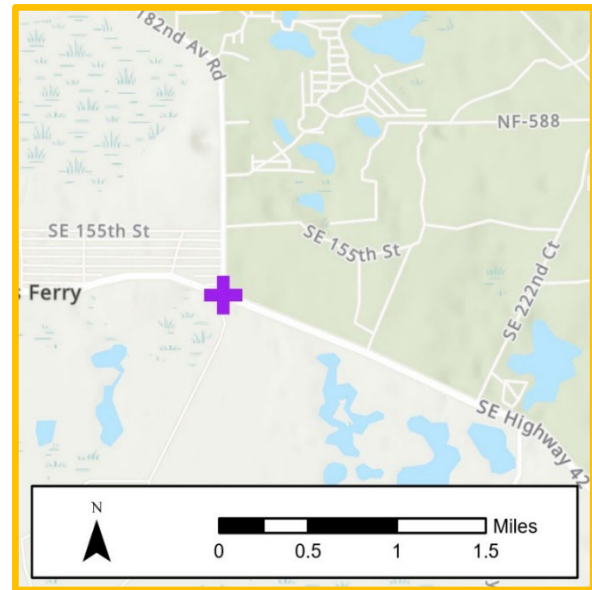
| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| CST | DDR | State | \$17,767 | \$0 | \$0 | \$0 | \$0 | \$17,767 |
| Total: | | | \$17,767 | \$0 | \$0 | \$0 | \$0 | \$17,767 |

State and Local Projects



Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348441
 Lead Agency: Marion County
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$46,012

Future >2027:

\$0

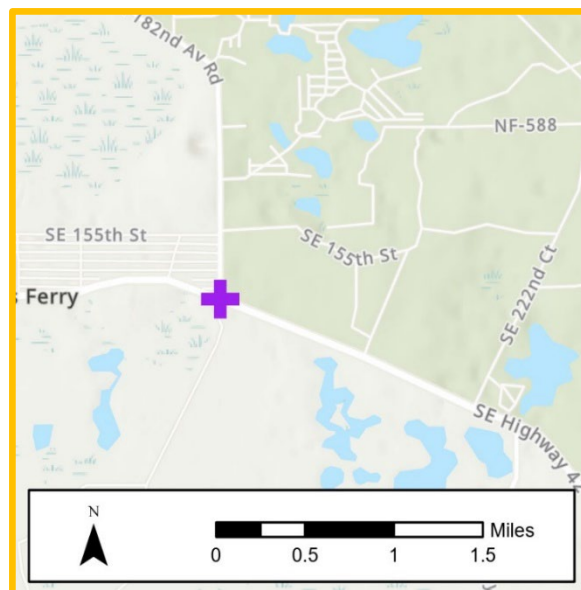
Total Project Cost:

\$396,012

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | ACSS | Federal | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| Total: | | | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |

Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348442
 Lead Agency: FDOT
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)

**Description:**

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$67,980

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| CST | ACSS | Federal | \$67,980 | \$0 | \$0 | \$0 | \$0 | \$67,980 |
| Total: | | | \$67,980 | \$0 | \$0 | \$0 | \$0 | \$67,980 |

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

Project Type: Interchange/Intersection
 FM Number: 4336511
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)

SIS Project

**Description:**

Addition of turn lanes and turn lane extensions at the CR 484 interchange with I-75 and the CR 484/CR 475A intersection. Reconstruct westbound through lanes and modify the I-75 bridge to accommodate the widening. Bicycle and pedestrian facilities also part of project. Project will improve traffic flow and safety.

Prior <2023:

\$18,596,665

Future >2027:

\$0

Total Project Cost:

\$18,644,185

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|-----------------|------------|------------|------------|-----------------|
| CST | ACFP | Federal | \$0 | \$47,520 | \$0 | \$0 | \$0 | \$47,520 |
| Total: | | | \$0 | \$47,520 | \$0 | \$0 | \$0 | \$47,520 |

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

Project Type: Interchange/Intersection

FM Number: 4336514

Lead Agency: FDOT

Length: 0.7 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 2, Objectives 2.1, 2.3 (14);
Goal 3, Objectives 3.2, 3.4 (14);
Goal 6, Objectives 6.1, 6.3, 6.5 (15)

**Description:**

Landscaping in support of project 4336511.

Prior <2023:

\$61,067

Future >2027:

\$0

Total Project Cost:

\$245,792

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | SN | Federal | \$179,725 | \$0 | \$0 | \$0 | \$0 | \$179,725 |
| PE | SN | Federal | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| Total: | | | \$184,725 | \$0 | \$0 | \$0 | \$0 | \$184,725 |

Project: CR 484 at the intersection of Marion Oaks Boulevard

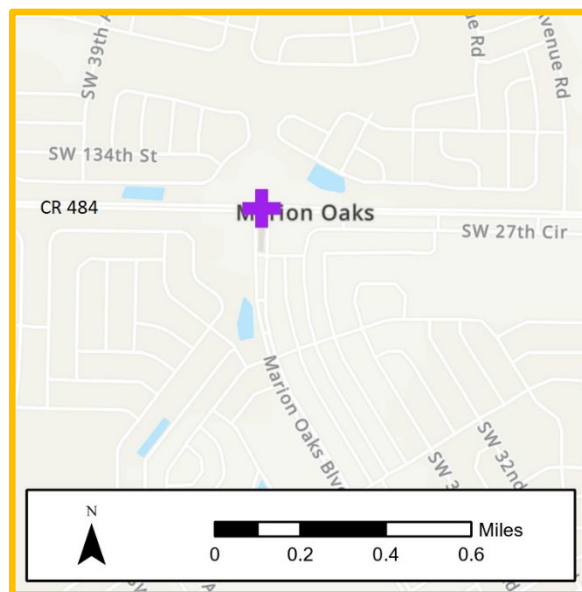
Project Type: Intersection

FM Number: 4492771

Lead Agency: Marion County

Length: 0.02 miles

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

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$536,625

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------------|------------|------------|------------|------------------|
| PE | LF | Local | \$60,795 | \$0 | \$0 | \$0 | \$0 | \$60,795 |
| CST | LF | Local | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$30,000 |
| CST | SN | Federal | \$0 | \$445,830 | \$0 | \$0 | \$0 | \$445,830 |
| Total: | | | \$60,795 | \$475,830 | \$0 | \$0 | \$0 | \$536,625 |

Project: CR 484 at SW 135th Street Road

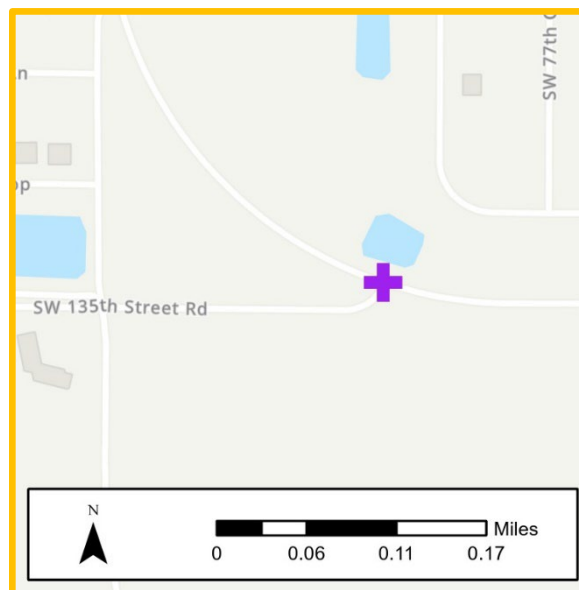
Project Type: Intersection

FM Number: 4493171

Lead Agency: Marion County

Length: 0.24 miles

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

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

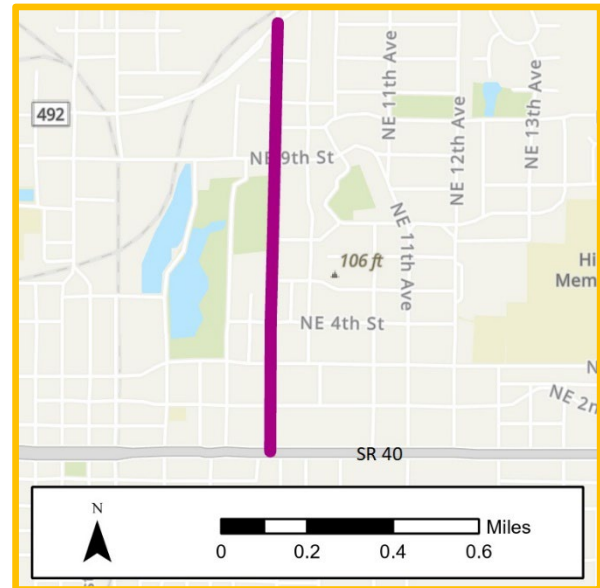
Total Project Cost:

\$458,310

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------------|------------|------------|------------|------------------|
| PE | LF | Local | \$88,705 | \$0 | \$0 | \$0 | \$0 | \$88,705 |
| CST | SN | Federal | \$0 | \$369,605 | \$0 | \$0 | \$0 | \$369,605 |
| Total: | | | \$88,705 | \$369,605 | \$0 | \$0 | \$0 | \$458,310 |

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 #): Goal 3, Objectives 3.2, 3.4 (14);

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$4,452,800

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------|--------------------|--------------------|
| CST | SL | Federal | \$0 | \$0 | \$0 | \$0 | \$4,452,800 | \$4,452,800 |
| Total: | | | \$0 | \$0 | \$0 | \$0 | \$4,452,800 | \$4,452,800 |

Project: Emerald Road Extension from 92nd Loop to CR 424

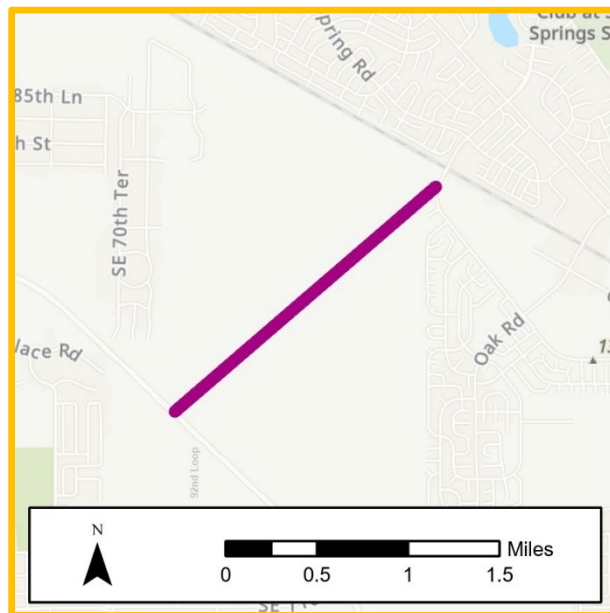
Project Type: New Road Construction

FM Number: 4503401

Lead Agency: Marion County

Length: 1.6 miles

L RTP (Page #): Goal 2, Objective 2.1; Goal 3, Objective 3.2 (14);

**Description:**

Construction of a new roadway connection between 92nd Loop and CR 424 in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,650,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| ROW | CIGP | State | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$325,000 |
| ROW | LF | Local | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$325,000 |
| CST | CIGP | State | \$4,370,763 | \$0 | \$0 | \$0 | \$0 | \$4,370,763 |
| CST | LF | Local | \$4,629,237 | \$0 | \$0 | \$0 | \$0 | \$4,629,237 |
| Total: | | | \$9,650,000 | \$0 | \$0 | \$0 | \$0 | \$9,650,000 |

Project: NW 10th/NE 14th Street (SR 492) to NE 25th Avenue

Project Type: Traffic Signals

FM Number: 4476031

Lead Agency: FDOT

Length: 0.2 miles

LRTP (Page #): Goal 6, Objective 6.5 (15)

**Description:**

Replacement of traffic signals.

Prior <2023:

\$525,130

Future >2027:

\$0

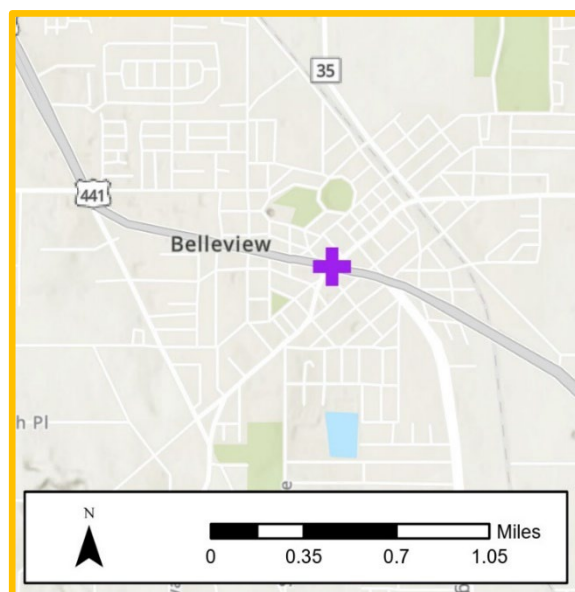
Total Project Cost:

\$1,347,308

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| CST | ACSS | Federal | \$0 | \$65,228 | \$0 | \$0 | \$0 | \$65,228 |
| CST | LF | Local | \$0 | \$174,240 | \$0 | \$0 | \$0 | \$174,240 |
| CST | SL | Federal | \$0 | \$528,000 | \$0 | \$0 | \$0 | \$528,000 |
| CST | SN | Federal | \$0 | \$54,710 | \$0 | \$0 | \$0 | \$54,710 |
| Total: | | | \$0 | \$822,178 | \$0 | \$0 | \$0 | \$822,178 |

Project: SE Abshier Boulevard from SE Hames Road to North of SE Agnew Road

Project Type: Intersection
 FM Number: 4457011
 Lead Agency: FDOT
 Length: 0.18 miles
 LRTP (Page #): Goal 6, Objective 6.5 (15)

**Description:**

Traffic signal replacement and maintenance at the intersection.

Prior <2023:

\$471,378

Future >2027:

\$0

Total Project Cost:

\$2,533,518

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CST | ACSS | Federal | \$151,868 | \$0 | \$0 | \$0 | \$0 | \$151,868 |
| CST | DDR | State | \$1,900,002 | \$0 | \$0 | \$0 | \$0 | \$1,900,002 |
| CST | DIH | State | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| Total: | | | \$2,062,140 | \$0 | \$0 | \$0 | \$0 | \$2,062,140 |

Project: SW 60th Avenue from SW 54th Street to SECO Energy Driveway

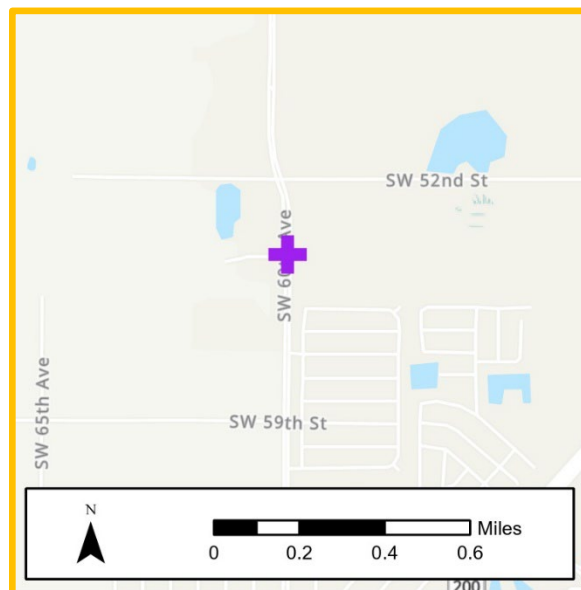
Project Type: Intersection

FM Number: 4492611

Lead Agency: Marion County

Length: 0.44 miles

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

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

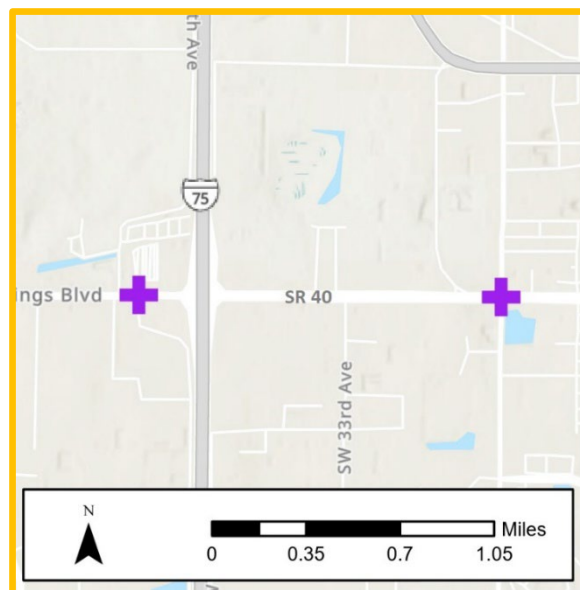
Total Project Cost:

\$247,061

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------------|------------|------------|------------|------------------|
| PE | LF | Local | \$47,818 | \$0 | \$0 | \$0 | \$0 | \$47,818 |
| CST | SN | Federal | \$0 | \$199,243 | \$0 | \$0 | \$0 | \$199,243 |
| Total: | | | \$47,818 | \$199,243 | \$0 | \$0 | \$0 | \$247,061 |

Project: SR 40 intersections at SW 40th Avenue and SW 27th Avenue

Project Type: Intersection/Turn Lane
 FM Number: 4336521
 Lead Agency: FDOT
 Length: 1.3 miles
 LRTP (Page #): Goal 3, Objective 3.4(14); Goal 6, Objectives 6.1, 6.5 (15)

**Description:**

Improvement of traffic operations at the intersections by extending left turn lanes along both directions at the I-75 interchange; dual left-turn lanes and a right turn lane for the northbound and southbound I-75 ramps; create dual left turn lanes to all approaches at the SW 27th Avenue intersection and an exclusive right turn lane for eastbound SR 40 onto southbound SW 27th Avenue.

Prior <2023:

\$5,146,723

Future >2027:

\$0

Total Project Cost:

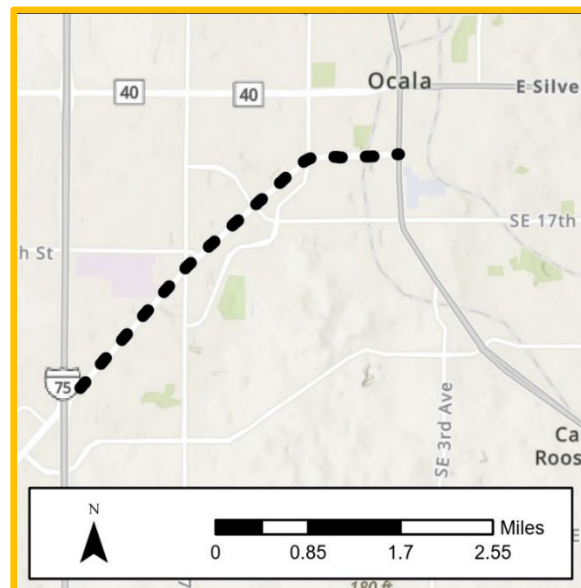
*\$6,546,377

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------------|------------|------------|------------|--------------------|
| ROW | DIH | State | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| ROW | SL | Federal | \$1,122,500 | \$247,154 | \$0 | \$0 | \$0 | \$1,369,654 |
| Total: | | | \$1,152,500 | \$247,154 | \$0 | \$0 | \$0 | \$1,399,654 |

*Total project cost estimate: \$10.1 million

Project: SR 200 from I-75 to U.S. 301

Project Type: Resurfacing
 FM Number: 4392341
 Lead Agency: FDOT
 Length: 3.2 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 200 (College Road) from I-75 to U.S. 301 (Pine Avenue).

Prior <2023:

\$826,412

Future >2027:

\$0

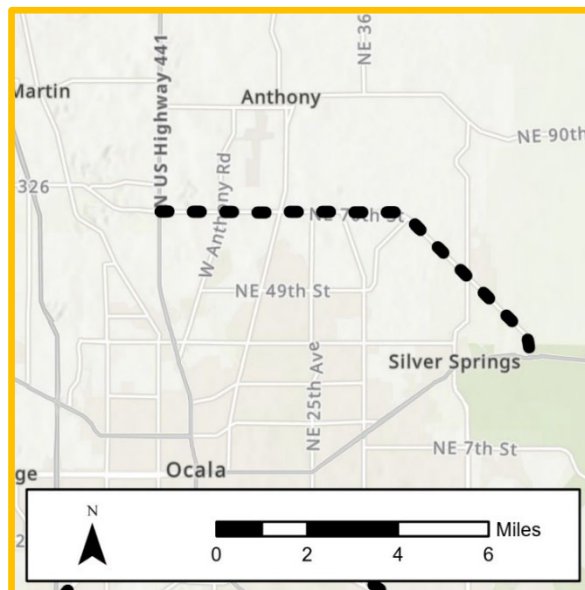
Total Project Cost:

\$14,171,399

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | DDR | State | \$6,438,783 | \$0 | \$0 | \$0 | \$0 | \$6,438,783 |
| CST | DIH | State | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| CST | DS | State | \$2,292,309 | \$0 | \$0 | \$0 | \$0 | \$2,292,309 |
| CST | SA | Federal | \$3,712,443 | \$0 | \$0 | \$0 | \$0 | \$3,712,443 |
| CST | SL | Federal | \$891,182 | \$0 | \$0 | \$0 | \$0 | \$891,182 |
| Total: | | | \$13,344,987 | \$0 | \$0 | \$0 | \$0 | \$13,344,987 |

Project: SR 326 from NW 12th Avenue to SR 40

Project Type: Resurfacing
 FM Number: 4452171
 Lead Agency: FDOT
 Length: 8.4 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 326 from east of US 441/301 to SR 40.

Prior <2023:

\$1,185,308

Future >2027:

\$0

Total Project Cost:

\$13,061,238

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | ACNR | Federal | \$8,852,307 | \$0 | \$0 | \$0 | \$0 | \$8,852,307 |
| CST | DDR | State | \$1,412,976 | \$0 | \$0 | \$0 | \$0 | \$1,412,976 |
| CST | DIH | State | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| CST | DS | State | \$402,640 | \$0 | \$0 | \$0 | \$0 | \$402,640 |
| CST | SL | Federal | \$1,197,737 | \$0 | \$0 | \$0 | \$0 | \$1,197,737 |
| Total: | | | \$11,875,930 | \$0 | \$0 | \$0 | \$0 | \$11,875,930 |

Project: SR 464 from SR 500 (U.S. 27/U.S. 301) to SR 35

Project Type: Resurfacing

FM Number: 4411411

Lead Agency: FDOT

Length: 5.9 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.4(14); Goal 6,
Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 464 (SE 17th Avenue, SE Maricamp Road), including traffic signal upgrades, Americans with Disability Act (ADA) improvements, intersection street lighting, bus stop improvements, sidewalk installation and addition of bike lanes and paved shoulders.

Prior <2023:

\$2,880,151

Future >2027:

\$0

Total Project Cost:

\$24,525,123

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | DDR | State | \$7,623,175 | \$0 | \$0 | \$0 | \$0 | \$7,623,175 |
| CST | DS | State | \$4,480,227 | \$0 | \$0 | \$0 | \$0 | \$4,480,227 |
| CST | SA | Federal | \$7,235,763 | \$0 | \$0 | \$0 | \$0 | \$7,235,763 |
| CST | SL | Federal | \$2,305,807 | \$0 | \$0 | \$0 | \$0 | \$2,305,807 |
| Total: | | | \$21,644,972 | \$0 | \$0 | \$0 | \$0 | \$21,644,972 |

Project: SR 492 over CSX Railroad Line

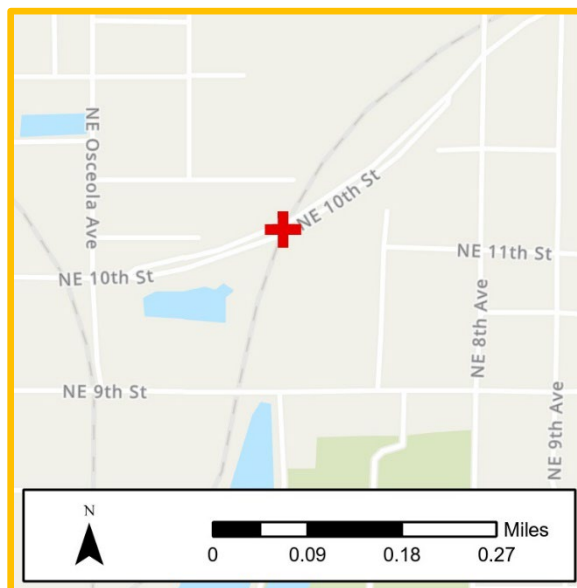
Project Type: Bridge Repair/Rehabilitation

FM Number: 4489241

Lead Agency: FDOT

Length: 0.10 miles

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

**Description:**

Bridge and bridge deck repair and rehabilitation on SR 492/Bonnie Heath Boulevard over the CSX Railroad Line in the City of Ocala.

Prior <2023:

\$45,595

Future >2027:

\$0

Total Project Cost:

\$436,844

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | BRRP | State | \$387,195 | \$0 | \$0 | \$0 | \$0 | \$387,195 |
| CST | DIH | State | \$2,054 | \$0 | \$0 | \$0 | \$0 | \$2,054 |
| PE | DIH | State | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| Total: | | | \$391,249 | \$0 | \$0 | \$0 | \$0 | \$391,249 |

Project: NW 44th Street from SR 40 to NW 11th Street

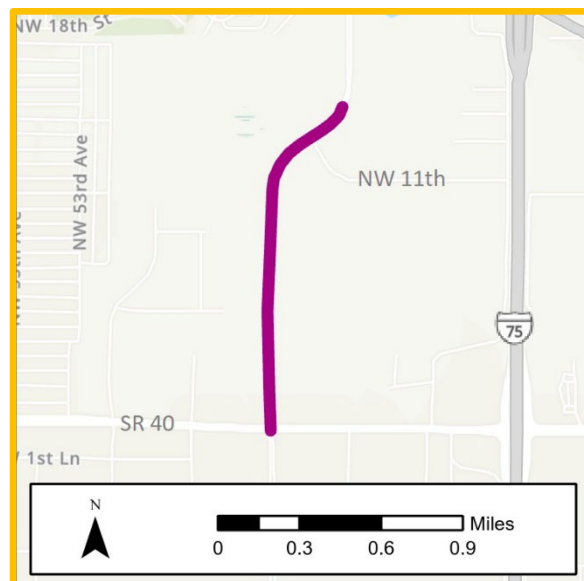
Project Type: New Road Construction

FM Number: 4355473

Lead Agency: City of Ocala

Length: 0.80 miles

LRTP (Page #): Goal 2, Objective 2.1; Objective 2.3; Goal 3, Objective 3.2 (14);

**Description:**

Construction of a new four-lane roadway connection from SR 40 to NW 11th Street.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$14,269,963

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|------------|------------|------------|------------|---------------------|
| CST | GR 23 | State | \$8,000,000 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 |
| CST | LF | Local | \$6,269,963 | \$0 | \$0 | \$0 | \$0 | \$6,269,963 |
| Total: | | | \$14,269,963 | \$0 | \$0 | \$0 | \$0 | \$14,269,963 |

Bicycle and Pedestrian Projects



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

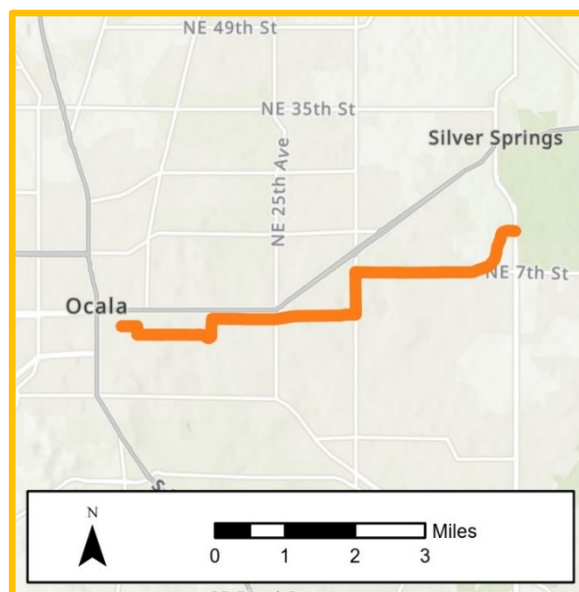
Project Type: Bike Path/Trail

FM Number: 4367561

Lead Agency: City of Ocala

Length: 7 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14); Goal 5,
Objective 5.4 (15)

**Description:**

Designate and construct an 8-foot to 12-foot multi-use trail from downtown Ocala to Silver Springs State Park. Sections of the trail may be combined with existing roadways used by vehicular traffic.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$253,001

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------------|------------|------------|------------------|
| PE | TALL | Federal | \$0 | \$0 | \$253,001 | \$0 | \$0 | \$253,001 |
| Total: | | | \$0 | \$0 | \$253,001 | \$0 | \$0 | \$253,001 |

*Total project cost estimate: \$1.25 million

Project: Pruitt Trail from SR 200 to Pruitt Trailhead

Project Type: Bike Path and Trail

FM Number: 4354842

Lead Agency: Marion County

Length: 5.5 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 5, Objective 5.4 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

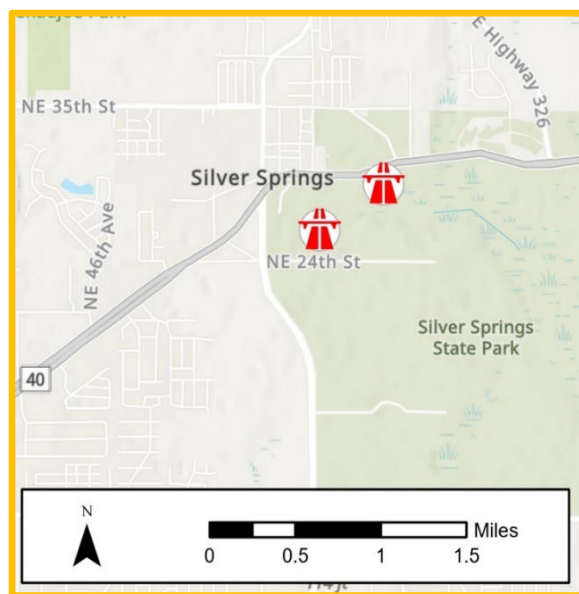
Total Project Cost:

\$2,158,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|--------------------|------------|--------------------|
| CST | SL | Federal | \$0 | \$0 | \$0 | \$460,700 | \$0 | \$460,700 |
| CST | SN | Federal | \$0 | \$0 | \$0 | \$561,853 | \$0 | \$561,853 |
| CST | TALL | Federal | \$0 | \$0 | \$0 | \$622,203 | \$0 | \$622,203 |
| CST | TALT | Federal | \$0 | \$0 | \$0 | \$513,244 | \$0 | \$513,244 |
| Total: | | | \$0 | \$0 | \$0 | \$2,158,000 | \$0 | \$2,158,000 |

Project: Silver Springs State Park Pedestrian Bridges

Project Type: Pedestrian Bridges
 FM Number: 4261791
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 5, Objective 5.4 (15)

**Description:**

Construction of two eight-foot wide pedestrian bridges and boardwalks along the tributaries of the Silver River within Silver Springs State Park.

Prior <2023:

\$1,484,867

Future >2027:

\$0

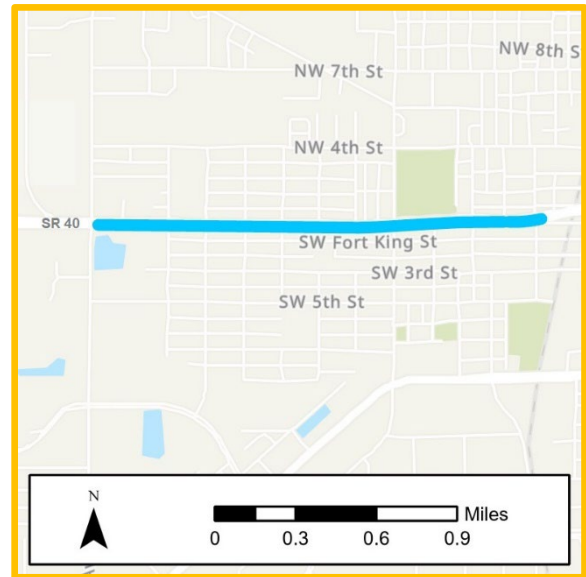
Total Project Cost:

\$5,150,306

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CST | DIH | State | \$0 | \$5,280 | \$0 | \$0 | \$0 | \$5,280 |
| CST | SL | Federal | \$0 | \$1,872,596 | \$0 | \$0 | \$0 | \$1,872,596 |
| CST | TALL | Federal | \$0 | \$11,289 | \$0 | \$0 | \$0 | \$11,289 |
| CST | TALN | Federal | \$0 | \$166,133 | \$0 | \$0 | \$0 | \$166,133 |
| CST | TALT | Federal | \$0 | \$1,610,141 | \$0 | \$0 | \$0 | \$1,610,141 |
| Total: | | | \$0 | \$3,665,439 | \$0 | \$0 | \$0 | \$3,665,439 |

Project: SR 40/Silver Springs Boulevard from NW 27th Avenue to SW 7th Avenue

Project Type: Sidewalk
 FM Number: 4375962
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.2 (14)

**Description:**

Construction of new sidewalks on SR 40 (Silver Springs Boulevard).

Prior <2023:

\$434,029

Future >2027:

\$0

Total Project Cost:

\$1,343,308

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | DIH | State | \$10,270 | \$0 | \$0 | \$0 | \$0 | \$10,270 |
| CST | SL | Federal | \$899,009 | \$0 | \$0 | \$0 | \$0 | \$899,009 |
| Total: | | | \$909,279 | \$0 | \$0 | \$0 | \$0 | \$909,279 |

Project: SR 25/U.S. 441/SR 500 from SR 35/SE Baseline Road to SR 200/SW 10th Street

Project Type: Sidewalks/Bike
 FM Number: 4392382
 Lead Agency: FDOT
 Length: 10.6 miles
 LRTP (Page #): Goal 1, Objectives 1.2; Goal 3, Objective 3.2 (14)

**Description:**

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

Prior <2023:

\$1,697,850

Future >2027:

\$0

Total Project Cost:

\$4,673,028

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CST | DDR | State | \$0 | \$0 | \$2,975,178 | \$0 | \$0 | \$2,975,178 |
| Total: | | | \$0 | \$0 | \$2,975,178 | \$0 | \$0 | \$2,975,178 |

Project: Dunnellon Trail from River View to Rainbow River Bridge

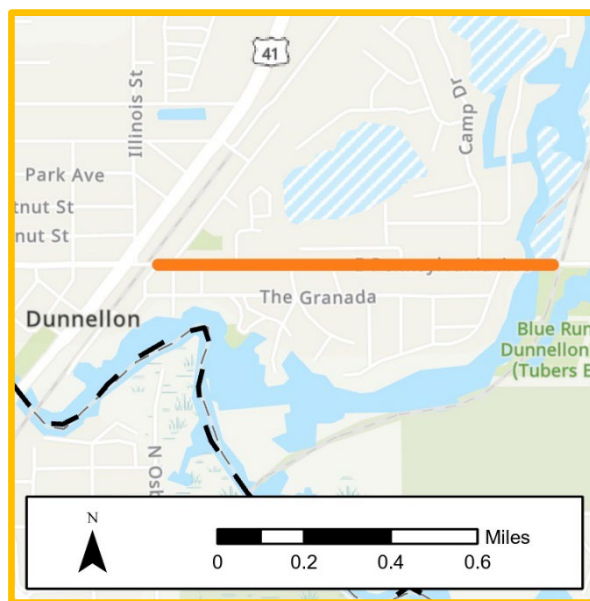
Project Type: Bike Path/Trail

FM Number: 4509181

Lead Agency: Marion County

Length: 0.82 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (13);
Goal 3, Objective 3.2 (14)

**Description:**

Construction of a multi-use trail and safety barrier separation on CR 484 (Pennsylvania Avenue) in the City of Dunnellon.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,537,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PE | GR23 | State | \$375,000 | \$0 | \$0 | \$0 | \$0 | \$375,000 |
| CST | GR23 | State | \$2,162,000 | \$0 | \$0 | \$0 | \$0 | \$2,162,000 |
| Total: | | | \$2,537,000 | \$0 | \$0 | \$0 | \$0 | \$2,537,000 |

Aviation (Airport) Projects



Project: Marion County Airport Runway Improvements

Project Type: Airport

FM Number: 4384171

Lead Agency: Marion County

Length: N/A

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

**Description:**

Runway improvements to the Marion County Airport at Dunnellon Field.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$437,500

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| CAP | DDR | State | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$350,000 |
| CAP | LF | Local | \$0 | \$87,500 | \$0 | \$0 | \$0 | \$87,500 |
| Total: | | | \$0 | \$437,500 | \$0 | \$0 | \$0 | \$437,500 |

Project: Marion County Airport Airfield Pavement Improvements

Project Type: Airport

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

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

**Description:**

Airport pavement improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CAP | DPTO | State | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| CAP | FAA | Federal | \$0 | \$0 | \$2,250,000 | \$0 | \$0 | \$2,250,000 |
| CAP | LF | Local | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| Total: | | | \$0 | \$0 | \$2,500,000 | \$0 | \$0 | \$2,500,000 |

Project: Marion County Airport Fuel System

Project Type: Airport
 FM Number: 4497601
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport improvements to the fuel system.

| Prior <2023: | Future >2027: | Total Project Cost: |
|--------------|---------------|---------------------|
| \$0 | \$0 | \$312,500 |

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CAP | DDR | State | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| CAP | LF | Local | \$62,500 | \$0 | \$0 | \$0 | \$0 | \$62,500 |
| Total: | | | \$312,500 | \$0 | \$0 | \$0 | \$0 | \$312,500 |

Project: Marion County Airport Hangar

Project Type: Airport

FM Number: 4497741

Lead Agency: Marion County

Length: N/A

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

**Description:**

Improvements to the airport hangar.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CAP | DDR | State | \$0 | \$0 | \$1,237,596 | \$0 | \$0 | \$1,237,596 |
| CAP | DPTO | State | \$0 | \$0 | \$762,404 | \$0 | \$0 | \$762,404 |
| CAP | LF | Local | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| Total: | | | \$0 | \$0 | \$2,500,000 | \$0 | \$0 | \$2,500,000 |

Project: Ocala International Airport Pavement Rehabilitation

Project Type: Airport

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

Airfield pavement rehabilitation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|------------|------------|------------|--------------------|
| CAP | DDR | State | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$1,200,000 |
| CAP | LF | Local | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 |
| Total: | | | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |

Project: Ocala International Airport ARFF Building

Project Type: Airport

FM Number: 4485751

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

Airport Rescue and Fire Fighting (ARFF) Building.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,000,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------|--------------------|--------------------|
| CAP | DDR | State | \$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 Hanger Development

Project Type: Airport

FM Number: 4498581

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,875,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| CAP | DDR | State | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| CAP | LF | Local | \$375,000 | \$0 | \$0 | \$0 | \$0 | \$375,000 |
| Total: | | | \$1,875,000 | \$0 | \$0 | \$0 | \$0 | \$1,875,000 |

Project: Ocala International Airport Hangar

Project Type: Airport

FM Number: 4448771

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,250,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|--------------------|------------|------------|--------------------|
| CAP | DDR | State | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| CAP | LF | Local | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |
| Total: | | | \$0 | \$0 | \$1,250,000 | \$0 | \$0 | \$1,250,000 |

Project: Ocala International Airport Taxiway Improvements

Project Type: Airport

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

Airport taxiway improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$6,500,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|--------------------|------------|--------------------|
| CAP | DDR | State | \$0 | \$0 | \$0 | \$520,000 | \$0 | \$520,000 |
| CAP | FAA | Federal | \$0 | \$0 | \$0 | \$5,850,000 | \$0 | \$5,850,000 |
| CAP | LF | Local | \$0 | \$0 | \$0 | \$130,000 | \$0 | \$130,000 |
| Total: | | | \$0 | \$0 | \$0 | \$6,500,000 | \$0 | \$6,500,000 |

Transit, Funding and Grants



Project: Marion-SunTran Block Grant Operating Assistance

Project Type: Transit

FM Number: 4424551

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,790,538

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| OPS | DPTO | State | \$733,602 | \$755,610 | \$778,278 | \$801,626 | \$825,675 | \$3,894,791 |
| OPS | LF | Local | \$733,602 | \$755,610 | \$779,279 | \$801,626 | \$825,675 | \$3,895,792 |
| Total: | | | \$1,467,204 | \$1,511,220 | \$1,557,557 | \$1,603,252 | \$1,651,350 | \$7,790,583 |

Project: SunTran/Ocala/Marion Urban Capital/Urban Fixed Route FTA Section 5307-2009

Project Type: Transit

FM Number: 4271882

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

Grant for SunTran fixed route operational and capital.

Prior <2023:

\$20,277,171

Future >2027:

\$0

Total Project Cost:

\$56,630,300

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| CAP | FTA | Federal | \$18,688,918 | \$2,541,196 | \$2,617,431 | \$2,617,431 | \$2,617,431 | \$29,082,407 |
| CAP | LF | Local | \$4,672,229 | \$635,299 | \$654,398 | \$654,398 | \$654,398 | \$7,270,722 |
| Total: | | | \$23,361,147 | \$3,176,495 | \$3,271,829 | \$3,271,829 | \$3,271,829 | \$36,353,129 |

Project: Marion Senior Services Section 5311 Rural Transportation

Project Type: Transit

FM Number: 4424601

Lead Agency: Marion Transit

Length: N/A

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

**Description:**

Section 5311 operating and administrative grant assistance.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,612,386

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| OPS | DU | Federal | \$0 | \$909,849 | \$937,146 | \$965,259 | \$993,939 | \$3,806,193 |
| OPS | LF | Local | \$0 | \$909,849 | \$937,146 | \$965,259 | \$993,939 | \$3,806,193 |
| Total: | | | \$0 | \$1,819,698 | \$1,874,292 | \$1,930,518 | \$1,987,878 | \$7,612,386 |

Project: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

Project Type: Transportation Planning

FM Number: 4393314

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2022/23 and FY 2023/24.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,568,699

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------------|------------|------------|------------|--------------------|
| PLN | PL | Federal | \$898,984 | \$669,715 | \$0 | \$0 | \$0 | \$1,568,699 |
| Total: | | | \$898,984 | \$669,715 | \$0 | \$0 | \$0 | \$1,568,699 |

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

Project Type: Transportation Planning

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2024/25 and FY 2025/26.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,359,839

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------------|------------------|------------|--------------------|
| PLN | PL | Federal | \$0 | \$0 | \$676,473 | \$683,366 | \$0 | \$1,359,839 |
| Total: | | | \$0 | \$0 | \$676,473 | \$683,366 | \$0 | \$1,359,839 |

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

Project Type: Transportation Planning

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2026/27 and FY 2027/28.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$683,366

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------|------------|------------|------------------|------------------|
| PLN | PL | Federal | \$0 | \$0 | \$0 | \$0 | \$683,366 | \$683,366 |
| Total: | | | \$0 | \$0 | \$0 | \$0 | \$683,366 | \$683,366 |

ITS and Maintenance Projects



Project: Aesthetics Area Wide

Project Type: Routine Maintenance
 FM Number: 4466911
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine aesthetic maintenance.

Prior <2023:

\$1,721,305

Future >2027:

\$0

Total Project Cost:

\$2,571,305

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| MNT | D | State | \$850,000 | \$0 | \$0 | \$0 | \$0 | \$850,000 |
| Total: | | | \$850,000 | \$0 | \$0 | \$0 | \$0 | \$850,000 |

Project: Asphalt Resurfacing Various Locations

Project Type: Routine Maintenance
 FM Number: 4233912
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine resurfacing maintenance.

Prior <2023:

\$4,542,202

Future >2027:

\$0

Total Project Cost:

\$4,742,202

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| MNT | D | State | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Total: | | | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |

Project: Asset Maintenance Marion County

Project Type: Routine Maintenance
 FM Number: 4469101
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Ongoing asset management.

Prior <2023:

\$3,964,905

Future >2027:

\$0

Total Project Cost:

\$19,627,885

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| MNT | D | State | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$15,662,980 |
| Total: | | | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$3,132,596 | \$15,662,980 |

Project: Unpaved Shoulder Repair

Project Type: Routine Maintenance
 FM Number: 4291781
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine maintenance to unpaved shoulders.

Prior <2023:

\$1,564,038

Future >2027:

\$0

Total Project Cost:

\$1,784,038

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| MNT | D | State | \$220,000 | \$0 | \$0 | \$0 | \$0 | \$220,000 |
| Total: | | | \$220,000 | \$0 | \$0 | \$0 | \$0 | \$220,000 |

Project: City of Ocala MOA

Project Type: Routine Maintenance

FM Number: 4427381

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

Routine maintenance.

Prior <2023:

\$92,850

Future >2027:

\$0

Total Project Cost:

\$192,850

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|-----------------|------------|------------|-----------------|------------------|
| MNT | D | State | \$0 | \$50,000 | \$0 | \$0 | \$50,000 | \$100,000 |
| Total: | | | \$0 | \$50,000 | \$0 | \$0 | \$50,000 | \$100,000 |

Project: Lighting Agreements

Project Type: Routine Maintenance

FM Number: 4136153

Lead Agency: FDOT

Length: N/A

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

**Description:**

Routine and ongoing lighting maintenance.

Prior <2023:

\$5,424,277

Future >2027:

\$0

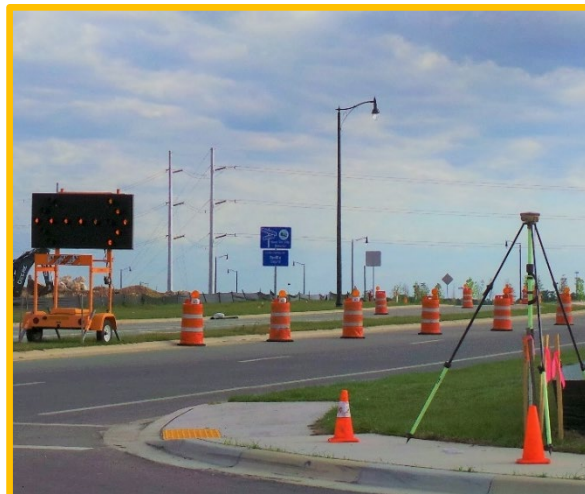
Total Project Cost:

\$7,708,899

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| MNT | D | State | \$433,240 | \$441,220 | \$454,457 | \$468,088 | \$487,617 | \$2,284,622 |
| Total: | | | \$433,240 | \$441,220 | \$454,457 | \$468,088 | \$487,617 | \$2,284,622 |

Project: Marion Primary In-House

Project Type: Routine Maintenance
 FM Number: 4181071
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine maintenance.

Prior <2023:

\$40,439,904

Future >2027:

\$0

Total Project Cost:

\$49,599,769

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| MNT | D | State | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$9,159,865 |
| Total: | | | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$1,831,973 | \$9,159,865 |

Project: I-75 ITS Communication

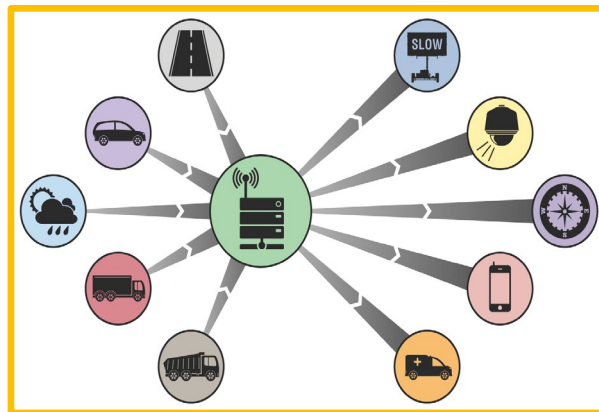
Project Type: ITS Communication System

FM Number: 4497641

Lead Agency: FDOT

Length: 24.1 miles

LRTP (Page #): Goal 6, Objective 6.1 (15)



SIS Project

Description:

Intelligent Transportation System (ITS) communication system installation on 24.1 miles of I-75 in Marion County from Mile Marker 325 to 349.

Prior <2023:

\$185,856

Future >2027:

\$0

Total Project Cost:

\$1,140,212

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------------|------------|------------|------------|------------|------------------|
| CST | ACFP | Federal | \$949,221 | \$0 | \$0 | \$0 | \$0 | \$949,221 |
| CST | DIH | State | \$5,135 | \$0 | \$0 | \$0 | \$0 | \$5,135 |
| Total: | | | \$954,356 | \$0 | \$0 | \$0 | \$0 | \$954,356 |

Project: Ocala Operations Center Demo of Old Buildings

Project Type: Fixed Capital Outlay

FM Number: 4501651

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for demolition of old buildings.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$100,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|------------|------------------|------------|------------|------------|------------------|
| MNT | D | State | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| Total: | | | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |

Project: Ocala Operations Center Construction Renovation

Project Type: Fixed Capital Outlay

FM Number: 4501251

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Operations Center Construction Renovation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$5,536,100

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| PE | FCO | State | \$534,900 | \$0 | \$0 | \$0 | \$0 | \$534,900 |
| CST | FCO | State | \$5,001,200 | \$0 | \$0 | \$0 | \$0 | \$5,001,200 |
| Total: | | | \$5,536,100 | \$0 | \$0 | \$0 | \$0 | \$5,536,100 |

Project: Ocala Operations Center Security – Integrated Electronic Security Systems on Gate

Project Type: Fixed Capital Outlay

FM Number: 4501681

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Ocala Operations building security.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|----------------|------------|------------|------------|------------|----------------|
| CST | FCO | State | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$9,000 |
| Total: | | | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$9,000 |

Project: Ocala Operations Center Security – Fencing/Gate Updates

Project Type: Fixed Capital Outlay

FM Number: 4501691

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Ocala Operations building fencing/gate security updates.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$70,000

| Phase | Fund Category | Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------|---------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| CST | FCO | State | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| Total: | | | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |

APPENDIX

APPENDIX A: List of Figures

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APPENDIX B: List of Federally Obligated Projects



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026

Federal Obligations Report

October 1, 2020 to September 30, 2021



Annual Listing of Federally Obligated Projects

Summary

On an annual basis, per Title 23, United States Code (USC) 450.334, the Ocala Marion Transportation Planning Organization (TPO) is required to provide a summary listing of projects for which federal funds have been *obligated in the preceding federal fiscal year (FFY) from October 1 to September 30. The Florida Department of Transportation (FDOT) assists the TPO in complying with this federal requirement by providing a detailed report of federal project obligations for Marion County. The report is included each year as an amendment to the current Transportation Improvement Program (TIP).

A net total of \$26,342,420 of federal funds were obligated in FFY 2021 on 30 transportation projects and programs in Marion County. The following summary report and detailed obligation document provide a listing of the federally obligated projects by phases and funding sources.

*Obligation is the legal commitment by the Federal government to pay or reimburse a State or other entity for the Federal share of a project's eligible cost. Obligated projects have been authorized by the federal government and funds have been approved for reimbursement. Funding for projects can in some cases also be de-obligated. Funding previously obligated is removed from a project due to changes such as cost, delay or cancellation.

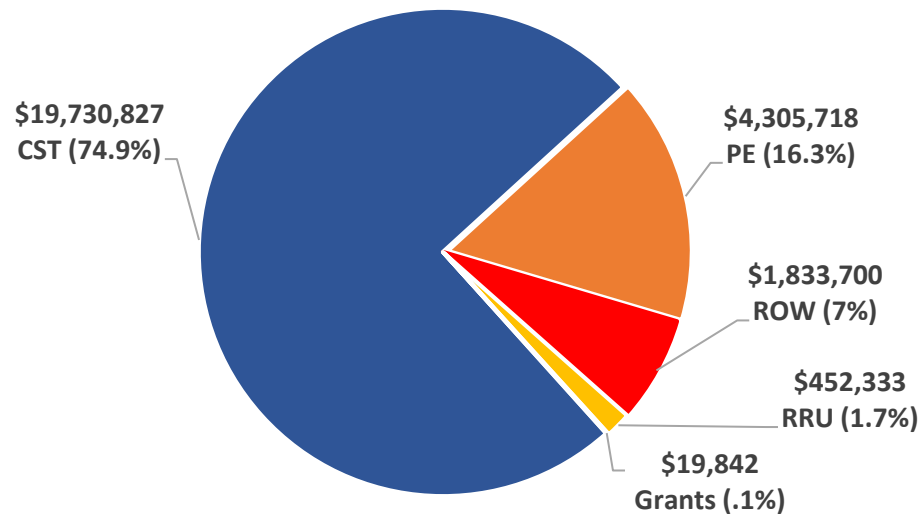
Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

| FM NUMBER | PROJECT AND DESCRIPTION | PHASE | LENGTH | FFY 2021 TOTAL |
|-----------|---|--------|--------|----------------|
| 238648 1 | SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 WIDENING | PE | 4.1 | \$500,000 |
| 410674 2 | SR 40 FROM END OF 4 LANES TO EAST OF CR 314 WIDENING | ROW | 5.3 | \$1,815,764 |
| | | PE | 5.3 | \$20,000 |
| 426179 1 | SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | PE | 0.0 | \$638,457 |
| 431797 1 | NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET | RRU | 1.6 | -\$9,531 |
| 431798 1 | NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET | RRU | 1.5 | \$384,067 |
| 431798 1 | NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET | PE | 1.5 | -\$8,237 |
| 433651 1 | CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS | PE | 0.7 | \$411,863 |
| 433651 1 | CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS | ROW | 0.7 | \$16,347 |
| 433651 4 | CR 484 FROM SW 20TH AVENUE TO CR 475A LANDSCAPING | PE | 0.7 | \$60,000 |
| 435659 2 | SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES | CST | 0.4 | -\$268 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | CST | 0.2 | \$579,508 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | RRU | 0.2 | \$92,262 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | PE | 0.2 | \$27,039 |
| 435660 2 | SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | ROW | 0.2 | \$1,589 |
| 436361 1 | ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT | PE | N/A | \$160,000 |
| 436361 2 | ITS OPERATIONAL SUPPORT- CITY OF OCALA | PE | N/A | \$110,000 |
| 436879 1 | SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE. | CST | 6.2 | -\$140 |
| 439310 1 | OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET | CST | 0.0 | -\$6,083 |
| 439331 2 | OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP | PE | N/A | -\$107,327 |
| 439331 3 | OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP | PE | N/A | \$687,026 |
| 439887 1 | MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A | PE | 1.2 | -\$9,085 |
| 439887 1 | MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A | CST | 1.2 | -\$139,164 |
| 440880 1 | MAR OAKS-SUNRISE/HORIZON-MAR OAKS GOLF WAY TO MAR OAKS MANOR | PE | 0.8 | \$99,659 |
| 440900 2 | I-75 FRAME - ARTERIALS | CST | 0.0 | \$285,450 |
| 440900 2 | I-75 FRAME - ARTERIALS | PE | 0.0 | \$43,012 |
| 441136 1 | SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE | CST | 8.8 | \$19,011,524 |
| 441366 1 | SR 40 FROM SW 27TH AVE TO MLK JR. AVE | PE | 0.8 | \$272,546 |
| 442203 4 | SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA | GRANTS | N/A | \$7,651 |

Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

| FM NUMBER | PROJECT AND DESCRIPTION | PHASE | LENGTH | FFY 2021 TOTAL |
|----------------------|---|--------|---------------|---------------------|
| 442211 4 | MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA | GRANTS | N/A | \$12,191 |
| 443170 1 | SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 RESURFACING | PE | 14.0 | \$574,435 |
| 444382 1 | CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D | RRU | 0.0 | -\$51,130 |
| 445687 1 | US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD | PE | 0.1 | \$363,000 |
| 445688 1 | US 27 / US 441 / ABSHIVER BLVD. @ CR 42 | PE | 0.1 | \$79,788 |
| 445701 1 | SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD | PE | 0.2 | \$113,542 |
| 445800 1 | E SR 40 @ SR 492 | PE | 0.1 | \$270,000 |
| 446791 1 | LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY | RRU | 0.0 | \$33,077 |
| 448854 1 | NE 40TH ST AT RR CROSSING #627890X | RRU | 0.0 | \$3,588 |
| 30 PROJECTS/PROGRAMS | | | TOTAL: | \$26,342,420 |

FFY 2021 Federal Obligations by Phase



Phase Code:

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

| | | | |
|--|--|--------------------------------------|--------------------------------------|
| PAGE | 1 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2021 |
| Ocala-Marion TPO | | OFFICE OF WORK PROGRAM | TIME RUN: 07.35.46 |
| | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:238648 1 | PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 | | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:36060000 | PROJECT LENGTH: 4.146MI | | LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2 |
| FUND | | 2021 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| GFSL | | 205,655 | |
| GFSN | | 30,330 | |
| SN | | 264,015 | |
| TOTAL 238648 1 | | 500,000 | |
| TOTAL 238648 1 | | 500,000 | |
| 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 | | 2021 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | 20,000 | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | 434,400 | |
| SN | | 1,381,364 | |
| TOTAL 410674 2 | | 1,835,764 | |
| TOTAL 410674 2 | | 1,835,764 | |
| ITEM NUMBER:431797 1 | PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET | | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:36000041 | PROJECT LENGTH: 1.597MI | | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2 |
| FUND | | 2021 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SL | | -9,531 | |
| TOTAL 431797 1 | | -9,531 | |
| TOTAL 431797 1 | | -9,531 | |
| 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 | | 2021 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SL | | -8,237 | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | 364,067 | |
| SN | | 20,000 | |
| TOTAL 431798 1 | | 375,830 | |
| TOTAL 431798 1 | | 375,830 | |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
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DATE RUN: 10/01/2021

TIME RUN: 07.35.46

MBROBLTP

HIGHWAYS
=====

ITEM NUMBER:433651 1
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .741MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2021 |
|--|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 107,314 |
| SN | 304,549 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| GFSL | 34,783 |
| SL | -18,436 |
| TOTAL 433651 1 | 428,210 |
| TOTAL 433651 1 | 428,210 |

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 | 2021 |
|--|---------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SN | 60,000 |
| TOTAL 433651 4 | 60,000 |
| TOTAL 433651 4 | 60,000 |

ITEM NUMBER:435659 2
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES
COUNTY:MARION
PROJECT LENGTH: .364MI

SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

| FUND CODE | 2021 |
|---|-------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | -268 |
| TOTAL 435659 2 | -268 |
| TOTAL 435659 2 | -268 |

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 | 2021 |
|--|--------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 27,039 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 1,589 |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 92,262 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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=====

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

HIGHWAYS
=====

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP 579,508
TOTAL 435660 2 700,398
TOTAL 435660 2 700,398

ITEM NUMBER:436879 1 PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE. *NON-SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36100000 PROJECT LENGTH: 6.168MI TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND
CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHRE -140
TOTAL 436879 1 -140
TOTAL 436879 1 -140

ITEM NUMBER:439887 1 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A *SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND
CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -9,085
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -139,164
TOTAL 439887 1 -148,249
TOTAL 439887 1 -148,249

ITEM NUMBER:440880 1 PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR *NON-SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36000173 PROJECT LENGTH: .840MI TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA 63,449
TALL 35,605
TALT 605
TOTAL 440880 1 99,659
TOTAL 440880 1 99,659

ITEM NUMBER:441136 1 PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE *SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36001000 PROJECT LENGTH: 8.846MI TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND
CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
GFSL 4,198
SA 17,573,871
SL 1,433,455
TOTAL 441136 1 19,011,524
TOTAL 441136 1 19,011,524

| | | | |
|--|---|--------------------------------------|-------------------------------------|
| PAGE | 4 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2021 |
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| OCALA-MARION TPO | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | HIGHWAYS | |
| | | ===== | |
| ITEM NUMBER:441366 1 | PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE | | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | | TYPE OF WORK:SAFETY PROJECT |
| ROADWAY ID:36110000 | PROJECT LENGTH: .790MI | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND | | 2021 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | 272,546 | |
| TOTAL 441366 1 | | 272,546 | |
| TOTAL 441366 1 | | 272,546 | |
| 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 | | 2021 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| NHPP | | 574,435 | |
| TOTAL 443170 1 | | 574,435 | |
| TOTAL 443170 1 | | 574,435 | |
| ITEM NUMBER:444382 1 | PROJECT DESCRIPTION:CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D | | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | | TYPE OF WORK:RAIL SAFETY PROJECT |
| ROADWAY ID:36150000 | PROJECT LENGTH: .014MI | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND | | 2021 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| RHP | | -51,130 | |
| TOTAL 444382 1 | | -51,130 | |
| TOTAL 444382 1 | | -51,130 | |
| 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 | | 2021 | |
| CODE | | | |
| ----- | | ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | 1,000 | |
| SA | | 362,000 | |
| TOTAL 445687 1 | | 363,000 | |
| TOTAL 445687 1 | | 363,000 | |

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|--|---|-------------------------------------|-----------|
| ITEM NUMBER:445688 1 | PROJECT DESCRIPTION:US 27 / US 441 / ABSHIVER BLVD. @ 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 | 2021 | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | 5,000 | | |
| SA | 74,788 | | |
| TOTAL 445688 1 | 79,788 | | |
| TOTAL 445688 1 | 79,788 | | |

| | | | |
|--|--|-------------------------------------|-----------|
| 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 | 2021 | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | 67,175 | | |
| SA | 46,367 | | |
| TOTAL 445701 1 | 113,542 | | |
| TOTAL 445701 1 | 113,542 | | |

| | | | |
|--|--------------------------------------|-------------------------------------|-----------|
| 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 | 2021 | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | 270,000 | | |
| TOTAL 445800 1 | 270,000 | | |
| TOTAL 445800 1 | 270,000 | | |

| | | | |
|---|--|-------------------------------------|-----------|
| ITEM NUMBER:446791 1 | PROJECT DESCRIPTION:LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY | | *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 | 2021 | | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| RHP | 33,077 | | |
| TOTAL 446791 1 | 33,077 | | |
| TOTAL 446791 1 | 33,077 | | |

HIGHWAYS

=====

ITEM NUMBER:448854 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:NE 40TH ST AT RR CROSSING #627890X
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2021 |
|---|------------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHP | 3,588 |
| TOTAL 448854 1 | 3,588 |
| TOTAL 448854 1 | 3,588 |
| TOTAL DIST: 05 | 24,512,043 |
| TOTAL HIGHWAYS | 24,512,043 |

ITEM NUMBER:439331 2

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:TRANSPORTATION PLANNING

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

| FUND CODE | 2021 |
|--|----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC | |
| PL | -107,327 |
| TOTAL 439331 2 | -107,327 |
| TOTAL 439331 2 | -107,327 |

ITEM NUMBER:439331 3

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP

COUNTY:MARION

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:TRANSPORTATION PLANNING

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

| FUND CODE | 2021 |
|--|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC | |
| PL | 687,026 |
| TOTAL 439331 3 | 687,026 |
| TOTAL 439331 3 | 687,026 |
| TOTAL DIST: 05 | 579,699 |
| TOTAL PLANNING | 579,699 |

| | | | |
|--|--|--------------------------------------|---|
| PAGE | 8 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2021 |
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| OCALA-MARION TPO | | ANNUAL OBLIGATIONS REPORT | MBROBLTP |
| | | ===== | |
| | | MISCELLANEOUS | |
| | | ===== | |
| ITEM NUMBER:426179 1 | PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | | TYPE OF WORK:MISCELLANEOUS CONSTRUCTION |
| ROADWAY ID: | PROJECT LENGTH: .000 | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND | | 2021 | |
| CODE | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALN | | 600,000 | |
| TALT | | 38,457 | |
| TOTAL 426179 1 | | 638,457 | |
| TOTAL 426179 1 | | 638,457 | |
| ITEM NUMBER:436361 1 | PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT | | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| ROADWAY ID: | PROJECT LENGTH: .000 | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND | | 2021 | |
| CODE | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SL | | 160,000 | |
| TOTAL 436361 1 | | 160,000 | |
| TOTAL 436361 1 | | 160,000 | |
| ITEM NUMBER:436361 2 | PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- CITY OF OCALA | | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| ROADWAY ID: | PROJECT LENGTH: .000 | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND | | 2021 | |
| CODE | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SL | | 110,000 | |
| TOTAL 436361 2 | | 110,000 | |
| TOTAL 436361 2 | | 110,000 | |
| ITEM NUMBER:439310 1 | PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET | | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | | TYPE OF WORK:BIKE PATH/TRAIL |
| ROADWAY ID: | PROJECT LENGTH: .000 | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND | | 2021 | |
| CODE | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALT | | -6,083 | |
| TOTAL 439310 1 | | -6,083 | |
| TOTAL 439310 1 | | -6,083 | |

| | | |
|--|--|---------------------------------------|
| ITEM NUMBER:440900 2 | PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NFP | 43,012 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NFP | 285,450 | |
| TOTAL 440900 2 | 328,462 | |
| TOTAL 440900 2 | 328,462 | |

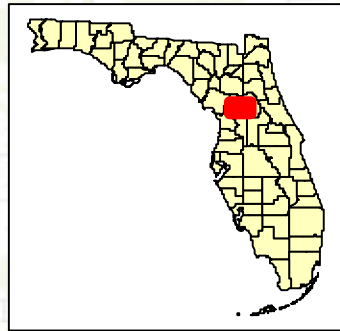
| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:442203 4 | PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:EMERGENCY OPERATIONS |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 7,651 | |
| TOTAL 442203 4 | 7,651 | |
| TOTAL 442203 4 | 7,651 | |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:442211 4 | PROJECT DESCRIPTION:MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA | *NON-SIS* |
| DISTRICT:05 | COUNTY:MARION | TYPE OF WORK:EMERGENCY OPERATIONS |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 12,191 | |
| TOTAL 442211 4 | 12,191 | |
| TOTAL 442211 4 | 12,191 | |
| TOTAL DIST: 05 | 1,250,678 | |
| TOTAL MISCELLANEOUS | 1,250,678 | |

GRAND TOTAL

26,342,420

APPENDIX C: National Highway System (NHS) and Strategic Intermodal System (SIS)



Legend

Interstate

STRAHNET Route

STRAHNET Connector

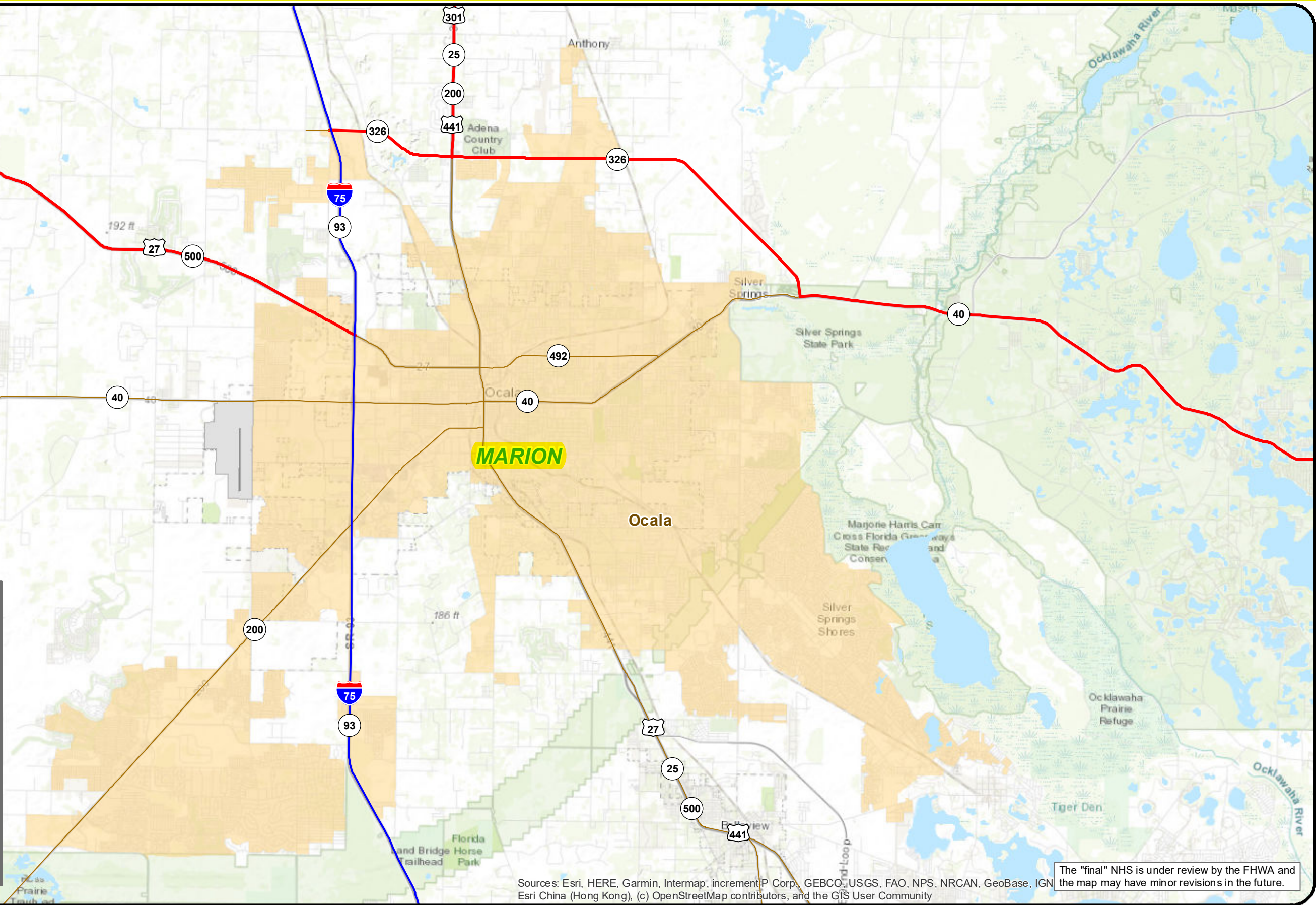
Unbuilt

Other Principal Arterials

Intermodal Connector

MAP-21 Principal Arterials

Urban areas



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

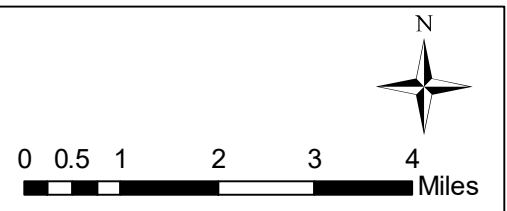
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

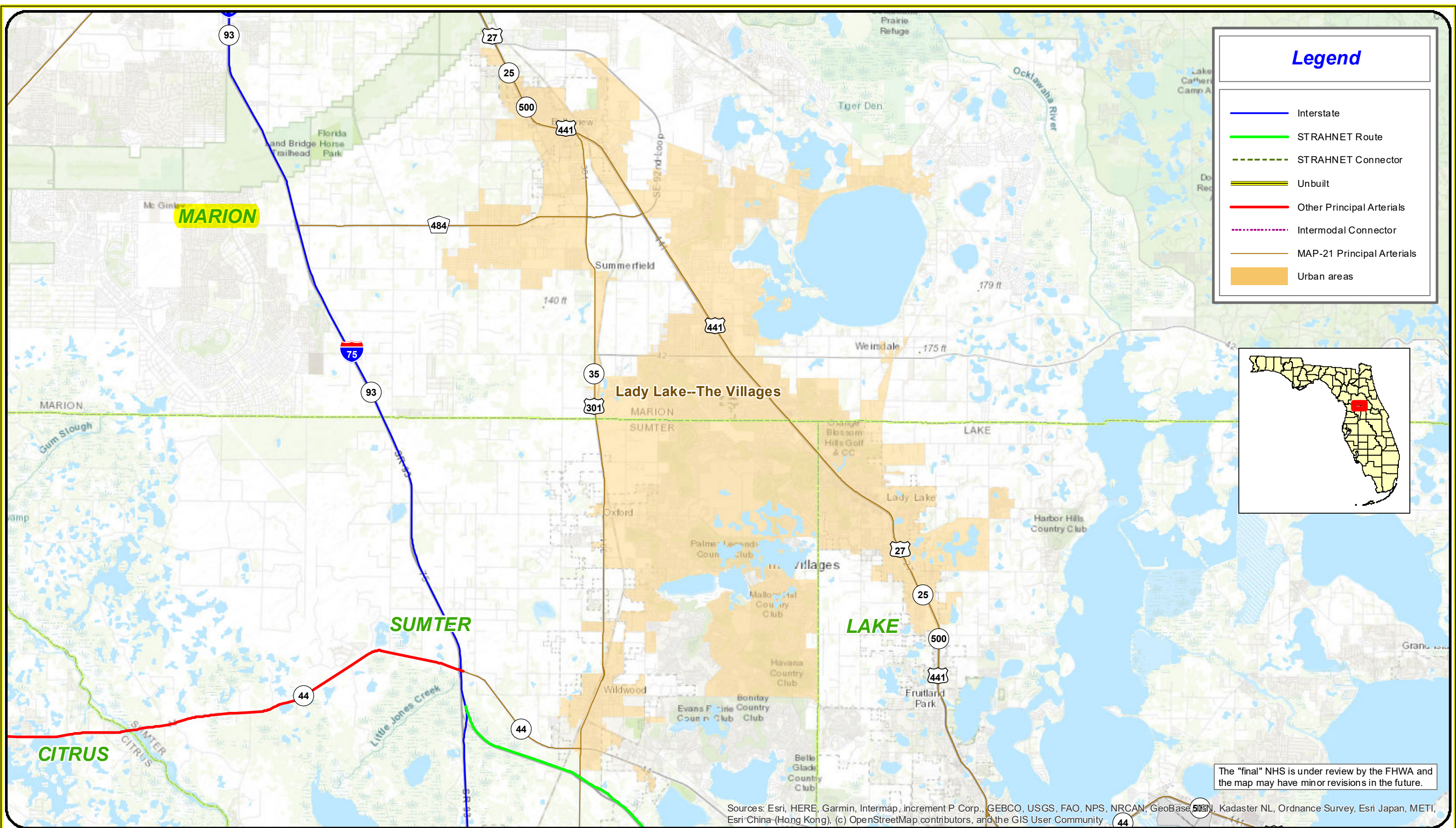


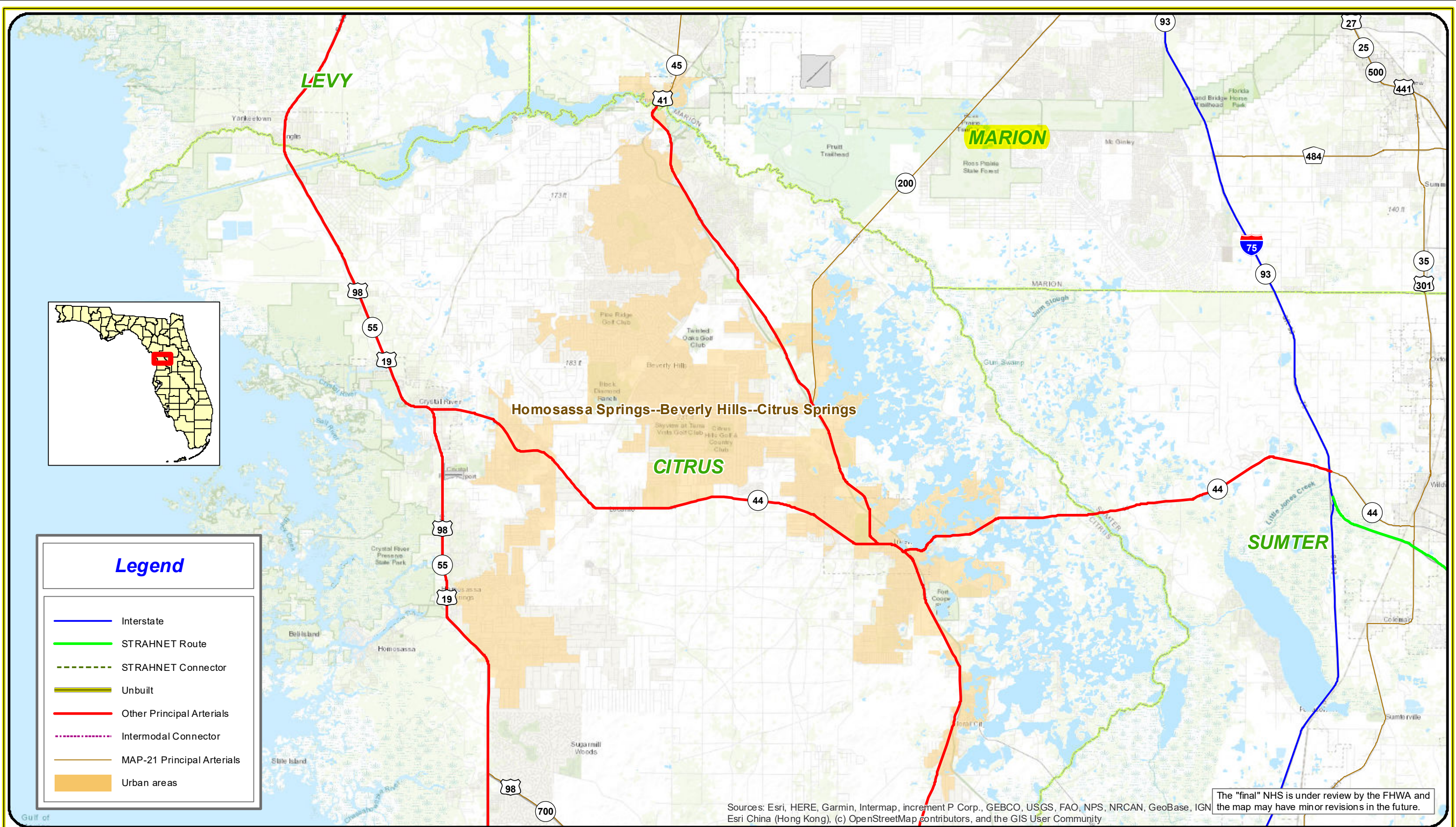
Florida Department of Transportation
Transportation Data & Analytics

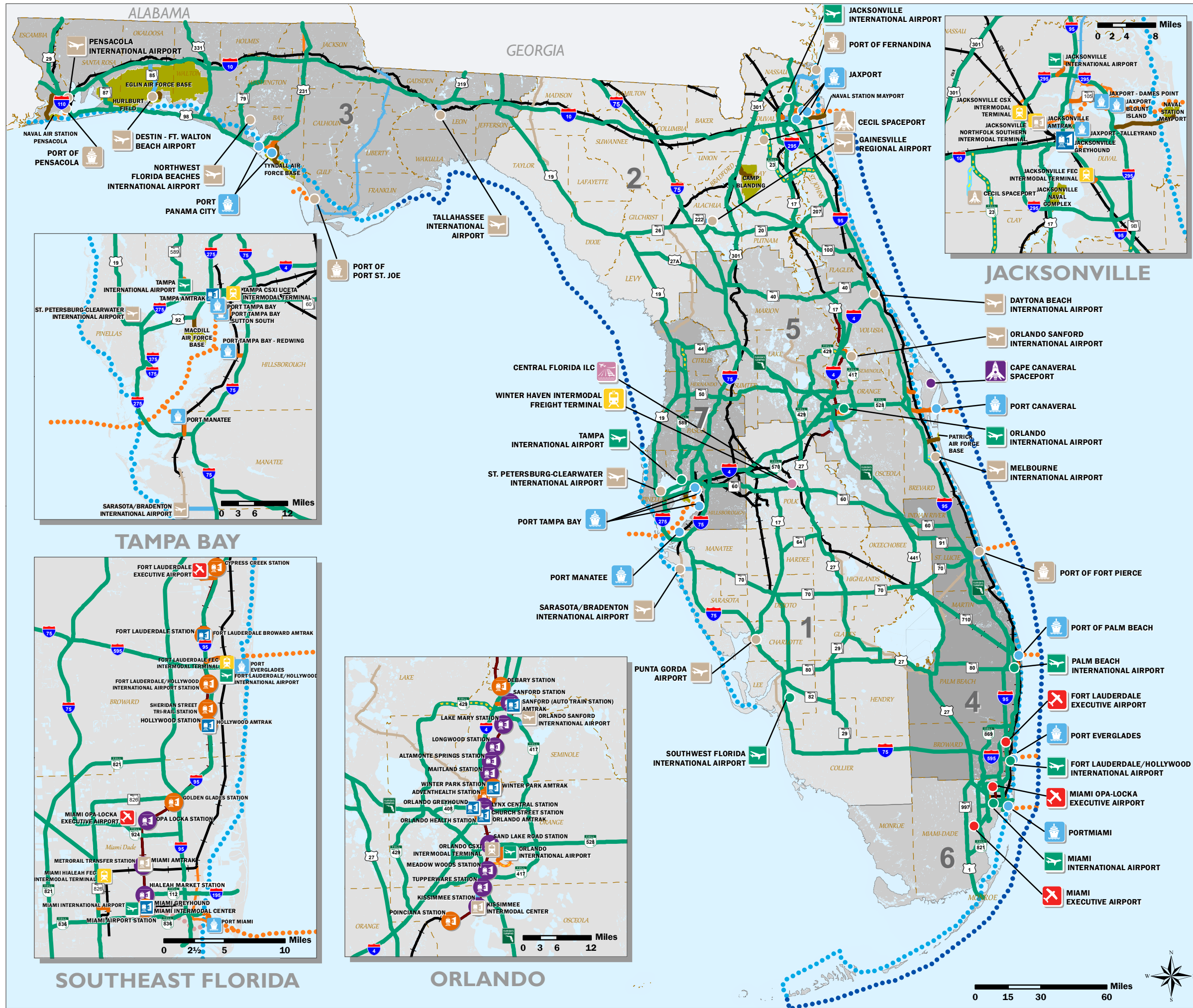
Florida's National Highway System

Ocala - 3/2/2022











Airports & Spaceports

-  SIS Commercial Service Airport
-  Strategic Growth Commercial Service Airport
-  SIS General Aviation Reliever Airport
-  SIS Spaceport
-  Strategic Growth Spaceport


Seaports

-  SIS Seaport
-  Strategic Growth Seaport



Freight Rail Terminals

-  SIS Freight Rail Terminal
-  Strategic Growth Freight Rail Terminal



Intermodal Logistic Center

-  Strategic Growth Intermodal Logistic Center








Interregional Passenger Terminals

-  SIS Passenger Terminal
-  Strategic Growth Passenger Terminal






Urban Fixed Guideway Transit Terminal

-  SIS Urban Fixed Guideway Hub
-  SIS Urban Fixed Guideway Station

Highway

-  SIS Highway Corridor
-  Future SIS Highway Corridor
-  Strategic Growth Highway Corridor
-  SIS Highway Connector
-  Strategic Growth Highway Connector
-  Future Strategic Growth Highway Connector
-  SIS Military Access Facility

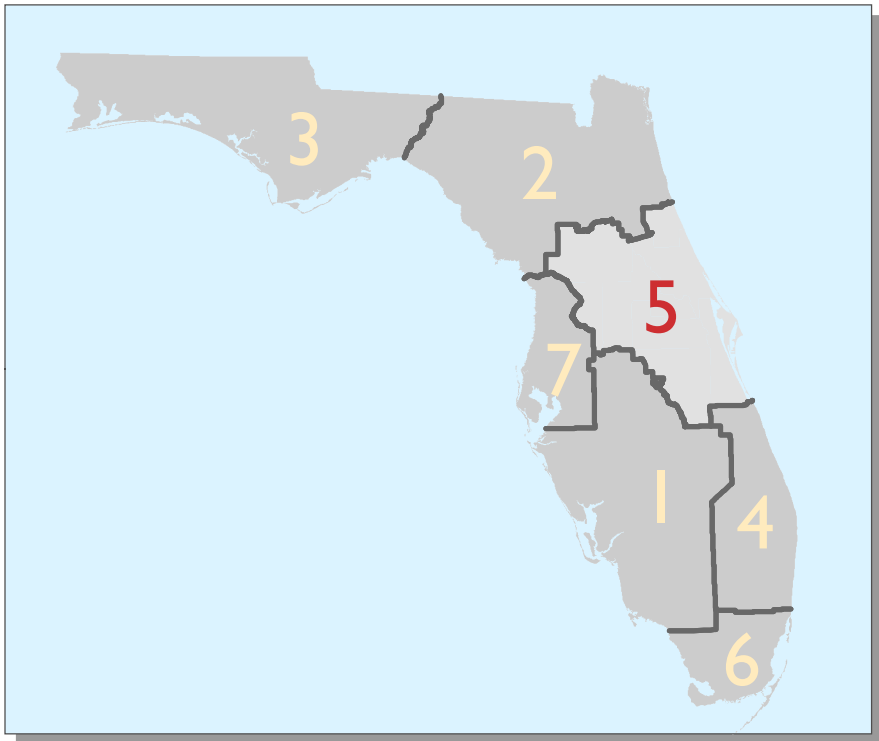
Rail & Urban Fixed Guideway

-  SIS Railway Corridor
-  Strategic Growth Railway Corridor
-  SIS Railway Connector
-  Strategic Growth Railway Connector
-  SIS Urban Fixed Guideway

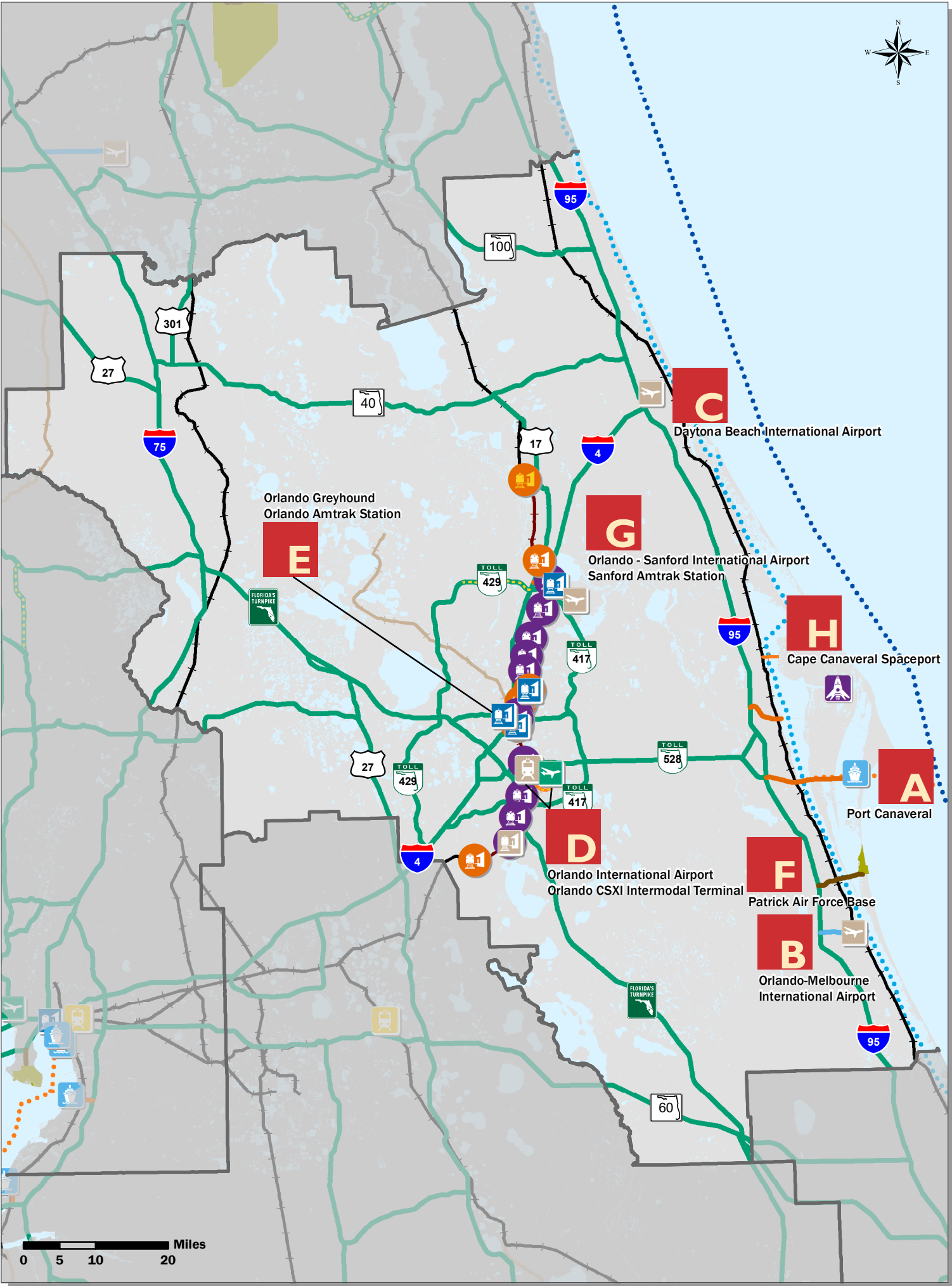
Waterways

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

DISTRICT 5 overview



| DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES | | | | | | |
|---|------------------------------------|------------------|-----------|------------------|--------------------------|-----------------|
| Facility Type | Active and Planned Drop Facilities | | | | | Future Facility |
| | Corridor / Hub | | Connector | | Military Access Facility | |
| | SIS | Strategic Growth | SIS | Strategic Growth | | |
| Airports | 1 | 3 | - | - | - | - |
| Spaceports | 1 | | | | | |
| Seaports | 1 | - | - | - | - | - |
| Freight Terminals | - | 1 | - | - | - | - |
| Passenger Terminals | 4 | 1 | - | - | - | - |
| UFG Hubs / Stations | 5 / 11 | - | - | - | - | 1 / 0 |
| Rail Miles | 301 | 54 | 2 | 3 | - | 6 |
| Urban Fixed Guideway | 52 | - | - | - | - | 12 |
| Highway Miles (Centerline) | 796 | - | 28 | 17 | 6 | 13 |
| Highway Miles (Lane) | 3717 | - | 110 | 71 | 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 D: Transportation Performance Management Fact Sheets

Transportation Performance Management

April 2022

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The 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). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.



Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

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

Transportation Improvement Programs

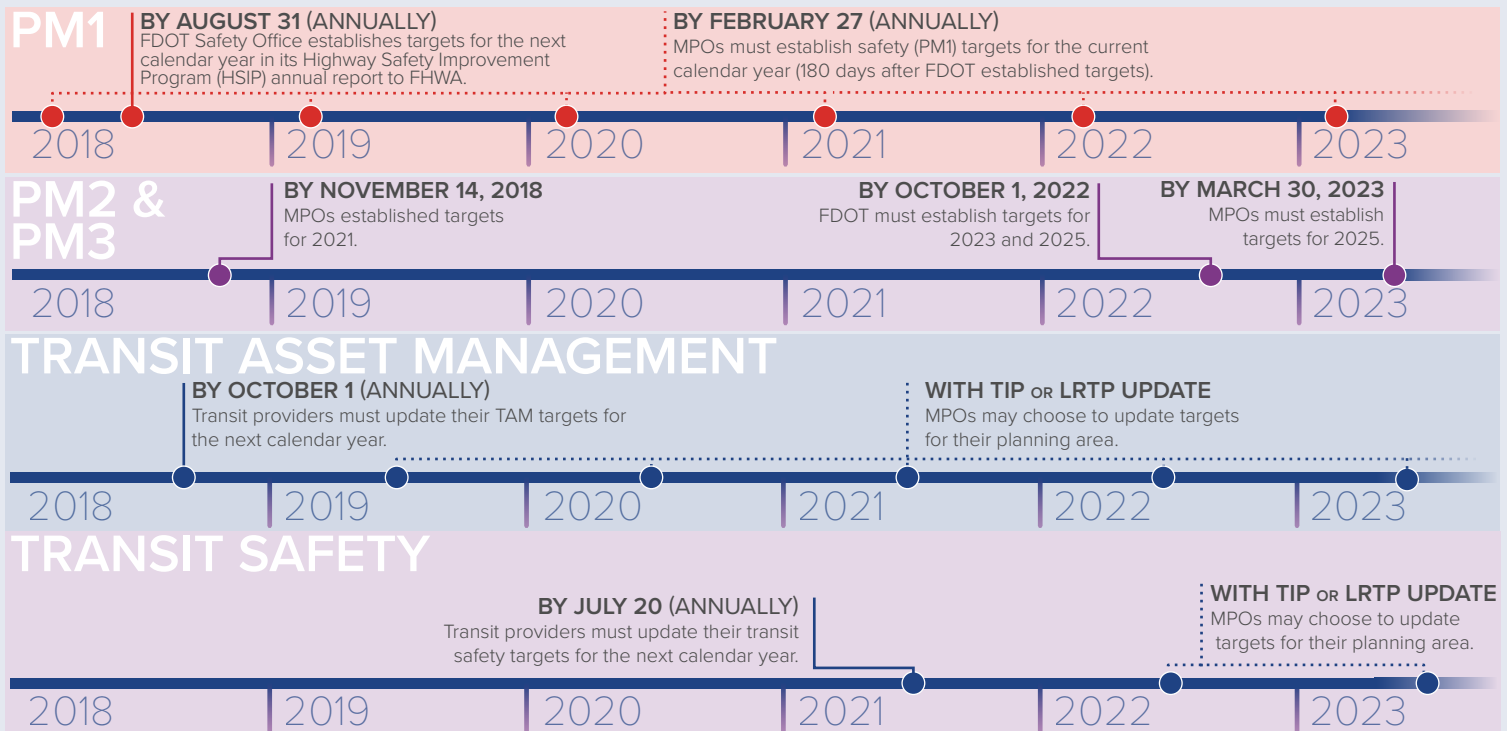
The TIP must:

- » Reflect the investment priorities established in the current long-range transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

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

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

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's state-wide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider 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, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

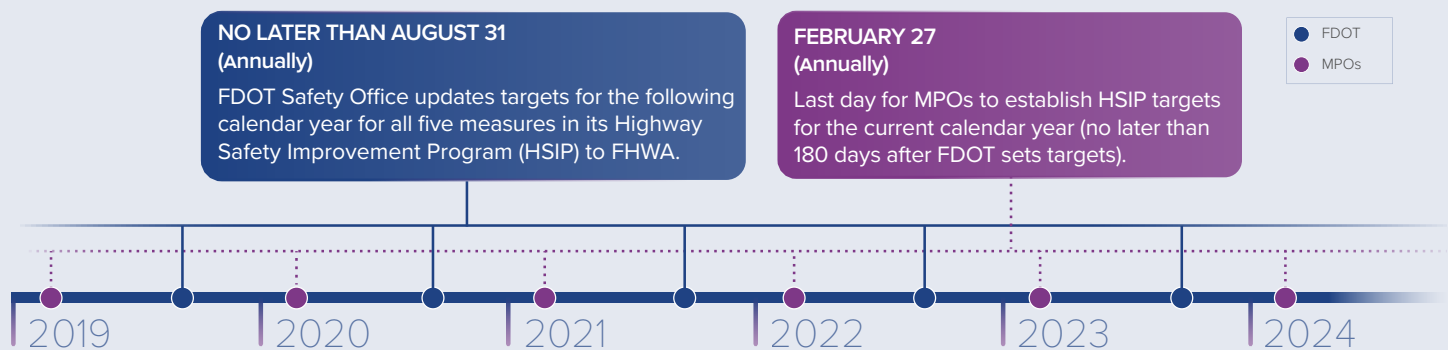
OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

| | | |
|--|--|---|
| NUMBER OF FATALITIES | The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year. | COORDINATION WITH OTHER PLANS Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets. Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP. |
| RATE OF FATALITIES | The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year. | |
| NUMBER OF SERIOUS INJURIES | The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year. | |
| RATE OF SERIOUS INJURIES | The total number of serious injuries per 100 million VMT in a calendar year. | |
| NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES | The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year. | |

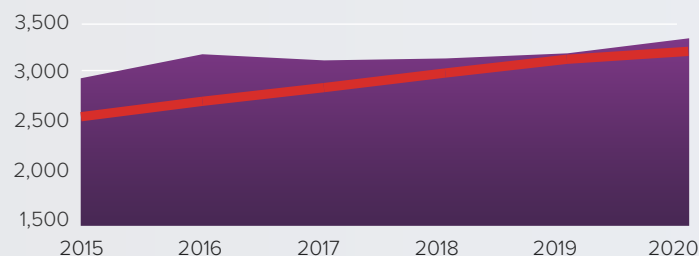
TIMELINE



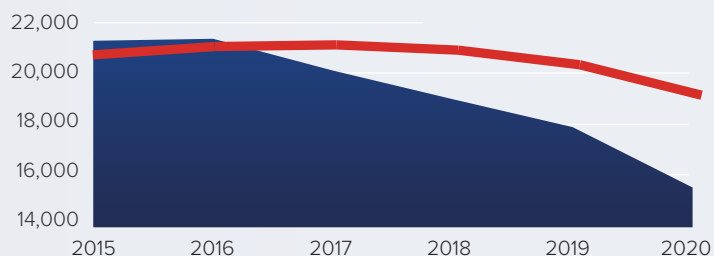
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

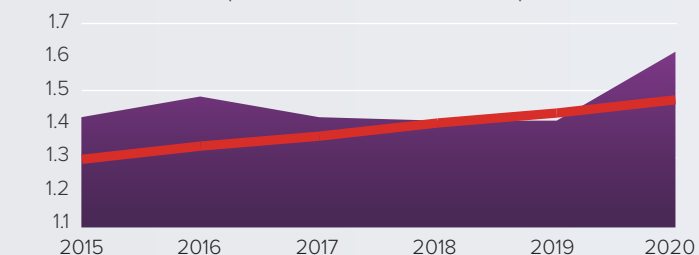
ANNUAL FATALITIES



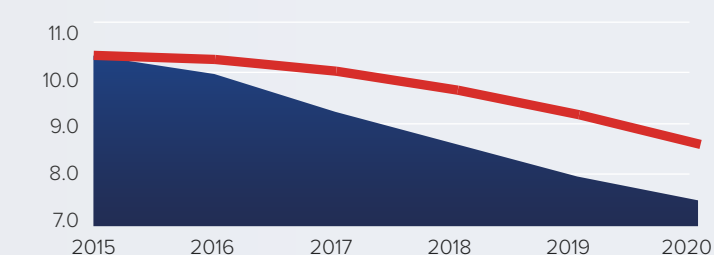
ANNUAL SERIOUS INJURIES



FATALITY RATE (PER HUNDRED MILLION VMT)



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



Source: FLHSMV, 2021.

STATEWIDE TARGETS

- » FDOT annually 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.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

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

MPO TARGETS

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

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Based on FHWA's review, 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 has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

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

POOR CONDITION

Suggests major investment is needed.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

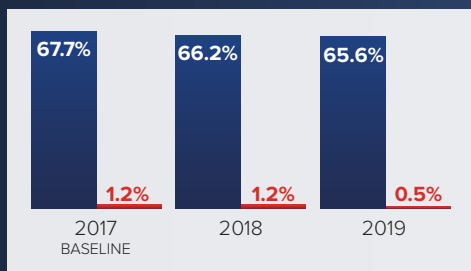
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



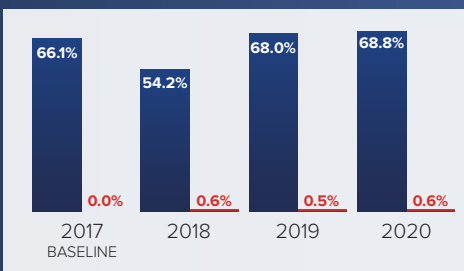
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

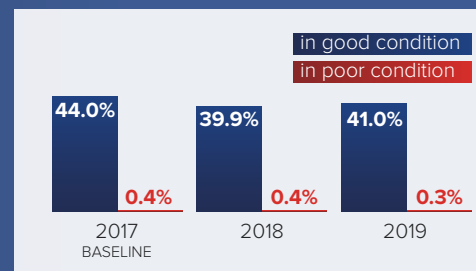
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

| Performance Measure | 2-Year Target | 4-Year Target |
|---|---------------|---------------|
| Pavement | | |
| % of Interstate pavements in GOOD condition | Not required | ≥ 60% |
| % of Interstate pavements in POOR condition | Not required | ≤ 5% |
| % of non-Interstate NHS pavements in GOOD condition | ≥ 40% | ≥ 40% |
| % of non-Interstate NHS pavements in POOR condition | ≤ 5% | ≤ 5% |
| Bridge | | |
| % of NHS bridges (by deck area) classified in GOOD condition | ≥ 50% | ≥ 50% |
| % of NHS bridges (by deck area) classified in POOR condition | ≤ 10% | ≤ 10% |

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

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

FOR MORE INFORMATION PLEASE CONTACT

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PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES

| Performance Measure | Typically Referred to As | What It Measures |
|---|----------------------------|--|
| Percent of person-miles traveled on the Interstate that are reliable | Interstate reliability | Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are 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 reliability | |
| Truck travel time reliability (TTTR) index | Truck reliability | Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience. |

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

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 the person-miles traveled on the Interstate that are reliable



NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

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 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

| Performance Measure | 2-Year Target | 4-Year Target |
|--------------------------------|---------------|---------------|
| Interstate reliability | ≥ 75% | ≥ 70% |
| Non-Interstate NHS reliability | Not required | ≥ 50% |
| Truck reliability | ≤ 1.75 | ≤ 2.00 |

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. 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 analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

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TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. 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 agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

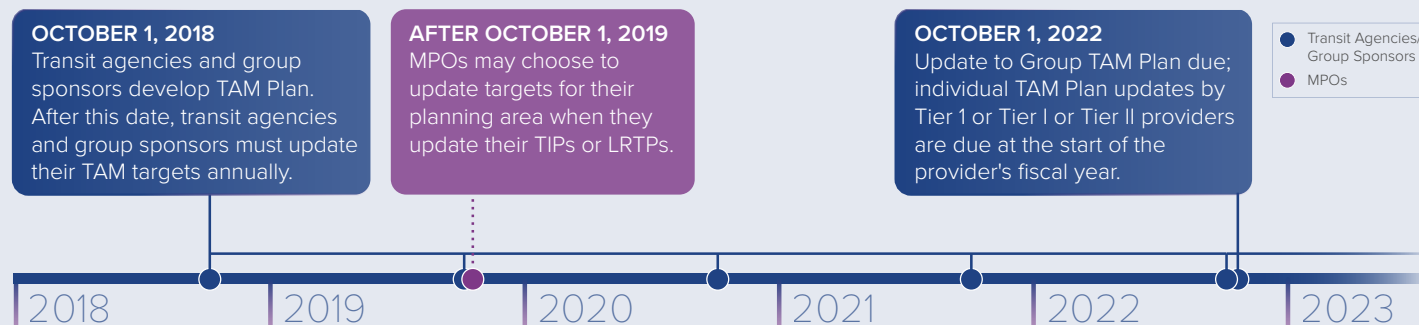
Transit Asset Categories and Related Performance Measures

| FTA Asset Categories | Type of Measure | Performance Measures |
|--|--------------------|---|
| EQUIPMENT Non-revenue support-service and maintenance vehicles | Age | Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB) |
| ROLLING STOCK Revenue vehicles | Age | Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB |
| INFRASTRUCTURE Rail fixed-guideway track | Performance | Percentage of track segments (by mode) with performance restrictions |
| FACILITIES Buildings and structures | Condition | Percentage of facilities within an asset class 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 investments have been met or recovered.

TIMELINE



Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

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

TIER I

Owns, operates, or manages either:

- > = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route mode**
- OR**
- Rail transit

TIER II

Owns, operates, or manages either:

- < = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route mode**
- OR**
- Subrecipient under the 5311 program
- OR**
- Native American Tribe

TAM Plan Elements

| | |
|----------------------------------|--|
| 1. Inventory of Capital Assets | ALL PROVIDERS (Tiers I and II) |
| 2. Condition Assessment | |
| 3. Decision Support Tools | |
| 4. Investment Prioritization | |
| 5. TAM and SGR Policy | TIER I ONLY |
| 6. Implementation Strategy | |
| 7. List of Key Annual Activities | |
| 8. Identification of Resources | |
| 9. Evaluation Plan | |

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

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the 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 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

- » Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- » MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- » MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

PUBLIC TRANSIT

Safety Performance



MAP-21 Performance Management

April 2022

OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

| | |
|--|---|
| RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS | FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds. |
| SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S) | Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT. |

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.



INJURIES

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

SAFETY EVENTS

Total number of reportable events and rate per total vehicle revenue miles by mode.



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE

BY JULY 20, 2021

Transit providers must have in place a Public Transportation Agency Safety Plan that meets federal requirements and must have established transit safety targets. After this date, transit providers must update transit safety targets annually.

AFTER JULY 20, 2021

Update or amendments to the LRTP and TIP after this date must be developed according to the Transit Safety Rule.

WITHIN 180 DAYS AFTER DATE OF TRANSIT PROVIDER ACTION

Safety targets must be established by MPOs.

WITH TIP OR LRTP UPDATE

MPOs may choose to update targets for their planning area.

- Transit Providers
- MPOs

2021 2022 2023 2024

PTASP CERTIFICATION AND REVIEW

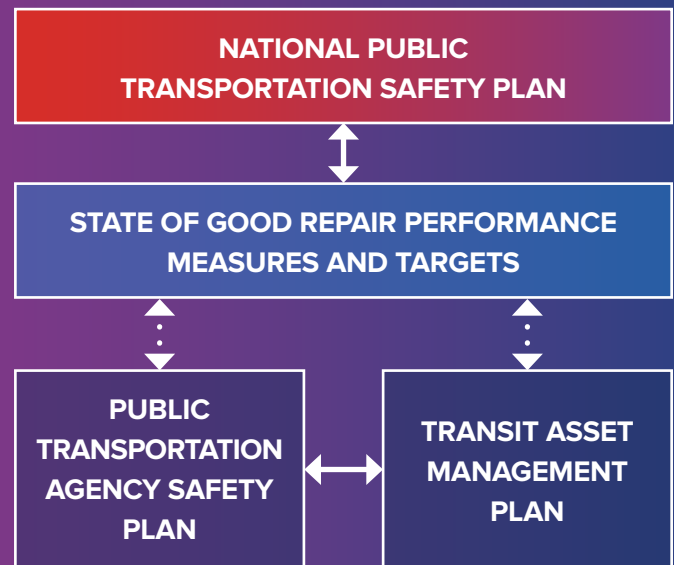
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

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

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

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

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

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator
Florida Department of Transportation
erika.thompson@dot.state.fl.us | (850) 414-4807

APPENDIX E: Public Notice Records



The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

Ocala Marion Tpo
Ocala Marion Tpo
2710 E. SILVER SPRINGS BLVD.
OCALA FL 34470


STATE OF FLORIDA, COUNTY OF MARION

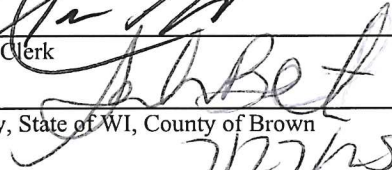
The Star Banner, a newspaper printed and published in the city of Ocala, and of general circulation in the County of Marion, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated or by publication on the newspaper's website, if authorized, on:

05/03/2022

and that the fees charged are legal.
Sworn to and subscribed before on 05/03/2022

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway and bridge construction; operations; resurfacing; bicycle and pedestrian; transit, aviation and rail.
The Draft TIP for Fiscal Years 2023 to 2027 is available for public review by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.
Please use the TPO Feedback Form at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form> to provide comments by June 24, 2022; or contact Rob Balmes, TPO Director. 352-438-2631; rob.balmes@marionfl.org.
May 3, 2022 7198272



Legal Clerk


Notary, State of WI, County of Brown
7/27/25

My commission expires

Publication Cost: \$72.32

Order No: 7198272

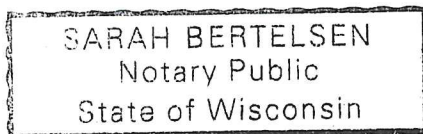
Customer No: 522376

PO #:

of Copies:
1

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.



Ocala StarBanner

Public Notices

Originally published at ocala.com on 05/03/2022

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.

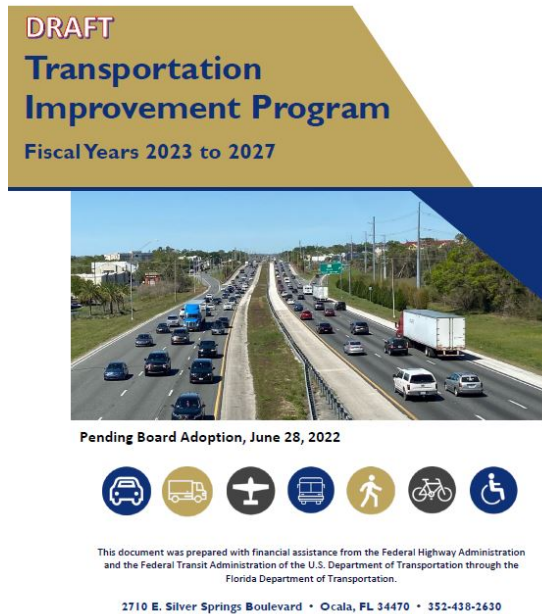
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May 3, 2022 7198272

Draft Transportation Improvement Program (TIP) is available for public review – Transportation Planning Organization



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APPENDIX F: Public and Partner Comments



FY 2023 to 2027 Transportation Improvement Program (TIP)

Public Comments

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. The following public comments were received by the TPO.

- **Comment:** “Please expand I-75 and existing roads before destroying farms, nature, and the springs to build new ones. Once these resources are gone they can never be replaced.”
 - **TPO Response:** Noted for public record. The citizen requested to not receive follow up from the TPO. The comment is part of public record and included in the TIP document for future planning considerations.
- **Comment:** “As a member of the TPO Board who works at Central Florida Community Action Agency and live in Alachua County, one of the things that I've noticed for some of the clients that we serve in Marion County, they have transportation needs to get back and forth to clinical sites that are often located in Belleview, Orlando, etc. I'm not sure if there is some sort of shuttle services that can assist students who are residents and need to travel outside of Marion County for clinicals, work, etc.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.
- **Comment:** “The back and forth regarding opening Ocala Int'l Airport to commercial airlines needs to be resolved in two ways: The designation "International Airport" is misleading. That needs to be changed to something else to reflect the actual air traffic and constituent travel: Regional Airport? Regional Business Airpark? Dump the word "International". Second, a lot of frustration of air travelers having to drive to Orlando or Gainesville could be reduced by a highspeed railway system.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, and included in the TIP document for future planning considerations.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

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

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling and other related errors.

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

If a question is categorized, a comment must be included. In addition, if a question is answered with "no", a comment must also be included. Once the checklist is finalized, please share as a PDF.

MPO: **Ocala Marion TPO**

Fiscal Years
included: **FY 2023-2027**

Review #: **1 (Draft)**

Date of Review: **5/10/22**

Reviewed by: **LLH**

TIP Format & Content

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 1

[Page numbers referenced are page numbers of pdf](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 4

[Click here to enter notes](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 2

[Click here to enter notes](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 21
and 138

[List of fund codes starts on page 21. Glossary of Terms and Acronyms begins on page 138.](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments.](#)

Page Numbers: 20

[Click her to enter notes](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 24

[Click here to enter notes](#)

Does the TIP describe how projects are consistent with 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) F.S.] **For consistency guidance, see Section 1. Florida LRTP Amendment Thresholds.**

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 32

[Click here to enter notes](#)

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

Yes ☒ No ☐

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

No comment

[Click here to enter comments](#)

Page Numbers: 102

[Click here to enter notes](#)

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

Yes ☒ No ☐

No comment

[Click here to enter comments](#)

Page Numbers: 7

[Click here to enter notes](#)

If applicable, does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.

Yes ☒ No ☐

N/A ☐

No comment

[Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective 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), F.S.

Yes ☒ No ☐

No comment

[Click here to enter comments](#)

Page Numbers: 10

[Click here to enter notes](#)

Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.

Yes ☒ No ☐

No comment

[Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

Does the TIP discuss how, once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes ☒ No ☐

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(c)]

No comment

[Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Does the TIP discuss 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

Yes ☒ No ☐

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(d)]

[No comment](#) [Click here to enter comments](#)

Page Numbers: 12

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

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

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 31

[Click here to enter notes](#)

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, **Department of Economic Opportunity**, FTA, & FHWA?

Yes ☒ No ☐

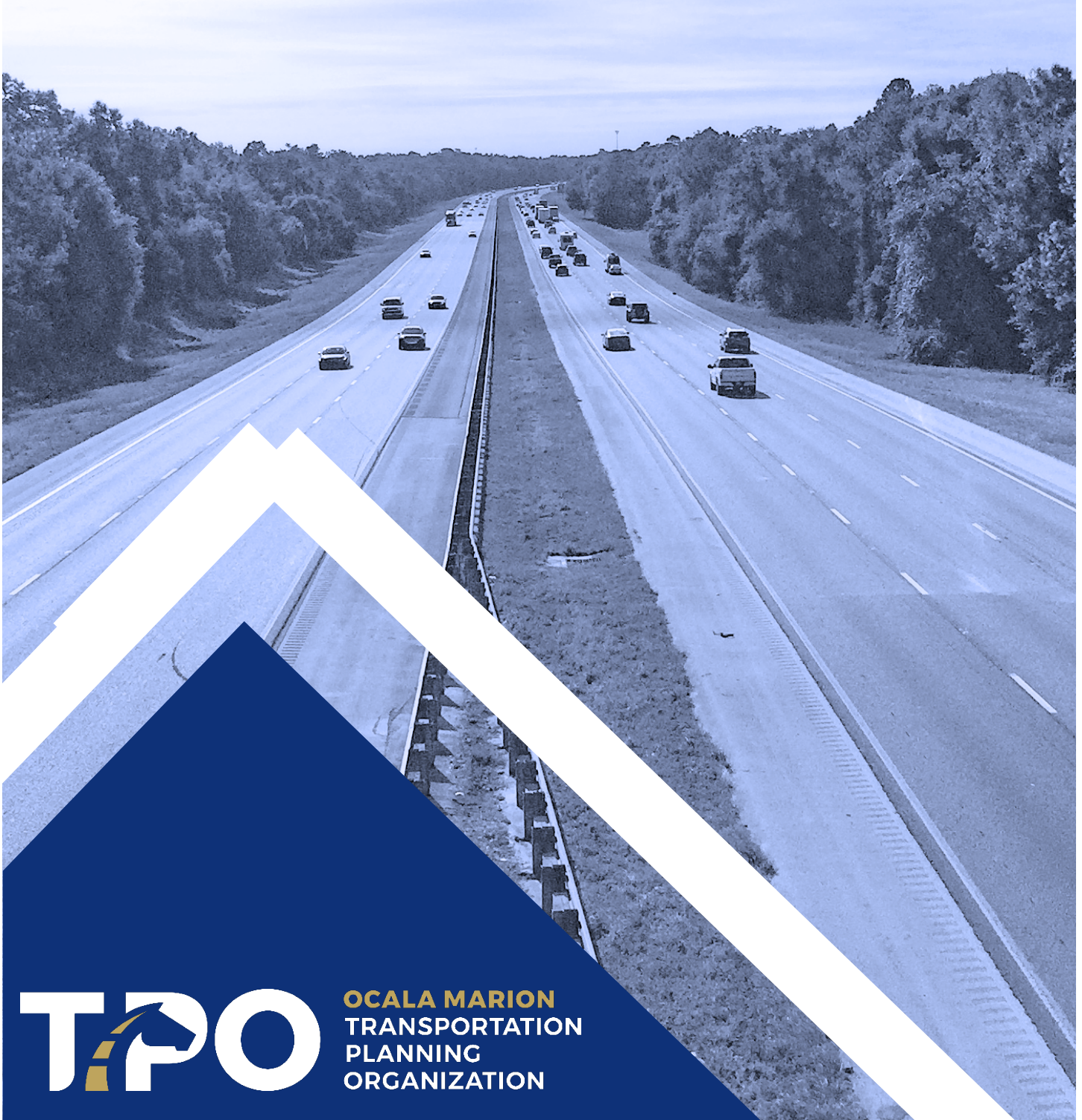
[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

APPENDIX G: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

February 2022

| 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. |
| ACS | American Community Survey | The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people. |
| ADA | Americans with Disabilities Act | The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. |
| ATMS | Automated Traffic Management System | ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems. |
| BEA | Bureau of Economic Analysis | Federal agency within the Department of Commerce that provides economic data and projections. |
| BLS | Bureau of Labor Statistics | Federal agency within the Department of Labor that tracks federal employment data. |
| BTS | Bureau of Transportation Statistics | The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources. |
| CAAA | Clean Air Act Amendments of 1990 | The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law. |
| CAC | Citizen Advisory Committee | The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented. |
| CBSA | Core Based Statistical Areas | CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel. |
| CFMPOA | Central Florida Metropolitan Planning Organization Alliance | A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region. |
| CFR | Code of Federal Regulations | The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|---|--|
| CFRPM | Central Florida Regional Planning Model | Travel demand forecasting tool used by numerous planning agencies throughout central Florida. |
| 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. |
| 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). |
| CTPP | Census Transportation Planning Products | The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau. |
| 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 |
| 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. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|--|--|
| 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. |
| 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. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|--|---|
| GIS | Geographic Information System | Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information. |
| HOV | High-Occupancy Vehicle | Vehicles carrying two or more people. |
| HSIP | Highway Safety Improvement Program | The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. |
| HUD | Department of Housing and Urban Development | HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure. |
| IIJA | Infrastructure Investment and Jobs Act | Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending. |
| IRI | International Roughness Index | International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface. |
| ITS | Intelligent Transportation Systems | Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system. |
| LOS | Level of Service | Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects. |
| LOPP | List of Priority Projects | The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding. |
| LRTP/MTP | Long-Range Transportation Plan (or Metropolitan Transportation Plan) | A document that serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/ . |

| ACRYONYM | NAME | DESCRIPTION |
|---------------|---|---|
| LOTTR | Level of Travel Time Reliability | The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS). |
| MAP-21 | Moving Ahead for Progress in the 21st Century | The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. |
| MPA | Metropolitan Planning Area | The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out. |
| MPO | Metropolitan Planning Organization | An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated as an MPO, an urban area must have a population of at least 50,000 as defined by the US Census Bureau. |
| MPOAC | Metropolitan Planning Organization Advisory Council | A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process. |
| MSA | Metropolitan Statistical Area | A Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting. |
| NTD | National Transit Database | The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems. |
| NEPA | National Environmental Policy Act of 1969 | Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made. |
| NHPP | National Highway Performance Program | The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS. |
| NHPP (Bridge) | National Highway Performance Program (Bridge) | Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)]. |
| NHS | National Highway System | This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b) (23CFR500). |

| ACRYONYM | NAME | DESCRIPTION |
|----------|---|--|
| PD&E | Project Development and Environmental Study | A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - https://www.fdotd7studies.com/what-is-a-pde-study.html). |
| PEA | Planning Emphasis Area | Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs. |
| PM | Performance Management | Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals. |
| PPP | Public Participation Plan | The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input. |
| PTASP | Public Transportation Agency Safety Action Plan | A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system. |
| RPC | Regional Planning Council | Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration. |
| SHSP | Strategic Highway Safety Plan | This is a statewide and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads. |
| SIS | Strategic Intermodal System | A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - https://www.fdot.gov/planning/sis/default.shtm). |
| SOV | Single-Occupancy Vehicle | Any motor vehicle operated or driven by a single person. |
| STBG | Surface Transportation Block Grant Program | The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. |
| STIP | Statewide Transportation Improvement Program | The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. |
| STP | Surface Transportation Program | Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. |

| ACRYONYM | NAME | DESCRIPTION |
|----------|---|--|
| TAC | Technical Advisory Committee | The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and other state and local professionals. |
| TAMP | Transportation Asset Management Plan | The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts). |
| TAZ | Traffic Analysis Zone | A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups. |
| TD | Transportation Disadvantaged | Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues. |
| TDLCB | Transportation Disadvantaged Local Coordinating Board | The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC). |
| TDM | Transportation Demand Management | Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours. |
| TDP | Transit Development Plan | The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies. |
| 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 | Urbanized Area | A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people. |
| ULB | Useful Life Benchmark | The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration. |
| UPWP | Unified Planning Work Program | UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. |
| USC | United States Code | The codification by subject matter of the general and permanent laws of United States. |
| USDOT | United States Department of Transportation | When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency. |
| YOE | Year of Expenditure | The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed. |
| VMT | Vehicle Miles Traveled | A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia). |

APPENDIX H: Project Changes from Prior TIP

Project Changes from Prior Transportation Improvement Program (TIP)

The following lists (2) summarize major projects that were programmed in the previous FY 2022 to FY 2026 TIP and their respective status toward implementation. This includes projects that were advanced; completed; under construction (2022); or deferred.

Changes to total project funding are also noted for major projects programmed in both the previous FY 2022 to FY 2026 TIP and the current FY 2023 to FY 2027 TIP.

| Project Status from Prior TIP: Advanced, Completed, Construction or Deferred | | | |
|--|--|-------------------|----------------------|
| Project Number/FM | Project Description | Project Status | FY 22-26 TIP Funding |
| 2386481 | SR 45 (US 41) from SW 110th Street to North of SR 40 | Deferred Out | \$44,211,268 |
| 4112565 | SR 35 (US 301) Dallas Pond Redesign | Construction 2022 | \$537,379 |
| 4336511 | CR 484 from SW 20th Avenue to CR 475A | Construction 2022 | \$15,302,481 |
| 4336611 | U.S. 441 from SR 40 to SR 40A (Broadway) | Construction 2022 | \$3,607,422 |
| 4348441 | CR 42 at SE 182nd Avenue | Deferred to FY 23 | \$407,200 |
| 4354842 | Pruitt Trail from SR 200 to Pruitt Trailhead | Deferred to FY 26 | \$2,158,000 |
| 4364742 | Saddlewood Elementary School Sidewalks | Construction 2022 | \$317,096 |
| 4364743 | Legacy Elementary School Sidewalks | Construction 2022 | \$1,411,659 |
| 4375962 | SR 40 from NW 27th Street to SW 7th Street Sidewalks | Completed 2021 | \$913,539 |
| 4384271 | Marion County Airport Airfield Pavement Improvements | Deferred to FY 25 | \$4,833,608 |
| 4384771 | Ocala International Airport Taxiway Improvements | Deferred to FY 26 | \$6,500,000 |
| 4407801 | Ocala International Airport Pavement Rehabilitation | Deferred to FY 24 | \$1,978,750 |
| 4408801 | Marion Oaks Marion Oaks Manor Sidewalk | Construction 2022 | \$36,210 |
| 4431701 | SR 93 (I-75) from Sumter County to SR 200 | Construction 2022 | \$30,271,013 |
| 4437301 | U.S. 301/U.S. 441 South of Split to North of Split Landscape | Construction 2022 | \$372,839 |
| 4453211 | Wildwood Mainline Weigh-In Motion (WIM) Screening | Construction 2022 | \$4,621,712 |
| 4456871 | U.S. 41/Williams from Brittan Alexander Bridge to River Road | Advanced to FY 22 | \$551,496 |
| 4458001 | SR 40 at SR 492 (NE 14th Street) | Advanced to FY 22 | \$987,415 |
| 4471371 | SR 200 Bridges and SR 40 Bridge Deck Rehabilitation | Construction 2022 | \$1,010,681 |
| 4483891 | NW 9th Street at Railroad Crossing #627174G | Completed 2022 | \$207,629 |
| 4485751 | Ocala International Airport ARFF Building | Deferred to FY 27 | \$1,608,894 |

| Major Project Total Funding Changes: Prior TIP to Current TIP | | | |
|--|--|---------------------------------|----------------------------------|
| Project Number/FM | Project Description | Project Schedule Changes | Change in Project Funding |
| 2386481 | SR 45 (US 41) from SW 110th St to North of SR 40 | Deferred Out | -\$44,211,268 |
| 4336511 | CR 484 from SW 20th to CR 475A | None | -\$2,874,947 |
| 4352091 | I-75 (SR 93) at NW 49th Street from end of NW 49th to NW 35th | None | -\$2,922,305 |
| 4385621 | I-75 (SR 93) Rest Area Marion County, N/O CR 484 to S/O SR 200 | None | \$8,409,437 |
| 4392341 | SR 200 from I-75 to US 301 | None | \$5,749,473 |
| 4411411 | SR 464 from US 301 to SR 35 (Baseline) | None | \$2,314,249 |
| 4452121 | SR 200 (US 301) from S/O NE 175th to Alachua County Line | None | -\$481,617 |
| 4452171 | SR 326 from NW 12th to SR 40 | None | \$3,421,516 |
| 4457011 | SE Abshier Boulevard from SE Hames to N/O SE Agnew Road | None | \$566,843 |

APPENDIX I: List of Projects in 2045 LRTP

FIGURE 7.2: 2021-2025 PROJECTS

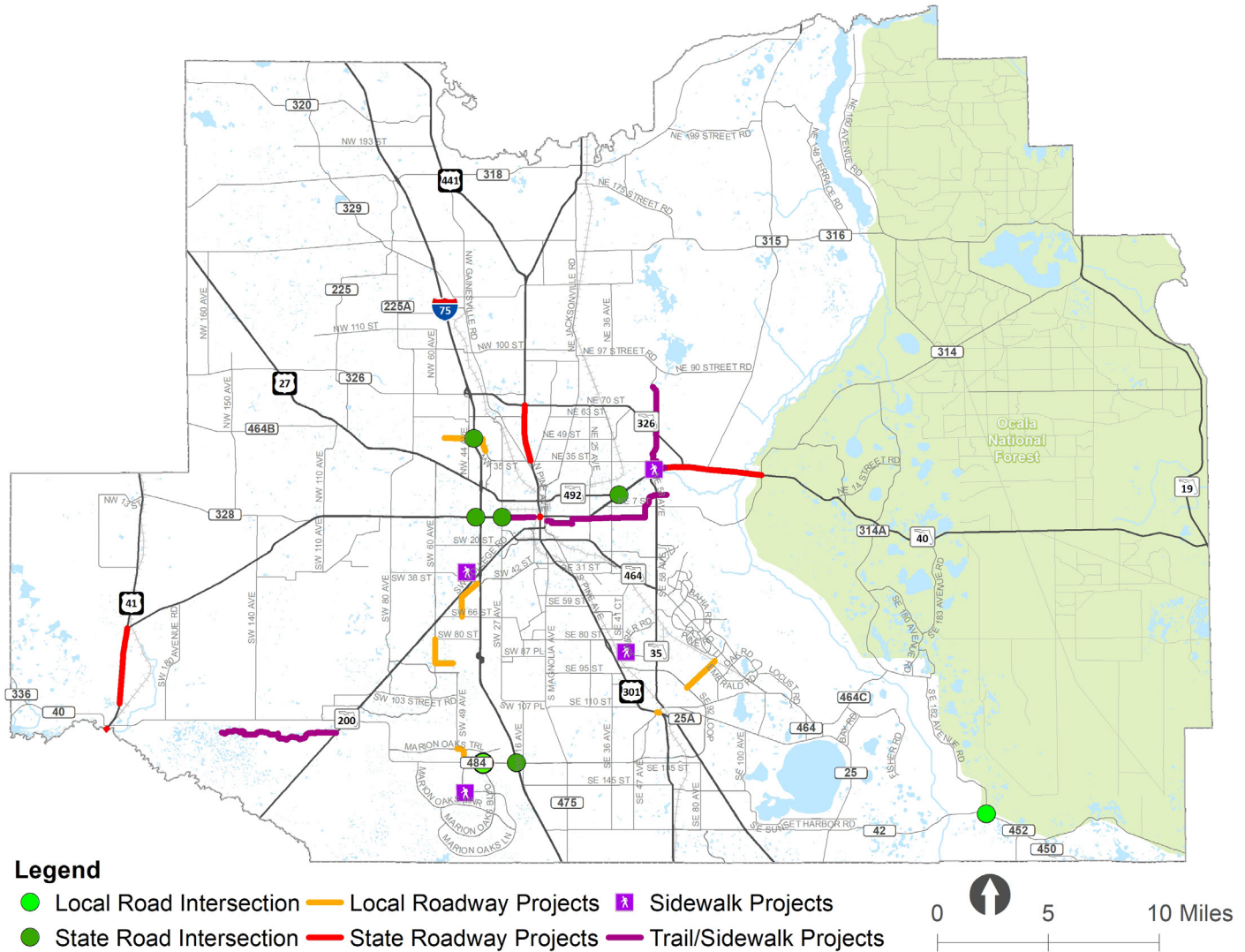


TABLE 7.2: 2021-2025 PROJECTS

| PROJECT TYPE | FACILITY | FROM | TO | IMPROVEMENT |
|--|--|--------------------------------|----------------------------|--------------------------------|
| State/Federal Funded Roadway 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) |
| Local Funded Roadway Investments | SE Abshier Blvd | SE Hames Rd | N of SE Agnew Rd | Traffic Signals |
| | Emerald Road Extension | SE 92nd Loop | Florida Northern Railroad | New 2 Lane |
| | NW 49th Street Ext | NW 44th Ave | NW 35th Ave | New 4 Lane |
| | NW 49th Street | 1.1 miles west of NW 44th Ave | NW 44th Ave | New 2 Lane |
| | SW 49th/40th Ave | SW 66th St | SW 42nd St Flyover | New 4 Lane divided |
| | SW 49th Ave | Marion Oaks Trail | CR 484 | New 4 Lane |
| | SW 90th St | SW 60th Ave | 0.8 miles E of SW 60th Ave | New 2 Lane |
| | SW 60th Ave | SW 90th St | SW 80th St | Traffic Signals |
| | CR 484 | at Marion Oaks Blvd | | Add Turn Lanes, Modify Signals |
| Pedestrian/ Bicycle Investments | Silver Springs State Park | | | Pedestrian Bridges |
| | Pruitt Trail | SR 200 | Pruitt Trailhead | Bike Path/Trail |
| | Indian Lake Trail | Silver Springs State Park | Indian Lake Park | Bike Path/Trail |
| | Downtown Ocala Trail | SE Osceola Ave | Silver Springs State Park | Bike Path/Trail |
| | SR 40 | NW 27th Ave | SW 7th Ave | Sidewalks |
| | Marion Oaks-Sunrise/Horizon | Marion Oaks Golf Way | Marion Oaks Manor | Sidewalks |
| | Saddlewood Elementary | | | Sidewalks |
| | Legacy Elementary | | | Sidewalks |
| Technological Investments | Marion County/ Ocala ITS Operational Support | | | ITS Communication System |

FIGURE 7.3: 2026-2030 PROJECTS

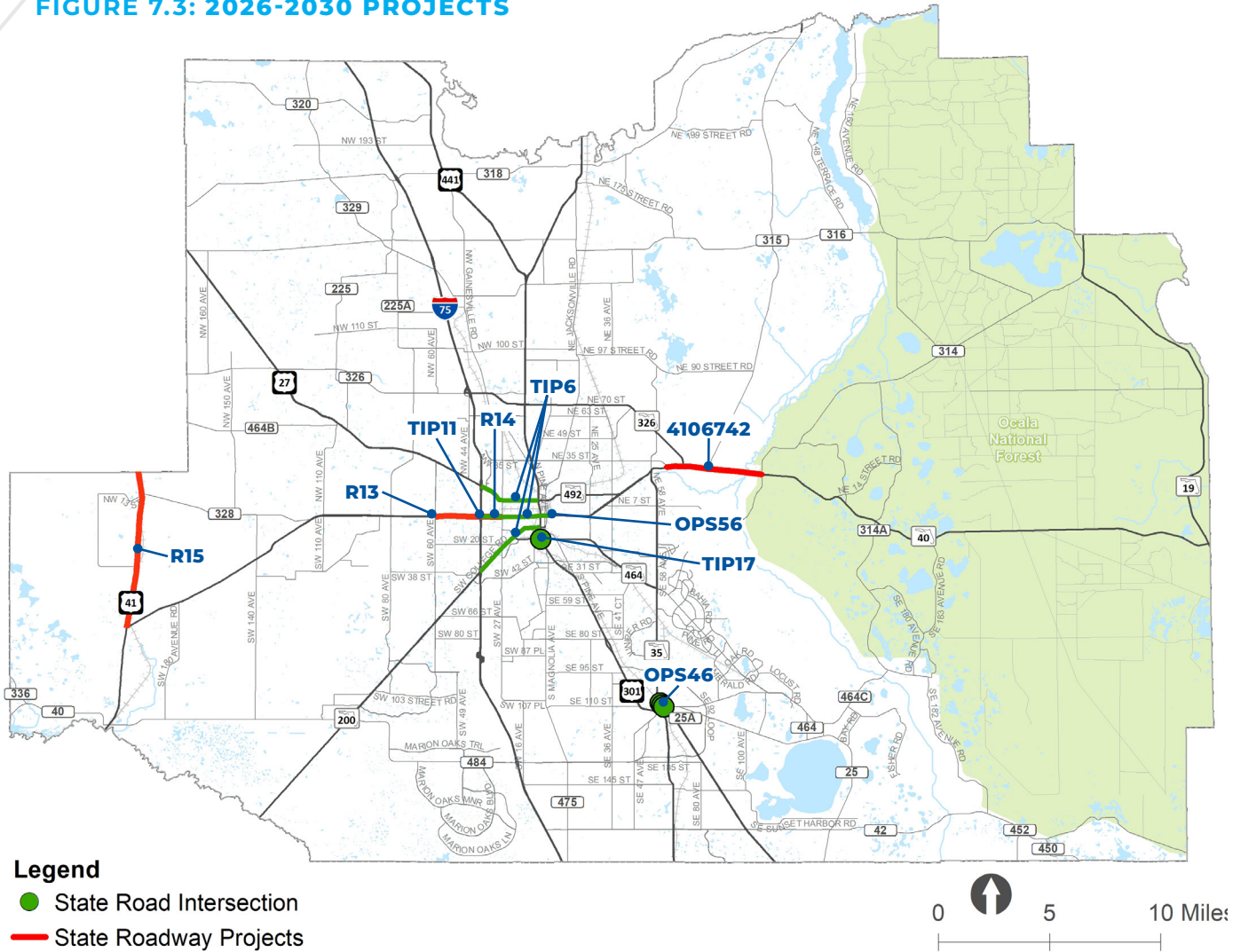


TABLE 7.3: 2026-2030 PROJECTS

| 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 |

APPENDIX J: FDOT TIP Project Detailed Report

Federal Aid Management (Cynthia Lorenzo - Director)

STIP Project Detail and Summaries Online Report**** Repayment Phases are not included in the Totals ****

| Selection Criteria | |
|--|----------------------------|
| TIP | Detail |
| County/MPO Area: Ocala-Marion TPO | All Funds |
| Number Of Years: 5 | As Of: 4 = 04/11/22 |
| Version: G1 | |

| HIGHWAYS | | | | | | | | | |
|---|---------------------------------------|--|------|--------|------|------|-------------------------|-------|-----------|
| Item Number: 433651 1 | | Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A | | | | | | | *SIS* |
| District: 05 County: MARION | | Type of Work: INTERCHANGE IMPROVEMENT | | | | | Project Length: 0.741MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSL-ADVANCE CONSTRUCTION (SL) | 10,000 | | | | | | | 10,000 |
| | ACSN-ADVANCE CONSTRUCTION (SN) | 111,747 | | | | | | | 111,747 |
| | SA-STP, ANY AREA | 144,783 | | | | | | | 144,783 |
| | SL-STP, AREAS <= 200K | 51,687 | | | | | | | 51,687 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | 2,202,713 | | | | | | | 2,202,713 |
| | Phase: PRELIMINARY ENGINEERING Totals | 2,520,930 | | | | | | | |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSL-ADVANCE CONSTRUCTION (SL) | 150,489 | | | | | | | 150,489 |
| | ACSN-ADVANCE CONSTRUCTION (SN) | 31,250 | | | | | | | 31,250 |
| | GFSL-GF STPBG <200K<5K (SMALL URB) | 34,783 | | | | | | | 34,783 |
| | GFSN-GF STPBG <5K (RURAL) | 186,511 | | | | | | | 186,511 |
| | SL-STP, AREAS <= 200K | 478,579 | | | | | | | 478,579 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | 1,309,489 | | | | | | | 1,309,489 |
| Phase: RIGHT OF WAY Totals | | 2,191,101 | | | | | | | 2,191,101 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSN-ADVANCE CONSTRUCTION (SN) | 1,688,285 | | | | | | | 1,688,285 |
| | GFSL-GF STPBG <200K<5K (SMALL URB) | 83,924 | | | | | | | 83,924 |
| | SA-STP, ANY AREA | 241,951 | | | | | | | 241,951 |
| | SL-STP, AREAS <= 200K | 992,858 | | | | | | | 992,858 |
| Phase: RAILROAD & UTILITIES Totals | | 3,007,018 | | | | | | | 3,007,018 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACFP-AC FREIGHT PROG (NFP) | 9,271,487 | | 47,520 | | | | | 9,319,007 |
| | ACSN-ADVANCE CONSTRUCTION (SN) | 190,712 | | | | | | | 190,712 |
| | GFSA-GF STPBG ANY AREA | 1,004,134 | | | | | | | 1,004,134 |
| | | 220,212 | | | | | | | 220,212 |

| | | | | | | | | | |
|---|------------------------------------|---|-----------|---------------------------------------|---------|------|-------------------------|-------|------------|
| | GFSN-GF STPBG <5K (RURAL) | | | | | | | | |
| | LF-LOCAL FUNDS | 21,958 | | | | | | | 21,958 |
| | SA-STP, ANY AREA | 169,113 | | | | | | | 169,113 |
| Phase: CONSTRUCTION Totals | | 10,877,616 | | 47,520 | | | | | 10,925,136 |
| Item: 433651 1 Totals | | 18,596,665 | | 47,520 | | | | | 18,644,185 |
| | | | | | | | | | |
| Item Number: 433651 4 | | Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: LANDSCAPING | | | Project Length: 0.414MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | SN-STP, MANDATORY NON-URBAN <= 5K | 61,067 | | | | | | | 61,067 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | SN-STP, MANDATORY NON-URBAN <= 5K | | 179,725 | | | | | | 179,725 |
| Item: 433651 4 Totals | | 61,067 | 179,725 | | | | | | 240,792 |
| Project Totals | | 18,657,732 | 179,725 | 47,520 | | | | | 18,884,977 |
| | | | | | | | | | |
| Item Number: 433652 1 | | Project Description: SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: ADD TURN LANE(S) | | | Project Length: 1.309MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 145,138 | | | | | | | 145,138 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 165,885 | | | | | | | 165,885 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 1,682,854 | | | | | | | 1,682,854 |
| Phase: PRELIMINARY ENGINEERING Totals | | 1,993,877 | | | | | | | 1,993,877 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 70,000 | 30,000 | | | | | | 100,000 |
| | SL-STP, AREAS <= 200K | 3,082,846 | 1,122,500 | 247,154 | | | | | 4,452,500 |
| Phase: RIGHT OF WAY Totals | | 3,152,846 | 1,152,500 | 247,154 | | | | | 4,552,500 |
| Item: 433652 1 Totals | | 5,146,723 | 1,152,500 | 247,154 | | | | | 6,546,377 |
| Project Totals | | 5,146,723 | 1,152,500 | 247,154 | | | | | 6,546,377 |
| | | | | | | | | | |
| Item Number: 433660 1 | | Project Description: US 441 @ SR 464 | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: TRAFFIC OPS IMPROVEMENT | | | Project Length: 0.433MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 17,089 | | | 160,000 | | | | 177,089 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 147,761 | | | | | | | 147,761 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 689,533 | | | | | | | 689,533 |
| Phase: PRELIMINARY ENGINEERING Totals | | 854,383 | | | 160,000 | | | | 1,014,383 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | |
| | | 472,364 | | | | | | | 472,364 |

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| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | | | | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 153,140 | | | | | | | 153,140 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 26,450 | | | | | | | 26,450 |
| | Phase: RIGHT OF WAY Totals | 651,954 | | | | | | | 651,954 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | 3,066,244 | 23,080 | | 3,089,324 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | | 27,975 | | | 27,975 |
| Phase: CONSTRUCTION Totals | | | | | | 3,094,219 | 23,080 | | 3,117,299 |
| Item: 433660 1 Totals | | 1,506,337 | | | 160,000 | 3,094,219 | 23,080 | | 4,783,636 |
| Project Totals | | 1,506,337 | | | 160,000 | 3,094,219 | 23,080 | | 4,783,636 |
| Item Number: 433661 1 Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY) | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: TRAFFIC OPS IMPROVEMENT | | | | Project Length: 0.384MI | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 234,257 | | | | | | | 234,257 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 77,976 | | | | | | | 77,976 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 633,083 | | | | | | | 633,083 |
| Phase: PRELIMINARY ENGINEERING Totals | | 945,316 | | | | | | | 945,316 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 212,102 | | | | | | | 212,102 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 73,434 | | | | | | | 73,434 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 270,000 | | | | | | | 270,000 |
| Phase: RIGHT OF WAY Totals | | 555,536 | | | | | | | 555,536 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | 173,355 | | | | | | | 173,355 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSL-ADVANCE CONSTRUCTION (SL) | 1,907,410 | | | | | | | 1,907,410 |
| | DDR-DISTRICT DEDICATED REVENUE | 1,347,990 | 17,767 | | | | | | 1,365,757 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 34,361 | | | | | | | 34,361 |
| | LF-LOCAL FUNDS | 178,636 | | | | | | | 178,636 |
| | SL-STP, AREAS <= 200K | 334,745 | | | | | | | 334,745 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | 921,101 | | | | | | | 921,101 |
| Phase: CONSTRUCTION Totals | | 4,724,243 | 17,767 | | | | | | 4,742,010 |
| Item: 433661 1 Totals | | 6,398,450 | 17,767 | | | | | | 6,416,217 |
| Project Totals | | 6,398,450 | 17,767 | | | | | | 6,416,217 |
| Item Number: 434844 1 Project Description: CR 42 AT SE 182ND | | | | | | | | | |
| District: 05 County: MARION | | Type of Work: ADD LEFT TURN LANE(S) | | | | Project Length: 0.307MI | | | |
| | | Fiscal Year | | | | | | | |

| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
|--|-------------------------------------|------------------|----------------|------|-----------|------|------|-------|------------------|
| PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT | | | | | | | | | |
| Fund Code: | HSP-SAFETY (HIWAY SAFETY PROGRAM) | 25,012 | | | | | | | 25,012 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | 21,000 | | | | | | | 21,000 |
| CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | 350,000 | | | | | | 350,000 |
| Item: 434844 1 Totals | | 46,012 | 350,000 | | | | | | 396,012 |
| Item Number: 434844 2 Project Description: CR 42 AT SE 182ND District: 05 County: MARION Type of Work: ADD LEFT TURN LANE(S) Project Length: 0.000 | | | | | | | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | 67,980 | | | | | | 67,980 |
| Item: 434844 2 Totals | | | 67,980 | | | | | | 67,980 |
| Project Totals | | 46,012 | 417,980 | | | | | | 463,992 |
| Item Number: 435209 1 Project Description: I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST *SIS* District: 05 County: MARION Type of Work: INTERCHANGE (NEW) Project Length: 0.001MI | | | | | | | | | |
| Fiscal Year | | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| P D & E / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 2,636,410 | | | | | | | 2,636,410 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 169,997 | | | | | | | 169,997 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 575,493 | | | | | | | 575,493 |
| Phase: P D & E Totals | | 3,381,900 | | | | | | | 3,381,900 |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 4,268,345 | | | | | | | 4,268,345 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 231,828 | | | | | | | 231,828 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 5,303 | | | | | | | 5,303 |
| Phase: PRELIMINARY ENGINEERING Totals | | 4,505,476 | | | | | | | 4,505,476 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | 10,200,000 | | | | | | | 10,200,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | CIGP-COUNTY INCENTIVE GRANT PROGRAM | | | | 7,995,735 | | | | 7,995,735 |
| | DDR-DISTRICT DEDICATED REVENUE | | | | 5,046,899 | | | | 5,046,899 |
| | LF-LOCAL FUNDS | | | | 7,995,735 | | | | 7,995,735 |
| | SA-STP, ANY AREA | | | | 630 | | | | 630 |
| | SL-STP, AREAS <= 200K | | | | 9,213,782 | | | | 9,213,782 |
| | | | | | 3,005,068 | | | | 3,005,068 |

| | | | | | | | | | |
|---|---|----------------|---------|-------------------------------|------------|-----------|-------------------------|-------|------------|
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | | | | | | |
| | TRIP-TRANS REGIONAL INCENTIVE PROGM | | | | 5,703,448 | | | | 5,703,448 |
| | TRWR-2015 SB2514A- TRAN REG INCT PRG | | | | 3,418,567 | | | | 3,418,567 |
| Phase: CONSTRUCTION Totals | | | | | 42,379,864 | | | | 42,379,864 |
| Item: 435209 1 Totals | | 18,087,376 | | | 42,379,864 | | | | 60,467,240 |
| Project Totals | | 18,087,376 | | | 42,379,864 | | | | 60,467,240 |
| | | | | | | | | | |
| Item Number: 435484 2 Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: BIKE PATH/TRAIL | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | SL-STP, AREAS <= 200K | | | | | 460,700 | | | 460,700 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | | | 561,853 | | | 561,853 |
| | TALL-TRANSPORTATION ALTS- <200K | | | | | 622,203 | | | 622,203 |
| | TALT-TRANSPORTATION ALTS- ANY AREA | | | | | 513,244 | | | 513,244 |
| Phase: CONSTRUCTION Totals | | | | | | 2,158,000 | | | 2,158,000 |
| Item: 435484 2 Totals | | | | | | 2,158,000 | | | 2,158,000 |
| Project Totals | | | | | | 2,158,000 | | | 2,158,000 |
| | | | | | | | | | |
| Item Number: 436756 1 Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: BIKE PATH/TRAIL | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | TALL-TRANSPORTATION ALTS- <200K | | | | 253,001 | | | | 253,001 |
| | Item: 436756 1 Totals | | | | 253,001 | | | | 253,001 |
| Project Totals | | | | | 253,001 | | | | 253,001 |
| | | | | | | | | | |
| Item Number: 437596 2 Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE | | | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: SIDEWALK | | | Project Length: 1.423MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 406,973 | | | | | | | 406,973 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 25,267 | | | | | | | 25,267 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 1,789 | | | | | | | 1,789 |
| Phase: PRELIMINARY ENGINEERING Totals | | 434,029 | | | | | | | 434,029 |
| | | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,270 | | | | | | 10,270 |
| | SL-STP, AREAS <= 200K | | 899,009 | | | | | | 899,009 |
| Phase: CONSTRUCTION Totals | | | 909,279 | | | | | | 909,279 |
| Item: 437596 2 Totals | | 434,029 | 909,279 | | | | | | 1,343,308 |

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|---|------------------------------------|---|------------|---------------------------|---------|---------|------|-------------------------|------------|
| Project Totals | | 434,029 | 909,279 | | | | | | 1,343,308 |
| | | | | | | | | | |
| Item Number: 437826 1 | | Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING | | | | | | | *SIS* |
| District: 05 | | County: MARION | | Type of Work: LANDSCAPING | | | | Project Length: 0.542MI | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 10,860 | | | | 10,860 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | | | 400,424 | | | | 400,424 |
| | Phase: CONSTRUCTION Totals | | | | | 411,284 | | | 411,284 |
| Item: 437826 1 Totals | | | | | 411,284 | | | | 411,284 |
| Project Totals | | | | | 411,284 | | | | 411,284 |
| | | | | | | | | | |
| Item Number: 438562 1 | | Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200 | | | | | | | *SIS* |
| District: 05 | | County: MARION | | Type of Work: REST AREA | | | | Project Length: 0.547MI | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 660,000 | | | | | | | 660,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 56,082 | | | | | | | 56,082 |
| | DRA-REST AREAS - STATE 100% | 2,637,424 | | | | | | | 2,637,424 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 10,700 | | | | | | | 10,700 |
| Phase: PRELIMINARY ENGINEERING Totals | | 3,364,206 | | | | | | | 3,364,206 |
| | | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 2,456,502 | | | | | | 2,456,502 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 51,350 | | | | | | 51,350 |
| | DRA-REST AREAS - STATE 100% | | 27,434,141 | | | | | | 27,434,141 |
| Phase: CONSTRUCTION Totals | | | 29,941,993 | | | | | | 29,941,993 |
| Item: 438562 1 Totals | | 3,364,206 | 29,941,993 | | | | | | 33,306,199 |
| Project Totals | | 3,364,206 | 29,941,993 | | | | | | 33,306,199 |
| | | | | | | | | | |
| Item Number: 439234 1 | | Project Description: SR 200 FROM I-75 TO US 301 | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | | Project Length: 3.321MI | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 772,311 | | | | | | | 772,311 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 41,065 | | | | | | | 41,065 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 13,036 | | | | | | | 13,036 |
| Phase: PRELIMINARY ENGINEERING Totals | | 826,412 | | | | | | | 826,412 |
| | | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| | | | 6,438,783 | | | | | | 6,438,783 |

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| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | | | | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,270 | | | | | | 10,270 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | 2,292,309 | | | | | | 2,292,309 |
| | SA-STP, ANY AREA | | 3,712,443 | | | | | | 3,712,443 |
| | SL-STP, AREAS <= 200K | | 891,182 | | | | | | 891,182 |
| Phase: CONSTRUCTION Totals | | | 13,344,987 | | | | | | 13,344,987 |
| Item: 439234 1 Totals | | 826,412 | 13,344,987 | | | | | | 14,171,399 |
| Project Totals | | 826,412 | 13,344,987 | | | | | | 14,171,399 |
| | | | | | | | | | |
| 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 | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 1,675,000 | | | | | | | 1,675,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 10,000 | | | | | | | 10,000 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 12,850 | | | | | | | 12,850 |
| Phase: PRELIMINARY ENGINEERING Totals | | 1,697,850 | | | | | | | 1,697,850 |
| | | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 2,975,178 | | | | 2,975,178 |
| | Item: 439238 2 Totals | 1,697,850 | | | 2,975,178 | | | | 4,673,028 |
| Project Totals | | 1,697,850 | | | 2,975,178 | | | | 4,673,028 |
| | | | | | | | | | |
| Item Number: 441141 1 | | Project Description: SR 464 FROM SR 500 (US 27/301) TO SR 35 | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | | Project Length: 5.878MI | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 2,746,808 | | | | | | | 2,746,808 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 80,026 | | | | | | | 80,026 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 23,317 | | | | | | | 23,317 |
| Phase: PRELIMINARY ENGINEERING Totals | | 2,850,151 | | | | | | | 2,850,151 |
| | | | | | | | | | |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DS-STATE PRIMARY HIGHWAYS & PTO | 30,000 | | | | | | | 30,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 7,623,175 | | | | | | 7,623,175 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | 4,480,227 | | | | | | 4,480,227 |
| | SA-STP, ANY AREA | | 7,235,763 | | | | | | 7,235,763 |
| | SL-STP, AREAS <= 200K | | 2,305,807 | | | | | | 2,305,807 |
| Phase: CONSTRUCTION Totals | | | 21,644,972 | | | | | | 21,644,972 |
| Item: 441141 1 Totals | | 2,880,151 | 21,644,972 | | | | | | 24,525,123 |
| Project Totals | | 2,880,151 | 21,644,972 | | | | | | 24,525,123 |

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|---|---------------------------------------|---|------------|---------------------------|------|------|-------------------------|-------|------------|
| Item Number: 445212 1 | | Project Description: SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE | | | | | | | *SIS* |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | Project Length: 2.362MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSA-ADVANCE CONSTRUCTION (SA) | 934,950 | | | | | | | 934,950 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 20,000 | | | | | | | 20,000 |
| | Phase: PRELIMINARY ENGINEERING Totals | 954,950 | | | | | | | 954,950 |
| | | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 4,719,129 | | | | | 4,719,129 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,560 | | | | | 10,560 |
| | Phase: CONSTRUCTION Totals | | | 4,729,689 | | | | | 4,729,689 |
| Item: 445212 1 Totals | | 954,950 | | 4,729,689 | | | | | 5,684,639 |
| Project Totals | | 954,950 | | 4,729,689 | | | | | 5,684,639 |
| | | | | | | | | | |
| 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 | | | Project Length: 8.404MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 662,000 | | | | | | | 662,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 21,308 | | | | | | | 21,308 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 194,971 | | | | | | | 194,971 |
| | Phase: PRELIMINARY ENGINEERING Totals | 878,279 | | | | | | | 878,279 |
| | | | | | | | | | |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 298,000 | | | | | | | 298,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | 8,852,307 | | | | | | 8,852,307 |
| | DDR-DISTRICT DEDICATED REVENUE | | 1,412,976 | | | | | | 1,412,976 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,270 | | | | | | 10,270 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 9,029 | 402,640 | | | | | | 411,669 |
| | SL-STP, AREAS <= 200K | | 1,197,737 | | | | | | 1,197,737 |
| | Phase: CONSTRUCTION Totals | 9,029 | 11,875,930 | | | | | | 11,884,959 |
| Item: 445217 1 Totals | | 1,185,308 | 11,875,930 | | | | | | 13,061,238 |
| Project Totals | | 1,185,308 | 11,875,930 | | | | | | 13,061,238 |
| | | | | | | | | | |
| Item Number: 445218 1 | | Project Description: SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | Project Length: 3.146MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |

PRELIMINARY ENGINEERING / MANAGED BY FDOT

| | | | | | | | | | |
|--|------------------------------------|--|----------------|--|--|--|--|--|----------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 917,369 | | | | | | 917,369 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,000 | | | | | | 10,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | | 927,369 | | | | | | 927,369 |

CONSTRUCTION / MANAGED BY FDOT

| | | | | | | | | | |
|-----------------------------------|------------------------------------|--|----------------|--|------------------|--|--|--|------------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 6,156,852 | | | | 6,156,852 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 10,860 | | | | 10,860 |
| Phase: CONSTRUCTION Totals | | | | | 6,167,712 | | | | 6,167,712 |
| Item: 445218 1 Totals | | | 927,369 | | 6,167,712 | | | | 7,095,081 |

Item Number: 448635 1 **Project Description:** SR-25 FROM NORTH OF CR-25A TO AVENUE I
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 3.173MI

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|----------------------------|-------------|------|------|------|------|------|-------|-----------|
| | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | |

PRELIMINARY ENGINEERING / MANAGED BY FDOT

| | | | | | | | | | |
|--|------------------------------------|--|------------------|--|--|--|--|--|------------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 1,032,000 | | | | | | 1,032,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,000 | | | | | | 10,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | | 1,042,000 | | | | | | 1,042,000 |

CONSTRUCTION / MANAGED BY FDOT

| | | | | | | | | | |
|-----------------------------------|-------------------------------------|--|------------------|--|-------------------|--|--|--|-------------------|
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | | | 5,923,545 | | | | 5,923,545 |
| | DDR-DISTRICT DEDICATED REVENUE | | | | 596,431 | | | | 596,431 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 10,000 | | | | 10,000 |
| Phase: CONSTRUCTION Totals | | | | | 6,529,976 | | | | 6,529,976 |
| Item: 448635 1 Totals | | | 1,042,000 | | 6,529,976 | | | | 7,571,976 |
| Project Totals | | | 1,969,369 | | 12,697,688 | | | | 14,667,057 |

Item Number: 445302 1 **Project Description:** SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 2.207MI

| Phase / Responsible Agency | Fiscal Year | | | | | | | All Years |
|----------------------------|-------------|------|------|------|------|------|-------|-----------|
| | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | |

PRELIMINARY ENGINEERING / MANAGED BY FDOT

| | | | | | | | | | |
|--|------------------------------------|----------------|--|--|--|--|--|--|----------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 748,364 | | | | | | | 748,364 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 10,000 | | | | | | | 10,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | 758,364 | | | | | | | 758,364 |

CONSTRUCTION / MANAGED BY FDOT

| | | | | | | | | | |
|-----------------------------------|------------------------------------|----------------|--|------------------|--|--|--|--|------------------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 3,043,937 | | | | | 3,043,937 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 10,560 | | | | | 10,560 |
| Phase: CONSTRUCTION Totals | | | | 3,054,497 | | | | | 3,054,497 |
| Item: 445302 1 Totals | | 758,364 | | 3,054,497 | | | | | 3,812,861 |
| Project Totals | | 758,364 | | 3,054,497 | | | | | 3,812,861 |

| | | | | | | | | | |
|---|-------------------------------------|---|-----------|-------------------------------|------|------|------|-------------------------|-----------|
| Item Number: 445688 1 | | Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42 | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: TRAFFIC SIGNALS | | | | Project Length: 0.065MI | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACID-ADV CONSTRUCTION SAFETY (HSID) | 150,000 | | | | | | | 150,000 |
| | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | 10,000 | | | | | | | 10,000 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 1,305 | | | | | | | 1,305 |
| | HSP-SAFETY (HIWAY SAFETY PROGRAM) | 5,059 | | | | | | | 5,059 |
| | SA-STP, ANY AREA | 74,788 | | | | | | | 74,788 |
| Phase: PRELIMINARY ENGINEERING Totals | | 241,152 | | | | | | | 241,152 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | 1,094,294 | | | | | | 1,094,294 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 5,135 | | | | | | 5,135 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 761 | | | | | | | 761 |
| Phase: CONSTRUCTION Totals | | 761 | 1,099,429 | | | | | | 1,100,190 |
| Item: 445688 1 Totals | | 241,913 | 1,099,429 | | | | | | 1,341,342 |
| Project Totals | | 241,913 | 1,099,429 | | | | | | 1,341,342 |
| | | | | | | | | | |
| Item Number: 445701 1 | | Project Description: SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: TRAFFIC SIGNALS | | | | Project Length: 0.180MI | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACID-ADV CONSTRUCTION SAFETY (HSID) | 353,404 | | | | | | | 353,404 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 980 | | | | | | | 980 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 3,300 | | | | | | | 3,300 |
| | HSP-SAFETY (HIWAY SAFETY PROGRAM) | 67,175 | | | | | | | 67,175 |
| | SA-STP, ANY AREA | 46,367 | | | | | | | 46,367 |
| Phase: PRELIMINARY ENGINEERING Totals | | 471,226 | | | | | | | 471,226 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | 151,868 | | | | | | 151,868 |
| | DDR-DISTRICT DEDICATED REVENUE | | 1,900,002 | | | | | | 1,900,002 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,270 | | | | | | 10,270 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 152 | | | | | | | 152 |
| Phase: CONSTRUCTION Totals | | 152 | 2,062,140 | | | | | | 2,062,292 |

| | | | | | | | | |
|---|---------------------------------------|--|-----------|---|------------|---------|-------------------------|-----------------|
| Item: 445701 1 Totals | | 471,378 | 2,062,140 | | | | | 2,533,518 |
| Project Totals | | 471,378 | 2,062,140 | | | | | 2,533,518 |
| | | | | | | | | |
| Item Number: 447603 1 | | Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE. | | | | | | |
| District: 05 | | County: MARION | | Type of Work: TRAFFIC SIGNALS | | | Project Length: 0.026MI | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | ACSL-ADVANCE CONSTRUCTION (SL) | 517,150 | | | | | | 517,150 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 7,730 | | | | | | 7,730 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 250 | | | | | | 250 |
| | Phase: PRELIMINARY ENGINEERING Totals | 525,130 | | | | | | 525,130 |
| | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | ACSS-ADVANCE CONSTRUCTION (SS,HSP) | | | 65,228 | | | | 65,228 |
| | LF-LOCAL FUNDS | | | 174,240 | | | | 174,240 |
| | SL-STP, AREAS <= 200K | | | 528,000 | | | | 528,000 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | 54,710 | | | | 54,710 |
| | Phase: CONSTRUCTION Totals | | | 822,178 | | | | 822,178 |
| Item: 447603 1 Totals | | 525,130 | | 822,178 | | | | 1,347,308 |
| Project Totals | | 525,130 | | 822,178 | | | | 1,347,308 |
| | | | | | | | | |
| Item Number: 447861 1 | | Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES *SIS* | | | | | | |
| District: 05 | | County: MARION | | Type of Work: MCCO WEIGH STATION STATIC/WIM | | | Project Length: 1.136MI | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 All Years |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DWS-WEIGH STATIONS - STATE 100% | | | | | 532,902 | | 532,902 |
| Item: 447861 1 Totals | | | | | | 532,902 | | 532,902 |
| Project Totals | | | | | | 532,902 | | 532,902 |
| | | | | | | | | |
| Item Number: 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 | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | ACNP-ADVANCE CONSTRUCTION NHPP | | 1,439,000 | | | | | 1,439,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | ACNP-ADVANCE CONSTRUCTION NHPP | | | | 15,977,866 | | | 15,977,866 |
| Item: 448376 1 Totals | | | 1,439,000 | | 15,977,866 | | | 17,416,866 |
| Project Totals | | | 1,439,000 | | 15,977,866 | | | 17,416,866 |
| | | | | | | | | |
| Item Number: 448526 1 | | Project Description: SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST | | | | | | |
| District: 05 | | County: MARION | | Type of Work: RESURFACING | | | Project Length: 1.410MI | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 All Years |

| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
|---|---------------------------------------|--|---------|--|-----------|--|--|--|-----------|
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 878,000 | | | | | | 878,000 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 10,000 | | | | | | 10,000 |
| | Phase: PRELIMINARY ENGINEERING Totals | | 888,000 | | | | | | 888,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | | | 3,653,002 | | | | 3,653,002 |
| | DDR-DISTRICT DEDICATED REVENUE | | | | 386,990 | | | | 386,990 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 10,000 | | | | 10,000 |
| | Phase: CONSTRUCTION Totals | | | | 4,049,992 | | | | 4,049,992 |
| Item: 448526 1 Totals | | | 888,000 | | 4,049,992 | | | | 4,937,992 |
| Project Totals | | | 888,000 | | 4,049,992 | | | | 4,937,992 |
| Item Number: 448924 1 | | | | | | | | | |

| | | | | | | | | | |
|--|-------------------------------------|--|-----------|---------|------|------|-------------------------|-----------|-----------|
| PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | | 60,795 | | | | | | 60,795 |
| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | | | 30,000 | | | | | 30,000 |
| | SN-STP, MANDATORY NON-URBAN <= 5K | | | 445,830 | | | | | 445,830 |
| Phase: CONSTRUCTION Totals | | | | 475,830 | | | | | 475,830 |
| Item: 449277 1 Totals | | | 60,795 | 475,830 | | | | | 536,625 |
| Project Totals | | | 60,795 | 475,830 | | | | | 536,625 |
| | | | | | | | | | |
| Item Number: 449317 1 | | Project Description: CR 484 AT SW 135TH ST RD | | | | | | | |
| District: 05 | County: MARION | Type of Work: ADD LEFT TURN LANE(S) | | | | | Project Length: 0.236MI | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | | 88,705 | | | | | | 88,705 |
| CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| Fund Code: | SN-STP, MANDATORY NON-URBAN <= 5K | | | 369,605 | | | | | 369,605 |
| Item: 449317 1 Totals | | | 88,705 | 369,605 | | | | | 458,310 |
| Project Totals | | | 88,705 | 369,605 | | | | | 458,310 |
| | | | | | | | | | |
| 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 | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| CONSTRUCTION / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | SL-STP, AREAS <= 200K | | | | | | 4,452,800 | | 4,452,800 |
| Item: 449443 1 Totals | | | | | | | 4,452,800 | | 4,452,800 |
| Project Totals | | | | | | | 4,452,800 | | 4,452,800 |
| | | | | | | | | | |
| Item Number: 450340 1 | | Project Description: EMERALD ROAD EXTENSION FROM SE 92ND LOOP TO CR424(SE MARICAMP RD) | | | | | | | |
| District: 05 | County: MARION | Type of Work: NEW ROAD CONSTRUCTION | | | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years | |
| RIGHT OF WAY / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | CIGP-COUNTY INCENTIVE GRANT PROGRAM | | 325,000 | | | | | | 325,000 |
| | LF-LOCAL FUNDS | | 325,000 | | | | | | 325,000 |
| Phase: RIGHT OF WAY Totals | | | 650,000 | | | | | | 650,000 |
| | | | | | | | | | |
| CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | CIGP-COUNTY INCENTIVE GRANT PROGRAM | | 4,370,763 | | | | | | 4,370,763 |
| | LF-LOCAL FUNDS | | 4,629,237 | | | | | | 4,629,237 |
| Phase: CONSTRUCTION Totals | | | 9,000,000 | | | | | | 9,000,000 |
| Item: 450340 1 Totals | | | 9,650,000 | | | | | | 9,650,000 |
| Project Totals | | | 9,650,000 | | | | | | 9,650,000 |
| FIXED CAPITAL OUTLAY | | | | | | | | | |
| Item Number: 450125 1 | | Project Description: OCALA OPERATIONS CENTER CONSTRUCTION RENOVATION | | | | | | | |
| District: 05 | County: MARION | Type of Work: FIXED CAPITAL OUTLAY | | | | | Project Length: 0.000 | | |

| | | Fiscal Year | | | | | | | |
|---|-----------------------------------|--|-----------|---------------------------------------|---------|---------|------|-----------------------|-----------|
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | FCO-PRIMARY/FIXED CAPITAL OUTLAY | | 534,900 | | | | | | 534,900 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | FCO-PRIMARY/FIXED CAPITAL OUTLAY | | 5,001,200 | | | | | | 5,001,200 |
| Item: 450125 1 Totals | | | 5,536,100 | | | | | | 5,536,100 |
| Project Totals | | | 5,536,100 | | | | | | 5,536,100 |
| | | | | | | | | | |
| Item Number: 450168 1 | | Project Description: OCALA OPERATIONS CENTER SECURITY- INTEGRATED ELECTRONIC SEC SYS ON GATE | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: FIXED CAPITAL OUTLAY | | | | Project Length: 0.000 | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | FCO-PRIMARY/FIXED CAPITAL OUTLAY | | 9,000 | | | | | | 9,000 |
| Item: 450168 1 Totals | | | 9,000 | | | | | | 9,000 |
| Project Totals | | | 9,000 | | | | | | 9,000 |
| | | | | | | | | | |
| Item Number: 450169 1 | | Project Description: OCALA OPERATIONS CENTER SECURITY- FENCING/GATE UPDATES | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: FIXED CAPITAL OUTLAY | | | | Project Length: 0.000 | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | FCO-PRIMARY/FIXED CAPITAL OUTLAY | | 70,000 | | | | | | 70,000 |
| Item: 450169 1 Totals | | | 70,000 | | | | | | 70,000 |
| Project Totals | | | 70,000 | | | | | | 70,000 |
| | | | | | | | | | |
| TRANSPORTATION PLANNING | | | | | | | | | |
| 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 | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | PL-METRO PLAN (85% FA; 15% OTHER) | | 723,984 | 669,715 | | | | | 1,393,699 |
| Item: 439331 4 Totals | | | 723,984 | 669,715 | | | | | 1,393,699 |
| | | | | | | | | | |
| 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 | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | PL-METRO PLAN (85% FA; 15% OTHER) | | | | 676,473 | 683,366 | | | 1,359,839 |
| Item: 439331 5 Totals | | | | | 676,473 | 683,366 | | | 1,359,839 |
| | | | | | | | | | |
| 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 | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | PL-METRO PLAN (85% FA; 15% OTHER) | | | | | | 683,366 | | 683,366 |
| Item: 439331 6 Totals | | | | | | | 683,366 | | 683,366 |
| Project Totals | | | 723,984 | 669,715 | 676,473 | 683,366 | 683,366 | | 3,436,904 |
| MAINTENANCE | | | | | | | | | |
| Item Number: 413615 3 | | Project Description: LIGHTING AGREEMENTS | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: LIGHTING | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 2,254,886 | 433,240 | 441,220 | 454,457 | 468,088 | 487,617 | | 4,539,508 |
| | DDR-DISTRICT DEDICATED REVENUE | 3,169,391 | | | | | | | 3,169,391 |
| Phase: BRDG/RDWAY/CONTRACT MAINT Totals | | 5,424,277 | 433,240 | 441,220 | 454,457 | 468,088 | 487,617 | | 7,708,899 |
| Item: 413615 3 Totals | | 5,424,277 | 433,240 | 441,220 | 454,457 | 468,088 | 487,617 | | 7,708,899 |
| Project Totals | | 5,424,277 | 433,240 | 441,220 | 454,457 | 468,088 | 487,617 | | 7,708,899 |
| | | | | | | | | | |
| Item Number: 418107 1 | | Project Description: MARION PRIMARY IN-HOUSE | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: ROUTINE MAINTENANCE | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 40,439,904 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | | 49,599,769 |
| Item: 418107 1 Totals | | 40,439,904 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | | 49,599,769 |
| Project Totals | | 40,439,904 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | | 49,599,769 |
| | | | | | | | | | |
| Item Number: 423391 2 | | Project Description: ASPHALT RESURFACING VARIOUS LOCATIONS | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: ROUTINE MAINTENANCE | | | Project Length: 0.000 | | |
| Extra Description: | | SITE SPECIFIC E5M43 | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 4,542,202 | 200,000 | | | | | | 4,742,202 |
| Item: 423391 2 Totals | | 4,542,202 | 200,000 | | | | | | 4,742,202 |
| Project Totals | | 4,542,202 | 200,000 | | | | | | 4,742,202 |
| | | | | | | | | | |
| Item Number: 429178 1 | | Project Description: UNPAVED SHOULDER REPAIR | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: ROUTINE MAINTENANCE | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | D-UNRESTRICTED STATE PRIMARY | 1,564,038 | 220,000 | | | | | | 1,784,038 |
| Item: 429178 1 Totals | | 1,564,038 | 220,000 | | | | | | 1,784,038 |
| Project Totals | | 1,564,038 | 220,000 | | | | | | 1,784,038 |
| | | | | | | | | | |
| Item Number: 442738 1 | | Project Description: CITY OF OCALA MOA | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: ROUTINE MAINTENANCE | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |

| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
|--|------------------|------------------|------------------|------------------|------------------|------------------|-------|-------------------|
| BRDG/RDWHY/CONTRACT MAINT / MANAGED BY CITY OF OCALA | | | | | | | | |
| Fund D-UNRESTRICTED | | | | | | | | |
| Code: STATE PRIMARY | 92,850 | | 50,000 | | | 50,000 | | 192,850 |
| Item: 442738 1 Totals | 92,850 | | 50,000 | | | 50,000 | | 192,850 |
| Project Totals | 92,850 | | 50,000 | | | 50,000 | | 192,850 |
| Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: 0.000 | | | | | | | | |
| Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | |
| Fund D-UNRESTRICTED | | | | | | | | |
| Code: STATE PRIMARY | 1,721,305 | 850,000 | | | | | | 2,571,305 |
| Item: 446691 1 Totals | 1,721,305 | 850,000 | | | | | | 2,571,305 |
| Project Totals | 1,721,305 | 850,000 | | | | | | 2,571,305 |
| Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: 0.000 | | | | | | | | |
| Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | |
| Fund D-UNRESTRICTED | | | | | | | | |
| Code: STATE PRIMARY | 3,964,905 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | | 19,627,885 |
| Item: 446910 1 Totals | 3,964,905 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | | 19,627,885 |
| Project Totals | 3,964,905 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | 3,132,596 | | 19,627,885 |
| Item Number: 450165 1 Project Description: OCALA OPERATIONS CENTER DEMO OF OLD BUILDINGS District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000 | | | | | | | | |
| Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | |
| Fund D-UNRESTRICTED | | | | | | | | |
| Code: STATE PRIMARY | | | 100,000 | | | | | 100,000 |
| Item: 450165 1 Totals | | | 100,000 | | | | | 100,000 |
| Project Totals | | | 100,000 | | | | | 100,000 |
| 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 | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | |
| Fund DDR-DISTRICT | | | | | | | | |
| Code: DEDICATED REVENUE | | | 350,000 | | | | | 350,000 |
| LF-LOCAL FUNDS | | | 87,500 | | | | | 87,500 |
| Phase: CAPITAL Totals | | | 437,500 | | | | | 437,500 |
| Item: 438417 1 Totals | | | 437,500 | | | | | 437,500 |
| Project Totals | | | 437,500 | | | | | 437,500 |
| Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000 | | | | | | | | |
| Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | |

| | | | | | | | | | |
|--|--------------------------------|---|------|-----------|-----------|-----------|-----------------------|-----------|-----------|
| Fund Code: | DPTO-STATE - PTO | | | | 200,000 | | | | 200,000 |
| | FAA-FEDERAL AVIATION ADMIN | | | | 2,250,000 | | | | 2,250,000 |
| | LF-LOCAL FUNDS | | | | 50,000 | | | | 50,000 |
| Phase: CAPITAL Totals | | | | | 2,500,000 | | | | 2,500,000 |
| Item: 438427 1 Totals | | | | | 2,500,000 | | | | 2,500,000 |
| Project Totals | | | | | 2,500,000 | | | | 2,500,000 |
| | | | | | | | | | |
| Item Number: 438477 1 | | Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION PRESERVATION PROJECT | | | | | Project Length: 0.000 | | |
| | Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | | 520,000 | | | 520,000 |
| | FAA-FEDERAL AVIATION ADMIN | | | | | 5,850,000 | | | 5,850,000 |
| | LF-LOCAL FUNDS | | | | | 130,000 | | | 130,000 |
| Phase: CAPITAL Totals | | | | | | 6,500,000 | | | 6,500,000 |
| Item: 438477 1 Totals | | | | | | 6,500,000 | | | 6,500,000 |
| Project Totals | | | | | | 6,500,000 | | | 6,500,000 |
| | | | | | | | | | |
| Item Number: 440780 1 | | Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION PRESERVATION PROJECT | | | | | Project Length: 0.000 | | |
| | Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 1,200,000 | | | | | 1,200,000 |
| | LF-LOCAL FUNDS | | | 300,000 | | | | | 300,000 |
| | Phase: CAPITAL Totals | | | | 1,500,000 | | | | 1,500,000 |
| Item: 440780 1 Totals | | | | 1,500,000 | | | | | 1,500,000 |
| Project Totals | | | | 1,500,000 | | | | | 1,500,000 |
| | | | | | | | | | |
| Item Number: 444877 1 | | Project Description: MARION-OCALA INTL HANGAR | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION REVENUE/OPERATIONAL | | | | | Project Length: 0.000 | | |
| | Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / MANAGED BY CITY OF OCALA | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 1,000,000 | | | | 1,000,000 |
| | LF-LOCAL FUNDS | | | | 250,000 | | | | 250,000 |
| | Phase: CAPITAL Totals | | | | | 1,250,000 | | | 1,250,000 |
| Item: 444877 1 Totals | | | | | 1,250,000 | | | | 1,250,000 |
| Project Totals | | | | | 1,250,000 | | | | 1,250,000 |
| | | | | | | | | | |
| Item Number: 448575 1 | | Project Description: MARION-OCALA INTL ARFF BUILDING | | | | | | | |
| District: 05 County: MARION | | Type of Work: AVIATION SAFETY PROJECT | | | | | Project Length: 0.000 | | |
| | Fiscal Year | | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | 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 | |
| | | | | | | | | | |

| | | | | | | | | | |
|--|------------------------------------|---|-----------|--|-----------|-----------|-----------------------|-------|------------|
| Item: 448575 1 Totals | | | | | | | 1,000,000 | | 1,000,000 |
| Project Totals | | | | | | | 1,000,000 | | 1,000,000 |
| | | | | | | | | | |
| Item Number: 449760 1 | | Project Description: MARION CO AIRPORT FUEL SYSTEM | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: AVIATION REVENUE/OPERATIONAL | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 250,000 | | | | | | 250,000 |
| | LF-LOCAL FUNDS | | 62,500 | | | | | | 62,500 |
| | Phase: CAPITAL Totals | | 312,500 | | | | | | 312,500 |
| Item: 449760 1 Totals | | | 312,500 | | | | | | 312,500 |
| Project Totals | | | 312,500 | | | | | | 312,500 |
| | | | | | | | | | |
| 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 | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | | 1,237,596 | | | | 1,237,596 |
| | DPTO-STATE - PTO | | | | 762,404 | | | | 762,404 |
| | LF-LOCAL FUNDS | | | | 500,000 | | | | 500,000 |
| Phase: CAPITAL Totals | | | | | 2,500,000 | | | | 2,500,000 |
| Item: 449774 1 Totals | | | | | 2,500,000 | | | | 2,500,000 |
| Project Totals | | | | | 2,500,000 | | | | 2,500,000 |
| | | | | | | | | | |
| Item Number: 449858 1 | | Project Description: MARION / OCALA INTERNATIONAL HANGER DEVELOPMENT | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: AVIATION CAPACITY PROJECT | | | Project Length: 0.000 | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | 1,500,000 | | | | | | 1,500,000 |
| | LF-LOCAL FUNDS | | 375,000 | | | | | | 375,000 |
| | Phase: CAPITAL Totals | | 1,875,000 | | | | | | 1,875,000 |
| Item: 449858 1 Totals | | | 1,875,000 | | | | | | 1,875,000 |
| Project Totals | | | 1,875,000 | | | | | | 1,875,000 |
| FLP: TRANSIT | | | | | | | | | |
| Item Number: 427188 2 | | Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009 | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: CAPITAL FOR FIXED ROUTE | | | Project Length: 0.000 | | |
| Extra Description: | | AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL. | | | | | | | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CAPITAL / MANAGED BY MARION COUNTY TRANSIT | | | | | | | | | |
| Fund Code: | FTA-FEDERAL TRANSIT ADMINISTRATION | 16,221,737 | 2,467,181 | 2,541,196 | 2,617,431 | 2,617,431 | 2,617,431 | | 29,082,407 |
| | LF-LOCAL FUNDS | 4,055,434 | 616,795 | 635,299 | 654,398 | 654,398 | 654,398 | | 7,270,722 |
| | Phase: CAPITAL Totals | 20,277,171 | 3,083,976 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | | 36,353,129 |
| Item: 427188 2 Totals | | 20,277,171 | 3,083,976 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | | 36,353,129 |
| Project Totals | | 20,277,171 | 3,083,976 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | | 36,353,129 |
| | | | | | | | | | |
| Item Number: 442455 1 | | Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE | | | | | | | |

| | | | | | | | | | |
|---|---------------------------------------|---|-------------|---|------------|------------|------------|-----------------------|-------------|
| District: 05 | | County: MARION | | Type of Work: OPERATING FOR FIXED ROUTE | | | | Project Length: 0.000 | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| OPERATIONS / MANAGED BY OCALA | | | | | | | | | |
| Fund Code: | DPTO-STATE - PTO | | 733,602 | 755,610 | 778,278 | 801,626 | 825,675 | | 3,894,791 |
| | LF-LOCAL FUNDS | | 733,602 | 755,610 | 779,279 | 801,626 | 825,675 | | 3,895,792 |
| Phase: OPERATIONS Totals | | | 1,467,204 | 1,511,220 | 1,557,557 | 1,603,252 | 1,651,350 | | 7,790,583 |
| Item: 442455 1 Totals | | | 1,467,204 | 1,511,220 | 1,557,557 | 1,603,252 | 1,651,350 | | 7,790,583 |
| Project Totals | | | 1,467,204 | 1,511,220 | 1,557,557 | 1,603,252 | 1,651,350 | | 7,790,583 |
| | | | | | | | | | |
| Item Number: 442460 1 | | Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: OPERATING/ADMIN. ASSISTANCE | | | | Project Length: 0.000 | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| OPERATIONS / MANAGED BY MARION COUNTY TRANSIT | | | | | | | | | |
| Fund Code: | DU-STATE PRIMARY/FEDERAL REIMB | | | 909,849 | 937,146 | 965,259 | 993,939 | | 3,806,193 |
| | LF-LOCAL FUNDS | | | 909,849 | 937,146 | 965,259 | 993,939 | | 3,806,193 |
| Phase: OPERATIONS Totals | | | | 1,819,698 | 1,874,292 | 1,930,518 | 1,987,878 | | 7,612,386 |
| Item: 442460 1 Totals | | | | 1,819,698 | 1,874,292 | 1,930,518 | 1,987,878 | | 7,612,386 |
| Project Totals | | | | 1,819,698 | 1,874,292 | 1,930,518 | 1,987,878 | | 7,612,386 |
| MISCELLANEOUS | | | | | | | | | |
| Item Number: 426179 1 | | Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | | | | | | | |
| District: 05 | | County: MARION | | Type of Work: MISCELLANEOUS CONSTRUCTION | | | | Project Length: 0.000 | |
| | | Fiscal Year | | | | | | | |
| Phase / Responsible Agency | | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | TALL-TRANSPORTATION ALTS- <200K | 264,445 | | | | | | | 264,445 |
| | TALN-TRANSPORTATION ALTS- < 5K | 287,347 | | | | | | | 287,347 |
| | TALT-TRANSPORTATION ALTS- ANY AREA | 883,075 | | | | | | | 883,075 |
| Phase: PRELIMINARY ENGINEERING Totals | | 1,434,867 | | | | | | | 1,434,867 |
| | | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | 5,280 | | | | | 5,280 |
| | SL-STP, AREAS <= 200K | | | 1,872,596 | | | | | 1,872,596 |
| | TALL-TRANSPORTATION ALTS- <200K | | | 11,289 | | | | | 11,289 |
| | TALN-TRANSPORTATION ALTS- < 5K | | | 166,133 | | | | | 166,133 |
| | TALT-TRANSPORTATION ALTS- ANY AREA | | | 1,610,141 | | | | | 1,610,141 |
| Phase: CONSTRUCTION Totals | | | | 3,665,439 | | | | | 3,665,439 |
| | | | | | | | | | |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | | |
| Fund Code: | SA-STP, ANY AREA | 50,000 | | | | | | | 50,000 |
| | Item: 426179 1 Totals | 1,484,867 | | 3,665,439 | | | | | 5,150,306 |
| Project Totals | | 1,484,867 | | 3,665,439 | | | | | 5,150,306 |
| Grand Total | | 142,739,435 | 116,925,211 | 28,281,572 | 97,954,050 | 25,206,743 | 18,572,489 | | 429,679,500 |

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management
Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

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APPENDIX K: Roll Forward TIP Amendment Report



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2023 to 2027

Roll Forward Amendment

Pending Approval August 23, 2022



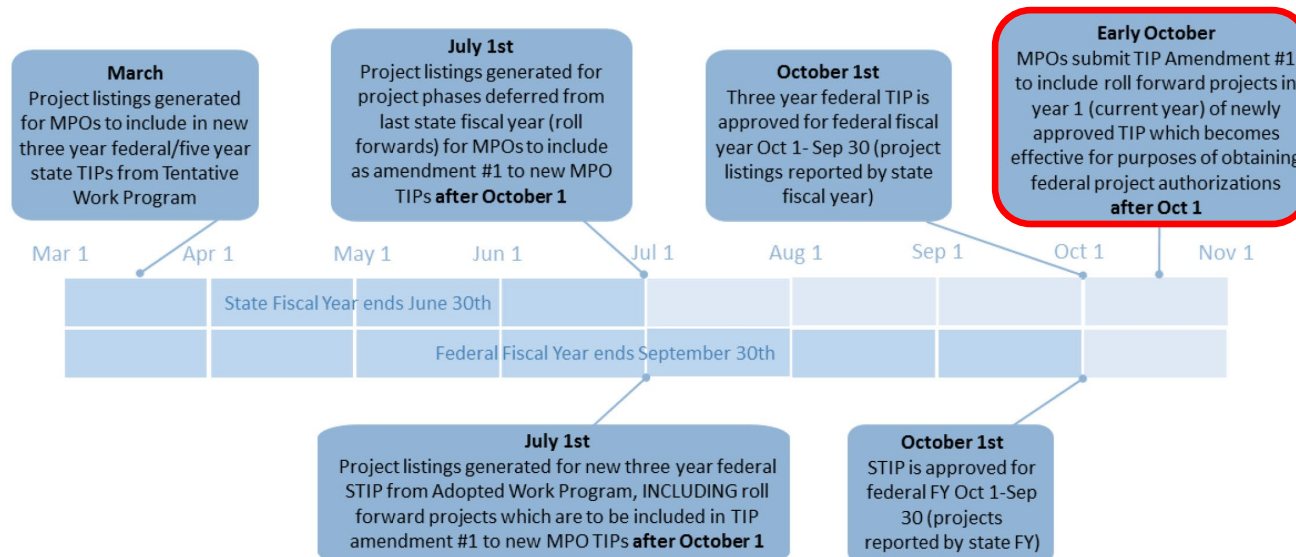
Roll Forward TIP Amendment

PURPOSE

The TPO's FY 2023 to FY 2027 Transportation Improvement Program (TIP) was adopted by the Board on June 28, 2022. The purpose of the TIP Roll Forward Amendment is to ensure full consistency by October 1 each year between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program.

In some cases, project funding programmed in the previous fiscal year of the prior TIP document was not authorized and encumbered prior to June 30. These projects then roll-forward in the FDOT Work Program for year one (FY 2023), but not into the TPO's TIP to meet the timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include roll-forward projects in the current fiscal year to ensure consistency with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

Unlike all other projects, Federal Transit Administration (FTA) projects do not automatically roll-forward in the FDOT Work Program. The TPO coordinates with SunTran to verify that project funding is appropriately accounted for in the Roll Forward TIP Amendment. The following graphic displays the Roll Forward process and all key milestones.



Source: Florida Department of Transportation MPO Program Management Handbook, 2021

Roll Forward Summary

The following tables summarize roll forward projects for the FY 2023 to FY 2027 TIP. The table includes current FY 2023 project funding, amount of funding rolled forward, and revised FY 2023 project funding.

| Project FM # | Project Name | Work Type | Phase(s) | Current TIP FY 2023 | Amount Rolled Forward | Revised TIP FY 2023 |
|--------------|---|---|---------------|------------------------|-----------------------------|------------------------|
| 238648-1 | SR 45 (US 41) From SW 110th Street to North of SR 40 | Add Lanes and Reconstruction | PE | \$0 | \$275,665 | \$275,665 |
| | | | ROW | \$0 | \$4,666 | \$4,666 |
| | | | Total: | \$0 | \$280,331 | \$280,331 |
| 238677-4 | SR 35/Bellevue Bypass from US 27/441 to SR 35 | New Road Construction | PE | \$0 | \$1,196 | \$1,196 |
| 238693-1 | SR 35/Baseline Road from SE 92PL/Bellevue Bypass to SR 464/Maricamp | Add Lanes and Reconstruction | DB | \$0 | \$7,399 | \$7,399 |
| | | | PE | \$0 | \$4,467 | \$4,467 |
| | | | Total: | \$0 | \$11,866 | \$11,866 |
| 238719-1 | SR 40 from CR 328 to SW 80th Ave(CR 225A) | Add Lanes, Reconstruction | ROW | \$0 | \$4,605 | \$4,605 |
| 410674-3 | SR 40 From East Of CR 314 To East Of CR 314A | Preliminary Engineering for Future Capacity | PE | \$0 | \$16,570 | \$16,570 |
| | | | ROW | \$0 | \$6,841,000 | \$6,841,000 |
| | | | Total: | \$0 | \$6,857,570 | \$6,857,570 |
| 411256-5 | SR 35 (US 301) Dallas Pond Redesign | Drainage Improvements | CST | \$0 | \$9,798 | \$9,798 |
| | | | PE | \$0 | \$1,772 | \$1,772 |
| | | | ROW | \$0 | \$1,291 | \$1,291 |
| | | | Total: | \$0 | \$12,861 | \$12,861 |
| 430655-1 | SR 492 SR25/200/500 US301/441 to SR 40 | Roadway Resurfacing | CST | \$0 | \$3,490 | \$3,490 |
| 431797-2 | NE 25th Avenue From NE 14th Street (SR 492) TO NE 24th Street | Add Lanes and Reconstruction | PE | \$0 | \$991 | \$991 |
| 431797-3 | NE 25th Avenue From NE 24th Street To NE 35th Street | Add Lanes and Reconstruction | PE | \$0 | \$8,063 | \$8,063 |
| 433651-1 | CR 484 From SW 20th Avenue To CR 475A | Interchange Improvements | CST | \$0 | \$19,833 | \$19,833 |
| | | | PE | \$0 | \$12,912 | \$12,912 |
| | | | ROW | \$0 | \$41,012 | \$41,012 |
| | | | Total: | \$0 | \$73,757 | \$73,757 |

(continued next page)

| Project FM # | Project Name | Work Type | Phase(s) | Current TIP FY 2023 | Amount Rolled Forward | Revised TIP FY 2023 |
|--------------|---|----------------------------|---------------|------------------------|-----------------------------|------------------------|
| 433651-4 | CR 484 From SW 20th Avenue To CR 475A | Landscaping Improvements | CST | \$179,725 | \$0 | \$179,725 |
| | | | PE | \$0 | \$5,000 | \$5,000 |
| | | | Total: | \$179,725 | \$5,000 | \$184,725 |
| 443170-1 | SR 93 (I-75) From Sumter County To SR 200 | Resurfacing of Interstate | CST | \$0 | \$102,257 | \$102,257 |
| | | | PE | \$0 | \$36,043 | \$36,043 |
| | | | Total: | \$0 | \$138,300 | \$138,300 |
| 445800-1 | E SR 40 @ SR 492 | Traffic Signals | CST | \$0 | \$10,000 | \$10,000 |
| | | | PE | \$0 | \$12,423 | \$12,423 |
| | | | Total: | \$0 | \$22,423 | \$22,423 |
| 434408-1 | SR 40 Fort Brooks Road From East of NE 10th Street Road to East of NE 145TH Avenue Road | Resurfacing of Roadway | PE | \$0 | \$2,684 | \$2,684 |
| 435057-1 | I-75 (SR 93) At CR 484, SR 326, CR 318 | Lighting | PE | \$0 | \$4,945 | \$4,945 |
| 435466-1 | I-75 2 Locations | Landscaping Improvements | CST | \$0 | \$51,689 | \$51,689 |
| 435492-2 | SR 40 Intersection Improvements at Martin Luther King Boulevard | Intersection Improvements | CST | \$0 | \$9,380 | \$9,380 |
| 437344-1 | SR 200/SW College Road From East of SW 60th Avenue to East of SW 38th Court | Resurfacing of Roadway | CST | \$0 | \$13,622 | \$13,622 |
| | | | PE | \$0 | \$4,886 | \$4,886 |
| | | | Total: | \$0 | \$18,508 | \$18,508 |
| 435660-2 | SR 326 From SR 326 RXR Crossing 627142B To East Of CR 25A (NW Gainesville Road) | Addition of Turn lanes | CST | \$0 | \$37,318 | \$37,318 |
| | | | ROW | \$0 | \$23,888 | \$23,888 |
| | | | Total: | \$0 | \$61,206 | \$61,206 |
| 435686-1 | SR 500 /US 441 @SE 98th Lane | Addition of Left Turn Lane | CST | \$0 | \$51,654 | \$51,654 |
| | | | PE | \$0 | \$13,291 | \$13,291 |
| | | | Total: | \$0 | \$64,945 | \$64,945 |
| 436879-1 | SR 200 From South Of CR 484 To South Of SW 60th Avenue | Resurfacing of Roadway | CST | \$0 | \$55 | \$55 |
| | | | PE | \$0 | \$7,587 | \$7,587 |
| | | | Total: | \$0 | \$7,642 | \$7,642 |
| 437339-1 | SR 500 /US 27 From Levy County Line To CR 326 | Resurfacing of Roadway | CST | \$0 | \$24,916 | \$24,916 |
| | | | PE | \$0 | \$2,862 | \$2,862 |
| | | | Total: | \$0 | \$27,778 | \$27,778 |
| 437818-1 | I-75 @ CR 318 Interchange | Landscaping Improvements | CST | \$0 | \$12,971 | \$12,971 |

(continued next page)

| Project FM # | Project Name | Work Type | Phase(s) | Current TIP FY 2023 | Amount Rolled Forward | Revised TIP FY 2023 |
|--------------|--|------------------------------|---------------|------------------------|-----------------------------|------------------------|
| 437828-1 | I-75 @ SW 20th Street & I-75 @ SW 43rd Street | Landscaping Improvements | CST | \$0 | \$15,243 | \$15,243 |
| 440880-1 | Marion Oaks Sunrise/Horizon-Marion Oaks Golf Way To Marion Oaks Manor | Sidewalk | PE | \$0 | \$648 | \$648 |
| 441136-1 | SR25/SR200/US301/US441 From CR 25A To US 301/US441 Interchange | Resurfacing of Roadway | CST | \$0 | \$58,119 | \$58,119 |
| | | | PE | \$0 | \$33,820 | \$33,820 |
| | | | Total: | \$0 | \$91,939 | \$91,939 |
| 443270-1 | SR 25 / 200 To Alachua Bridges 360025 & 360026 | Bridge Repair/Rehabilitation | CST | \$0 | \$6,010 | \$6,010 |
| | | | PE | \$0 | \$6,957 | \$6,957 |
| | | | Total: | \$0 | \$12,967 | \$12,967 |
| 445687-1 | US 41 N / S Williams Street From Brittan Alexander Bridge To River Road | Safety Project | CST | \$0 | \$29,963 | \$29,963 |
| | | | PE | \$0 | \$18,206 | \$18,206 |
| | | | Total: | \$0 | \$48,169 | \$48,169 |
| 448924-1 | SR-492 Over CSX Railroad | Bridge Repair/Rehabilitation | CST | \$389,249 | \$0 | \$389,249 |
| | | | PE | \$0 | \$2,000 | \$2,000 |
| | | | Total: | \$389,249 | \$2,000 | \$391,249 |
| 450506-1 | Marion County I-75 Three Dynamic Message Signs | ITS Surveillance System | CST | \$0 | \$559,945 | \$559,945 |
| 418107-1 | Marion County Primary In-House | Routine Maintenance | CRT MTN | \$1,831,973 | \$0 | \$1,831,973 |
| 426179-1 | Silver Springs State Park Pedestrian Bridges | Miscellaneous Construction | ENV | \$0 | \$50,000 | \$50,000 |
| | | | PE | \$0 | \$103,650 | \$103,650 |
| | | | Total: | \$0 | \$153,650 | \$153,650 |
| 436474-2 | Saddlewood Elementary School Sidewalks | New Sidewalks | CST | \$0 | \$4,455 | \$4,455 |
| 436474-4 | Saddlewood Elementary School Sidewalks | New Sidewalks | CST | \$0 | \$14,365 | \$14,365 |
| 436474-5 | Legacy Elementary School Sidewalks | New Sidewalks | CST | \$0 | \$44,424 | \$44,424 |
| 439310-1 | Osceola Avenue Trail From SE 3rd Street To NE 5th Street | Bike Path/Trail | PE | \$0 | \$101 | \$101 |
| 431798-3 | NE 36th Avenue From NE 20th Place to North of NE 25th Street | Rail Capacity Project | CST | \$0 | \$78,201 | \$78,201 |
| | | | RRU | \$0 | \$266,191 | \$266,191 |
| | | | Total: | \$0 | \$344,392 | \$344,392 |
| 427188-2 | SunTran/Ocala/Marion Urban CAP/OPER. Fixed Route Section 5307-2009 | Capital for Fixed Route | CAP | \$3,083,976 | \$20,277,171 | \$23,361,147 |
| 445377-1 | Marion Ocala Section 5399 Small Urban Capital | Capital for Fixed Route | CAP | \$0 | \$1,231,367 | \$1,231,367 |
| 448170-1 | Marion/Ocala Section 5339 Small Urban Capital | Capital for Fixed Route | CAP | \$0 | \$470,711 | \$470,711 |
| 449238-1 | Marion-Ocala SunTran Section 5307 ARP Small Urban | Capital for Fixed Route | CAP | \$0 | \$783,759 | \$783,759 |

Roll Forward Totals: \$5,484,923 \$31,737,507 \$37,222,430

Project Phase Acronym Description

| | |
|---------|------------------------------|
| CAP | Capital |
| CRT MTN | Contract Routine Maintenance |
| CST | Construction |
| DB | Design Build |
| ENV | Environmental |
| OPS | Operations |
| PE | Preliminary Engineering |
| ROW | Right of Way |
| RRU | Railroad and Utilities |



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

July 11, 2022

Ocala Marion TPO
ATTN: Rob Balmes, Executive Director
2710 E Silver Springs Blvd
Ocala FL 34470

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP) – Annual Roll Forward

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP with the Annual Roll-Forward Report. The Roll Forward report reconciles differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program. This annual process is routine and assists the MPO with identifying projects using federal funds that were not committed during the previous state fiscal year (FY 2021/2022). These projects have automatically "rolled forward" in the FDOT Adopted Five-Year Work Program as of July 1, 2022. This amendment ensures that year one of the TIP matches year one of FDOT's Adopted Five-year Work Program.

The reason for this amendment is to ensure projects with federal funding can be authorized prior to the new Federal Fiscal Year (FFY) beginning on October 1 each year. Until then, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) continue to recognize the FY 2021/22 – 2025/26 TIP as the effective document. Adopting the Roll Forward Report and amending it into the TIP ensure projects will continue to be authorized without interruption.

The affected projects are listed in the attached Roll-Forward Report dated July 5, 2022. The MPO is requested to add this report to the FY 2022/23-2026/27 TIP in its entirety.

Feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us.

Sincerely,

DocuSigned by:

Rakinya Hinson

DF5360D3FA644A8...

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT

| ITEM NUMBER:238648 1 | | PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 | | | | | *NON-SIS* | | |
|--|----------------------|--|------|------|------|------|--------------------------------------|--------------|------------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:ADD LANES & RECONSTRUCT | | |
| ROADWAY ID:36060000 | | PROJECT LENGTH: 4.146MI | | | | | LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DIH | 143,104 | | 0 | 0 | 0 | | 0 | 0 | 143,104 |
| HPP | 682,728 | | 0 | 0 | 0 | | 0 | 0 | 682,728 |
| SA | 987,634 | | 0 | 0 | 0 | | 0 | 0 | 987,634 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| ACSA | 0 | 38,000 | | 0 | 0 | | 0 | 0 | 38,000 |
| DDR | 547,588 | | 0 | 0 | 0 | | 0 | 0 | 547,588 |
| DIH | 372,283 | | 0 | 0 | 0 | | 0 | 0 | 372,283 |
| DS | 114,967 | | 0 | 0 | 0 | | 0 | 0 | 114,967 |
| EB | 6,851 | | 0 | 0 | 0 | | 0 | 0 | 6,851 |
| GFSL | 205,655 | | 0 | 0 | 0 | | 0 | 0 | 205,655 |
| GFSN | 30,330 | | 0 | 0 | 0 | | 0 | 0 | 30,330 |
| SA | 19,684 | 665 | | 0 | 0 | | 0 | 0 | 20,349 |
| SL | 213,966 | 30,000 | | 0 | 0 | | 0 | 0 | 243,966 |
| SN | 2,435,547 | 207,000 | | 0 | 0 | | 0 | 0 | 2,642,547 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DDR | 10,337,582 | | 0 | 0 | 0 | | 0 | 0 | 10,337,582 |
| DIH | 975,343 | 4,666 | | 0 | 0 | | 0 | 0 | 980,009 |
| DS | 3,121,944 | | 0 | 0 | 0 | | 0 | 0 | 3,121,944 |
| HPP | 90,955 | | 0 | 0 | 0 | | 0 | 0 | 90,955 |
| SA | 2,070,206 | | 0 | 0 | 0 | | 0 | 0 | 2,070,206 |
| SL | 5,718,406 | | 0 | 0 | 0 | | 0 | 0 | 5,718,406 |
| TOTAL 238648 1 | 28,074,773 | 280,331 | | 0 | 0 | | 0 | 0 | 28,355,104 |
| TOTAL PROJECT: | 28,074,773 | 280,331 | | 0 | 0 | | 0 | 0 | 28,355,104 |

| ITEM NUMBER:238677 4 | | PROJECT DESCRIPTION:SR 35 / BELLEVIEW BYPASS FROM US 27/441 TO SR 35 | | | | | *NON-SIS* | | |
|--|----------------------|--|------|------|------|------|-------------------------------------|--------------|--------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:NEW ROAD CONSTRUCTION | | |
| ROADWAY ID:36050000 | | PROJECT LENGTH: .001MI | | | | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DIH | 26,621 | 1,196 | | 0 | 0 | | 0 | 0 | 27,817 |
| TOTAL 238677 4 | 26,621 | 1,196 | | 0 | 0 | | 0 | 0 | 27,817 |
| TOTAL PROJECT: | 26,621 | 1,196 | | 0 | 0 | | 0 | 0 | 27,817 |

| ITEM NUMBER:238693 1 | | PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP | | | | | *NON-SIS* | | |
|--|----------------------|---|------|------|------|------|--------------------------------------|--------------|---------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:ADD LANES & RECONSTRUCT | | |
| ROADWAY ID:36009000 | | PROJECT LENGTH: 3.758MI | | | | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DIH | 250,497 | 4,467 | | 0 | 0 | | 0 | 0 | 254,964 |
| DS | 189,210 | | 0 | 0 | 0 | | 0 | 0 | 189,210 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DDR | 810 | | 0 | 0 | 0 | | 0 | 0 | 810 |
| DIH | 546,592 | | 0 | 0 | 0 | | 0 | 0 | 546,592 |
| DS | 932 | | 0 | 0 | 0 | | 0 | 0 | 932 |

OCALA-MARION TPO

| HIGHWAYS | | | | | | | | | |
|---|------------|--------|---|---|---|---|---|---|------------|
| SL | 8,397,532 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,397,532 |
| SN | 1,771,589 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,771,589 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DDR | 79,992 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79,992 |
| DS | 763,589 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 763,589 |
| PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DDR | 3,560,477 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,560,477 |
| DER | 48,328 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48,328 |
| DIH | 176,683 | 7,399 | 0 | 0 | 0 | 0 | 0 | 0 | 184,082 |
| DS | 19,471,566 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19,471,566 |
| TOTAL 238693 1 | 35,257,797 | 11,866 | 0 | 0 | 0 | 0 | 0 | 0 | 35,269,663 |
| TOTAL PROJECT: | 35,257,797 | 11,866 | 0 | 0 | 0 | 0 | 0 | 0 | 35,269,663 |

ITEM NUMBER:238719 1
DISTRICT:05
ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 FROM CR 328 TO SW 80TH AVE(CR 225A)
COUNTY:MARION
PROJECT LENGTH: 4.035MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|-------|------|------|------|------|-------------------|------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DC | 1,628 | 0 | 0 | 0 | 0 | 0 | 0 | 1,628 |
| DDR | 205,169 | 0 | 0 | 0 | 0 | 0 | 0 | 205,169 |
| DIH | 241,144 | 0 | 0 | 0 | 0 | 0 | 0 | 241,144 |
| DS | 994,290 | 0 | 0 | 0 | 0 | 0 | 0 | 994,290 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 7,024,431 | 0 | 0 | 0 | 0 | 0 | 0 | 7,024,431 |
| DIH | 316,085 | 4,605 | 0 | 0 | 0 | 0 | 0 | 320,690 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 23,892 | 0 | 0 | 0 | 0 | 0 | 0 | 23,892 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 1,029,553 | 0 | 0 | 0 | 0 | 0 | 0 | 1,029,553 |
| DIH | 608,435 | 0 | 0 | 0 | 0 | 0 | 0 | 608,435 |
| DS | 11,417,482 | 0 | 0 | 0 | 0 | 0 | 0 | 11,417,482 |
| PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DS | 6,795 | 0 | 0 | 0 | 0 | 0 | 0 | 6,795 |
| TOTAL 238719 1 | 21,868,904 | 4,605 | 0 | 0 | 0 | 0 | 0 | 21,873,509 |
| TOTAL PROJECT: | 21,868,904 | 4,605 | 0 | 0 | 0 | 0 | 0 | 21,873,509 |

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

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

SIS
TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|-----------|------------|------|------|------|-------------------|------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSA | 302,632 | 0 | 0 | 0 | 0 | 0 | 0 | 302,632 |
| ART | 1,549,011 | 0 | 0 | 0 | 0 | 0 | 0 | 1,549,011 |
| DIH | 332,564 | 16,570 | 0 | 0 | 0 | 0 | 0 | 349,134 |
| DS | 42,719 | 0 | 0 | 0 | 0 | 0 | 0 | 42,719 |
| EB | 136,930 | 0 | 0 | 0 | 0 | 0 | 0 | 136,930 |
| SA | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| SL | 5,416,792 | 0 | 0 | 0 | 0 | 0 | 0 | 5,416,792 |
| SN | 86,580 | 0 | 0 | 0 | 0 | 0 | 0 | 86,580 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ART | 0 | 6,000,000 | 23,932,000 | 0 | 0 | 0 | 0 | 29,932,000 |

| HIGHWAYS | | | | | | | | |
|--|-----------|-----------|------------|---|---|---|---|------------|
| ===== | | | | | | | | |
| DIH | 0 | 841,000 | 0 | 0 | 0 | 0 | 0 | 841,000 |
| PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| SA | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000,000 |
| SN | 37,686 | 0 | 0 | 0 | 0 | 0 | 0 | 37,686 |
| TALN | 150,000 | 0 | 0 | 0 | 0 | 0 | 0 | 150,000 |
| TALT | 850,000 | 0 | 0 | 0 | 0 | 0 | 0 | 850,000 |
| TOTAL 410674 3 | 9,914,914 | 6,857,570 | 23,932,000 | 0 | 0 | 0 | 0 | 40,704,484 |
| TOTAL PROJECT: | 9,914,914 | 6,857,570 | 23,932,000 | 0 | 0 | 0 | 0 | 40,704,484 |

ITEM NUMBER:411256 5
DISTRICT:05
ROADWAY ID:36050000

PROJECT DESCRIPTION:SR 35 (US 301) DALLAS POND REDESIGN
COUNTY:MARION
PROJECT LENGTH: 1.404MI

NON-SIS
TYPE OF WORK:DRAINAGE IMPROVEMENTS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|--------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 235,004 | 0 | 0 | 0 | 0 | 0 | 0 | 235,004 |
| DIH | 22,568 | 1,772 | 0 | 0 | 0 | 0 | 0 | 24,340 |
| DS | 4,458 | 0 | 0 | 0 | 0 | 0 | 0 | 4,458 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 223,468 | 0 | 0 | 0 | 0 | 0 | 0 | 223,468 |
| DIH | 50,358 | 1,291 | 0 | 0 | 0 | 0 | 0 | 51,649 |
| DS | 57,602 | 0 | 0 | 0 | 0 | 0 | 0 | 57,602 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 285,055 | 0 | 0 | 0 | 0 | 0 | 0 | 285,055 |
| DIH | 13,431 | 9,798 | 0 | 0 | 0 | 0 | 0 | 23,229 |
| DS | 39,689 | 0 | 0 | 0 | 0 | 0 | 0 | 39,689 |
| TOTAL 411256 5 | 931,633 | 12,861 | 0 | 0 | 0 | 0 | 0 | 944,494 |
| TOTAL PROJECT: | 931,633 | 12,861 | 0 | 0 | 0 | 0 | 0 | 944,494 |

ITEM NUMBER:430655 1
DISTRICT:05
ROADWAY ID:36008000

PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)
COUNTY:MARION
PROJECT LENGTH: 3.719MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|-------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DIH | 116,269 | 0 | 0 | 0 | 0 | 0 | 0 | 116,269 |
| DS | 27,253 | 0 | 0 | 0 | 0 | 0 | 0 | 27,253 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 65,483 | 0 | 0 | 0 | 0 | 0 | 0 | 65,483 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 147,787 | 0 | 0 | 0 | 0 | 0 | 0 | 147,787 |
| DIH | 69,397 | 3,490 | 0 | 0 | 0 | 0 | 0 | 72,887 |
| DS | 302,671 | 0 | 0 | 0 | 0 | 0 | 0 | 302,671 |
| NHRE | 4,159,940 | 0 | 0 | 0 | 0 | 0 | 0 | 4,159,940 |
| SA | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 |
| TOTAL 430655 1 | 4,938,800 | 3,490 | 0 | 0 | 0 | 0 | 0 | 4,942,290 |
| TOTAL PROJECT: | 4,938,800 | 3,490 | 0 | 0 | 0 | 0 | 0 | 4,942,290 |

Ocala-Marion TPO

HIGHWAYS
=====

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

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

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

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------------|------|------|------|------|------|-------------------------|--------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSA | 9,009 | | 991 | 0 | 0 | 0 | 0 | 10,000 |
| TOTAL 431797 2 | 9,009 | | 991 | 0 | 0 | 0 | 0 | 10,000 |

ITEM NUMBER:431797 3
DISTRICT:05
ROADWAY ID:36000041

PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET
COUNTY:MARION
PROJECT LENGTH: .817MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------------|------|-------|------|------|------|-------------------------|--------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSA | 1,937 | | 8,063 | 0 | 0 | 0 | 0 | 10,000 |
| TOTAL 431797 3 | 1,937 | | 8,063 | 0 | 0 | 0 | 0 | 10,000 |
| TOTAL PROJECT: | 10,946 | | 9,054 | 0 | 0 | 0 | 0 | 20,000 |

ITEM NUMBER:433651 1
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .741MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------------|--------|--------|------|------|------|-------------------------|--------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSL | 10,000 | | 0 | 0 | 0 | 0 | 0 | 10,000 |
| ACSN | 111,747 | | 0 | 0 | 0 | 0 | 0 | 111,747 |
| SA | 131,871 | 12,912 | 0 | 0 | 0 | 0 | 0 | 144,783 |
| SL | 51,687 | 0 | 0 | 0 | 0 | 0 | 0 | 51,687 |
| SN | 2,202,713 | 0 | 0 | 0 | 0 | 0 | 0 | 2,202,713 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSL | 150,489 | 0 | 0 | 0 | 0 | 0 | 0 | 150,489 |
| ACSN | 31,250 | 0 | 0 | 0 | 0 | 0 | 0 | 31,250 |
| GFSL | 6,255 | 28,528 | 0 | 0 | 0 | 0 | 0 | 34,783 |
| GFSN | 186,511 | 0 | 0 | 0 | 0 | 0 | 0 | 186,511 |
| SL | 467,744 | 12,484 | 0 | 0 | 0 | 0 | 0 | 480,228 |
| SN | 1,309,489 | 0 | 0 | 0 | 0 | 0 | 0 | 1,309,489 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSN | 1,688,285 | 0 | 0 | 0 | 0 | 0 | 0 | 1,688,285 |
| GFSL | 150,075 | 0 | 0 | 0 | 0 | 0 | 0 | 150,075 |
| GFSN | 463,490 | 0 | 0 | 0 | 0 | 0 | 0 | 463,490 |
| SA | 241,951 | 0 | 0 | 0 | 0 | 0 | 0 | 241,951 |
| SL | 992,858 | 0 | 0 | 0 | 0 | 0 | 0 | 992,858 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACFP | 9,251,404 | 19,833 | 47,520 | 0 | 0 | 0 | 0 | 9,318,757 |
| ACSN | 190,712 | 0 | 0 | 0 | 0 | 0 | 0 | 190,712 |
| GPSA | 1,004,134 | 0 | 0 | 0 | 0 | 0 | 0 | 1,004,134 |
| GFSN | 220,212 | 0 | 0 | 0 | 0 | 0 | 0 | 220,212 |
| LF | 21,958 | 0 | 0 | 0 | 0 | 0 | 0 | 21,958 |
| NFP | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| SA | 169,113 | 0 | 0 | 0 | 0 | 0 | 0 | 169,113 |
| TOTAL 433651 1 | 19,054,198 | 73,757 | 47,520 | 0 | 0 | 0 | 0 | 19,175,475 |

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 | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|----------------|---------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SN | 56,067 | 5,000 | 0 | 0 | 0 | 0 | 0 | 61,067 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SN | 0 | 179,725 | 0 | 0 | 0 | 0 | 0 | 179,725 |
| TOTAL 433651 4 | 56,067 | 184,725 | 0 | 0 | 0 | 0 | 0 | 240,792 |

ITEM NUMBER:443170 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200
COUNTY:MARION
PROJECT LENGTH: 13.993MI

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                                *SIS*
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

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| | FUND | LESS | | | | | | GREATER | |
|-----------------------|-----------------|-------------------|-------------|----------------|---------------|----------|----------|----------|-------------------|
| | CODE | THAN | | | | | | THAN | ALL |
| | | 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | 2027 | YEARS |
| PHASE: | PRELIMINARY | ENGINEERING | / | RESPONSIBLE | AGENCY: | MANAGED | BY | FDOT | |
| | ACNP | 2,075 | | 24,806 | 0 | 0 | 0 | 0 | 26,881 |
| | DDR | 317,389 | | 0 | 0 | 0 | 0 | 0 | 317,389 |
| | DIH | 20,084 | | 9,958 | 0 | 0 | 0 | 0 | 30,042 |
| | DS | 44,244 | | 0 | 0 | 0 | 0 | 0 | 44,244 |
| | NHPP | 1,273,066 | | 1,279 | 0 | 0 | 0 | 0 | 1,274,345 |
| PHASE: | CONSTRUCTION | / | RESPONSIBLE | AGENCY: | MANAGED | BY | FDOT | | |
| | ACNP | 29,891,661 | | 102,257 | 0 | 0 | 0 | 0 | 29,993,918 |
| | DDR | 457,335 | | 0 | 0 | 0 | 0 | 0 | 457,335 |
| | DS | 24,706 | | 0 | 0 | 0 | 0 | 0 | 24,706 |
| TOTAL | 443170 1 | 32,030,560 | | 138,300 | 0 | 0 | 0 | 0 | 32,168,860 |
| TOTAL PROJECT: | | 51,140,825 | | 396,782 | 47,520 | 0 | 0 | 0 | 51,585,127 |

ITEM NUMBER:445800 1
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION: E SR 40 @ SR 492
COUNTY: MARION
PROJECT LENGTH: .116MI

NON-SIS

TYPE OF WORK:TRAFFIC SIGNALS

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|--------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSS | 208,020 | | 0 | 0 | 0 | 0 | 0 | 208,020 |
| DIH | 18,934 | 12,423 | 0 | 0 | 0 | 0 | 0 | 31,357 |
| DS | 7,999 | | 0 | 0 | 0 | 0 | 0 | 7,999 |
| SA | 267,327 | 0 | 0 | 0 | 0 | 0 | 0 | 267,327 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSS | 1,800,655 | 10,000 | 0 | 0 | 0 | 0 | 0 | 1,810,655 |
| LF | 104,731 | 0 | 0 | 0 | 0 | 0 | 0 | 104,731 |
| SA | 536,192 | 0 | 0 | 0 | 0 | 0 | 0 | 536,192 |
| TOTAL 445800 1 | 2,943,858 | 22,423 | 0 | 0 | 0 | 0 | 0 | 2,966,281 |
| TOTAL PROJECT: | 2,943,858 | 22,423 | 0 | 0 | 0 | 0 | 0 | 2,966,281 |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS

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DATE RUN: 07/05/2022

TIME RUN: 10.53.54
MBRMPOTP

ITEM NUMBER:434408 1
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FORT BROOKS RD FROM E OF NE 10TH ST RD TO E OF NE 145TH AVE RD
COUNTY:MARION
PROJECT LENGTH: .860MI

D

SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| | FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|--------------|----------------------|-------|------|------|------|------|-------------------------|--------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| | DDR | 171,358 | 0 | 0 | 0 | 0 | 0 | 0 | 171,358 |
| | DIH | 22,884 | 2,684 | 0 | 0 | 0 | 0 | 0 | 25,568 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| | DDR | 20,859 | 0 | 0 | 0 | 0 | 0 | 0 | 20,859 |
| | DS | 65,344 | 0 | 0 | 0 | 0 | 0 | 0 | 65,344 |
| | NHRE | 385,107 | 0 | 0 | 0 | 0 | 0 | 0 | 385,107 |
| | SA | 2,656 | 0 | 0 | 0 | 0 | 0 | 0 | 2,656 |
| | SN | 24,600 | 0 | 0 | 0 | 0 | 0 | 0 | 24,600 |
| TOTAL | 434408 1 | 692,808 | 2,684 | 0 | 0 | 0 | 0 | 0 | 695,492 |
| TOTAL PROJECT: | | 692,808 | 2,684 | 0 | 0 | 0 | 0 | 0 | 695,492 |

ITEM NUMBER:435057 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318
COUNTY:MARION
PROJECT LENGTH: 28.270MI

SIS

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| | FUND | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|----------------|---|----------------------|-------|------|------|------|------|-------------------------|--------------|
| PHASE: | PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: | MANAGED BY FDOT | | | | | | | |
| | DDR | 754,972 | 0 | 0 | 0 | 0 | 0 | 0 | 754,972 |
| | DIH | 30,088 | 4,945 | 0 | 0 | 0 | 0 | 0 | 35,033 |
| PHASE: | CONSTRUCTION / RESPONSIBLE AGENCY: | MANAGED BY FDOT | | | | | | | |
| | DDR | 82,021 | 0 | 0 | 0 | 0 | 0 | 0 | 82,021 |
| | DI | 2,162,021 | 0 | 0 | 0 | 0 | 0 | 0 | 2,162,021 |
| | DIH | 61,476 | 0 | 0 | 0 | 0 | 0 | 0 | 61,476 |
| | DS | 45,171 | 0 | 0 | 0 | 0 | 0 | 0 | 45,171 |
| | HSP | 871,302 | 0 | 0 | 0 | 0 | 0 | 0 | 871,302 |
| | SL | 34,289 | 0 | 0 | 0 | 0 | 0 | 0 | 34,289 |
| TOTAL | 435057 1 | 4,041,340 | 4,945 | 0 | 0 | 0 | 0 | 0 | 4,046,285 |
| TOTAL PROJECT: | | 4,041,340 | 4,945 | 0 | 0 | 0 | 0 | 0 | 4,046,285 |

ITEM NUMBER:435466 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION: I-75 2 LOCATIONS
COUNTY: MARION
PROJECT LENGTH: 4.364MI

SIS

TYPE OF WORK:LANDSCAPING

LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| | FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|--------------|----------------------|--------|------|------|------|------|-------------------------|--------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| | DER | 1,165 | 0 | | 0 | 0 | 0 | 0 | 1,165 |
| | DIH | 29,227 | 51,689 | 0 | 0 | 0 | 0 | 0 | 80,916 |
| | DS | 586,142 | 0 | 0 | 0 | 0 | 0 | 0 | 586,142 |
| TOTAL | 435466 1 | 616,534 | 51,689 | 0 | 0 | 0 | 0 | 0 | 668,223 |
| TOTAL PROJECT: | | 616,534 | 51,689 | 0 | 0 | 0 | 0 | 0 | 668,223 |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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| ITEM NUMBER:435492 2 | | PROJECT DESCRIPTION:SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD. | | | | | *NON-SIS* | | |
|--|----------------------|---|--------------|----------|----------|----------|---------------------------------------|--------------|----------------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:INTERSECTION IMPROVEMENT | | |
| ROADWAY ID:36110000 | | PROJECT LENGTH: .114MI | | | | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA | | | | | | | | | |
| DDR | 740,722 | | 0 | 0 | 0 | 0 | 0 | 0 | 740,722 |
| DIH | 526 | | 0 | 0 | 0 | 0 | 0 | 0 | 526 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DIH | 250 | | 9,380 | 0 | 0 | 0 | 0 | 0 | 9,630 |
| TOTAL 435492 2 | 741,498 | | 9,380 | 0 | 0 | 0 | 0 | 0 | 750,878 |
| TOTAL PROJECT: | 741,498 | | 9,380 | 0 | 0 | 0 | 0 | 0 | 750,878 |

| ITEM NUMBER:437344 1 | | PROJECT DESCRIPTION:SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT | | | | | *NON-SIS* | | |
|--|----------------------|--|----------|----------|----------|----------|-------------------------------------|--------------|------------------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:RESURFACING | | |
| ROADWAY ID:36100000 | | PROJECT LENGTH: 2.767MI | | | | | LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DC | 2,720 | | 0 | 0 | 0 | 0 | 0 | 0 | 2,720 |
| DDR | 183,653 | | 0 | 0 | 0 | 0 | 0 | 0 | 183,653 |
| DIH | 67,114 | 4,886 | 0 | 0 | 0 | 0 | 0 | 0 | 72,000 |
| DS | 34,254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34,254 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DDR | 4,959,036 | | 0 | 0 | 0 | 0 | 0 | 0 | 4,959,036 |
| DIH | 14,832 | 13,622 | 0 | 0 | 0 | 0 | 0 | 0 | 28,454 |
| DS | 255,045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255,045 |
| TOTAL 437344 1 | 5,516,654 | 18,508 | 0 | 0 | 0 | 0 | 0 | 0 | 5,535,162 |
| TOTAL PROJECT: | 5,516,654 | 18,508 | 0 | 0 | 0 | 0 | 0 | 0 | 5,535,162 |

| ITEM NUMBER:435660 2 | | PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) | | | | | *SIS* | | |
|--|----------------------|---|------|------|------|------|-------------------------------------|--------------|---------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:ADD TURN LANE(S) | | |
| ROADWAY ID:36180000 | | PROJECT LENGTH: .216MI | | | | | LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DDR | 14,869 | | 0 | 0 | 0 | 0 | 0 | 0 | 14,869 |
| DI | 3,245 | | 0 | 0 | 0 | 0 | 0 | 0 | 3,245 |
| DS | 170,487 | | 0 | 0 | 0 | 0 | 0 | 0 | 170,487 |
| NHPP | 398,753 | | 0 | 0 | 0 | 0 | 0 | 0 | 398,753 |
| SA | 115,217 | | 0 | 0 | 0 | 0 | 0 | 0 | 115,217 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| ACNP | 2,148 | 23,660 | 0 | 0 | 0 | 0 | 0 | 0 | 25,808 |
| DDR | 42,383 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42,383 |
| NHPP | 435,644 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 435,872 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| ACNP | 9,738 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,738 |
| NHPP | 92,262 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92,262 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| ACNP | 32,992 | 36,841 | 0 | 0 | 0 | 0 | 0 | 0 | 69,833 |

| HIGHWAYS | | | | | | | | |
|----------------|-----------|--------|---|---|---|---|---|-----------|
| ===== | | | | | | | | |
| DDR | 176,510 | 0 | 0 | 0 | 0 | 0 | 0 | 176,510 |
| DS | 35,444 | 0 | 0 | 0 | 0 | 0 | 0 | 35,444 |
| NHPP | 1,211,587 | 477 | 0 | 0 | 0 | 0 | 0 | 1,212,064 |
| TOTAL 435660 2 | 2,741,279 | 61,206 | 0 | 0 | 0 | 0 | 0 | 2,802,485 |
| TOTAL PROJECT: | 2,741,279 | 61,206 | 0 | 0 | 0 | 0 | 0 | 2,802,485 |

ITEM NUMBER:435686 1
DISTRICT:05
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 500 / US 441 @ SE 98TH LANE
COUNTY:MARION
PROJECT LENGTH: .189MI

TYPE OF WORK:ADD LEFT TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 2

NON-SIS

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|--------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DIH | 38,707 | 13,291 | 0 | 0 | 0 | 0 | 0 | 51,998 |
| DS | 221,456 | 0 | 0 | 0 | 0 | 0 | 0 | 221,456 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 1,211,131 | 0 | 0 | 0 | 0 | 0 | 0 | 1,211,131 |
| DIH | 12,648 | 51,654 | 0 | 0 | 0 | 0 | 0 | 64,302 |
| TOTAL 435686 1 | 1,483,942 | 64,945 | 0 | 0 | 0 | 0 | 0 | 1,548,887 |
| TOTAL PROJECT: | 1,483,942 | 64,945 | 0 | 0 | 0 | 0 | 0 | 1,548,887 |

ITEM NUMBER:436879 1
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.
COUNTY:MARION
PROJECT LENGTH: 6.168MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

NON-SIS

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|-------|------|------|------|------|-------------------|------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DC | 2,720 | 0 | 0 | 0 | 0 | 0 | 0 | 2,720 |
| DDR | 762,305 | 0 | 0 | 0 | 0 | 0 | 0 | 762,305 |
| DIH | 44,667 | 7,587 | 0 | 0 | 0 | 0 | 0 | 52,254 |
| DS | 22,467 | 0 | 0 | 0 | 0 | 0 | 0 | 22,467 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 1,290,088 | 0 | 0 | 0 | 0 | 0 | 0 | 1,290,088 |
| DIH | 166,358 | 55 | 0 | 0 | 0 | 0 | 0 | 166,413 |
| DS | 6,670,182 | 0 | 0 | 0 | 0 | 0 | 0 | 6,670,182 |
| NHRE | 1,729,934 | 0 | 0 | 0 | 0 | 0 | 0 | 1,729,934 |
| SA | 1,532 | 0 | 0 | 0 | 0 | 0 | 0 | 1,532 |
| TOTAL 436879 1 | 10,690,253 | 7,642 | 0 | 0 | 0 | 0 | 0 | 10,697,895 |
| TOTAL PROJECT: | 10,690,253 | 7,642 | 0 | 0 | 0 | 0 | 0 | 10,697,895 |

ITEM NUMBER:437339 1
DISTRICT:05
ROADWAY ID:36070000

PROJECT DESCRIPTION:SR 500 / US 27 FROM LEVY COUNTY LINE TO CR 326
COUNTY:MARION
PROJECT LENGTH: 6.672MI

TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

SIS

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|-------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DC | 1,609 | 0 | 0 | 0 | 0 | 0 | 0 | 1,609 |
| DDR | 550,707 | 0 | 0 | 0 | 0 | 0 | 0 | 550,707 |
| DIH | 72,383 | 2,862 | 0 | 0 | 0 | 0 | 0 | 75,245 |
| DS | 26,590 | 0 | 0 | 0 | 0 | 0 | 0 | 26,590 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 6,125,219 | 0 | 0 | 0 | 0 | 0 | 0 | 6,125,219 |

| HIGHWAYS | | | | | | | | |
|----------------|-----------|--------|---|---|---|---|---|-----------|
| ===== | | | | | | | | |
| DIH | 62,541 | 24,916 | 0 | 0 | 0 | 0 | 0 | 87,457 |
| DS | 180,037 | 0 | 0 | 0 | 0 | 0 | 0 | 180,037 |
| TOTAL 437339 1 | 7,019,086 | 27,778 | 0 | 0 | 0 | 0 | 0 | 7,046,864 |
| TOTAL PROJECT: | 7,019,086 | 27,778 | 0 | 0 | 0 | 0 | 0 | 7,046,864 |

| ITEM NUMBER:437818 1 | | PROJECT DESCRIPTION:I-75 @ CR 318 INTERCHANGE | | | | | *SIS* | |
|---|----------------|---|------|------|------|------|-------------------------------------|-----------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:LANDSCAPING | |
| ROADWAY ID:36210000 | | PROJECT LENGTH: .413MI | | | | | LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0 | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 402,700 | 0 | 0 | 0 | 0 | 0 | 0 | 402,700 |
| DER | 5,220 | 0 | 0 | 0 | 0 | 0 | 0 | 5,220 |
| DIH | 55,400 | 12,971 | 0 | 0 | 0 | 0 | 0 | 68,371 |
| DS | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| TOTAL 437818 1 | 463,454 | 12,971 | 0 | 0 | 0 | 0 | 0 | 476,425 |
| TOTAL PROJECT: | 463,454 | 12,971 | 0 | 0 | 0 | 0 | 0 | 476,425 |

| ITEM NUMBER:437828 1 | | PROJECT DESCRIPTION:I-75 @ SW 20TH STREET & I-75 @ SW 43RD ST. | | | | | *SIS* | |
|---|----------------|--|------|------|------|------|-------------------------------------|-----------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:LANDSCAPING | |
| ROADWAY ID:36210000 | | PROJECT LENGTH: .500MI | | | | | LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0 | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DDR | 431,233 | 0 | 0 | 0 | 0 | 0 | 0 | 431,233 |
| DIH | 31,796 | 15,243 | 0 | 0 | 0 | 0 | 0 | 47,039 |
| DS | 22,863 | 0 | 0 | 0 | 0 | 0 | 0 | 22,863 |
| TOTAL 437828 1 | 485,892 | 15,243 | 0 | 0 | 0 | 0 | 0 | 501,135 |
| TOTAL PROJECT: | 485,892 | 15,243 | 0 | 0 | 0 | 0 | 0 | 501,135 |

| 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 | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| SA | 63,449 | 0 | 0 | 0 | 0 | 0 | 0 | 63,449 |
| TALL | 35,562 | 43 | 0 | 0 | 0 | 0 | 0 | 35,605 |
| TALT | 0 | 605 | 0 | 0 | 0 | 0 | 0 | 605 |
| TOTAL 440880 1 | 99,011 | 648 | 0 | 0 | 0 | 0 | 0 | 99,659 |
| TOTAL PROJECT: | 99,011 | 648 | 0 | 0 | 0 | 0 | 0 | 99,659 |

ITEM NUMBER:441136 1
DISTRICT:05
ROADWAY ID:36001000

PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE
COUNTY:MARION
PROJECT LENGTH: 8.846MI

SIS

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

| | FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|--------------|----------------------|--------|------|------|------|------|-------------------------|--------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| | DDR | 1,647,005 | 0 | 0 | 0 | 0 | 0 | 0 | 1,647,005 |
| | DIH | 82,499 | 33,820 | 0 | 0 | 0 | 0 | 0 | 116,319 |
| | DS | 90,455 | 0 | 0 | 0 | 0 | 0 | 0 | 90,455 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| | DDR | 1,441,597 | 50,000 | 0 | 0 | 0 | 0 | 0 | 1,491,597 |
| | DIH | 21,914 | 8,119 | 0 | 0 | 0 | 0 | 0 | 30,033 |
| | DS | 198,403 | 0 | 0 | 0 | 0 | 0 | 0 | 198,403 |
| | GFSL | 4,198 | 0 | 0 | 0 | 0 | 0 | 0 | 4,198 |
| | SA | 15,197,991 | 0 | 0 | 0 | 0 | 0 | 0 | 15,197,991 |
| | SL | 679,485 | 0 | 0 | 0 | 0 | 0 | 0 | 679,485 |
| TOTAL | 441136 1 | 19,363,547 | 91,939 | 0 | 0 | 0 | 0 | 0 | 19,455,486 |
| TOTAL PROJECT: | | 19,363,547 | 91,939 | 0 | 0 | 0 | 0 | 0 | 19,455,486 |

ITEM NUMBER:443270 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:SR 25 / 200 TO ALACH BRIDGE 360025 & 360026
COUNTY:MARION
PROJECT LENGTH: .790MI

NON-SIS

TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|--------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| BRRP | 62,469 | 0 | 0 | 0 | 0 | 0 | 0 | 62,469 |
| DIH | 6,602 | 6,957 | 0 | 0 | 0 | 0 | 0 | 13,559 |
| DS | 1,803 | 0 | 0 | 0 | 0 | 0 | 0 | 1,803 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| BRRP | 404,049 | 0 | 0 | 0 | 0 | 0 | 0 | 404,049 |
| DIH | 65,486 | 6,010 | 0 | 0 | 0 | 0 | 0 | 71,496 |
| TOTAL 443270 1 | 540,409 | 12,967 | 0 | 0 | 0 | 0 | 0 | 553,376 |
| TOTAL PROJECT: | 540,409 | 12,967 | 0 | 0 | 0 | 0 | 0 | 553,376 |

ITEM NUMBER:445687 1
DISTRICT:05
ROADWAY ID:36060000

PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD
COUNTY:MARION
PROJECT LENGTH: .100MI

NON-SIS

TYPE OF WORK:SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------|--------|------|------|------|------|-------------------|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSS | 158,000 | | 0 | | 0 | | 0 | 158,000 |
| DIH | 32,725 | 18,206 | 0 | | 0 | | 0 | 50,931 |
| DS | 5,602 | | 0 | | 0 | | 0 | 5,602 |
| HSP | 2,000 | | 0 | | 0 | | 0 | 2,000 |
| SA | 198,586 | | 0 | | 0 | | 0 | 198,586 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| ACSS | 1,096,948 | 29,963 | 0 | | 0 | | 0 | 1,126,911 |
| DDR | 20,945 | | 0 | | 0 | | 0 | 20,945 |
| DS | 139,780 | | 0 | | 0 | | 0 | 139,780 |
| TOTAL 445687 1 | 1,654,586 | 48,169 | 0 | | 0 | | 0 | 1,702,755 |
| TOTAL PROJECT: | 1,654,586 | 48,169 | 0 | | 0 | | 0 | 1,702,755 |

HIGHWAYS
=====

| | | | | | | | | | |
|--|--------|--|------|------|------|------|---|-------|---------|
| ITEM NUMBER:448924 1 | | PROJECT DESCRIPTION:SR-492 OVER CSX RR | | | | | *NON-SIS* | | |
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION | | |
| ROADWAY ID:36000076 | | PROJECT LENGTH: .102MI | | | | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | | |
| FUND | LESS | | | | | | GREATER | ALL | |
| CODE | THAN | 2023 | 2024 | 2025 | 2026 | 2027 | THAN | YEARS | |
| | 2023 | | | | | | 2027 | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| BRRP | 43,595 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43,595 |
| DIH | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| BRRP | 0 | 387,195 | 0 | 0 | 0 | 0 | 0 | 0 | 387,195 |
| DIH | 0 | 2,054 | 0 | 0 | 0 | 0 | 0 | 0 | 2,054 |
| TOTAL 448924 1 | 43,595 | 391,249 | 0 | 0 | 0 | 0 | 0 | 0 | 434,844 |
| TOTAL PROJECT: | 43,595 | 391,249 | 0 | 0 | 0 | 0 | 0 | 0 | 434,844 |

| | | | | | | | | | |
|---|-------------|--|------------|------|------|------|--------------------------------------|-------|-------------|
| ITEM NUMBER:450506 1 | | PROJECT DESCRIPTION:MARION COUNTY I-75 THREE DYNAMIC MESSAGE SIGNS | | | | | *SIS* | | |
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:ITS SURVEILLANCE SYSTEM | | |
| ROADWAY ID:36210000 | | PROJECT LENGTH: 38.282MI | | | | | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 | | |
| FUND | LESS | | | | | | GREATER | ALL | |
| CODE | THAN | 2023 | 2024 | 2025 | 2026 | 2027 | THAN | YEARS | |
| | 2023 | | | | | | 2027 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DS | 0 | 559,945 | 0 | 0 | 0 | 0 | 0 | 0 | 559,945 |
| TOTAL 450506 1 | 0 | 559,945 | 0 | 0 | 0 | 0 | 0 | 0 | 559,945 |
| TOTAL PROJECT: | 0 | 559,945 | 0 | 0 | 0 | 0 | 0 | 0 | 559,945 |
| TOTAL DIST: 05 | 211,302,959 | 8,982,086 | 23,979,520 | 0 | 0 | 0 | 0 | 0 | 244,264,565 |
| TOTAL HIGHWAYS | 211,302,959 | 8,982,086 | 23,979,520 | 0 | 0 | 0 | 0 | 0 | 244,264,565 |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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MAINTENANCE

=====

DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

ITEM NUMBER:418107 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:MARION PRIMARY IN-HOUSE
COUNTY:MARION
PROJECT LENGTH: .000

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*NON-SIS*
TYPE OF WORK:ROUTINE MAINTENANCE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|---|----------------------|------------------|------------------|------------------|------------------|------------------|-------------------------|-------------------|
| PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| D | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |
| TOTAL 418107 1 | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |
| TOTAL PROJECT: | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |
| TOTAL DIST: 05 | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |
| TOTAL MAINTENANCE | 41,108,435 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 1,831,973 | 0 | 50,268,300 |

ITEM NUMBER:431798 3

DISTRICT:05

ROADWAY ID:36000042

PROJECT DESCRIPTION:NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET

COUNTY:MARION

PROJECT LENGTH: .350MI

SIS

TYPE OF WORK:RAIL CAPACITY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
|--|----------------------|------|------|------|------|------|-------------------------|--------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DIH | 14,412 | 0 | 0 | 0 | 0 | 0 | 0 | 14,412 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DS | 41,821 | 0 | 0 | 0 | 0 | 0 | 0 | 41,821 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DS | 79,100 | 0 | 0 | 0 | 0 | 0 | 0 | 79,100 |
| TOTAL 431798 3 | 135,333 | 0 | 0 | 0 | 0 | 0 | 0 | 135,333 |
| TOTAL PROJECT: | 135,333 | 0 | 0 | 0 | 0 | 0 | 0 | 135,333 |
| TOTAL DIST: 05 | 135,333 | 0 | 0 | 0 | 0 | 0 | 0 | 135,333 |
| TOTAL RAIL | 135,333 | 0 | 0 | 0 | 0 | 0 | 0 | 135,333 |

TRANSIT
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ITEM NUMBER:427188 2
DISTRICT:05
EX DESC:AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.

PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009
COUNTY:MARION

NON-SIS
TYPE OF WORK:CAPITAL FOR FIXED ROUTE

| | | | | | | | | |
|---|----------------|----------------------|-----------|-----------|-----------|-----------|-------------------------------------|------------|
| ROADWAY ID: | | PROJECT LENGTH: .000 | | | | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
| PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT | | | | | | | | |
| FTA | 0 | 18,688,918 | 2,541,196 | 2,617,431 | 2,617,431 | 2,617,431 | 0 | 29,082,407 |
| LF | 0 | 4,672,229 | 635,299 | 654,398 | 654,398 | 654,398 | 0 | 7,270,722 |
| TOTAL 427188 2 | 0 | 23,361,147 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | 0 | 36,353,129 |
| TOTAL PROJECT: | 0 | 23,361,147 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | 0 | 36,353,129 |

| | | | | | | | | |
|---|----------------|--|------|------|------|------|--|-----------|
| ITEM NUMBER:445377 1 DISTRICT:05 ROADWAY ID: | | PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL COUNTY:MARION PROJECT LENGTH: .000 | | | | | *NON-SIS* TYPE OF WORK:CAPITAL FOR FIXED ROUTE LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
| PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA | | | | | | | | |
| FTA | 0 | 985,093 | 0 | 0 | 0 | 0 | 0 | 985,093 |
| LF | 0 | 246,274 | 0 | 0 | 0 | 0 | 0 | 246,274 |
| TOTAL 445377 1 | 0 | 1,231,367 | 0 | 0 | 0 | 0 | 0 | 1,231,367 |
| TOTAL PROJECT: | 0 | 1,231,367 | 0 | 0 | 0 | 0 | 0 | 1,231,367 |

| | | | | | | | | |
|---|----------------|--|------|------|------|------|--|-----------|
| ITEM NUMBER:448170 1 DISTRICT:05 ROADWAY ID: | | PROJECT DESCRIPTION:MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT COUNTY:MARION PROJECT LENGTH: .000 | | | | | *NON-SIS* TYPE OF WORK:CAPITAL FOR FIXED ROUTE LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
| PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA | | | | | | | | |
| FTA | 0 | 376,569 | 0 | 0 | 0 | 0 | 0 | 376,569 |
| LF | 0 | 94,142 | 0 | 0 | 0 | 0 | 0 | 94,142 |
| TOTAL 448170 1 | 0 | 470,711 | 0 | 0 | 0 | 0 | 0 | 470,711 |
| TOTAL PROJECT: | 0 | 470,711 | 0 | 0 | 0 | 0 | 0 | 470,711 |

| | | | | | | | | |
|---|----------------|---|-----------|-----------|-----------|-----------|--|------------|
| ITEM NUMBER:449238 1 DISTRICT:05 ROADWAY ID: | | PROJECT DESCRIPTION:MARION - OCALA SUNTRAN SECTION 5307 ARP SMALL URBAN AREA COUNTY:MARION PROJECT LENGTH: .000 | | | | | *NON-SIS* TYPE OF WORK:CAPITAL FOR FIXED ROUTE LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
| PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA | | | | | | | | |
| FTA | 0 | 627,007 | 0 | 0 | 0 | 0 | 0 | 627,007 |
| LF | 0 | 156,752 | 0 | 0 | 0 | 0 | 0 | 156,752 |
| TOTAL 449238 1 | 0 | 783,759 | 0 | 0 | 0 | 0 | 0 | 783,759 |
| TOTAL PROJECT: | 0 | 783,759 | 0 | 0 | 0 | 0 | 0 | 783,759 |
| TOTAL DIST: 05 | 0 | 25,846,984 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | 0 | 38,838,966 |
| TOTAL TRANSIT | 0 | 25,846,984 | 3,176,495 | 3,271,829 | 3,271,829 | 3,271,829 | 0 | 38,838,966 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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MPO ROLLFORWARD REPORT
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TRANSIT

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DATE RUN: 07/05/2022
TIME RUN: 10.53.54
MBRMPOTP

Ocala-Marion TPO

FLA. RAIL ENT.
=====

| ITEM NUMBER:431798 3 | | PROJECT DESCRIPTION:NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET | | | | | *SIS* | |
|--|----------------------|--|------|------|------|------|-------------------------------------|--------------|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:RAIL CAPACITY PROJECT | |
| ROADWAY ID:36000042 | | PROJECT LENGTH: .350MI | | | | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DPTO | 2,611,305 | 0 | 0 | 0 | 0 | 0 | 0 | 2,611,305 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| TRIP | 15,066,017 | 0 | 0 | 0 | 0 | 0 | 0 | 15,066,017 |
| PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| LF | 592,367 | 266,191 | 0 | 0 | 0 | 0 | 0 | 858,558 |
| TRIP | 71,955 | 0 | 0 | 0 | 0 | 0 | 0 | 71,955 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | |
| DPTO | 78,094 | 0 | 0 | 0 | 0 | 0 | 0 | 78,094 |
| DS | 507,541 | 38,890 | 0 | 0 | 0 | 0 | 0 | 546,431 |
| LF | 299,907 | 39,311 | 0 | 0 | 0 | 0 | 0 | 339,218 |
| TRIP | 17,713,191 | 0 | 0 | 0 | 0 | 0 | 0 | 17,713,191 |
| TOTAL 431798 3 | 36,940,377 | 344,392 | 0 | 0 | 0 | 0 | 0 | 37,284,769 |
| TOTAL PROJECT: | 36,940,377 | 344,392 | 0 | 0 | 0 | 0 | 0 | 37,284,769 |
| TOTAL DIST: 05 | 36,940,377 | 344,392 | 0 | 0 | 0 | 0 | 0 | 37,284,769 |
| TOTAL FLA. RAIL ENT. | 36,940,377 | 344,392 | 0 | 0 | 0 | 0 | 0 | 37,284,769 |

| ITEM NUMBER:426179 1 | | PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES | | | | | *NON-SIS* | | |
|--|----------------------|--|-----------|------|------|------|---|--------------|--|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:MISCELLANEOUS CONSTRUCTION | | |
| ROADWAY ID: | | PROJECT LENGTH: .000 | | | | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| TALL | 244,045 | 20,400 | 0 | 0 | 0 | 0 | 0 | 264,445 | |
| TALN | 287,347 | 0 | 0 | 0 | 0 | 0 | 0 | 287,347 | |
| TALT | 799,825 | 83,250 | 0 | 0 | 0 | 0 | 0 | 883,075 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DIH | 0 | 0 | 5,280 | 0 | 0 | 0 | 0 | 5,280 | |
| SL | 0 | 0 | 1,872,596 | 0 | 0 | 0 | 0 | 1,872,596 | |
| TALL | 0 | 0 | 11,289 | 0 | 0 | 0 | 0 | 11,289 | |
| TALN | 0 | 0 | 166,133 | 0 | 0 | 0 | 0 | 166,133 | |
| TALT | 0 | 0 | 1,610,141 | 0 | 0 | 0 | 0 | 1,610,141 | |
| PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| SA | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,000 | |
| TOTAL 426179 1 | 1,331,217 | 153,650 | 3,665,439 | 0 | 0 | 0 | 0 | 5,150,306 | |
| TOTAL PROJECT: | 1,331,217 | 153,650 | 3,665,439 | 0 | 0 | 0 | 0 | 5,150,306 | |

| ITEM NUMBER:436474 2 | | PROJECT DESCRIPTION:SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS | | | | | *NON-SIS* | | |
|--|----------------------|---|------|------|------|------|-------------------------------------|--------------|--|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:SIDEWALK | | |
| ROADWAY ID: | | PROJECT LENGTH: .000 | | | | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| SL | 0 | 3,910 | 0 | 0 | 0 | 0 | 0 | 3,910 | |
| TALL | 0 | 545 | 0 | 0 | 0 | 0 | 0 | 545 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOARD OF COUNTY C | | | | | | | | | |
| LF | 8,189 | 0 | 0 | 0 | 0 | 0 | 0 | 8,189 | |
| SL | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 545 | |
| TALL | 271,178 | 0 | 0 | 0 | 0 | 0 | 0 | 271,178 | |
| TALT | 28,918 | 0 | 0 | 0 | 0 | 0 | 0 | 28,918 | |
| TOTAL 436474 2 | 308,830 | 4,455 | 0 | 0 | 0 | 0 | 0 | 313,285 | |

| ITEM NUMBER:436474 4 | | PROJECT DESCRIPTION:SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS | | | | | *NON-SIS* | | |
|---|----------------------|---|------|------|------|------|-------------------------------------|--------------|--|
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:SIDEWALK | | |
| ROADWAY ID: | | PROJECT LENGTH: .000 | | | | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| LF | 83,765 | 14,365 | 0 | 0 | 0 | 0 | 0 | 98,130 | |
| TALL | 12,000 | 0 | 0 | 0 | 0 | 0 | 0 | 12,000 | |
| TOTAL 436474 4 | 95,765 | 14,365 | 0 | 0 | 0 | 0 | 0 | 110,130 | |

OCALA-MARION TPO

MISCELLANEOUS
=====

| | | | | | | | | | |
|---|----------------------|--|------|------|------|------|-------------------------------------|--------------|---------|
| ITEM NUMBER:436474 5 | | PROJECT DESCRIPTION:LEGACY ELEMENTARY SCHOOL SIDEWALKS | | | | | *NON-SIS* | | |
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:SIDEWALK | | |
| ROADWAY ID: | | PROJECT LENGTH: .000 | | | | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| LF | 260,159 | 44,424 | 0 | 0 | 0 | 0 | 0 | 0 | 304,583 |
| SL | 28,181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28,181 |
| TALT | 7,819 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,819 |
| TOTAL 436474 5 | 296,159 | 44,424 | 0 | 0 | 0 | 0 | 0 | 0 | 340,583 |
| TOTAL PROJECT: | 700,754 | 63,244 | 0 | 0 | 0 | 0 | 0 | 0 | 763,998 |

| | | | | | | | | | |
|--|----------------------|--|------------|-----------|-----------|-----------|-------------------------------------|--------------|-------------|
| ITEM NUMBER:439310 1 | | PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET | | | | | *NON-SIS* | | |
| DISTRICT:05 | | COUNTY:MARION | | | | | TYPE OF WORK:BIKE PATH/TRAIL | | |
| ROADWAY ID: | | PROJECT LENGTH: .000 | | | | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | | |
| FUND CODE | LESS THAN 2023 | 2023 | 2024 | 2025 | 2026 | 2027 | GREATER THAN 2027 | ALL YEARS | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA | | | | | | | | | |
| LF | 194,476 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194,476 |
| TALL | 650,316 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 650,316 |
| TALT | 245,472 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245,472 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | | | |
| DIH | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| TALT | 11,217 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,217 |
| TOTAL 439310 1 | 1,101,481 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 1,101,582 |
| TOTAL PROJECT: | 1,101,481 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 1,101,582 |
| TOTAL DIST: 05 | 3,133,452 | 216,995 | 3,665,439 | 0 | 0 | 0 | 0 | 0 | 7,015,886 |
| TOTAL MISCELLANEOUS | 3,133,452 | 216,995 | 3,665,439 | 0 | 0 | 0 | 0 | 0 | 7,015,886 |
| GRAND TOTAL | 292,620,556 | 37,222,430 | 32,653,427 | 5,103,802 | 5,103,802 | 5,103,802 | 0 | 0 | 377,807,819 |



TO: Committee Members

FROM: Rob Balmes, Director

RE: Performance Management Pavement and Bridge (PM2) and System Performance (PM3) Targets

Summary

Federal law requires State DOTs and TPOs/MPOs to conduct performance-based planning by setting data-driven targets linked to specific measures. In 2017, the Federal Highway Administration (FHWA) published the Pavement and Bridge Condition Performance Measures (PM2) and the System Performance Measures (PM3) Final Rules. These rules established performance measures to assess conditions and reliability for the National Highway System (NHS). Maps of the NHS in Marion County are attached to this memo for reference.

On December 16, 2022, the Florida Department of Transportation (FDOT) established new statewide two and four-year targets for Pavement and Bridge condition and System Performance. As a result, all MPO/TPO's in Florida must also set targets, with the option to support the FDOT statewide targets or establish specific targets for their planning areas. Targets must be adopted by the TPO Board no later than June 14, 2023. The TPO must include the respective targets and annual results in the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).

Pavement and Bridge (PM2)

The PM2 measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS pavement and bridges (by deck area) that are in good or poor condition. FHWA set a threshold for each metric to establish good, fair, or poor condition. Pavement sections that are not good or poor are classified as fair. Bridges are classified as either good or poor.

The following charts display the new Pavement and Bridge performance measures and respective targets set by FDOT on December 16, 2022.

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PM2: State Pavement and Bridge Performance Measures and Targets

| Pavement Condition | 2023 Target | 2025 Target |
|--|-------------|-------------|
| Percent of Interstate pavements in Good condition | 60.0% | 60.0% |
| Percent of Interstate pavements in Poor condition | 5.0% | 5.0% |
| Percent of Non-interstate NHS pavements in Good condition | 40.0% | 40.0% |
| Percent of Non-interstate NHS pavements in Poor condition | 5.0% | 5.0% |

| Bridge Condition | 2023 Target | 2025 Target |
|--|-------------|-------------|
| Percent of National Highway System (NHS) bridges classified as in Good condition by deck area | 50.0% | 50.0% |
| Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area | 10.0% | 10.0% |

System Performance (PM3)

The PM3 measures represent the percentage of miles traveled on the Interstate and non-Interstate NHS that are reliable for all vehicles, and a specific measure for truck reliability. Travel time reliability compares the worst travel times on a road against the travel time that is typically experienced. In general, road miles with a ratio of less than 1.5 are considered reliable.

The following charts display the new System Performance measures and respective targets set by FDOT on December 16, 2022.

PM3: System Performance Measures and Targets

| System Performance | 2023 Target | 2025 Target |
|---|-------------|-------------|
| Percent of Person-Miles Traveled on the Interstate that are Reliable | 75.0% | 70.0% |
| Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable | 50.0% | 50.0% |
| Truck Travel Time Reliability (TTTR) Index | 1.75 | 2.0 |

Recommendations

The TPO Board may adopt one of two options:

A. Support the FDOT statewide two and four-year targets for Pavement and Bridge and System Performance

or

B. Establish two and four-year targets specific to the TPO Planning area for Pavement and Bridge and System Performance

At the last cycle when targets were required to be set by FDOT in 2018, all MPO/TPOs in Florida agreed to support the statewide targets.

TPO Staff Recommendation

TPO staff recommends **Option A** – the adoption of statewide targets set by FDOT, including specific results for the TPO Planning area in 2021 (most current data available).

FHWA’s vision of performance-based planning is predicated on the approach that it is critical to incorporate a system-level, data driven process to support investments in transportation infrastructure. The data for PM2 performance measures used to set targets is derived from reliable statewide sources, including the FDOT State Materials Office, Office of Maintenance, Transportation Data and Analytics Office. PM3 data is derived from the National Performance Management Research Data Set (NPMRDS), Highway Performance Management System (HPMS) and FHWA.

PM2: State Pavement and Bridge Performance Measures, Targets and TPO Results

| Pavement Condition | 2023 Target | 2025 Target | TPO Target Results (2021) |
|--|-------------|-------------|---------------------------|
| Percent of Interstate pavements in Good condition | 60.0% | 60.0% | 64.0% |
| Percent of Interstate pavements in Poor condition | 5.0% | 5.0% | 0.0% |
| Percent of Non-interstate NHS pavements in Good condition | 40.0% | 40.0% | 51.5% |
| Percent of Non-interstate NHS pavements in Poor condition | 5.0% | 5.0% | 0.3% |

| Bridge Condition | 2023 Target | 2025 Target | TPO Target Results (2021) |
|--|-------------|-------------|---------------------------|
| Percent of National Highway System (NHS) bridges classified as in Good condition by deck area | 50.0% | 50.0% | 59.2% |
| Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area | 10.0% | 10.0% | 0.0% |

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PM3: System Performance Measures, Targets and TPO Results

| System Performance | 2023 Target | 2025 Target | TPO Target Results (2021) |
|---|-------------|-------------|---------------------------|
| Percent of Person-Miles Traveled on the Interstate that are Reliable | 75.0% | 70.0% | 100% |
| Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable | 50.0% | 50.0% | 95.9% |
| Truck Travel Time Reliability (TTTR) Index | 1.75 | 2.0 | 1.74 |

Attachment(s)

- Presentation
- Performance Measure Results Data Sources, 2021
- National Highway System (NHS) Maps
- FDOT PM2, PM3 Safety Fact Sheets

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

Pavement/Bridge (PM2) System Performance (PM3)

Two and Four Year Targets



- **Annual Federal Requirement**
- **Pavement and Bridge Condition (PM2)**
- **System Performance (PM3)**

Committee & Board Action

- **TAC and CAC review and action
March 14**
- **Board review and action, March 28**
- **Submission of PM2, PM3 Targets to FDOT
by June 14, 2023**

Pavement and Bridge (PM2)

Pavement Condition Performance Measures

Percent of Interstate pavements in **Good** condition

Percent of Interstate pavements in **Poor** condition

Percent of Non-interstate NHS pavements in **Good** condition

Percent of Non-interstate NHS pavements in **Poor** condition

Ratings = Good, Fair, Poor

Pavement and Bridge (PM2)

Bridge Condition Performance Measures

Percent of National Highway System (NHS) bridges classified as in **Good** condition by deck area

Percent of National Highway System (NHS) bridges classified as in **Poor** condition by deck area

Ratings = Good, Fair, Poor

Pavement and Bridge (PM2)

Pavement Condition

- Evaluated for ride quality (IRI), crack extent and severity, and average depth of wheel-path ruts per FDOT's Pavement Condition Survey.

Bridge Condition

- Based on a 0 to 9 scale (0-4 Poor; 5-6 Fair; 7-9 Good).

System Performance (PM3)

System Performance Measures

Percent of Person-Miles Traveled on the **Interstate** that are Reliable

Percent of Person-Miles Traveled on the **Non-Interstate National Highway System (NHS)** that are Reliable

Truck Travel Time Reliability (TTTR) Index

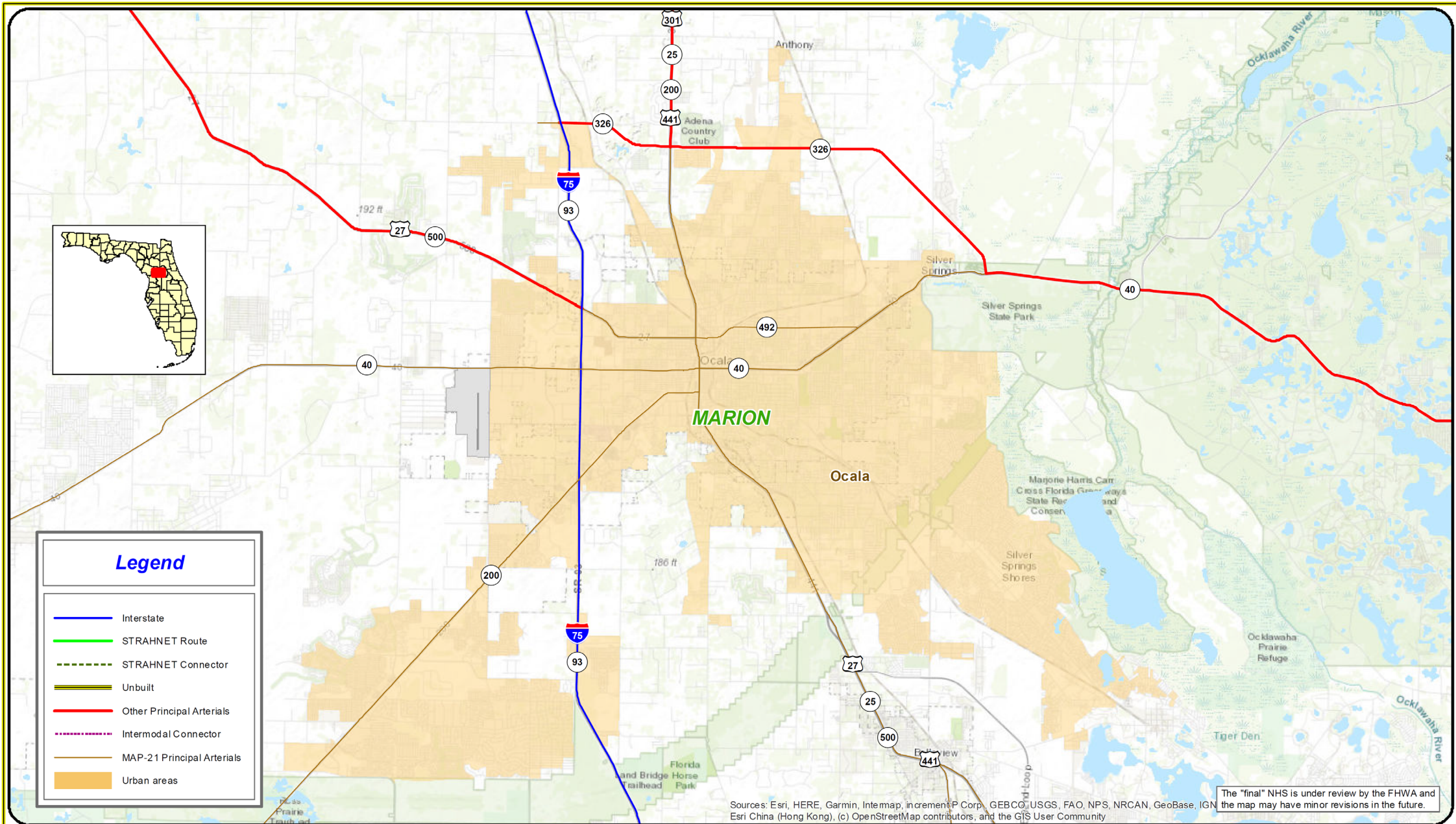
System Performance (PM3)

Travel Time Reliability

- Compares longer travel times (80th percentile) to a normal travel time (50th percentile).

Truck Travel Time Reliability

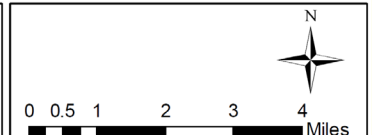
- Compares longer travel times (95th percentile) to the normal travel time (50th percentile) for trucks.

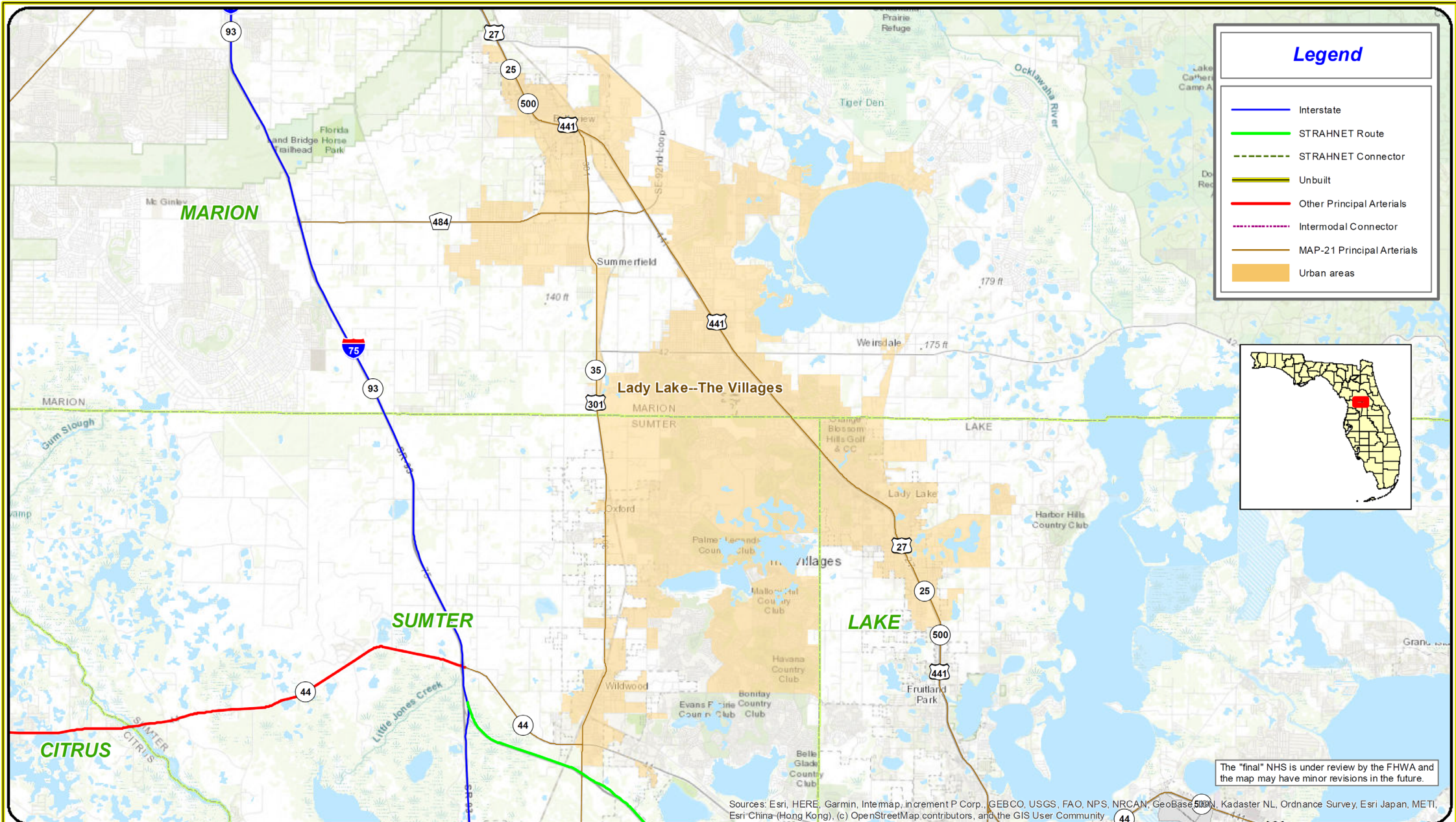


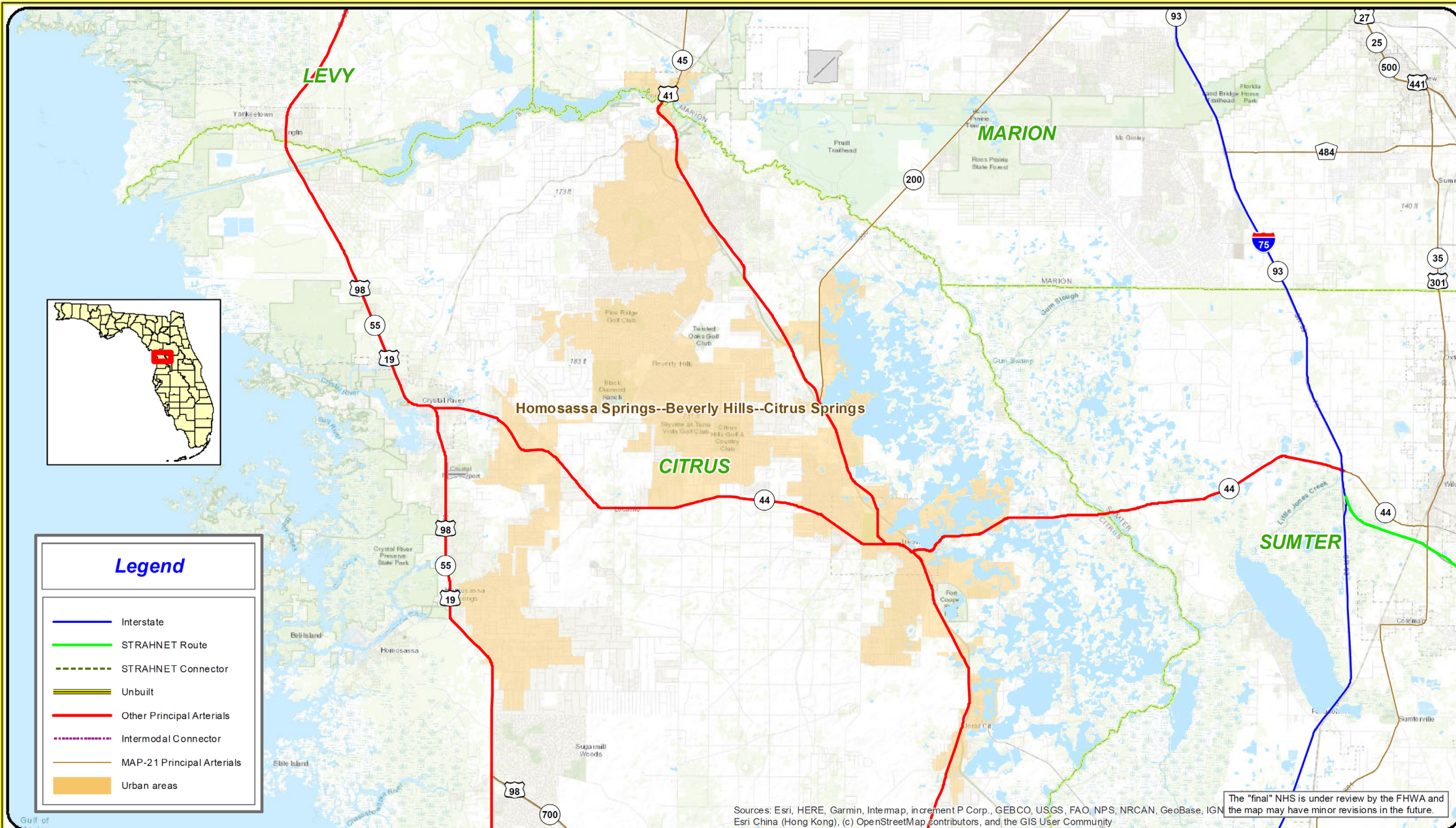
Florida Department
of Transportation
Transportation Data & Analytics

Florida's National Highway System

Ocala - 2/7/2023







State Targets 2-Year, 4-Year

| Pavement Condition | 2023 Target | 2025 Target |
|--|-------------|-------------|
| Percent of Interstate pavements in Good condition | 60.0% | 60.0% |
| Percent of Interstate pavements in Poor condition | 5.0% | 5.0% |
| Percent of Non-interstate NHS pavements in Good condition | 40.0% | 40.0% |
| Percent of Non-interstate NHS pavements in Poor condition | 5.0% | 5.0% |

State Targets 2-Year, 4-Year

| Bridge Condition | 2023 Target | 2025 Target |
|--|----------------|----------------|
| Percent of National Highway System (NHS) bridges classified as in Good condition by deck area | 50.0% | 50.0% |
| Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area | 10.0% | 10.0% |

State Targets 2-Year, 4-Year

| System Performance | 2023 Target | 2025 Target |
|---|-------------|-------------|
| Percent of Person-Miles Traveled on the Interstate that are Reliable | 75.0% | 70.0% |
| Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable | 50.0% | 50.0% |
| Truck Travel Time Reliability (TTTR) Index | 1.75 | 2.0 |

Reliable all Vehicles < 1.50

State Target TPO Results

| Pavement Condition | 2023 Target | 2025 Target | TPO Target Results (2021) |
|--|----------------|----------------|------------------------------------|
| Percent of Interstate pavements in Good condition | 60.0% | 60.0% | 64.0% |
| Percent of Interstate pavements in Poor condition | 5.0% | 5.0% | 0.0% |
| Percent of Non-interstate NHS pavements in Good condition | 40.0% | 40.0% | 51.5% |
| Percent of Non-interstate NHS pavements in Poor condition | 5.0% | 5.0% | 0.3% |

State Target TPO Results

| Bridge Condition | 2023 Target | 2025 Target | TPO Target Results (2021) |
|--|----------------|----------------|------------------------------------|
| Percent of National Highway System (NHS) bridges classified as in Good condition by deck area | 50.0% | 50.0% | 59.2% |
| Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area | 10.0% | 10.0% | 0.0% |

State Target TPO Results

| System Performance | 2023 Target | 2025 Target | TPO Target Results (2021) |
|---|----------------|----------------|------------------------------------|
| Percent of Person-Miles Traveled on the Interstate that are Reliable | 75.0% | 70.0% | 100% |
| Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable | 50.0% | 50.0% | 95.9% |
| Truck Travel Time Reliability (TTTR) Index | 1.75 | 2.0 | 1.74 |

2023 Recommendations

Option A – TPO Recommendation

- Support the FDOT statewide two and four-year targets

All MPO/TPO's in Florida adopted state targets in 2018

Note: When an MPO/TPO adopts State Targets, no changes can be made unless FDOT changes the State Targets.

2023 Recommendations

Option A

- **PM2** performance measures used to set targets is from statewide sources, including the FDOT State Materials Office, Office of Maintenance, Transportation Data and Analytics Office – Statewide Asset Management
- **PM3** data is from the National Performance Management Research Data Set (NPMRDS), Highway Performance Management System (HPMS) and FHWA.

2023 Recommendations

Option B

- Adopt specific Targets for our TPO Planning Area

Pavement Condition by MPOs

Interstate NHS

| MPO | MPO Name | % of Interstate pavements in | | | % of Interstate lane miles with MISSING Data | % of Interstate lane miles with INVALID Data |
|-----|--------------------------------|------------------------------|--------------|-------------|--|--|
| | | Good | Fair | Poor | | |
| 01 | SPACE COAST TPO | 85.1% | 14.9% | 0.0% | 0.0% | 0.1% |
| 02 | CHARLOTTE CO-PUNTA GORDA MPO | 96.6% | 3.4% | 0.0% | 0.0% | 0.0% |
| 03 | BROWARD MPO | 74.5% | 25.5% | 0.0% | 0.0% | 0.0% |
| 04 | OKALOOSA-WALTON TPO | 63.3% | 36.7% | 0.0% | 0.0% | 0.0% |
| 05 | GAINESVILLE MTPO | 94.2% | 5.8% | 0.0% | 0.0% | 0.0% |
| 06 | HERNANDO/CITRUS MPO | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 07 | HILLSBOROUGH MPO | 72.2% | 27.5% | 0.3% | 0.0% | 0.6% |
| 08 | INDIAN RIVER COUNTY MPO | 97.3% | 2.7% | 0.0% | 0.0% | 0.0% |
| 09 | NORTH FLORIDA TPO | 49.6% | 50.1% | 0.3% | 0.0% | 0.5% |
| 10 | POLK TPO | 66.3% | 33.3% | 0.4% | 0.0% | 2.3% |
| 11 | LEE COUNTY MPO | 95.5% | 4.5% | 0.0% | 0.0% | 0.0% |
| 12 | MARTIN MPO | 90.4% | 9.6% | 0.0% | 0.0% | 0.0% |
| 13 | MIAMI-DADE TPO | 77.7% | 22.3% | 0.0% | 0.0% | 0.3% |
| 14 | COLLIER MPO | 72.3% | 27.7% | 0.0% | 0.0% | 0.0% |
| 15 | OCALA/MARION COUNTY TPO | 64.0% | 36.0% | 0.0% | 0.0% | 0.0% |
| 16 | METROPLAN ORLANDO | 47.7% | 49.9% | 2.4% | 0.0% | 16.1% |
| 17 | BAY COUNTY TPO | n/a | n/a | n/a | n/a | n/a |
| 18 | PASCO COUNTY MPO | 75.4% | 24.6% | 0.0% | 0.0% | 0.0% |
| 19 | FLORIDA-ALABAMA TPO | 65.3% | 34.1% | 0.6% | 0.0% | 0.0% |
| 20 | FORWARD PINELLAS | 54.4% | 45.6% | 0.0% | 0.0% | 0.7% |
| 21 | SARASOTA/MANATEE MPO | 87.9% | 12.1% | 0.0% | 0.0% | 0.0% |
| 22 | ST LUCIE TPO | 84.0% | 16.0% | 0.0% | 0.0% | 0.0% |
| 23 | CAPITAL REGION TPA | 55.9% | 44.1% | 0.0% | 0.0% | 0.0% |
| 24 | RIVER TO SEA TPO | 86.2% | 12.2% | 1.5% | 0.0% | 0.0% |
| 25 | PALM BEACH TPA | 59.5% | 40.5% | 0.0% | 0.0% | 0.0% |
| 26 | LAKE-SUMTER MPO | 81.6% | 18.4% | 0.0% | 0.0% | 0.0% |
| 27 | HEARTLAND REGIONAL TPO | n/a | n/a | n/a | n/a | n/a |
| | NON-MPO AREAS | 64.0% | 35.7% | 0.3% | 0.0% | 0.0% |
| | STATEWIDE | 70.5% | 29.2% | 0.3% | 0.0% | 0.8% |

Note:

- 1 For calculating % of Interstate pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.
- 3 A section is considered to have MISSING data if any of the IRI, Cracking %, Rutting or Faulting values are missing.
- 4 A section is considered to have INVALID data if the distress data is collected in 2017 or earlier (for Interstates) and 2016 or earlier (for non-Interstate NHS).

Pavement Condition by MPOs

Non-Interstate NHS

| MPO | MPO Name | % of Non-Interstate NHS pavements in | | | % of Non-Interstate NHS lane miles with MISSING Data | % of Non-Interstate NHS lane miles with INVALID Data |
|-----|------------------------------|--------------------------------------|-------|------|--|--|
| | | Good | Fair | Poor | | |
| 01 | SPACE COAST TPO | 54.0% | 45.7% | 0.3% | 0.0% | 8.3% |
| 02 | CHARLOTTE CO-PUNTA GORDA MPO | 59.8% | 38.9% | 1.3% | 0.0% | 0.0% |
| 03 | BROWARD MPO | 33.4% | 65.8% | 0.8% | 0.0% | 0.0% |
| 04 | OKALOOSA-WALTON TPO | 48.9% | 50.7% | 0.4% | 0.0% | 0.5% |
| 05 | GAINESVILLE MTPO | 37.9% | 61.3% | 0.8% | 0.0% | 0.0% |
| 06 | HERNANDO/CITRUS MPO | 56.1% | 43.0% | 0.9% | 0.0% | 0.5% |
| 07 | HILLSBOROUGH MPO | 41.4% | 57.7% | 0.9% | 0.0% | 1.3% |
| 08 | INDIAN RIVER COUNTY MPO | 55.2% | 44.6% | 0.2% | 0.0% | 0.0% |
| 09 | NORTH FLORIDA TPO | 42.1% | 56.3% | 1.6% | 0.0% | 1.2% |
| 10 | POLK TPO | 42.1% | 57.3% | 0.6% | 0.0% | 0.1% |
| 11 | LEE COUNTY MPO | 51.7% | 48.3% | 0.0% | 0.0% | 0.5% |
| 12 | MARTIN MPO | 52.1% | 47.1% | 0.9% | 0.0% | 6.4% |
| 13 | MIAMI-DADE TPO | 48.9% | 50.8% | 0.3% | 0.0% | 0.5% |
| 14 | COLLIER MPO | 51.4% | 48.6% | 0.0% | 0.0% | 0.0% |
| 15 | OCALA/MARION COUNTY TPO | 51.5% | 48.2% | 0.3% | 0.0% | 0.1% |
| 16 | METROPLAN ORLANDO | 54.6% | 45.0% | 0.4% | 0.0% | 0.2% |
| 17 | BAY COUNTY TPO | 51.4% | 48.4% | 0.3% | 0.0% | 0.3% |
| 18 | PASCO COUNTY MPO | 59.2% | 40.1% | 0.7% | 0.0% | 0.0% |
| 19 | FLORIDA-ALABAMA TPO | 46.1% | 52.7% | 1.2% | 0.0% | 1.2% |
| 20 | FORWARD PINELLAS | 40.8% | 58.2% | 1.1% | 0.0% | 2.2% |
| 21 | SARASOTA/MANATEE MPO | 43.3% | 56.3% | 0.4% | 0.0% | 0.3% |
| 22 | ST LUCIE TPO | 48.6% | 50.3% | 1.1% | 0.0% | 0.0% |
| 23 | CAPITAL REGION TPA | 50.4% | 49.5% | 0.1% | 0.0% | 0.0% |
| 24 | RIVER TO SEA TPO | 43.9% | 55.8% | 0.4% | 0.0% | 0.1% |
| 25 | PALM BEACH TPA | 45.1% | 53.7% | 1.2% | 0.0% | 0.0% |
| 26 | LAKE-SUMTER MPO | 59.5% | 40.2% | 0.3% | 0.0% | 1.0% |
| 27 | HEARTLAND REGIONAL TPO | 43.1% | 56.4% | 0.5% | 0.0% | 0.1% |
| NM | NON-MPO AREAS | 48.7% | 50.8% | 0.5% | 0.0% | 0.0% |
| SW | STATEWIDE | 47.5% | 51.9% | 0.6% | 0.0% | 0.7% |

Note:

- 1 For calculating % of Non-Interstate NHS pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.
- 3 A section is considered to have MISSING data if any of the IRI, Cracking %, Rutting or Faulting values are missing.
- 4 A section is considered to have INVALID data if the distress data is collected in 2017 or earlier (for Interstates) and 2016 or earlier (for non-Interstate NHS).

| | # BRIDGES | % BRIDGES | DECK AREA | % DECK AREA |
|--------|-----------|-----------|------------|-------------|
| RANK | | | | |
| 2-FAIR | 6.00 | 21.43 | 158,941.63 | 40.88 |
| 3-GOOD | 22.00 | 78.57 | 229,827.61 | 59.12 |
| TOTAL | 28.00 | 100.00 | 388,769.24 | 100.00 |

Percent of Person-Miles Traveled on the Interstate that are Reliable

| MPO | HERE | | | INRIX | | | | |
|---|--------|--------|--------|--------|--------|--------|--------|--------|
| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| Bay County TPO | | | | | | | | |
| Broward MPO | 80.0% | 71.0% | 67.0% | 67.0% | 72.5% | 76.8% | 89.6% | 88.3% |
| Capital Region TPA | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Charlotte County-Punta Gorda MPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Collier County MPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 91.0% |
| Florida-Alabama TPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Gainesville MTPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Heartland Regional TPO | | | | | | | | |
| Hernando/Citrus MPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Hillsborough County MPO | 81.0% | 80.0% | 75.0% | 74.0% | 74.6% | 74.6% | 83.0% | 71.0% |
| Indian River County MPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Lake-Sumter MPO | 100.0% | 100.0% | 100.0% | 100.0% | 98.2% | 100.0% | 100.0% | 100.0% |
| Lee County MPO | 100.0% | 100.0% | 100.0% | 100.0% | 99.0% | 99.3% | 100.0% | 94.1% |
| Martin MPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100% |
| METROPLAN Orlando | 62.0% | 63.0% | 71.0% | 52.0% | 50.5% | 54.6% | 82.6% | 64.8% |
| Miami-Dade TPO | 51.0% | 48.0% | 48.0% | 57.0% | 59.4% | 56.7% | 64.5% | 68.3% |
| North Florida TPO | 87.0% | 84.0% | 75.0% | 80.0% | 82.5% | 84.6% | 98.4% | 94.0% |
| Ocala/Marion County TPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 99.9% | 100.0% | 100% |
| Okaloosa-Walton TPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100% |
| Palm Beach MPO | 86.0% | 85.0% | 86.0% | 84.0% | 85.4% | 78.0% | 93.6% | 83.1% |
| Pasco County MPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100% |
| Pinellas County MPO | 81.0% | 78.0% | 76.0% | 77.0% | 89.6% | 77.9% | 99.6% | 91.4% |
| Polk TPO | 100.0% | 100.0% | 100.0% | 95.0% | 84.0% | 82.8% | 98.5% | 83.8% |
| River to Sea TPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 99.7% | 100.0% | 100% |
| Sarasota/Manatee MPO | 100.0% | 97.0% | 93.0% | 92.0% | 93.1% | 92.3% | 95.9% | 92.6% |
| Space Coast TPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 99.9% | 100% |
| St. Lucie TPO | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100% |
| Statewide | 88.0% | 86.0% | 85.0% | 82.0% | 83.3% | 83.4% | 92.3% | 87.5% |

Source: NPMRDS, accessed through RITIS on 5/2/2022

Beginning in 2017, the data source was changed from HERE to INRIX, causing significant shifts in results.

Please see page 4 for details on the PM3 measure methodologies and sources.

Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable

| MPO | HERE | | | INRIX | | | | |
|----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| Bay County TPO | 84.0% | 82.0% | 74.0% | 95.0% | 91.4% | 98.4% | 98.1% | 95.9% |
| Broward MPO | 37.0% | 35.0% | 36.0% | 80.0% | 83.4% | 86.4% | 96.0% | 96.4% |
| Capital Region TPA | 63.0% | 59.0% | 55.0% | 88.0% | 88.7% | 93.1% | 95.5% | 96.3% |
| Charlotte County-Punta Gorda MPO | 86.0% | 77.0% | 55.0% | 97.0% | 96.7% | 98.9% | 99.0% | 99.4% |
| Collier County MPO | 56.0% | 46.0% | 42.0% | 97.0% | 98.0% | 98.5% | 98.7% | 97.8% |
| Florida-Alabama TPO | 73.0% | 71.0% | 59.0% | 88.0% | 90.3% | 90.9% | 94.9% | 89.8% |
| Gainesville MTPO | 49.0% | 44.0% | 41.0% | 78.0% | 85.2% | 84.9% | 88.9% | 93.2% |
| Heartland Regional TPO | 95.0% | 94.0% | 92.0% | 99.0% | 99.5% | 99.7% | 99.4% | 99.4% |
| Hernando/Citrus MPO | 80.0% | 77.0% | 75.0% | 96.0% | 96.1% | 99.1% | 97.6% | 93.3% |
| Hillsborough County MPO | 65.0% | 59.0% | 56.0% | 79.0% | 80.8% | 80.9% | 93.1% | 94.3% |
| Indian River County MPO | 65.0% | 57.0% | 50.0% | 94.0% | 95.2% | 94.1% | 96.9% | 94.8% |
| Lake-Sumter MPO | 95.0% | 94.0% | 92.0% | 99.0% | 80.8% | 97.0% | 98.9% | 99.7% |
| Lee County MPO | 80.0% | 70.0% | 66.0% | 89.0% | 90.1% | 89.8% | 92.9% | 94.8% |
| Martin MPO | 80.0% | 63.0% | 68.0% | 97.0% | 97.6% | 96.6% | 96.8% | 98.1% |
| METROPLAN Orlando | 69.0% | 67.0% | 67.0% | 84.0% | 85.3% | 85.9% | 93.1% | 94.4% |
| Miami-Dade TPO | 32.0% | 31.0% | 30.0% | 59.0% | 64.5% | 62.4% | 81.7% | 76.7% |
| North Florida TPO | 62.0% | 59.0% | 60.0% | 85.0% | 86.1% | 86.7% | 94.2% | 93.5% |
| Ocala/Marion County TPO | 71.0% | 65.0% | 53.0% | 91.0% | 95.7% | 96.2% | 97.0% | 95.9% |
| Okaloosa-Walton TPO | 79.0% | 72.0% | 81.0% | 90.0% | 82.4% | 86.0% | 94.2% | 84.1% |
| Palm Beach MPO | 53.0% | 48.0% | 48.0% | 89.0% | 93.0% | 94.0% | 98.0% | 96.8% |
| Pasco County MPO | 83.0% | 72.0% | 67.0% | 88.0% | 92.2% | 90.6% | 93.7% | 93.7% |
| Pinellas County MPO | 54.0% | 49.0% | 47.0% | 82.0% | 87.0% | 86.6% | 94.7% | 95.7% |
| Polk TPO | 90.0% | 88.0% | 84.0% | 97.0% | 98.2% | 97.1% | 97.7% | 97.6% |
| River to Sea TPO | 51.0% | 47.0% | 39.0% | 89.0% | 90.9% | 90.4% | 91.6% | 94.6% |
| Sarasota/Manatee MPO | 76.0% | 71.0% | 60.0% | 91.0% | 92.6% | 91.7% | 94.4% | 95.0% |
| Space Coast TPO | 57.0% | 51.0% | 46.0% | 92.0% | 91.1% | 89.5% | 94.4% | 94.5% |
| St. Lucie TPO | 77.0% | 68.0% | 60.0% | 95.0% | 94.0% | 96.4% | 96.8% | 96.8% |
| Statewide | 63.0% | 59.0% | 57.0% | 84.0% | 86.2% | 86.9% | 93.5% | 92.9% |

Source: NPMRDS, accessed through RITIS on 5/2/2022

Beginning in 2017, the data source was changed from HERE to INRIX, causing significant shifts in results.

Please see page 4 for details on the PM3 measure methodologies and sources.

Truck Travel Time Reliability Index on the Interstate

| MPO | HERE | | | | | INRIX | | |
|---|------|------|------|------|------|-------|------|------|
| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| Bay County TPO | | | | | | | | |
| Broward MPO | 1.84 | 1.97 | 1.96 | 1.81 | 1.60 | 1.74 | 1.58 | 1.56 |
| Capital Region TPA | 1.1 | 1.08 | 1.08 | 1.07 | 1.08 | 1.08 | 1.07 | 1.07 |
| Charlotte County-Punta Gorda MPO | 1.11 | 1.11 | 1.09 | 1.14 | 1.15 | 1.13 | 1.13 | 1.14 |
| Collier County MPO | 1.1 | 1.1 | 1.14 | 1.12 | 1.15 | 1.16 | 1.12 | 1.18 |
| Florida-Alabama TPO | 1.16 | 1.14 | 1.14 | 1.19 | 1.16 | 1.13 | 1.17 | 1.22 |
| Gainesville MTPO | 1.06 | 1.06 | 1.08 | 1.11 | 1.07 | 1.05 | 1.05 | 1.05 |
| Heartland Regional TPO | | | | | | | | |
| Hernando/Citrus MPO | 1.1 | 1.11 | 1.08 | 1.09 | 1.09 | 1.08 | 1.05 | 1.06 |
| Hillsborough County MPO | 2.06 | 1.95 | 1.96 | 1.92 | 1.88 | 1.89 | 1.88 | 1.74 |
| Indian River County MPO | 1.11 | 1.1 | 1.07 | 1.08 | 1.07 | 1.06 | 1.06 | 1.06 |
| Lake-Sumter MPO | 1.11 | 1.16 | 1.14 | 1.26 | 1.23 | 1.32 | 1.08 | 1.44 |
| Lee County MPO | 1.14 | 1.16 | 1.22 | 1.30 | 1.36 | 1.4 | 1.25 | 1.41 |
| Martin MPO | 1.1 | 1.09 | 1.1 | 1.11 | 1.15 | 1.18 | 1.11 | 1.14 |
| METROPLAN Orlando | 2.85 | 2.91 | 2.8 | 2.62 | 2.56 | 2.62 | 2.28 | 2.33 |
| Miami-Dade TPO | 4.14 | 4.56 | 3.84 | 2.98 | 2.86 | 3.08 | 2.87 | 2.46 |
| North Florida TPO | 1.57 | 1.64 | 1.67 | 1.67 | 1.59 | 1.64 | 1.34 | 1.39 |
| Ocala/Marion County TPO | 1.11 | 1.13 | 1.12 | 1.29 | 1.31 | 1.42 | 1.13 | 1.74 |
| Okaloosa-Walton TPO | 1.11 | 1.1 | 1.1 | 1.07 | 1.07 | 1.17 | 1.07 | 1.08 |
| Palm Beach MPO | 1.74 | 1.81 | 1.84 | 1.72 | 1.77 | 1.86 | 1.66 | 1.78 |
| Pasco County MPO | 1.16 | 1.27 | 1.23 | 1.15 | 1.07 | 1.08 | 1.06 | 1.08 |
| Pinellas County MPO | 2.27 | 2.24 | 2.31 | 1.89 | 1.87 | 2.06 | 1.71 | 1.55 |
| Polk TPO | 1.14 | 1.21 | 1.36 | 1.49 | 1.58 | 1.62 | 1.37 | 1.73 |
| River to Sea TPO | 1.12 | 1.2 | 1.19 | 1.20 | 1.19 | 1.17 | 1.13 | 1.14 |
| Sarasota/Manatee MPO | 1.29 | 1.51 | 1.6 | 1.45 | 1.39 | 1.41 | 1.28 | 1.42 |
| Space Coast TPO | 1.1 | 1.09 | 1.08 | 1.02 | 1.11 | 1.14 | 1.07 | 1.08 |
| St. Lucie TPO | 1.13 | 1.11 | 1.1 | 1.12 | 1.12 | 1.28 | 1.10 | 1.11 |
| Statewide | 1.42 | 1.45 | 1.44 | 1.43 | 1.43 | 1.45 | 1.34 | 1.38 |

Source: NPMRDS, accessed through RITIS on 5/2/2022

Beginning in 2017, the data source was changed from HERE to INRIX, causing significant shifts in results. Please see page 4 for details on the PM3 measure methodologies and sources.

PM3 Methodologies and Data Sources

Methodology

Percent of Person Miles Traveled on the Interstate that are Reliable and Percent of Person Miles Traveled on the non-Interstate NHS that are Reliable

These measures are calculated by determining the Level of Travel Time Reliability (LOTTR) for each reporting segment, rounded to the nearest hundredth. LOTTR is defined as the ratio of the 80th percentile travel time to the 50th percentile travel time using travel time data in 15-minute intervals from the National Performance Monitoring Research Dataset (NPMRDS). The LOTTR metric is calculated for the following time periods:

- AM Peak – 6:00am – 10:00am on Monday – Friday
- Mid-day – 10:00am – 4:00pm on Monday – Friday
- PM Peak – 4:00pm – 8:00pm on Monday – Friday
- Weekends – 6:00am – 8:00pm on Saturday and Sunday

Segments with LOTTR greater than or equal 1.50 during any of the above time periods are considered unreliable.

To obtain person miles traveled, vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. For PM3 measures, all segments in Florida use the national average occupancy of 1.7 published by FHWA.

To calculate the percent of person miles traveled that are reliable on the Interstate, sum the number of person miles traveled on reliable segments and divide by the sum of total person miles traveled.

Truck Travel Time Reliability Index on the Interstate

The Truck Travel Time Reliability Index is also calculated using travel time data in 15-minute intervals from the National Performance Monitoring Research Dataset (NPMRDS). Average travel times are ranked for each segment of the Interstate for each of the following five time periods:

- AM Peak – 6:00am – 10:00am on Monday – Friday
- Mid-day – 10:00am – 4:00pm on Monday – Friday
- PM Peak – 4:00pm – 8:00pm on Monday – Friday
- Weekend – 6:00am – 8:00pm on Saturday - Sunday
- Overnight – 8:00pm – 6:00am on all days of the week

The Truck Travel Time Ratio (TTTR) is calculated for each segment of the Interstate during the time periods by dividing the 95th percentile truck travel time by the 50th percentile truck travel time. The maximum highest TTTR for each segment is then weighted by segment length. The sum of the weighted values are divided by the total Interstate length to calculate the Truck Travel Time Reliability Index.

Data Sources

| Performance Measures | System | Performance Metrics | Data Source/Owner | Date Available |
|---|--------------------|--|-----------------------------------|---------------------------|
| Percent of Person-Miles Traveled on the Interstate that are Reliable | Interstate | Level of Travel Time Reliability – 80 th percentile travel time and 50 th percentile travel time for 15-minute intervals during four time periods | Travel time from NPMRDS | January of following year |
| | | | AADT from HPMS | January of following year |
| | | | Segment Length from NPMRDS | January of following year |
| | | | Occupancy Factor provided by FHWA | Ad hoc basis |
| Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable | Non-Interstate NHS | Level of Travel Time Reliability – 80 th percentile travel time and 50 th percentile travel time for 15-minute intervals during four time periods | Travel time from NPMRDS | January of following year |
| | | | AADT from HPMS | January of following year |
| | | | Segment Length from NPMRDS | January of following year |
| | | | Occupancy Factor provided by FHWA | Ad hoc basis |
| Truck Travel Time Reliability Index | Interstate | Truck Travel Time Reliability – 95 th percentile truck travel time and 50 th percentile truck travel time for 15-minute intervals during five time periods | Truck travel time from NPMRDS | January of following year |
| | | | Segment Length from NPMRDS | January of following year |

NPMRDS – National Performance Management Research Data Set

AADT – Average Annual Daily Traffic

HPMS – Highway Performance Monitoring System

National Performance Management Research Data Set (NPMRDS)

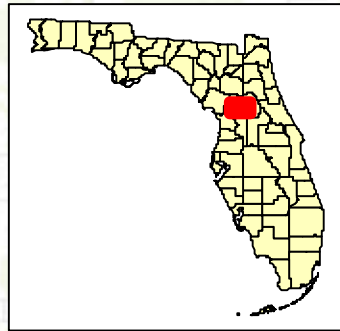
NPMRDS is a national data set of average travel times on the National Highway System provided by FHWA for use in its performance measures and management activities. This data set is also available to DOTs and MPOs to use for their performance management activities.

The first version (v1) of the NPMRDS data set was acquired by FHWA for 2014, 2015 and 2016 using travel time data from the private vendor HERE Technologies. The second version (v2) of the NPMRDS

data set was acquired for 2017 onwards using travel time data from the private vendor INRIX, Inc. This change in vendors for acquiring the NPMRDS data set in 2017 directly impacts the results for performance measures.

In addition to the travel time data, the segment lengths for each roadway segment are also provided by NPMRDS.

Starting in 2017, FHWA includes the AADT reported in HPMS as part of the NPMRDS data sets. However, it should be noted that this causes a temporal mismatch as data submitted through HPMS in one year reflects data collected in the previous year (i.e. traffic counts submitted in 2016 are reflective of 2015 conditions).



Legend

Interstate

STRAHNET Route

STRAHNET Connector

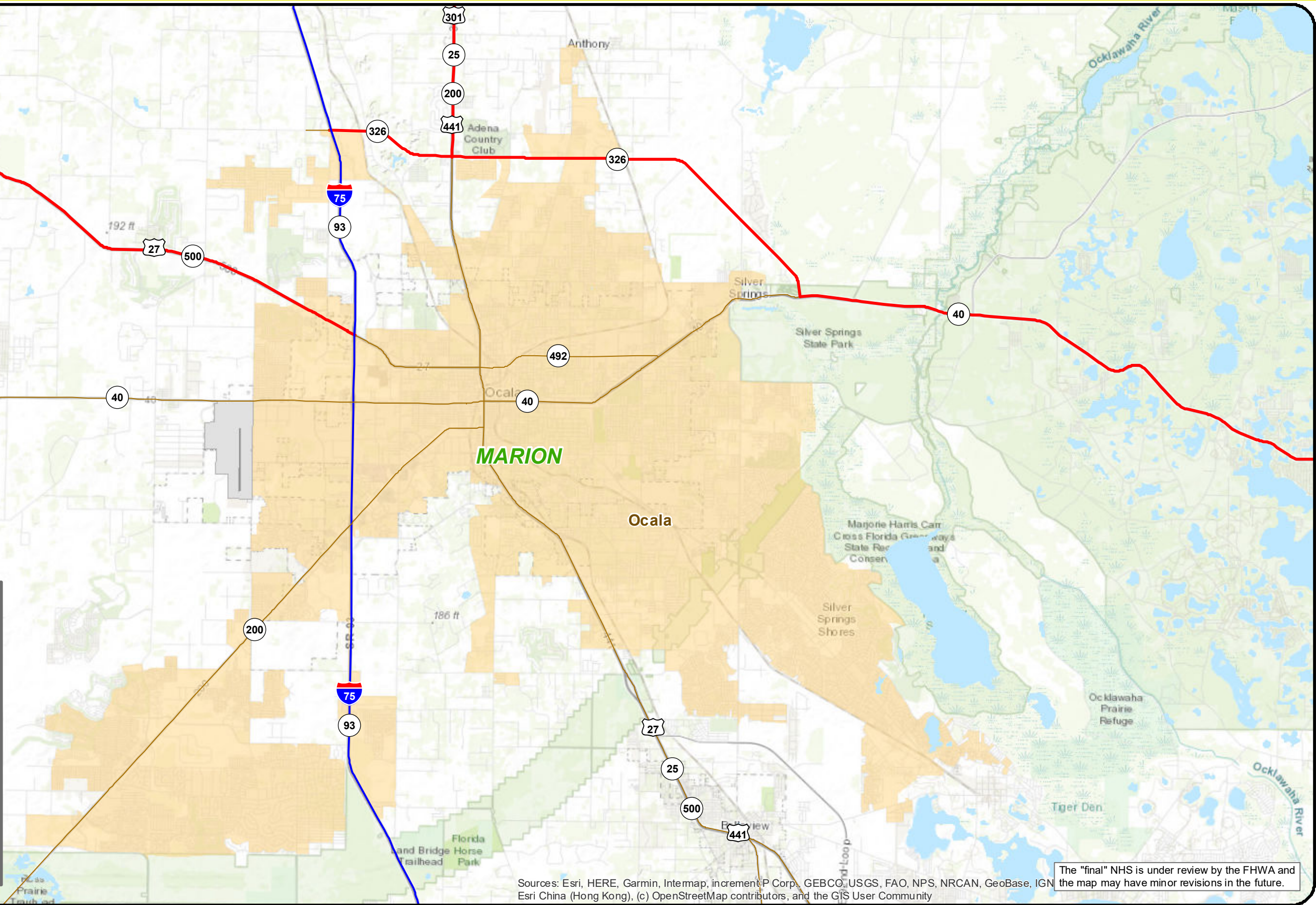
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Other Principal Arterials

Intermodal Connector

MAP-21 Principal Arterials

Urban areas



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

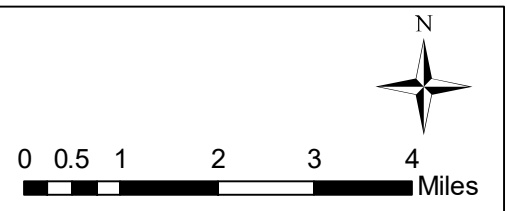
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

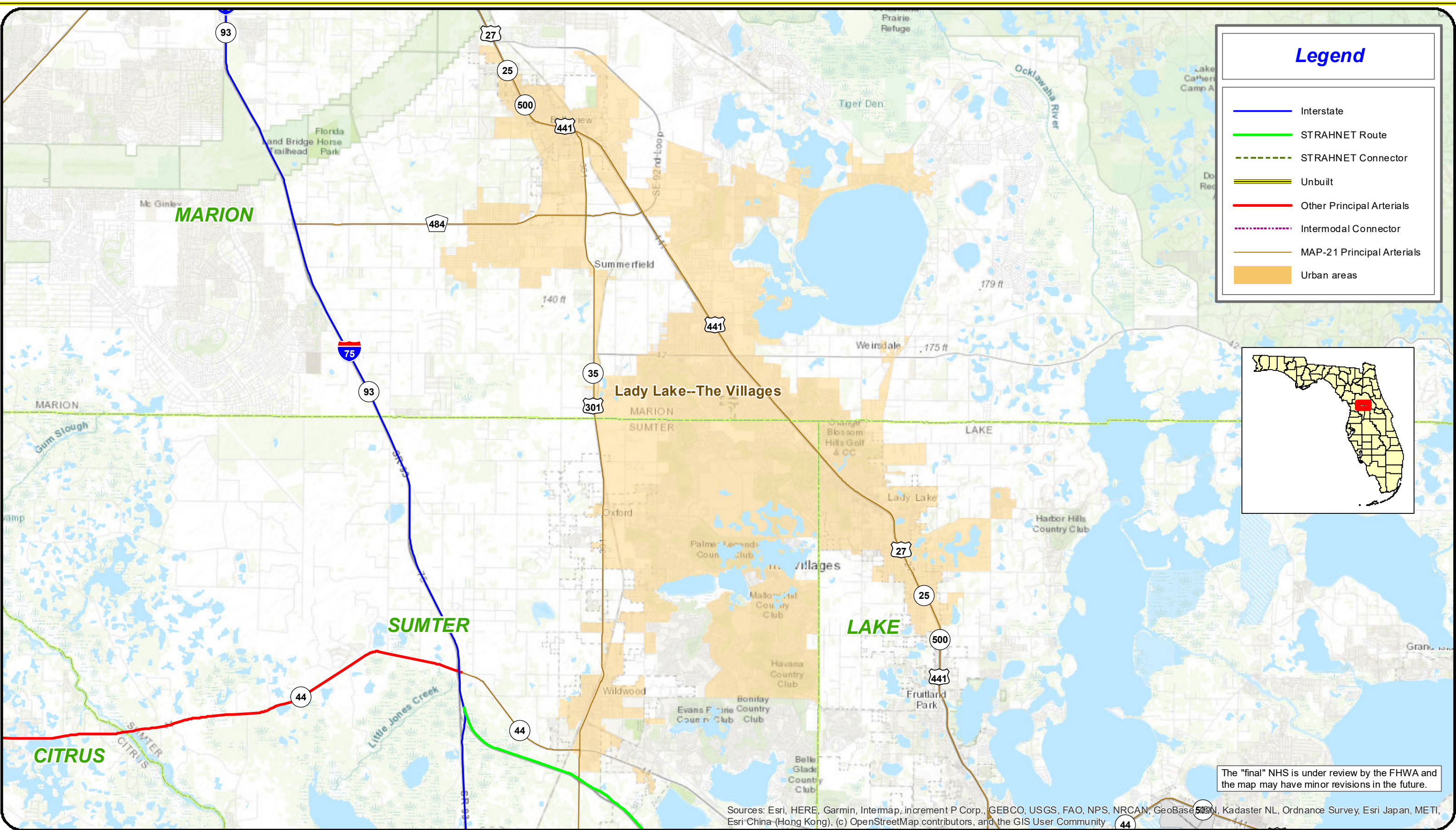


Florida Department
of Transportation
Transportation Data & Analytics

Florida's National Highway System

Ocala - 2/7/2023





Legend

Interstate

STRAHNET Route

STRAHNET Connector

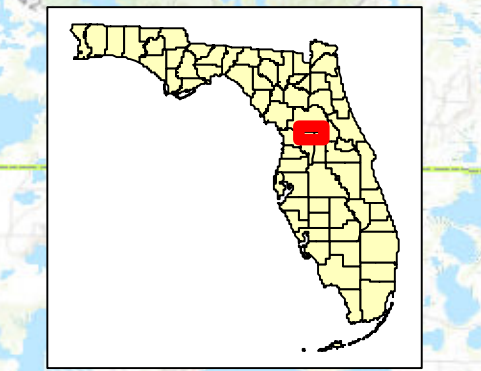
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Other Principal Arterials

Intermodal Connector

MAP-21 Principal Arterials

Urban areas



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

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

Florida Department of Transportation

Transportation Data & Analytics

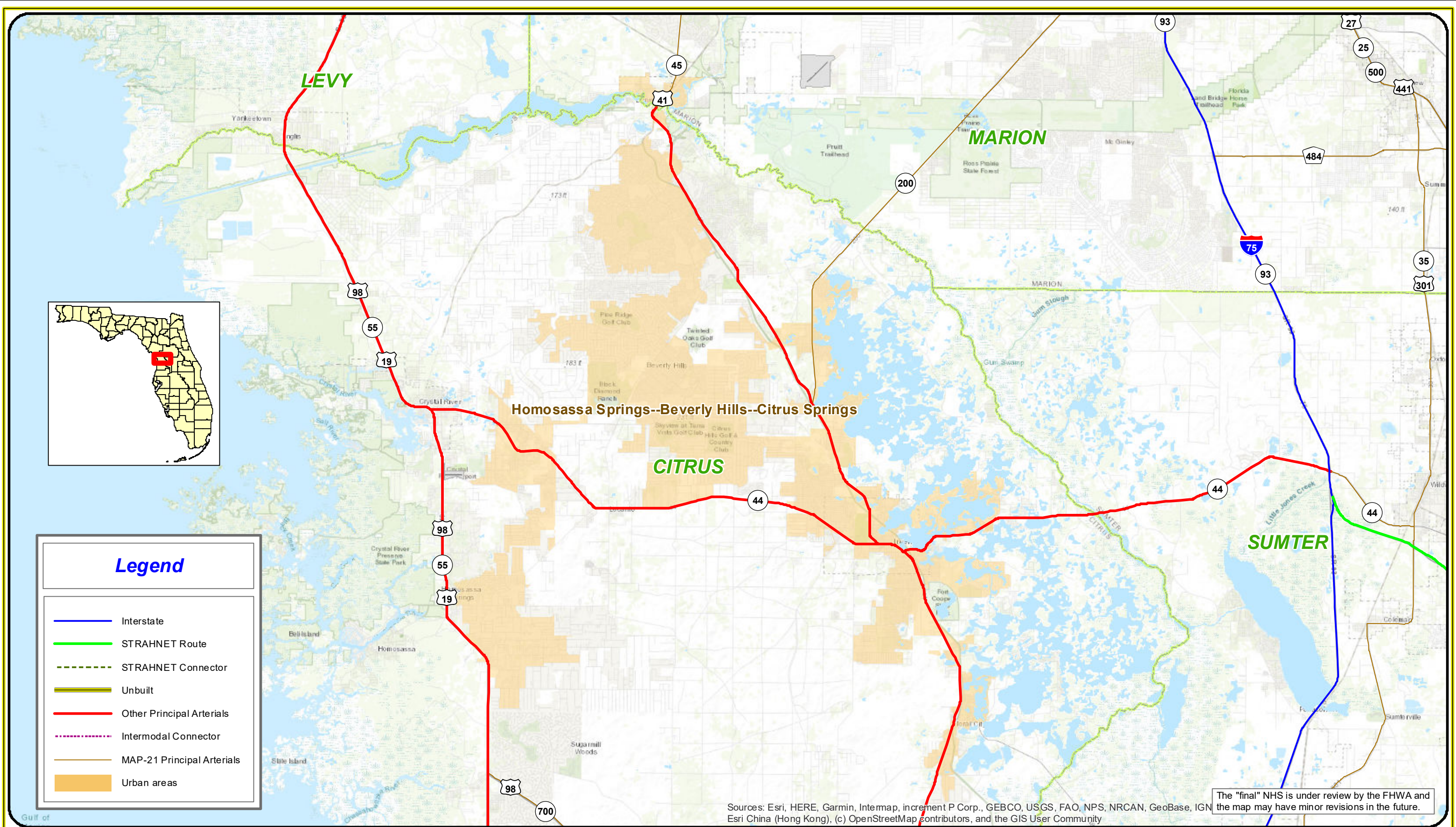
Florida's National Highway System

Lady Lake, The Villages - 2/7/2023

00.51234

Miles

N



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

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

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

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.

BRIDGE PERFORMANCE MEASURES

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

GOOD CONDITION

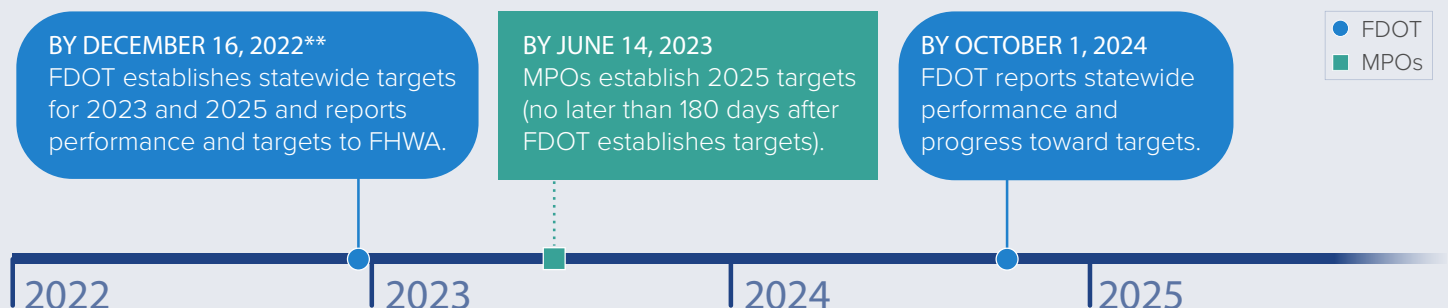
Suggests no major investment is needed.

POOR CONDITION

Suggests major investment is needed.

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.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS

NHS Bridges

| Year | in Good Condition | in Poor Condition |
|-----------------|-------------------|-------------------|
| 2017 | 67.7% | 1.2% |
| 2018 | 66.6% | 1.2% |
| 2019 | 66.2% | 1.2% |
| 2020 | 65.5% | 0.5% |
| 2021 (Baseline) | 61.3% | 0.5% |

Interstate Pavements

| Year | in Good Condition | in Poor Condition |
|-----------------|-------------------|-------------------|
| 2017 | 66.1% | 0.0% |
| 2018 | 54.2% | 0.6% |
| 2019 | 68.0% | 0.5% |
| 2020 | 68.8% | 0.6% |
| 2021 (Baseline) | 70.5% | 0.7% |

Non-Interstate NHS Pavements

| Year | in Good Condition | in Poor Condition |
|-----------------|-------------------|-------------------|
| 2017 | 44.0% | 0.4% |
| 2018 | 39.9% | 0.4% |
| 2019 | 41.0% | 0.3% |
| 2020 | 41.0% | 0.3% |
| 2021 (Baseline) | 47.5% | 1.1% |

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 must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

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's determination of significant progress toward the 2021 bridge and pavement targets is anticipated in March 2023.

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

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

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.*

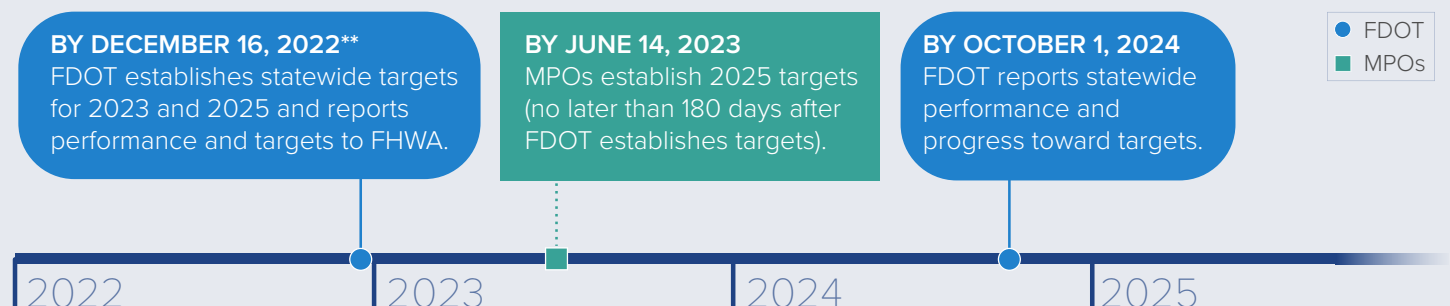
PERFORMANCE MEASURES

| 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)



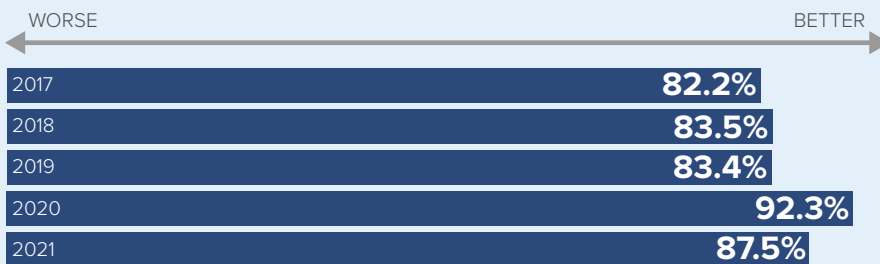
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

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 must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

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 2021 interstate reliability and truck reliability targets is anticipated in March 2023. 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

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905



TO: Committee Members

FROM: Rob Balmes, Director

RE: Santos to Baseline Trail Project Discussion

Summary

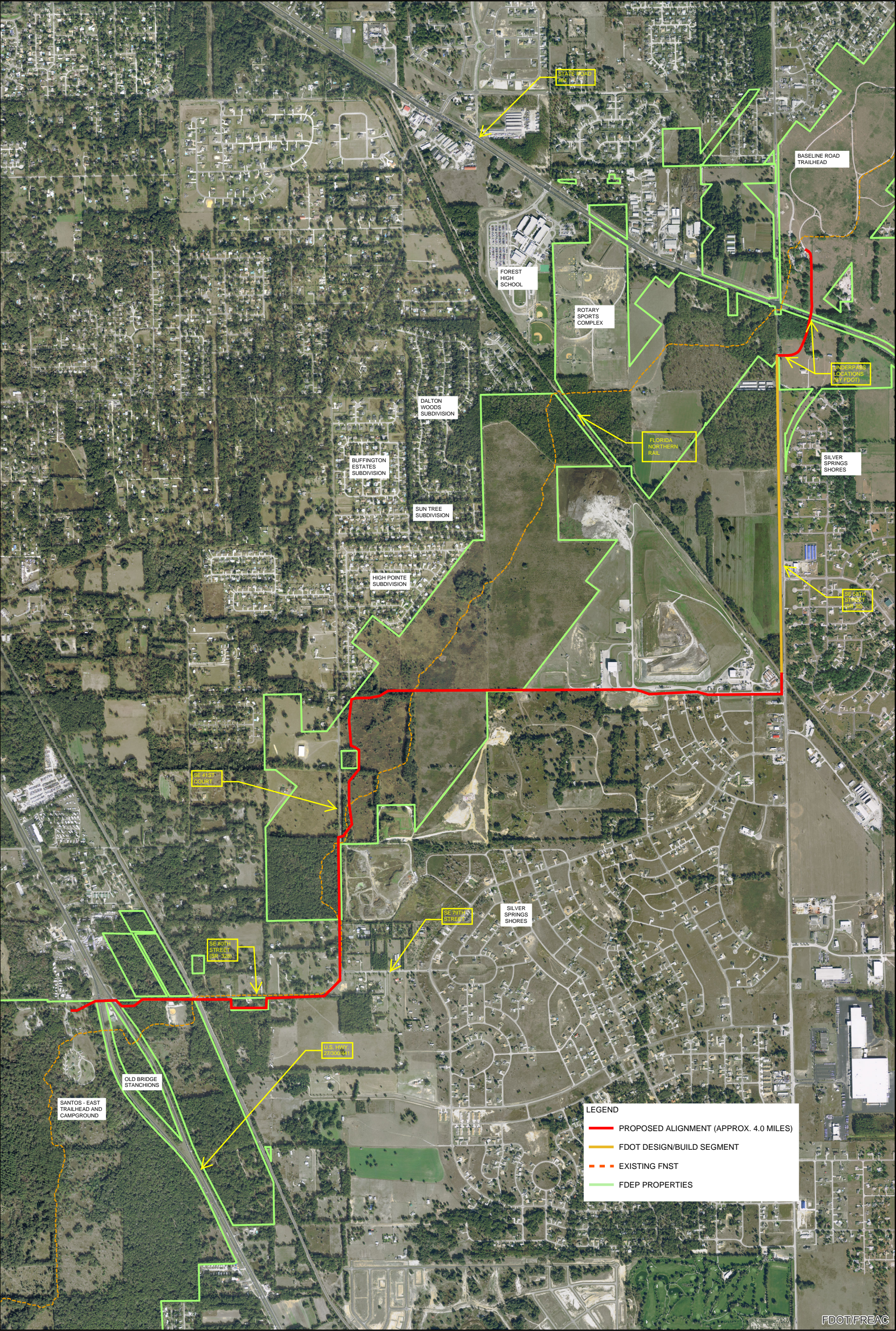
The Santos to Baseline Trail project has been a high priority of the TPO for many years. In preparation for the upcoming List of Priority Projects (LOPP) process, TAC member Mickey Thomason has requested this project is discussed at the meeting on March 14.

Attached to this memo is the proposed alignment of the trail project. There have been two options/alignments considered in the past for this trail project connection. Both alignments will be discussed at the meeting.

Attachment(s)

- Santos to Baseline Project Trail Map

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





TO: Committee Members

FROM: Rob Balmes, Director

RE: Strategic Intermodal System (SIS) Board Comment Letter

Summary

Every five years, the Florida Department of Transportation (FDOT) District 5 coordinates with Central Office to complete a series of Strategic Intermodal System (SIS) planning documents which include three tiers or lists of future capacity improvement projects. The SIS lists contain projects currently programmed (FY 2024-2028), planned to be funded (FY 2029-2033), and considered financially feasible based on projected State revenues (FY 2033-2050).

On January 27, the FDOT District 5 submitted a set of draft SIS project lists to the TPO and requested comments as soon as possible. A follow-up virtual overview meeting was requested with the TPO Director and TPO Chair on February 8. FDOT District 5 staff explained they required to submit comments to Central Office no later than February 28.

Based on the limited timeframe for reviewing and submitting comments to District 5, TPO Chairman Curry requested a meeting with staff representatives of the Cities of Belleview, Dunnellon, Ocala and Marion County to coordinate and submit one set of comments. A coordination meeting was held on February 15, 2023 at the Marion County Office of County Engineer and included: Rob Balmes, TPO; Elton Holland, Marion County; Sean Lanier, City of Ocala; Bob Titterington, City of Belleview; Troy Slattery, City of Dunnellon; Chad Ward, City of Dunnellon.

Attached to this memo is a letter on behalf of the TPO from Chairman Curry to FDOT District 5 Secretary John Tyler. The content of the letter was developed at the February 15 local coordination meeting, and outlines specific comments from the TPO and local government partners regarding the SIS projects lists. The TPO Board ratified the letter at the TPO Board meeting on February 28, 2023.

Also attached is an overview presentation of SIS projects in Marion County shared by FDOT staff at the February 8 virtual meeting.

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

Attachment(s)

- TPO SIS Comment Letter to FDOT
- SIS draft Project List Presentation, Marion County

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



February 28, 2023

Secretary John E. Tyler, P.E.
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720

RE: Strategic Intermodal System (SIS) Plan Comments

Secretary Tyler,

On behalf of the Ocala/Marion County Transportation Planning Organization (TPO), thank you for the opportunity to offer comments regarding the Draft Strategic Intermodal System (SIS) Plans in Marion County. We recognize the vitally important need to plan for improvements to our transportation system to meet the growing opportunities and challenges in the State of Florida.

We offer the following comments to the draft First Five (2024-2028), draft Second Five (2029-2033) and draft Long Range (2033-2050) plans. These comments are reflective of the priorities most important to the TPO and our local government partners.

Like many areas of Central Florida, the Ocala/Marion County community is experiencing significant growth and development. As part of our approach to proactively plan for the future, we have made substantial investments in building a local transportation network that provides for parallel relief to the I-75 corridor and better connects our citizens throughout the community. For example, roadway capacity and extension projects are completed or underway to improve north-south connectivity to the SW 49th Avenue, SW/NW 43rd and 44th Avenue and NW/SW 80th Avenue corridors. Additionally, major development activities in the County are providing new jobs, housing and unique one-of-a-kind travel destinations. People are moving to Marion County every day, and visitors are coming from around the world.

SIS First Five (2024-2028)

The new I-75 interchange project at NW 49th Street is the top priority of the TPO and exemplifies a great partnership between the District and Marion County. The TPO requests this project stays on schedule and fully funded for construction in Fiscal Year 2025.

The existing interchanges at CR 484, SR 200, SR 40, U.S. 27, SR 326 and CR 318 are vitally important access points and gateways to our community. As part of the ongoing I-75 PD&E/Master Planning and Moving Florida Forward Legislation, we recommend the Department review the interchanges to ensure they are modernized and support the current and future growth of our community.

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For example, operational improvements at the SR 40 interchange are partly funded in the Work Program. Completing this project will support access to communities and destinations both east and west of I-75. Interchanges such as CR 318 are antiquated and in need of safety and operational improvements.

SIS Second Five (2029-2033)

The investment in right-of-way and community outreach for the SR 40 projects in the First Five is a positive step towards advancing the future widening of all three segments of the corridor in Marion County. The SR 40 segment from the end of four lanes to CR 314 has been deferred multiple times in the past. The TPO requests this project remains on schedule for construction by 2030. The TPO appreciates an emphasis on design work for the interchanges at SR 326 and SR 200 as part of future I-75 ultimate build-out planning. As mentioned, the existing interchanges at CR 484, SR 40, U.S. 27 and CR 318 also require design work to support the projected growth of our community. This includes future six-lane widening plans of CR 484, east and west of the interchange.

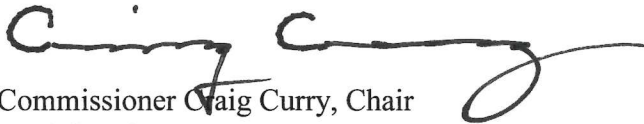
SIS Long Range Cost Feasible (2033-2050)

The TPO is supportive of a comprehensive approach for the build-out of I-75 beyond the Moving Florida Forward Plan. I-75 is one of the most critical transportation corridors in Florida. The projects currently identified in this time-band address long-term needs, including the addition of a future interchange at SW 20th Street. As our community grows, this interchange will serve as an important access point to major employment areas and the Ocala International Airport. The TPO will continue working closely with the District, offering feedback and insights regarding project needs in Marion County.

We recommend the Department moves the two remaining segments of the SR 40 projects forward to the SIS Second Five to coincide with the end of four lanes segment. Modernizing and widening the entire SR 40 corridor in Marion County will greatly support east-west mobility and improve safety for both motorists and pedestrians.

The TPO highly values the great working relationship with the Florida Department of Transportation. We appreciate the opportunity to offer feedback on the Strategic Intermodal System planning process, and look forward to working with the leadership and staff of the Department for many years to come.

Sincerely,



Commissioner Craig Curry, Chair
Ocala/Marion County Transportation Planning Organization

cc: Rob Balmes, TPO
Shakayla Irby, TPO
Kellie Smith, FDOT
Anna Taylor, FDOT
Alice Giuliani, FDOT

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Strategic Intermodal System (SIS) Draft Plan Review

Agenda

01 | 1st Five Year Plan

Fiscal Years 2024 - 2028

02 | 2nd Five Year Plan

Fiscal Years 2029 -2033

03 | Cost Feasible Plan

Fiscal Years 2033 -2050

04 | Moving Florida Forward

05 | Off SIS





Fiscal Years 2024 - 2028

1st Five Year Plan

SIS DRAFT 1st Five Year Plan - Interstate

| FPID | Description | County | MPO/TPO Priority | 2024 | 2025 | 2026 | 2027 | 2028 |
|----------|---------------------------|--------|---------------------|------|--------------|------|------|------|
| 435209-1 | I-75(SR 93) at NW 49th St | Marion | 1 | | Const/CEI | | | |
| | | | | | \$33,566,000 | | | |

SIS DRAFT 1st Five Year Plan – Non-Interstate

| FPID | Description | County | MPO/TPO Priority | 2024 | 2025 | 2026 | 2027 | 2028 |
|----------|--|--------|---------------------|--------------|-------------|------|------|------|
| 410674-4 | SR40 from CR 314 A to Levy Hammock Road | Marion | 10 | ENV | | | | |
| | | | | \$125,000 | | | | |
| 410674-3 | SR 40 from East Of CR 314 to East Of CR 314A | Marion | 11 | ROW | ROW | | | |
| | | | | \$18,166,000 | \$7,177,000 | | | |



Fiscal Years
2029 - 2033

2nd Five Year Plan

SIS Adopted 2nd Five Year Plan

| FPID | Description | County | MPO/TPO Priority | 2028 | 2029 | 2030 | 2031 | 2032 |
|----------|---|--------|---------------------|------|------|---------------|------|------|
| 410674-2 | SR 40 from end of 4 lanes to east of CR 314 | Marion | 6 | | | Const/CEI | | |
| | | | | | | \$140,962,000 | | |

SIS DRAFT 2nd Five Year Plan – Statewide Allocations

| 2029 | 2030 | 2031 | 2032 | 2033 |
|--------------|--------------|---------------|---------------|------|
| \$96,351,250 | \$22,000,000 | \$129,804,746 | \$309,016,177 | \$0 |

SIS Draft 2nd Five Year Additions

| FPID | Description | County | MPO/TPO Priority | 2029 | 2030 | 2031 | 2032 | 2033 |
|----------|---------------|--------|---------------------|------|------|--------------|------|--------------|
| 446623-3 | I-75 @ SR 200 | Marion | 8 | | | | | Design |
| | | | | | | | | \$12,000,000 |
| 446624-3 | I-75 @ SR 326 | Marion | 5 | | | Design | | |
| | | | | | | \$12,300,000 | | |



Fiscal Years
2033 - 2050



Cost Feasible Plan

SIS Draft Cost Feasible Plan – PD&E

| ID | Description | County | 2033 – 2035 | 2036 – 2040 | 2041 – 2045 | 2047 - 2050 |
|------|--|--------------|-------------|-------------|-------------|-------------|
| 4011 | I-75 at SW 20 th Street | Marion | | \$3,000,000 | | |
| 4013 | I-75 Truck Parking (Hernando CL to Alachua CL) | Districtwide | | \$2,500,000 | | |
| 3442 | SR 326 from SR 25/US 301/US 441 to SR 40 | Marion | | \$3,500,000 | | |
| 4024 | SR 40 from Levy Hammock Rd to SR 19 | Marion | \$3,500,000 | | | |
| 4023 | SR 40 from SR 19 to SR 15 | Marion | | | \$3,500,000 | |

SIS Draft Cost Feasible Plan – Design

| ID | Description | County | 2033 – 2035 | 2036 – 2040 | 2041 – 2045 | 2047 - 2050 |
|------|---|---------------|--------------|--------------|-------------|-------------|
| 4001 | I-75 from CR 484 to SR 400 | Marion | | \$21,329,000 | | |
| 4002 | I-75 from SR 326 to CR 318 | Marion | \$12,515,000 | | | |
| 4003 | I-75 @ CR 318 | Marion | | \$12,117,000 | | |
| 4006 | I-75 from Turnpike to CR 484 | Sumter/Marion | | \$18,148,000 | | |
| 4009 | I-75 from CR 318 to Alachua County Line | Marion | | \$7,619,000 | | |
| 3993 | I-75 from SR 44 to SR 326 | Marion | \$28,500,000 | | | |
| 3999 | I-75 from SR 40 to SR 326 | Marion | \$32,425,000 | | | |

SIS Draft Cost Feasible Plan – ROW

| ID | Description | County | 2033 – 2035 | 2036 – 2040 | 2041 – 2045 | 2047 - 2050 |
|------|----------------------------|--------|---------------|-------------|---------------|--------------|
| 4002 | I-75 from SR 326 to CR 318 | Marion | \$110,732,000 | | | |
| 3993 | I-75 from SR 44 to SR 326 | Marion | | | \$221,100,000 | |
| 3997 | I-75 at SR 200 | Marion | | | | \$15,000,000 |
| 3998 | I-75 at SR 326 | Marion | | | | \$15,000,000 |
| 3999 | I-75 from SR 40 to SR 326 | Marion | | | | \$83,160,000 |

SIS Draft Cost Feasible Plan – Construction

| ID | Description | County | 2033 – 2035 | 2036 – 2040 | 2041 – 2045 | 2047 - 2050 |
|------|---|--------|-------------|---------------|-------------|---------------|
| 4002 | I-75 from SR 326 to CR 318 | Marion | | \$114,723,000 | | |
| 3993 | I-75 from SR 44 to SR 326 | Marion | | | | \$238,788,000 |
| 3997 | I-75 at SR 200 | Marion | | | | \$111,635,000 |
| 4000 | SR 40 from SW 40 th Ave to SW 27 th Ave | Marion | | | \$6,087,000 | |
| 3423 | SR 40 from East of CR 314 to CR 314A | Marion | | | | \$85,009,000 |

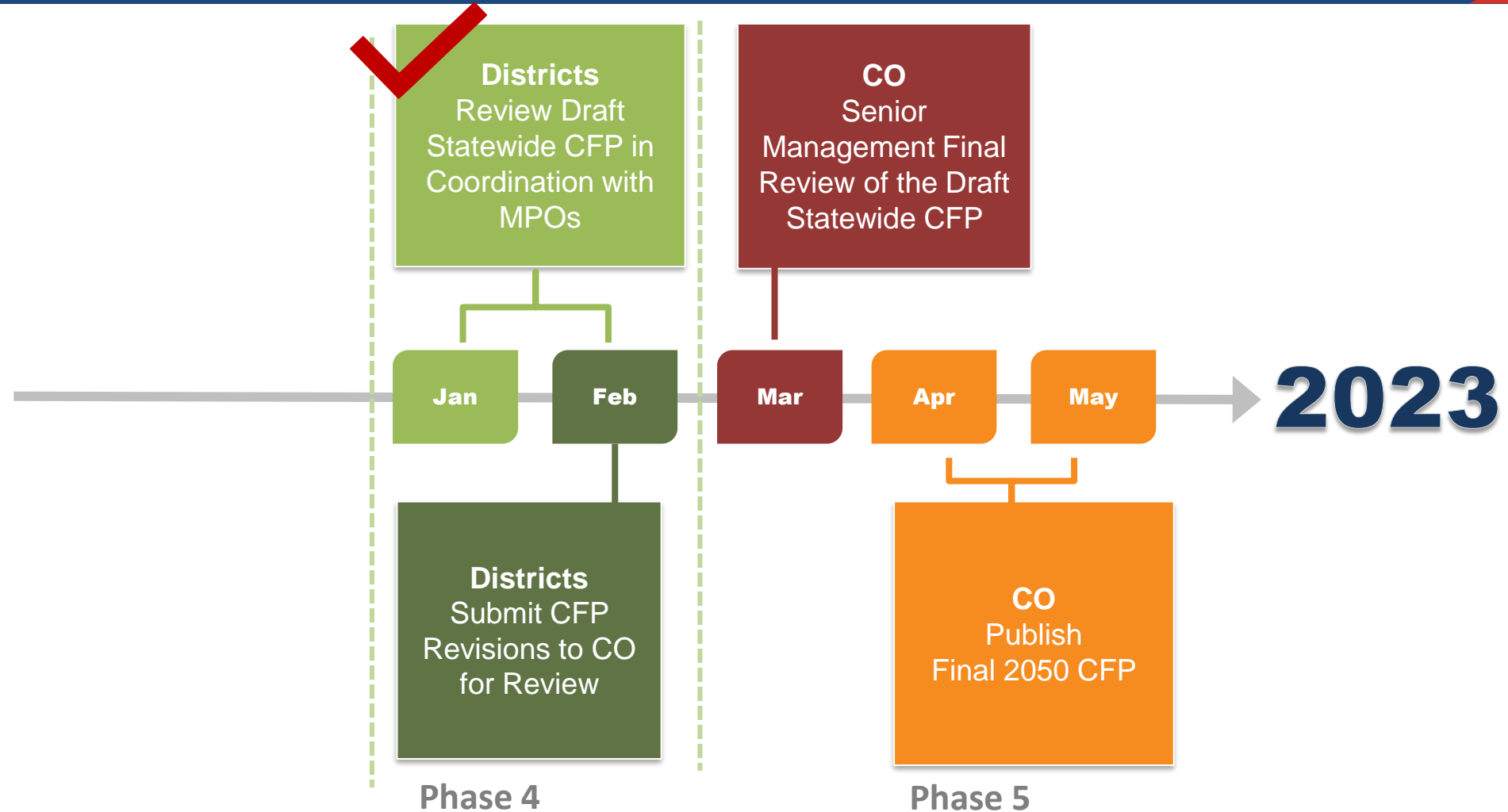
SIS Draft Cost Feasible Plan – Unfunded

| ID | Description | County | Phase | Unfunded Amount |
|------|---|---------------|------------------|------------------------------|
| 4001 | I-75 from CR 484 to SR 400 | Marion | ROW/Construction | \$55,900,000/ \$191,957,000 |
| 4003 | I-75 @ CR 318 | Marion | ROW/Construction | \$15,000,000/ \$111,071,000 |
| 4006 | I-75 from Turnpike to CR 484 | Sumter/Marion | ROW/Construction | \$117,000,000/ \$169,381,000 |
| 4009 | I-75 from CR 318 to Alachua County Line | Marion | ROW/Construction | \$76,464,000/ \$71,106,000 |
| 3998 | I-75 at SR 326 | Marion | Construction | \$112,986,000 |
| 3999 | I-75 from SR 40 to SR 326 | Marion | Construction | \$302,630,000 |
| 3424 | SR 40 from CR 314A to Levy Hammock Road | Marion | ROW/Construction | \$11,606,000/ \$27,234,000 |



Schedule

Estimated Development Schedule





Moving Florida
Forward

Moving Florida Forward

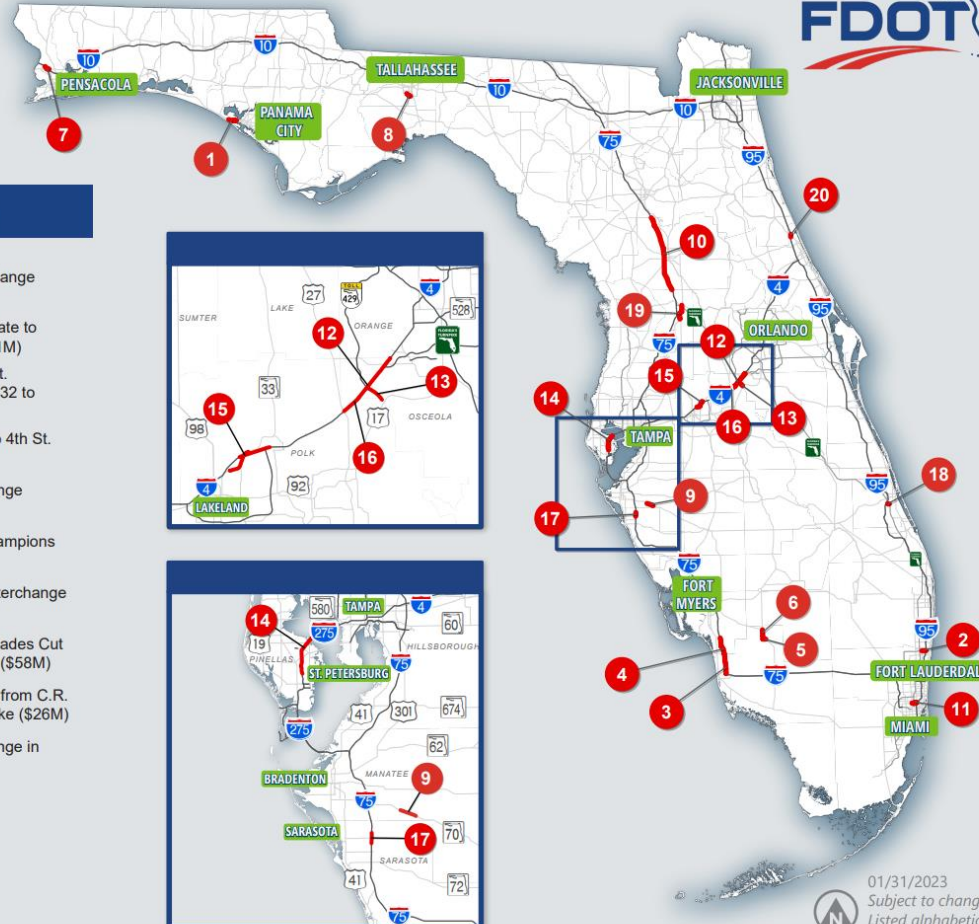
MOVING FLORIDA FORWARD

Infrastructure Initiative



CONGESTION RELIEF PROJECTS (FUNDING)

- | | |
|---|--|
| 1 U.S. 98 from R. Jackson Blvd. to Hathaway Bridge (\$98M) | 11 Golden Glades Interchange (\$150M) |
| 2 SW 10th St. (\$178M) | 12 I-4 from Champions Gate to Osceola Pkwy. (\$1,451M) |
| 3 I-75 at Pine Ridge Rd. Interchange (\$23M) | 13 Poinciana Parkway Ext. Connector from C.R. 532 to S.R. 429 (\$1,318M) |
| 4 I-75 from Golden Gate Pkwy. to Corkscrew Rd. (\$578M) | 14 I-275 from 38th Ave. to 4th St. (\$354M) |
| 5 S.R. 29 from C.R. 846 E to New Market Rd. (\$85M) | 15 I-4 at S.R. 33 Interchange (\$197M) |
| 6 S.R. 29 from New Market Rd. to S.R. 82 (\$44M) | 16 I-4 from U.S. 27 to Champions Gate (\$635M) |
| 7 I-10 from Eastbound weigh station to Nine Mile Rd. (\$162M) | 17 I-75 at Fruitville Rd. Interchange (\$192M) |
| 8 S.R. 263 from S.R. 61 to C.R. 2203 (\$90M) | 18 W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd. (\$58M) |
| 9 S.R. 70 from Bourdsie Blvd. to Waterbury Rd. (\$53M) | 19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike (\$26M) |
| 10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326 (\$479M) | 20 I-95 at U.S. 1 Interchange in Volusia Co. (\$340M) |



@MyFDOT
@MyFDOT



01/31/2023
Subject to change.
Listed alphabetically
by county.

Moving Florida Forward



**MOVING FLORIDA
FORWARD** 
Infrastructure Initiative

REGION

Central Florida

PROJECT LIMITS

Interstate 75 (I-75) from State Road (S.R.) 44 to S.R. 326

FUNDING

\$479 Million

CONSTRUCTION YEAR

2025

PROJECT DESCRIPTION

This project involves adding auxiliary lanes to I-75 in each direction between S.R. 44 and S.R. 326. It will include interchange modifications and right-of-way acquisition for future widening.

10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326



 @MyFDOT
 @MyFDOT

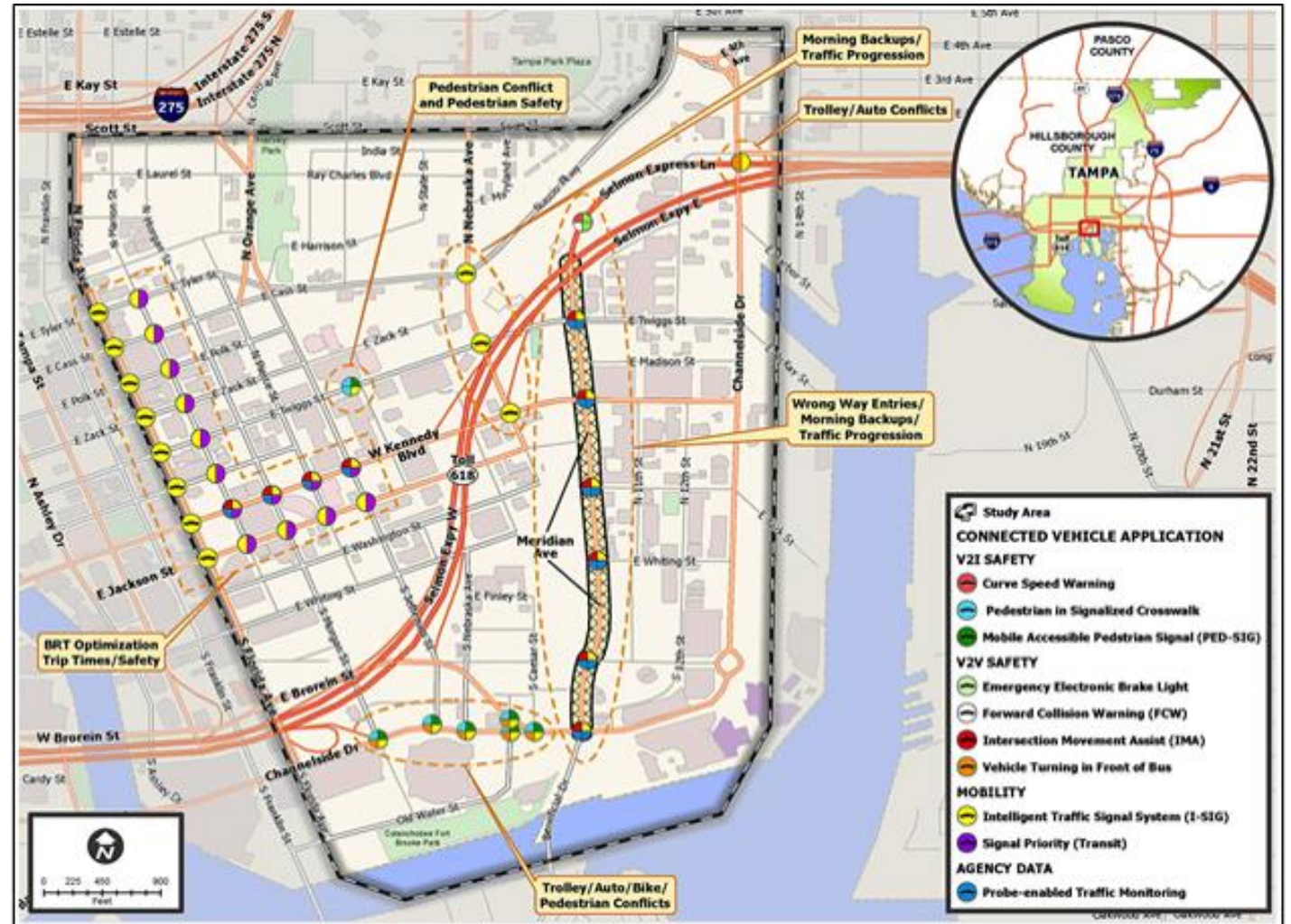


01/31/2023
Subject to change.
Listed alphabetically by county.



Off SIS

Capacity Needs Are Changing



Project Types

Eligible projects include any projects **supporting SIS facilities** that involve at least two of the following elements and meet evaluation criteria requirements.

ELIGIBLE PROJECTS

- Highway widening
- Fixed guideway transit
- TSMO/ITS
- ACES
- Bicycle/pedestrian facility
- Intersection improvements
- Freight (e.g., truck parking)
- Safety improvements
- Resilience improvements

INELIGIBLE PROJECTS

- Standalone modal projects (examples include aviation, seaports, spaceports, freight rail, etc.)

Additional ineligible projects—see [SIS Funding Eligibility Guidance](#)

Off-SIS Highway



SIS will only fund the **construction** phase of off-SIS projects.

Eligible Facilities

Projects must be on an eligible facility. The selected eligibility criteria align with SIS Corridor designation.

- Arterial or higher functional class, and
- Existing minimum 6,000 AADT or minimum 1,000 AADTT



Evaluation Criteria

Projects must demonstrate moving people and goods and a benefit to the SIS:

- Increase person or truck throughput on the off-SIS facility by a minimum of 6%, and
- Reduce trips on at least one adjacent SIS facility by a minimum of 5% or 5,000 vehicular trips



Thanks!

Alice Giuliani

FDOT District Five SIS Coordinator

(386) 943-5247

Alice.Giuliani@dot.state.fl.us





STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

DRAFT



District 5

First Five Years Interstate Plan

Tentative Work Program

| FM # ITEMSEG | COUNTY NAME | FACILITY | WORK MIX DESCRIPTION | IMPROVEMENT TYPE DESCRIPTION | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | TOTAL DISTRICT MANAGED | TOTAL STATE MANAGED | TOTAL LOCAL FUNDS | TOTAL COST BY PHASE ROLL-UP | | | | | MLD |
|-----------------|----------------|---|---------------------------------|---------------------------------|-----------|-----------|-----------|----------|----------|----------|------------------------------|---------------------------|-------------------------|-----------------------------|----------|---------|-----------|-----------|-----|
| | | | | | | | | | | | | | | PD&E | PE | ENV | ROW | CON | |
| 4411131 | Orange | I-4 (SR 400) AT DARYL CARTER PARKWAY INTERCHANGE | 0230: Interchange (new) | N-INCH: New Interchange | \$3,977 | \$0 | \$101 | \$0 | \$0 | \$0 | \$1,000 | \$3,078 | \$0 | \$0 | \$44 | \$0 | \$0 | \$4,034 | |
| 2424844 | Orange | I-4 FROM S OF US 441 (OBT) TO S. OF IVANHOE BLVD. | 0213: Add Lanes And Reconstruct | A2-8: Add 2 To Build 8 Lanes | \$82 | \$0 | \$0 | \$0 | \$0 | \$0 | \$82 | \$0 | \$0 | \$0 | \$79 | \$0 | \$0 | \$4 | |
| 4321931 | Dist/St Wide | I-4 MANAGED LANES FROM KIRKMAN TO SR 434 | 0213: Add Lanes And Reconstruct | MGLANE: Managed Lanes | \$81,131 | \$76,494 | \$80,354 | \$83,786 | \$84,574 | \$85,369 | \$285,607 | \$206,101 | \$0 | \$0 | \$1,198 | \$0 | \$0 | \$490,511 | |
| 4489141 | Orange | I-4/SR-400 FROM EAST OF SR-535 TO WEST OF SR-535 | 0630: Interchange Just/mod | M-INCH: Modify Interchange | \$74,343 | \$0 | \$0 | \$0 | \$0 | \$0 | \$74,113 | \$230 | \$0 | \$0 | \$1,118 | \$0 | \$0 | \$73,225 | |
| 4436241 | Dist/St Wide | I-75 (SR 93) FROM SR 200 TO CR 234 | 9999: Pde/emo Study | PDE: Project Dev. & Env.t | \$57 | \$0 | \$0 | \$0 | \$0 | \$0 | \$57 | \$0 | \$0 | \$57 | \$0 | \$0 | \$0 | \$0 | |
| 4436231 | Dist/St Wide | I-75 (SR 93) FROM TURNPIKE (SR 91) TO SR 200 | 9999: Pde/emo Study | PDE: Project Dev. & Env.t | \$52 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52 | \$0 | \$0 | \$52 | \$0 | \$0 | \$0 | \$0 | |
| 4352091 | Marion | I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST | 0230: Interchange (new) | N-INCH: New Interchange | \$7,412 | \$0 | \$33,566 | \$0 | \$0 | \$0 | \$33,616 | \$0 | \$7,363 | \$17 | \$33 | \$0 | \$7,363 | \$33,566 | |
| 4468261 | Volusia | I-95 (SR 9) @ MAYTOWN ROAD NEW INTERCHANGE | 9999: Pde/emo Study | PDE: Project Dev. & Env.t | \$50 | \$0 | \$0 | \$2,500 | \$0 | \$0 | \$50 | \$0 | \$2,500 | \$2,550 | \$0 | \$0 | \$0 | \$0 | |
| 4197722 | Volusia | I-95 INTERCHANGE AT SR 5 (US 1) | 0236: Interchange - Add Lanes | M-INCH: Modify Interchange | \$950 | \$0 | \$0 | \$0 | \$3,350 | \$0 | \$4,300 | \$0 | \$0 | \$33 | \$816 | \$0 | \$3,350 | \$100 | |
| 4362921 | Volusia | I-95 INTERCHANGE AT PIONEER TRAIL | 0230: Interchange (new) | N-INCH: New Interchange | \$111,782 | \$11,089 | \$336 | \$0 | \$0 | \$0 | \$122,155 | \$750 | \$301 | \$6 | \$2,581 | \$4,804 | \$27,928 | \$87,888 | |
| 4484561 | Volusia | LPGA BLVD FROM US 92 (SR 600) TO WILLIAMSON BLVD | 9999: Pde/emo Study | PDE: Project Dev. & Env.t | \$89 | \$0 | \$0 | \$50 | \$7,000 | \$0 | \$7,139 | \$0 | \$0 | \$18 | \$71 | \$0 | \$7,050 | \$0 | |
| 2425924 | Seminole | SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92) | 0213: Add Lanes And Reconstruct | MGLANE: Managed Lanes | \$32,394 | \$30,847 | \$5,049 | \$0 | \$0 | \$0 | \$21,549 | \$46,742 | \$0 | \$0 | \$1,214 | \$0 | \$67,077 | \$0 | |
| 2424848 | Orange | SR 400 (I-4) E OF CR 522 (OSCEOLA PKWY) TO WEST OF SR 528 | 0213: Add Lanes And Reconstruct | MGLANE: Managed Lanes | \$167,761 | \$14,366 | \$0 | \$3,176 | \$0 | \$5,353 | \$50,400 | \$140,256 | \$0 | \$0 | \$5,826 | \$0 | \$184,831 | \$0 | |
| 4084642 | Volusia | SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472 | 0213: Add Lanes And Reconstruct | MGLANE: Managed Lanes | \$3,170 | \$0 | \$0 | \$0 | \$0 | \$2,323 | \$3,170 | \$2,323 | \$0 | \$0 | \$2,342 | \$3,150 | \$0 | \$0 | |
| 2424847 | Orange | SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD | 0213: Add Lanes And Reconstruct | MGLANE: Managed Lanes | \$23,639 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,458 | \$20,181 | \$0 | \$0 | \$30 | \$0 | \$23,609 | \$0 | |
| 4314561 | Osceola | SR 400 (I-4) WEST OF CR 532 TO EAST OF CR 522 (OSCEOLA PARKWAY) | 0213: Add Lanes And Reconstruct | MGLANE: Managed Lanes | \$834 | \$0 | \$0 | \$0 | \$0 | \$0 | \$834 | \$0 | \$0 | \$0 | \$831 | \$0 | \$3 | \$0 | |
| 4443153 | Orange | SR 400 FROM WEST OF SR 536 TO WEST OF SR 528 | 0237: Add Managed Lanes | MGLANE: Managed Lanes | \$3,062 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,062 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,062 | |
| 4497711 | Orange | SR 400 FROM WEST OF SR 536 TO WEST OF DARYL CARTER PARKWAY | 0237: Add Managed Lanes | MGLANE: Managed Lanes | \$64,422 | \$0 | \$0 | \$0 | \$0 | \$0 | \$64,422 | \$0 | \$0 | \$0 | \$1,500 | \$0 | \$0 | \$62,922 | |
| ANNUAL TOTALS | | | | | \$575,207 | \$132,796 | \$119,406 | \$89,512 | \$94,924 | \$93,045 | \$675,066 | \$419,661 | \$10,164 | \$2,733 | \$17,683 | \$7,954 | \$321,211 | \$755,312 | |

LEGEND

Tentative Work Program

**FY 2023/2024 thru 2027/2028
Plus Current Year (FY 2022/2023)
As of 11/17/2022**

PD&E=Planning and Project Development & Environmental; Phase Group - 1, 2 and Phase Type - all but 9;
PE=Preliminary Engineering; Phase Group - 3; Phase Type - all but 9;
ENV=Environmental Mitigation; Phase Group - C; Phase Type - all but 9;
ROW=Right-of-Way; Phase Group - 4 and all Phase Type - all but 9;
CON=Construction and Support (may include Grants); Phase Group - 5 & 6 and Phase Type - all but 9;
MLD=Missing project location (project not in map);

NOTES

- (1) All Values in Thousands of "As Programmed" Dollars;
- (2) Project cost are subject to change;
- (3) TOTAL LOCAL FUNDS include all funds that start wit LF fund code;



SIS ADOPTED 2ND FIVE YEAR PROGRAM

District 5 Highway Plan



| MAP ID | FACILITY | DESCRIPTION | 2028 | 2029 | 2030 | 2031 | 2032 | TOTAL STATE MANAGED | TOTAL DISTRICT MANAGED | TOTAL LOCAL FUNDS | PD&E | PE | ENV | ROW | CON |
|---------------|--|------------------------------|----------|-----------|-----------|----------|-----------|---------------------|------------------------|-------------------|------|----|-----|-----|-----|
| 4321931 | I-4 MANAGED LANES FROM KIRKMAN TO SR 434 | MGLANE: Managed Lanes | \$85,369 | \$86,298 | \$87,252 | \$88,232 | \$89,239 | \$161,494 | \$274,895 | \$0 | | ● | | | ● |
| 4102511 | SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40 | A2-4: Add 2 To Build 4 Lanes | \$0 | \$0 | \$0 | \$0 | \$3,000 | \$3,000 | \$0 | \$0 | | | | | ● |
| 4289471 | SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD | A1-3: Add 1 To Build 3 Lanes | \$600 | \$294 | \$0 | \$0 | \$0 | \$894 | \$0 | \$0 | | | | ● | |
| 4106742 | SR 40 FROM END OF 4 LANES TO EAST OF CR 314 | A2-4: Add 2 To Build 4 Lanes | \$0 | \$0 | \$140,962 | \$0 | \$0 | \$140,327 | \$635 | \$0 | | | | | ● |
| 2424848 | SR 400 (I-4) E OF CR 522 (OSCEOLA PKWY) TO WEST OF SR 528 | MGLANE: Managed Lanes | \$5,353 | \$7,878 | \$0 | \$0 | \$58,000 | \$71,231 | \$0 | \$0 | | ● | | ● | |
| 4084642 | SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472 | MGLANE: Managed Lanes | \$2,323 | \$7,373 | \$8,573 | \$178 | \$17,250 | \$35,697 | \$0 | \$0 | | ● | | ● | |
| 4074023 | SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3 | A2-6: Add 2 To Build 6 Lanes | \$226 | \$0 | \$0 | \$0 | \$0 | \$226 | \$0 | \$0 | | | | ● | |
| 4074024 | SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE | A2-6: Add 2 To Build 6 Lanes | \$2,860 | \$0 | \$0 | \$0 | \$0 | \$2,860 | \$0 | \$0 | | | | ● | |
| ANNUAL TOTALS | | | \$96,731 | \$101,843 | \$236,787 | \$88,410 | \$167,489 | \$415,729 | \$275,530 | \$0 | | | | | |

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

Project highlighted with dark gray background is no longer designated as SIS.

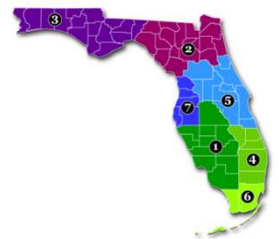
ROW - Right-Of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code.



DRAFT DISTRICT FIVE SIS 2ND FIVE NEW PROJECT/PHASE ADDITIONS

| FPID | Description | 2029 | 2030 | 2031 | 2032 | 2033 |
|----------|--|-----------------------|------|------------------------|------------------------------|------------------------|
| 427056-1 | SR 50/SR 33 FROM CR 565 (VILLA CITY) TO CR 565A (MONTEVISTA) | Const \$45,445,800 | | | | |
| 446623-3 | I-75 @ SR 200 | | | | | Design \$12,000,000 |
| 452574-1 | SR60 FROM POLK COUNTY LINE TO US441 | PD&E \$3,500,000 | | | | |
| 446624-3 | I-75 @ SR 326 | | | Design \$12,300,000 | | |
| 452575-1 | I-95 FROM SR518 TO CR509/WICKHAM ROAD | | | | PD&E \$4,000,000 | |
| 452575-2 | I-95 FROM MALABAR ROAD TO SR518 | | | | | PD&E \$4,000,000 |
| 410251-1 | SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40 | | | | Const/Util (\$3,000,000)* | |

*Funds have been deferred out of the 2nd Five to align with the construction phase



Your Florida. Your vision. Your plan.

2045

| ID | FACILITY | FROM | TO | Design | | | Right of Way / Construction | | | P3 Funds | | | Other Funds | IMPRV TYPE |
|-------------------|----------------------------------|----------------------------------|----------------------------------|--------|--------|---------|-----------------------------|-----------|-----------|-----------|----------|------|----------------------------|------------|
| | | | | PDE | PE | TOTAL | ROW | CON | TOTAL | COST | Begin Yr | #Yrs | TOTAL | |
| 1187 | I-4 | SR 435/Kirkman Rd | E of SR 434 | | | | | | | 1,691,934 | 2033 | 23 | | UP |
| 1194 | I-4 | E of Osceola Pkwy (CR 522) | W of SR 528/Beachline | | | | 58,000 | | 58,000 | | | | | UP |
| 1196 | I-4 | E of SR 434 | E of SR 15/600 (US 17/92) | | | | 11,662 | | 11,662 | | | | | UP |
| 4018 | I-4 | CR 472 | SR 44 | 4,000 | | 4,000 | | | | | | | | MGLANE |
| 1193 | I-4 | West of CR 532 | East of CR 522 (Osceola Parkway) | | | | | 1,211,927 | 1,211,927 | | | | | UP |
| 1197 | I-4 | Seminole/Volusia C/L | 0.5 mi E of SR 472 | | | | 49,143 | | 49,143 | | | | | UP |
| 3994 | I-4 Volusia County Truck Parking | West of I-95 | | | 6,000 | 6,000 | 36,000 | 81,000 | 117,000 | | | | | TRUKPK |
| 4001 | I-75 | CR 484 | SR 200 | | 21,329 | 21,329 | | | | | | | | MGLANE |
| 4002 | I-75 | SR 326 | CR 318 | | 12,515 | 12,515 | 110,732 | 114,723 | 225,455 | | | | | MGLANE |
| 4003 | I-75 | at CR 318 | | | 12,117 | 12,117 | | | | | | | | M-INCH |
| 4006 | I-75 | Turnpike | CR 484 | | 18,148 | 18,148 | | | | | | | | MGLANE |
| 4009 | I-75 | CR 318 | Alachua County Line | | 7,619 | 7,619 | | | | | | | | MGLANE |
| 4011 | I-75 | at SW 20th Street | | 3,000 | | 3,000 | | | | | | | | N-INCH |
| 3993 | I-75 | SR 44 | SR 326 | | 28,500 | 28,500 | 221,100 | 238,788 | 459,888 | | | | | A2-AUX |
| 3997 | I-75 | at SR 200 | | | | | 15,000 | 111,635 | 126,635 | | | | | M-INCH |
| 3998 | I-75 | at SR 326 | | | | | 15,000 | | 15,000 | | | | | M-INCH |
| 3999 | I-75 | SR 40 | SR 326 | | 32,425 | 32,425 | 83,160 | | 83,160 | | | | | MGLANE |
| 4013 | I-75 Truck Parking | Hernando/Sumter County Line | Marion/Alachua County Line | 2,500 | | 2,500 | | | | | | | | PLAN |
| 3484 | I-95 | at SR 44 | | 3,000 | | 3,000 | | | | | | | | M-INCH |
| 4010 | I-95 | Wickham Road | SR 520 | 4,000 | | 4,000 | | | | | | | | A2-8 |
| 4016 | I-95 | at SR 442 / Indian River Blvd. | | 3,000 | | 3,000 | | | | | | | | M-INCH |
| 4017 | I-95 | SR 421 | US 1 | 4,000 | | 4,000 | | | | | | | | A2-10 |
| 4015 | I-95 | at SR 421 | | 3,000 | | 3,000 | | | | | | | | M-INCH |
| 3476 | I-95 | Palm Coast Parkway | Flagler/St. Johns County Line | 3,500 | | 3,500 | | | | | | | | A2-8 |
| 3432 | I-95 | at US 1 | | | | | 99,510 | | 99,510 | | | | | M-INCH |
| 4014 | I-95 Truck Parking | Indian River/Brevard County Line | Flagler/St. Johns County Line | 2,500 | | 2,500 | | | | | | | | PLAN |
| 4004 | Orange County Truck Parking Site | Sand Lake Road | | | 3,000 | 3,000 | | | | | | | | TRUKPK |
| 4008 | Osceola County Truck Parking | I-4 | | | 5,000 | 5,000 | 6,000 | | 6,000 | | | | | TRUKPK |
| 3443 | SR 100 / SR 5 TO AIA | OLD KINGS RD | BELLE TERRE PKWY | 3,500 | 4,945 | 8,445 | 4,121 | | 4,121 | | | | | A2-6 |
| 4019 | SR 15A | US 17/92 | US 17 | 3,500 | | 3,500 | | | | | | | | A2-6 |
| 3442 | SR 326 | SR 25 / US 301 / US 441 | SR 40 | 3,500 | | 3,500 | | | | | | | | A2-4 |
| 4024 | SR 40 | Levy Hammock Road | SR 19 | 3,500 | | 3,500 | | | | | | | | A2-4 |
| 4000 | SR 40 | SW 40th Avenue | SW 27th Avenue | | | | | 6,087 | 6,087 | | | | | TURN |
| 4023 | SR 40 | SR 19 | SR 15 | 3,500 | | 3,500 | | | | | | | | A2-4 |
| 3423 | SR 40 | E OF CR 314 | CR 314A | | | | | 85,009 | 85,009 | | | | | A2-4 |
| 4022 | SR 404 | I-95 | South Patrick Drive | 3,500 | | 3,500 | | | | | | | | A2-6 |
| 4020 | SR 429 (Wekiva Parkway) | CR 46 | I-4 | 3,500 | | 3,500 | | | | | | | | A2-6 |
| 4021 | SR 46 | I-4 | US 17 | 3,500 | | 3,500 | | | | | | | | A2-8 |
| 4025 | SR 50 | I-95 | SR 405 | 35,000 | | 35,000 | | | | | | | | A2-6 |
| 4026 | SR 50 | US 27 | Montevisa Road | 3,500 | | 3,500 | | | | | | | | A2-6 |
| 3996 | SR 50 | East of CR 478A | Sumter/Lake CL | | | | 1,619 | 95,500 | 97,119 | | | | | A2-4 |
| 3995 | SR 50 | E of Sumter/Lake CL | CR 33 | | | | 23,158 | 58,860 | 82,018 | | | | | A2-4 |
| 4030 | SR 60 | Polk County Line | US 441 | | 35,000 | 35,000 | | | | | | | | A2-4 |
| 4028 | US 17/92 | I-4 | Enterprise | 3,500 | | 3,500 | | | | | | | | A2-6 |
| 4031 | US 27 | End of SR 19 / Urban Boundary | Florida Turnpike North - Ramps | 3,500 | | 3,500 | | | | | | | | A2-6 |
| 4012 | US 27 | CR 561A | End of SR 19/Urban Boundary | 3,500 | | 3,500 | | | | | | | | A2-6 |
| Funded CFP Totals | | | | | | 296,098 | | | 2,737,734 | 1,691,934 | | | Total CFP Funds= 4,725,766 | |

LEGEND

(A) FY 2032/2033 - 2034/2035

(B) FY 2035/2036 - 2039/2040

(C) FY 2040/2041 - 2044/2045

(D) FY 2046/2047 - 2049/2050

Mega Projects
Phased Over Time

NOTES

- (1) All values in thousands of Present Day Dollars (2023).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.
- (8) This is a DRAFT and revisions will be made based on further coordination.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3
A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-12: Add 4 Lanes to Build 12
A1-AUX: Add 1 Auxilliary Lane
A4-SUL: Add 4 Special Use Lanes

ACCESS: Access
BRIDGE: Bridge
FRTCAP: Freight Capacity
GRASEP: Grade Separation
HWYCAP: Highway Capacity
PTERM: Passenger Terminal
ITS: Intelligent Transp. System
MGLANE: Managed Lanes

M-INCH: Modify Interchange
N-INCH: New Interchange
NR: New Road
PDE: Project Dev. Env.
SERVE: Add Svc/Front/CD System
STUDY: Study
UP: Ultimate Plan



TO: Committee Members

FROM: Rob Balmes, Director

RE: MPOAC Freight Priorities, 2023 Update and Discussion

Summary

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) Freight and Rail Committee works annually with the TPO/MPO's to develop a freight priority project list. In the past, this process has focused exclusively on submission of projects by TPO/MPO's for projects located on the National Highway Freight Network (NHFN). For Marion County, this includes: I-75 (and interchanges); US 27 from I-75 to US 301; and US 301 from SR 200 to Alachua County.

In 2022, the MPOAC Freight and Rail Committee expanded the process to include projects that support freight mobility on the State Highway System (On-System) and Off-System (Local). An emphasis was also placed on truck parking projects. Overall, projects must already be programmed or underway through at least PD&E and are ready to receive federal National Highway Freight Program funding for construction. Attached is the FDOT two-page Call for Projects to further explain the program. The call for projects expansion has taken place with an assumption the freight network in Florida will be extended in the future to potentially include other corridors on the state and local networks. Discussions are taking place at the national state levels tied to the Bipartisan Infrastructure Law (BIL), calling for a modest increase to the NHFN.

However, as the National Highway Freight Program stands today, funding to projects by FDOT have been invested only on the NHFN. Attached to this memo is a screenshot of the projects funded in 2022 and 2021.

Attachment(s)

- FDOT National Highway Freight Program Call for Projects Summary
- Freight Priorities Program Funded Projects in 2022, 2021
- MPOAC Freight Priorities Program Instructions Overview

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

Discussion at the TAC will be requested to explore any project opportunities for 2023. Last year, the TPO submitted one project: **I-75@SR 40 from SW 40th Avenue to SW 27th Avenue** (FDOT FM: 433652-1). The project did not receive NHFP funding. However, the intersection of SR 40 at SW 27th Avenue was funded separately by FDOT in the new Tentative Work Program.

Submission of new applications must be completed by March 31 through the MPOAC Freight Priorities Program (FPP) portal.

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



— REQUIREMENTS FOR PROJECT SUBMITTAL —



The FHWA requirement is that the project must be on the NHFN, however, the NHFN is in the process of being updated, so feel free to propose meritorious freight projects not currently on the NHFN, that influence the PHFS, for consideration to be included on the network.



The project must be an eligible project type.



NHFP funds through FY2026 have been allocated. The primary funding year for this Call for Projects is FY2027.



Click [here](#) for the network map!

— PREFERENCES FOR PROJECT SUBMITTAL —



The funding request

DOES NOT EXCEED

\$20 million



The project should be

READY FOR
IMPLEMENTATION

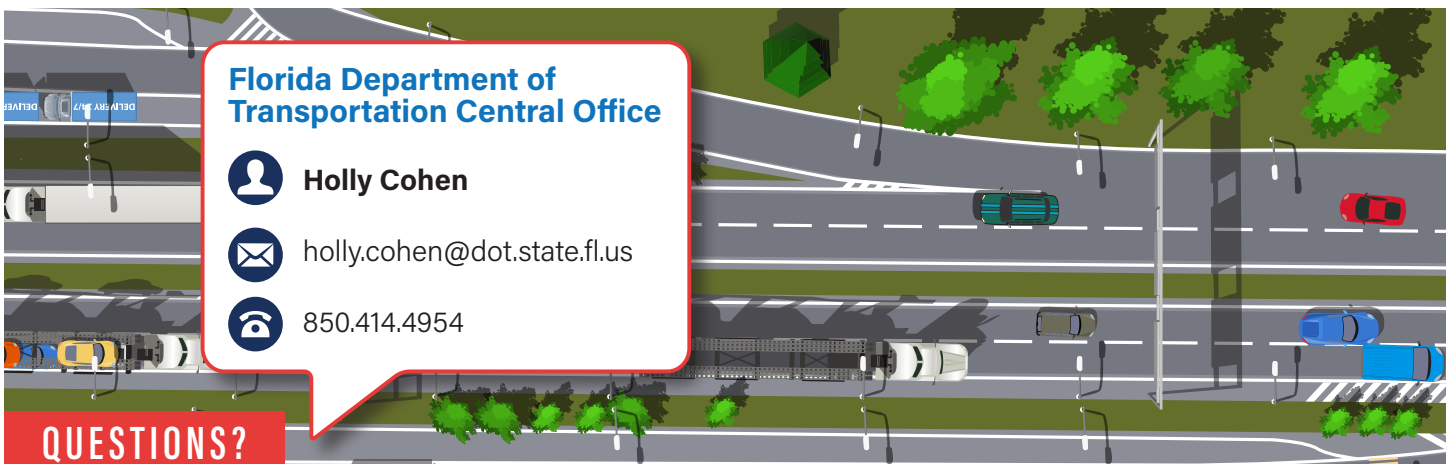
in the fiscal year for which funding was received



When proposing solutions, the project

SHOULD CONSIDER

**safety &
mobility issues**



**Florida Department of
Transportation Central Office**



Holly Cohen



holly.cohen@dot.state.fl.us



850.414.4954

QUESTIONS?



NATIONAL HIGHWAY FREIGHT PROGRAM



ELIGIBLE PROJECT TYPES

All project types below are eligible.



FMO Priorities.

These projects will likely receive higher scores on the qualitative side of the updated FMTP prioritization process based on the latest FMTP objectives.



1. Development phase and preconstruction activities.



2. Construction, reconstruction, rehabilitation, and operational improvements directly relating to improving system performance.



3. Intelligent transportation systems and other technology to improve the flow of freight.

4. Efforts to reduce the environmental impacts of freight movement.

5. Environmental and community mitigation for freight movement.



6. Railway-highway grade separation.



7. Geometric improvements to interchanges and ramps.



8. Truck-only lanes.

9. Climbing and runaway truck lanes.

10. Adding or widening of shoulders.



11. Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.



12. Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.

13.

Electronic screening and credentialing systems for vehicles.

14.

Traffic signal optimization, including synchronized and adaptive signals.

15.

Work zone management and information systems.

16.

Highway ramp metering.

17.

Electronic cargo and border security technologies that improve truck freight movement.



18.

Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.



19.

Additional road capacity to address highway freight bottlenecks.

20.

Physical separation of passenger vehicles from commercial motor freight.

21.

Enhancement of the resiliency of critical highway infrastructure to improve the flow of freight.



22.

A highway or bridge project to improve the flow of freight on the NHFN.



23.

Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.

24.

Diesel retrofit or alternative fuel projects.

25.

Conducting analyses and data collection related to the NHFP, and developing and updating freight performance targets.

Historical Performance

National Highway Freight Program Funding

| Map ID | MPO | District | Project Name | FM Number | NHFP | NHFP Programmed Funding | |
|---------------|-------------------------|----------|--|--------------------|------|-------------------------|---------------------|
| | | | | | | 2021 | 2022 |
| P11 | Bay County TPO | 3 | SR 75 (US 231) from SR 30A (US 98) to SR 368 (23rd St) | 2179107 | Yes | \$11,510,837 | \$13,039,662 |
| P13 | Bay County TPO | 3 | Widening SR 20 from Washington County Line to SR 75 (US 231) | 2206356 | Yes | \$2,730,000 | \$2,730,000 |
| P16 | Florida-Alabama TPO | 3 | SR 8 (I-10) EB Weigh Station to W of SR 95 (US 29) | 4379052 4379053 | Yes | \$13,200,000 | \$13,200,000 |
| P18 | Okaloosa-Walton TPO | 3 | SR 20 Widening | 2206358 | Yes | \$4,675,000 | \$4,675,000 |
| P20 | Indian River County MPO | 4 | I-95 Interchange at Olso Rd | 4130482 | Yes | \$6,764,069 | \$7,461,258 |
| P26 | MetroPlan Orlando | 5 | I-4 Truck Parking Capacity Project | 4464451 | Yes | \$20,964,846 | \$15,959,535 |
| * P35 | Hillsborough TPO | 7 | I-4 Truck Parking Facility | 4486981 | Yes | N/A | \$1,311,404 |
| Total: | | | | | | \$59,844,752 | \$58,376,859 |

*Newly funded for 2022 with NHFP funds

- One additional FPP project funded with NHFP funding, for total of 7 projects from the Project List
- Similar overall funding amount to 2021
- Majority of available NHFP funding going towards FPP projects

| | 2021 | 2022 |
|---|---------------------|---------------------|
| Florida NHFP Apportionment: | \$70,949,854 | \$65,707,643 |
| Less 2% Planning Set-Aside: | \$1,418,997 | \$1,314,153 |
| NHFP Funding Available: | \$69,530,857 | \$64,393,490 |
| Percentage Towards FPP Projects: | 86% | 91% |

2023 Freight Priorities Program (FPP) Overview

1. Changes to the 2023 Freight Priorities Program.

- No significant changes to the 2023 FPP cycle from last year.
- The expanded project eligibility implemented in 2022 will remain in place for the 2023 cycle.
- MPOs will be able to submit up to six total projects to the FPP. These will be limited to three State Highway System (SHS) roadway projects and three non-SHS roadway projects.

2. Identity up to three SHS roadway projects that meet the defined criteria.

- Roadway projects should fall on the State Highway System.
- Projects must be post-PD&E or have a PD&E funded or underway.
- Projects should be unfunded, partially funded, or able to accept accelerated funding.

3. Identify up to three non-SHS roadway projects that meet the defined criteria.

- Projects should be a non-SHS roadway, Intermodal Logistical Center (ILC) access, truck parking, or rail project.
- Projects must be post-PD&E or have a PD&E funded or underway if a PD&E is required for the project.
- Projects should be able to pass the project readiness screening questions and identify funding programs they are eligible for.

4. Complete the online project application starting on March 2nd.

- Two 120-minute Zoom training webinars will be held on February 22nd (10:00 a.m. to 12:00 p.m.) and March 1st (2:00 p.m. to 4:00 p.m.). Both sessions will cover the same material, and participants will have the option to attend whichever session is more convenient.
- On March 2nd, each planning agency will be given login information so they can access their accounts and begin to submit project applications at www.my-fpp-portal.org.
- The Committee's consultant team will then review submissions and reach out if additional information or clarifications are needed.
- The consultant team will be available for support and to answer any questions. You can contact Tom Brandenstein at tbrandenstein@whitehousegroup.com or 754-701-1608 and Erin Lasala at elasala@camsys.com or 561-302-4822.

5. Collaborate with your partner District Freight Coordinators to complete the project application.

- MPO staff should work with their District Freight Coordinators (DFC) to know which projects they are planning on selecting as a District Priority Project and to ensure FDOT is aware of any additional projects the MPO may want them to support.

- Your DFC will likely know which projects within your region align well with FDOT's Work Program scoring criteria, the Freight Mobility and Trade Plan [prioritization process](#), and the criteria of other funding programs (e.g., NHFP, SIS).
 - It benefits each MPO to know what projects their DFC has in mind for their District Priority Project list, because you may have a mutual project that allows you to work together to complete the project application.
 - If your DFC does not have your desired project(s) on their District Priority Project list, fill out a project application anyways and work with your DFC to get project-specific information for your submissions. Additionally, provide them with the necessary information (e.g., the project is new and has been identified in a new regional freight plan) to advocate for your projects when going after this and other funding opportunities (e.g., INFRA, RAISE, NHFP, SIS, district discretionary funds).
 - A workflow checklist to help work with your DFCs will be provided to you during/after training sessions.
- 6. Submit the completed online applications by March 31st and respond to any follow-up questions from the consultant team and your DFC.**
- The completed online applications should be submitted by March 31st.
 - Follow-up questions may be necessary after projects are submitted. Questions will focus on confirming eligibility, details from your project application, and documenting that the project(s) is an MPO freight priority.
- 7. The finalized list will be prepared and presented to the MPOAC for approval:**
- All vetted projects will be summarized into a final project list. The lists will feature MPO freight priority projects, presented with available backup, for discussion and approval. The discussion will focus on alignment with key partnerships throughout the project selection process and whether the projects benefit goods movement in Florida.
 - MPOAC Freight Committee (April 27th)
 - MPOAC Staff Directors (April 27th)
 - MPOAC Governing Board (April 27th)
- 8. The approved list will be transmitted to FDOT for consideration.**
- The approved FPP Project List will be transmitted to: the FDOT Secretary, FDOT Office of Freight Logistics and Passenger Operations, FDOT Office of Policy Planning, FDOT Systems Planning Office, FHWA, and the DFCs.
 - Projects will be identified by network designation (e.g., NHFN, SIS, Regional Freight Network) and FDOT districts to facilitate eligibility for available funding programs.
- 9. The approved lists should be used to promote MPO freight priorities nationwide.**
- Each MPO should use the completed list to advocate for their submitted (and unsubmitted) projects.
 - Share the completed list with your regional, state, and national partners and collaborate with them to promote freight in Florida.

INSTRUCTIONS

Instructions: Completing the Online Project Application

| All Projects | SHS Only |
|---|---|
| Questions in boxes shaded blue will apply to all project submissions. | Questions in boxes shaded green will only apply to SHS roadway project submissions. |

| General Information | |
|--|---|
| Question | Desired Response |
| 1a. Project Name: | Enter the project name as it appears in your approved plans (TIP, Work Program). |
| 2a. Facility Name: | Enter the roadway/facility name (identify the state route if applicable). |
| 3a. Project Category: | Select the appropriate project category from the dropdown list. <ul style="list-style-type: none">• State Highway System Roadway• Non-SHS Roadway• Intermodal Logistics Center Access• Truck Parking• SIS Rail• Non-SIS Rail This choice will direct you to the correct project information questions depending on your selection. |
| 4a. Are any other MPOs involved in the project? | Select Yes/No. If Yes, select the other participating agencies. |
| 5a. Which counties are involved in the project? | Enter all counties that are involved in the project. |
| 6a. Are there any private partners involved in the project? | Select Yes/No. If Yes, enter all private partners that are involved in the project. |
| 7a. Is this a District Freight Coordinator Priority Project? | Select Yes/No. |
| Click Continue to move to the next set of questions. | |

INSTRUCTIONS

| Project Information | |
|---|--|
| Question | Desired Response |
| 1s/1n. Project Type: | Select the project type that best describes the project. <ul style="list-style-type: none"> • Capacity Expansion (e.g., add lanes) • New Connection (e.g., create new roadway) • Reconstruction (e.g., rebuild or replace existing infrastructure) • Management and Operation (e.g., ITS installments, upgrade signals, TSMO treatments) • Maintenance (e.g., resurface roadways, repair facilities) • Other (Select if any other type may better define the project and specify the type) |
| 2s/2n. Provide a brief description of the project: | Provide a short description of the project that clearly indicates the primary purpose of the project (e.g., widening roadway from 4 to 6 lanes). |
| 3s/3n. Describe the project rationale: | Provide a detailed statement that explains how the project advances goods movement in Florida (e.g., Additional road capacity to address highway freight bottlenecks). Ask your District Freight Coordinator what details would be most helpful and see National Highway Freight Program eligible activities and BIL updates. Also, SIS funding eligibility requirements (pg 15) for more guidance. |
| 4s. What is the FM Number(s)? | <i>If applicable, enter the project's Financial Management number from FDOT's Work Program. If the project is associated with more than one FM number, provide all relevant FM numbers.</i> |
| 5s. What is the FDOT Roadway ID(s)? | <i>Enter facility Roadway ID(s) from FDOT's GIS database.</i> |
| 6s. What is the direction of the project? | Indicate the roadway direction impacted by the project (i.e., eastbound, southbound, northbound, westbound, or both directions). |
| 7s/4n. What is the extent of the project? (Milepost, grade crossing or area) | <i>Enter the facility's distance values of the project starting (From) and ending (To) points. If the project is an area give a brief location description.</i> |

INSTRUCTIONS

| | |
|---|---|
| 8s. What is the extent of the project? (Intersected Roadway) | Enter the names of the intersected roadways at the project starting (From) and ending (To) points. Skip "To" if the project is an interchange/intersection. |
| 9s/5n. What is the existing activity at the project location? (e.g. - truck traffic, number of trains, truck parking capacity, site acreage) | Provide truck AADT and truck traffic percentage on project roadways. Provide other related activity measures for the other project types. |
| 6n. What are the costs of the project? (\$Millions) | Enter the total project cost and the unfunded project costs in the full dollar amount. |
| 10s/7n. Define the requested action: | Define the requested action (e.g., allocate new funding to an unfunded project or partially funded project; advance funding to an earlier year in the work program). Note, the project must be able to be funded and/or advanced in the requested year. This text should clearly indicate the dollar amount and the year of your funding request . |
| 11s/8n. What funding programs is the project eligible for? | List all of the funding programs that the project is eligible for. |
| 12s/9n. Upload a map showing the location of the project: | Upload any type of map file or image showing the exact location (i.e., coordinates) and geographic extent of the project. If you cannot upload, please contact Tom Brandenstein at tbrandenstein@whitehousegroup.com . |
| 13s/10n. Select PD&E status and please provide reference documentation and accompanying information: | Select the status of the PD&E. Non-SHS roadway projects will first need to indicate if the project requires a PD&E. please identify the Work Program version (e.g., a previous 5-year work program) that contains the PD&E phase, provide the year it began, funding amount, and status/date completed. Please include the URL, page number, and project reference number. |
| 14s. Project Schedule and Funding Status in the FDOT 5-Year Work Program: | Work with your District Freight Coordinator to get the latest information from the FDOT Work Program (e.g., funding by year for PD&E, PE, ROW, Construction, CEI, Environmental). Please indicate the status (completed, ongoing, funded, unfunded, or N/A) and reference(s). |
| Click Continue to move to the next set of questions. | |

INSTRUCTIONS

| Screening Questions | |
|--|---|
| Question | Desired Response |
| 1c. Is the project identified as a freight priority by the MPO and its partners (e.g., municipalities, seaports, airports, railroads)? | Select Yes/No. If yes, provide how this project was identified to be a priority and which entity made the determination. |
| 2c. Identify the plan(s) (e.g., freight plan, LRTP, TIP, CIP, master plan) documenting the project and provide specific reference(s): | Identify the plan(s) documenting the project and provide the related link(s), page number(s), and project reference number(s). |
| 3c. Identify project matching fund(s) sources (e.g., local) | Identify related funding source(s) and indicate the amount(s). |
| 4c. Is the project on a priority freight network? | Select Yes/No. If yes, identify the network(s) and provide documentation of the designation (e.g., URLs, maps, tables). |
| 5c. Please identify the Florida Transportation Plan (FTP) goals supported by the project: | Check all goals addressed by the project and provide a brief statement explaining how the project supports the FTP. |
| 6c. Provide a brief statement explaining how the project supports the FTP: | Briefly address how the project will fulfill each of the FTP goals selected in question 5c. |
| Click Submit to finish the project application. | |



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Ocala/Marion County Project Status Update as of February 28, 2023

The following is a brief status update on major FDOT road construction projects in Marion County as of the February cutoff. The next cutoff date is March 31, 2023. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at anna.taylor@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

U.S. 441 and S.R. 40 Intersection Improvements (FDOT Financial Information Numbers 433661-1)

- Contract: T5747
- Contractor: CW Roberts Contracting Inc.
- Estimated Start: Early 2023
- Estimated Completion: Late 2023
- Description: The project includes milling and resurfacing, median modifications, turn lane modifications, curb & gutter, drainage improvements, sidewalk, ADA improvements, traffic signal upgrades, signing and pavement markings, and utility relocations.

S.R.40 and S.R. 492 Intersection Improvements (FDOT Financial Information Number 445800-1)

- Contract: T5747
- Contractor CW Roberts Contracting Inc.
- Estimated Start: Early 2023
- Estimated Completion: Late 2023
- Construction Cost: \$6.7 million
- Description: This project includes replacing the existing two free flow right turn lanes with a single right turn lane, milling and resurfacing, upgrade the existing signals, adding a new 7-ft buffered bicycle lane, crosswalks, utility relocations, and lighting.

S.E. Abshier Blvd from S.E. Haines Rd (FDOT Financial Information Number 445701-1)

- Contract: T5768
- Contractor: CW Roberts
- Construction Cost: \$1.8 million
- Estimated Start: Spring 2023
- Estimated Completion: Fall 2023

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- Description: This project will construct improvements at the intersection of SE Abshier Boulevard (U.S. 27/U.S. 301/U.S. 441) and SE Hames Road to enhance safety and operations for drivers, pedestrians and bicyclists. The project proposes to create left turn lanes in each direction on SE Abshier Boulevard west of Hames Road with a raised concrete traffic separator in the middle.

U.S. 41 N S Williams St. from Brittan Alexander Bridge to River Rd. (FDOT Financial Information Number 445687-1)

- Contract: T5755
- Contractor: Ranger Construction
- Construction Cost: \$1.1 Million
- Estimated Start: March 6, 2023
- Estimated Completion: Fall 2023
- Description: The purpose of the project is to signalize the pedestrian crossing on U.S. 41 (S. Williams Street) between Brittan Alexander Bridge and River Road, near Dunnellon City Hall. This will enhance pedestrian safety by installing a Midblock Pedestrian Signal (MPS) to replace the existing pedestrian crossing at this location.

Current Projects:

S.R. 40/Silver Spring Blvd. from N.W. 27TH Ave. TO S.W. 7th Ave. Sidewalk Improvements (FDOT Financial Information Number 437596-2)

- Contract: T5765
- Contractor: Mejia International Group
- Construction Cost: \$780 thousand
- Estimated Start: Early 2023
- Estimated Completion: Fall 2024
- Description: The intent of this project is to remove the existing 4.5-foot concrete path on the north side of the road and replace it with an 8- foot concrete sidewalk. The new 8-foot sidewalk will meet FDOT and ADA requirements.
- Update: Contractor started work on February 13. Temporary pedestrian crossings and temporary signals were installed. Motorists should expect nighttime lane closures within the project limits.

C.R. 484 and I-75 Interchange Roadway Improvements (FDOT Financial Information Numbers 443170-1 & 433651-1)

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Early 2023
- Estimated Completion: Summer 2024
- 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: Paving and signage operations are underway. Motorists should continue to expect lane closures and traffic shifts as needed within the project limits.
- There was an accident involving a semi-truck that crashed into the I-75 overpass. No one was hurt.

Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split. (FDOT Financial Information Number 441136-1)

- Contract: T5705
- Contractor: Anderson Columbia Inc.
- Construction cost: \$15.4 million
- Start: Fall 2021
- Estimated Completion: Spring 2023
- Update: Controlling items of work for this project include widening, signalization, and pavement friction operations. Contractor has completed mainline resurfacing from SR-326 to the North end (US-301/US-441). Contractors are working on median turn lanes, drainage improvements, and curb & gutter operations.
- Structural asphalt work has been completed. Subsoil excavation areas are almost complete.

Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Construction cost: \$15.7 million
- Start: Late 2021
- Estimated Completion: Spring 2023
- Update: Contractor has been working on paving, signalization, and signage operations. Motorists should expect nighttime lane closures within the project limits.

S.R 93 (I-75) Mainline Wildwood Weigh Station Improvements (FDOT Financial Information Number 445321-1)

- Contract: T9028
- Contractor: Traffic Management Solutions
- Construction Cost: \$4.5 million
- Start: Fall 2022
- Estimated Completion: Fall 2023
- Contractors are installing pull boxes and conduit



TO: Committee Members

FROM: Rob Balmes, Director

RE: TPO 101 Board Workshop

Summary

TPO Board Chair, Commissioner Craig Curry, has led the organization of a TPO 101 Workshop. The Workshop will be held on March 28 at 1:30 pm, prior to the regularly scheduled TPO Board Meeting at 4:00 pm. The Workshop will be open to the public and held at the Marion County Commission Auditorium on the McPherson Government Campus.

The focus of the workshop will be on the form and function of Metropolitan Planning Organizations, including core work products and responsibilities. A featured presenter at the workshop will be Mark Reichert, Executive Director of the Metropolitan Planning Organization Advisory Council (MPOAC). TPO staff will share summary presentations related to governance, committees, core documents and public participation.

All TAC and CAC members are welcome to attend. An agenda will be published seven (7) days in advance of the meeting to the TPO website on March 21.

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