



**Joint Meeting**

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

**June 10, 2025**

**1:00 PM**

**AGENDA**

- 1. CALL TO ORDER**
- 2. CAC ROLL CALL**
- 3. TAC ROLL CALL**
- 4. PROOF OF PUBLICATION**
- 5. CAC CONSENT AGENDA**
  - A. [May 13, 2025 Meeting Minutes](#)
- 6. TAC CONSENT AGENDA**
  - A. [May 13, 2025 Meeting Minutes](#)
- 7. CAC AND TAC ACTION ITEMS**
  - A. [Draft Fiscal Years \(FY\) 2026 to 2030 Transportation Improvement Program \(TIP\)](#)
  - B. [Draft 2025 List of Priority Projects \(LOPP\)](#)
  - C. [Draft 2025 List of Regional Priority Projects](#)
- 8. PRESENTATIONS**
  - A. [Active Transportation Plan Project Updates](#)
- 9. DISCUSSION ITEMS**
  - A. Local Government Transportation/Capital Improvement Program Updates
  - B. 2025 TPO Commitment to Zero Safety Report
- 10. COMMENTS BY FDOT**
  - A. FDOT Construction Report

**11. COMMENTS BY TPO STAFF**

**A. 2050 Navigating the Future Long Range Transportation Plan  
(LRTP) Update**

**12. COMMENTS BY CAC MEMBERS**

**13. COMMENTS BY TAC MEMBERS**

**14. PUBLIC COMMENT (Limited to 2 minutes)**

**15. ADJOURNMENT**

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

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

*The next regular meetings of the Citizens Advisory Committee and  
Technical Advisory Committee will be held on August 12, 2025*





**Citizens Advisory Committee (CAC) Meeting**

Marion County – Library Headquarters  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
1:00 PM

**MINUTES**

**Members Present:**

Jim Belonger  
Matt Fabian  
Suzanne Mangram  
Nick Mora  
Michelle Shearer (*arrived at 1:20pm*)

**Members Not Present:**

Travis Magamoll  
Richard McGinley  
Steve Rudnianyn

**Others Present:**

Rob Balmes, Ocala Marion TPO  
Shakayla Irby, Ocala Marion TPO  
Kia Powell, FDOT  
William Roll, Kimley-Horn

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

Acting Chairman Nick Mora called the meeting to order at 1:00pm.

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

Secretary Shakayla Irby called the roll and a quorum was not present. A quorum was reached at 1:20pm with the arrival of Michelle Shearer.

### **Item 3. 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 May 6, 2025. The meeting had also been published to the TPO's Facebook and Twitter pages.

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

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

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

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

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

- Resurfacing Project
- Preliminary Engineering (PE) and Construction (CST) phases
- Funding in FY 2025, FY 2028
- Total: \$8,801,317
  - SN (Federal): \$98,000 (FY 2025), PE
  - SA (Federal): \$7,612,971 (FY 2028), CST
  - DIOH (State): \$357,217 (FY 2028), CST
  - DIH (State): \$733,129 (FY 2028), CST

*Mr. Belonger made a motion to recommend TPO board approval of the FY 2025 to 2029 TIP. Ms. Shearer seconded, and the motion passed unanimously.*

## **Item 6a. Navigating the Future 2050 Long Range Transportation Plan (LRTP) Project Updates**

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

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

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

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

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

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

Mr. Roll highlighted that the modeling tool used for these scenarios factored in variables such as vacancy rates and land availability to forecast outcomes. He noted that areas along major corridors—particularly State Road 200—and the downtown core were expected to see increases in multi-family development, with further adjustments being made in response to feedback from the City of Ocala. For example, the downtown area’s redevelopment potential was being considered for increased multifamily density.

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

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

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

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

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

No further questions were raised, and the presentation concluded with a commitment to incorporating Steering Committee feedback and continuing coordination with local agencies on revenue assumptions and network modeling.

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

Mr. Rob Balmes provided an overview of the Draft Fiscal Year 2026–2032 Transportation Improvement Program (TIP), which had been included in the meeting packets. He began by outlining the schedule for the TIP development process. The current presentation marked the beginning of the public review and comment period. The same presentation would be delivered to the TPO Board on May 27. Following that, staff would return to the committees in June to request formal endorsements. Mr. Balmes noted that all public comments and feedback

from partners—including the Florida Department of Transportation (FDOT)—would be compiled and shared before final adoption, which was scheduled for June 23.

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

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

From a financial standpoint, the TIP provides a breakdown of anticipated federal, state, and local revenues over the next five years. Mr. Balmes explained that while these figures offer a comprehensive look at funding sources, the TIP is a dynamic document and will be subject to amendments as funding conditions change. The overall financial picture remained similar to the previous year.

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

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

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

Six new projects were introduced in this TIP cycle, including:

- The Belleview Greenway Trail, which was funded by FDOT as part of last year's top trail priority. Construction is expected in FY 2028 with an estimated cost of \$1.1 million.
- State Road 200 widening received funding for preliminary engineering in FY 2028. FDOT will use these funds to assess the corridor's needs.
- Two Marion County safety projects, both receiving federal grants, include:
  - Southeast 100th Avenue paved shoulders (\$1.2 million)
  - County Road 475 paved shoulders to address lane departure safety issues.
- The City of Ocala, in partnership with FDOT, will implement intersection and crosswalk enhancements along SR 40 between Pine Avenue and NE 25th Avenue as part of a broader resurfacing project.
- A major resurfacing project on US 27/US 441, extending from the county line to Belleview, is scheduled for FY 2026 at a cost of \$14.5 million.
- A resurfacing project on SR 40 through the Ocala National Forest was split into two segments:
  - NE 64th Avenue to NE 186th Terrace in FY 2026

- NE 196th Terrace to the county line two years later

Mr. Balmes then highlighted several ongoing and major projects:

- The I-75/49th Street Interchange, which continues to receive funding for right-of-way acquisition. The total investment to date across all TIPs is \$161 million.
- Improvements at I-75 and SR 326, including future interchange work and auxiliary lanes between SR 200 and SR 326.
- The US 41 widening project was deferred from FY 2029 to FY 2030 but remains active in the FDOT work program.
- Intersection improvements at Pine Avenue and SR 464 remain on track, though FDOT is reassessing the project scope due to existing congestion during peak travel times.
- The SR 40 widening project, from four lanes to six lanes between SR 35 and SR 314 and beyond to SR 314A, is back in the TIP with right-of-way fully funded for FY 2030.
- The NE 8th Avenue Roundabout project is still moving forward with the City of Ocala planning construction in FY 2027.
- The Pruitt Trail project, funded for FY 2026, includes safety enhancements to facilitate safer crossings at SR 200 and better connect to the Greenway.
- The Baseline to Santos Trail remains funded for construction in FY 2026.

In terms of modal diversity, the TIP also includes:

- Seven aviation projects—four at Ocala International Airport and three at the Marion County Airport
- Three SunTran transit grants
- Continued funding for various local and regional transit operations

Lastly, Mr. Balmes touched on TPO planning-level funding estimates, which remain steady for the upcoming five-year period.

He concluded the presentation by reiterating that the TIP would be brought back to the committee in June for endorsement, with all public and partner feedback incorporated into the final draft.

#### **Item 6c. Draft 2025 List of Priority Projects (LOPP)**

Mr. Rob Balmes presented an overview of the draft 2025 list of priority projects, explaining that the TPO routinely revisited its priorities and submitted seven lists (potentially eight) to FDOT District 5 to assist in developing the next Tentative Work Program. He noted that the goals remained focused on maintaining currently programmed projects, requesting additional phases for ongoing projects, and identifying new project priorities.

Mr. Balmes stated that he had met with the City of Ocala, City of Belleview, City of Dunnellon, and Marion County in February to gather feedback and priority rankings. All jurisdictions submitted their input by the end of March, which informed the development of the draft lists included in the meeting packet.

He explained that the lists would be presented again next month (June) for final review before seeking TPO Board adoption in June. Once adopted, the lists would be submitted to FDOT by the end of June.

Mr. Balmes noted two key items in this year's draft:

1. **Top 20 List Discussion** – Marion County requested the removal of the Top 20 list. Their rationale was to emphasize individual lists based on transportation modes, funding types, and improvement categories. The request aimed to reduce confusion and competition among projects from different funding buckets. This matter would be formally discussed at the Technical Advisory Committee (TAC) meeting later that afternoon, and a recommendation would be presented to the TPO Board.
2. **New Bridge List** – A new bridge priority list was proposed, based on feedback from the Marion County Engineer. With over 60 federally eligible bridges in the area, the list would help address future opportunities for repairs, replacements, or new pedestrian/rail crossings.

In response to questions from the committee, Mr. Balmes clarified that the Top 20 list traditionally included projects from various lists that reflected the TPO's highest overall priorities. However, this practice had led to internal conflicts due to the mixing of projects with different scopes, priorities, and funding eligibility.

Ms. Shearer and Ms. Mangram expressed concern that eliminating the Top 20 list could confuse the public.

Acting Chairman, Nick Mora acknowledged that removing the list might streamline the process and improve clarity, given the distinct funding sources for each project type.

Mr. Balmes confirmed that FDOT reviewed all lists submitted and left it to each MPO/TPO to determine how priorities were organized. He also emphasized that many projects, particularly large-capacity ones, were unlikely to be funded soon due to flat funding levels and state mandates to prioritize preservation and safety.

The committee also briefly discussed the loss of amenities (such as restrooms) at the Santos trailhead and the ongoing challenges of securing funding for trail infrastructure.

### **Item 7a. 2025 CAC Meetings Update**

Mr. Rob Balmes told the committee that due to space issues at past meetings, he looked for a better location. He said the remaining CAC meetings for the year would be held in the Growth Services Training Room, which is larger and more comfortable. The room had been reserved and he noted that the TPO would try to use the same room next year but may need to meet in the current space at the library if it's not available.

### **Item 7b. Regional TSM&O Strategic Plan**

Mr. Rob Balmes informed the committee that in March 2025, MetroPlan Orlando had released the final Regional TSM&O Strategic Plan. The plan had been developed through collaboration with 10 MPOs/TPOs, including the Ocala-Marion TPO. Its main goal had been to create a regional framework for cooperation on transportation projects.

Next steps included developing a work plan, increasing awareness of TSM&O, and identifying funding sources for staff and technical support. Mr. Balmes stated that updates would be provided as progress continued.

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

Ms. Kia Powell from FDOT provided project updates and resources. She encouraged the committee to visit [CFLroads.com](http://CFLroads.com) for current road closures. She reported that the resurfacing project on SR 326 from NW 12th Avenue to SR 40 had been completed and received final acceptance in early April.

Two public meetings were held in early May—one for safety improvements on US 27 at NW 8th Street and another on SR 200 at SW 62nd Avenue.

Ms. Powell also mentioned a safety summit held in May with good turnout, including Mr. Balmes. FDOT hosted a “Road to Your Future” hiring event on April 30, which drew 601 registered job seekers, 206 walk-ins, and resulted in seven on-site hires.

She noted that Jim Stroz had been appointed as the new Director of Transportation Development, replacing Jack Adkins.

Finally, she mentioned the “Coffee with Construction” program, most recently held in Orlando, and stated that future events would rotate throughout the district, including Ocala.

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

Mr. Balmes stated that the recent Safety Summit was a great event with approximately 250 attendees from across Central Florida. He shared that the Ocala-Marion TPO was honored with a Public Outreach Award by FDOT District 5 for the *Safety Matters* video series, developed in collaboration with the Marion County Public Information Office. He noted that the recognition came as a surprise, especially since the series was only halfway complete, with five more videos still to be released. He expressed appreciation for the team effort on the project.

### **Item 10. Comments by CAC Members**

Mr. Belonger asked how the committee could get involved with signal and intersection issues. He shared concerns about traffic signal timing along SR 200, specifically at intersections near the Wawa across from On Top of the World and another near 101st Street. He noted that both locations often caused confusion and may need signal adjustments.

Ms. Shearer also mentioned improvements at SE 80th and US 441/301 near the sheriff’s station, where previous signal timing changes appeared to have helped pedestrian safety.



**Item 11. Public Comment**

*There was no public comment.*

**Item 12. Adjournment**

Acting Chairman Mora adjourned the meeting at 2:14pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant



**Technical Advisory Committee (TAC) Meeting**

Marion County – Library Headquarters  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
3:30 PM

**MINUTES**

**Members Present:**

Steven Cohoon  
Noel Cooper  
Tom Duncan  
Kia Powell  
Loretta Shaffer (*alternate Candace Shelton*)  
Jeff Shrum  
Bob Titterington  
Chuck Varadin  
Chad Ward

**Members Not Present:**

Casey Griffith

**Others Present:**

Rob Balmes, Ocala Marion TPO  
Shakayla Irby, Ocala Marion TPO  
Ken Odom, Marion County  
Aubrey Hale, City of Ocala  
William Roll, Kimley-Horn

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

Chairman Steven Cohoon called the meeting to order at 3:30pm.

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

Secretary Shakayla Irby called the roll and a quorum was present.

### **Item 3. 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 May 6, 2025. The meeting had also been published to the TPO's Facebook and Twitter pages.

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

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

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

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

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  - DIOH (State): \$357,217 (FY 2028), CST
  - DIH (State): \$733,129 (FY 2028), CST

*Mr. Shrum made a motion to recommend TPO board approval of the FY 2025 to 2029 TIP. Mr. Titterington seconded, and the motion passed unanimously.*

### **Item 5b. List of Priority Projects (LOPP) Policies and Procedures Update**

At the March 25th TPO board meeting, Mr. Balmes discussed an agenda item concerning a request from the Marion County Office of the County Engineer to remove the top 20 list of priority projects. During the meeting, TPO board members deliberated on the issue. Ultimately, the board decided to seek a formal recommendation from the TAC regarding whether to retain or remove the top 20 list.

Mr. Balmes indicated that he would bring this matter back to the TAC for recommendation, which would be presented at the upcoming May 27th meeting. Additionally, Mr. Balmes proposed an update to the policy procedures, suggesting the addition of a bridge list to complement existing project lists. This recommendation stemmed from discussions in previous TAC meetings, highlighting the importance of bridge preservation under state statute. The proposal aims to prioritize federally eligible bridges for repair or replacement as needed, including rail bridges, within a dedicated list.

These updates and recommendations were part of the ongoing efforts to refine and enhance project prioritization within the TPO's framework.

During the meeting, the committee discussed the inclusion of bridge projects in the project prioritization process. In the past, there was no specific list for bridge projects, but Marion County had submitted two bridge projects for consideration. For the sake of the draft list, those projects were included to highlight them. It was noted that the county owns about 22 structures classified as bridges, but larger culverts could also qualify for bridge funding even if they do not meet the DOT's definition.

There was consensus that a separate prioritized bridge list should be developed, especially since there is federal and state funding available specifically for bridges, including both on- and off-system projects. Committee members agreed to begin compiling this list with the aim of bringing it back in June. FDOT's funding allocation was also discussed, with the current forecast showing a majority of funding directed toward on-system projects.

In addition to bridges, Mr. Shrum raised discussion about creating a transit priority list. While such a list had not been actively maintained in recent years due to a lack of submitted projects, the committee agreed to revisit the idea, especially with a transit facility project potentially moving forward.

Mr. Titterington made a motion to create a separate list for bridge priorities, apart from the TPO's Top 20 list. Mr. Cooper seconded, and the motion passed unanimously.

The conversation then shifted to the methodology behind the current Top 20 list. A letter provided by Chairman Cohoon included in the meeting packet raised concerns about the lack of a defined methodology and the need to prepare for future TMA (Transportation Management Area) designation. With TMA designation, which occurs when an urbanized area surpasses a population of 200,000, the TPO would receive direct federal funding allocations and would need clearly defined and prioritized project lists supported by a transparent and performance-based methodology.

Although it was noted that no rule prohibits a TMA from maintaining a Top 20 list, other TMA-designated MPOs do not typically use one. The committee discussed the need to revisit and strengthen the existing scoring system to ensure projects are prioritized based on performance metrics and system-wide benefits. There was agreement that the current process could be improved and that efforts to refine it could be incorporated into the 2050 plan updates, especially as new federal funds become available and as the area moves toward TMA status.

The committee acknowledged that the planning process must evolve to meet future requirements and opportunities.

Mr. Shrum stated that he would not make a motion himself but would support a motion to remove the Top 20 list, provided that there would be a weekly review of how projects were ranked moving forward.

Mr. Balmes stated that the process would likely begin in the fall, as the end of the year approaches and a cost-feasible plan is in place. He noted the goal of forming a working group to collaboratively review the LOPP policies and procedures document, evaluate how projects are being scored across various lists, and ultimately develop a system that could be presented to the TPO Board by January for use in the next cycle.

*Mr. Titterington made a motion to remove the LOPP Top 20 list. Mr. Cohoon seconded the motion, with an amendment requesting that the TAC revisit the grading criteria for the other lists and reach a consensus in a future meeting. The motion passed, with Mr. Cooper opposed.*

### **Item 6a. Navigating the Future 2050 Long Range Transportation Plan (LRTP) Project Updates**

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

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

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

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

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redistributed housing types, decreasing single-family homes by approximately 6,800 and increasing multi-family units by around 7,700. Mr. Roll explained that due to smaller average household sizes in multi-family housing (approximately 1.7–1.8 persons per dwelling), more total units would be needed to accommodate the same population compared to single-family homes (2.2–2.3 persons per dwelling). This shift also aligned with trends in delayed homeownership and household formation among younger populations.

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

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

Mr. Balmes noted that, for the sake of the County Road 484 widening project and the community of Dunnellon, it would be important to clearly specify the project limits. Acknowledging that widening CR 484 within the Dunnellon area could be an issue.

Mr. Ward said that not widening CR 484 would pose a major issue for the area and noted that the project had been divided into phases, with the second phase covering the area experiencing the worst traffic congestion.

Clarification was made that the discussion focused on County Road 484 and that the problematic segment is east of the bridge entering Dunnellon. It was noted that the project should extend to a logical termination point near, but not within, the Farmland Preservation Area. The committee agreed that widening would not be expected within the Farmland Preservation Area itself but should occur to the east of it, where future development could justify increased roadway capacity.

Further discussion pinpointed that just west of SR 200, near the location of a school, would be an appropriate terminus for the widening. Committee members acknowledged this as solid guidance and agreed that a clear specification of the project limits especially relative to the Farmland Preservation Area was essential.

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

Mr. Rob Balmes provided an overview of the Draft Fiscal Year 2026–2032 Transportation Improvement Program (TIP), which had been included in the meeting packets. He began by outlining the schedule for the TIP development process. The current presentation marked the beginning of the public review and comment period. The same presentation would be delivered to the TPO Board on May 27. Following that, staff would return to the committees in June to request formal endorsements. Mr. Balmes noted that all public comments and feedback from partners—including the Florida Department of Transportation (FDOT)—would be compiled and shared before final adoption, which was scheduled for June 23.

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

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

From a financial standpoint, the TIP provides a breakdown of anticipated federal, state, and local revenues over the next five years. Mr. Balmes explained that while these figures offer a comprehensive look at funding sources, the TIP is a dynamic document and will be subject to amendments as funding conditions change. The overall financial picture remained similar to the previous year.

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

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

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

Six new projects were introduced in this TIP cycle, including:

- The Belleview Greenway Trail, which was funded by FDOT as part of last year's top trail priority. Construction is expected in FY 2028 with an estimated cost of \$1.1 million.
- State Road 200 widening received funding for preliminary engineering in FY 2028. FDOT will use these funds to assess the corridor's needs.
- Two Marion County safety projects, both receiving federal grants, include:
  - Southeast 100th Avenue paved shoulders (\$1.2 million)
  - County Road 475 paved shoulders to address lane departure safety issues.
- The City of Ocala, in partnership with FDOT, will implement intersection and crosswalk enhancements along SR 40 between Pine Avenue and NE 25th Avenue as part of a broader resurfacing project.
- A major resurfacing project on US 27/US 441, extending from the county line to Belleview, is scheduled for FY 2026 at a cost of \$14.5 million.
- A resurfacing project on SR 40 through the Ocala National Forest was split into two segments:
  - NE 64th Avenue to NE 186th Terrace in FY 2026
  - NE 196th Terrace to the county line two years later

Mr. Balmes then highlighted several ongoing and major projects:

- The I-75/49th Street Interchange, which continues to receive funding for right-of-way acquisition. The total investment to date across all TIPs is \$161 million.
- Improvements at I-75 and SR 326, including future interchange work and auxiliary lanes between SR 200 and SR 326.
- The US 41 widening project was deferred from FY 2029 to FY 2030 but remains active in the FDOT work program.
- Intersection improvements at Pine Avenue and SR 464 remain on track, though FDOT is reassessing the project scope due to existing congestion during peak travel times.
- The SR 40 widening project, from four lanes to six lanes between SR 35 and SR 314 and beyond to SR 314A, is back in the TIP with right-of-way fully funded for FY 2030.
- The NE 8th Avenue Roundabout project is still moving forward with the City of Ocala planning construction in FY 2027.
- The Pruitt Trail project, funded for FY 2026, includes safety enhancements to facilitate safer crossings at SR 200 and better connect to the Greenway.
- The Baseline to Santos Trail remains funded for construction in FY 2026.



In terms of modal diversity, the TIP also includes:

- Seven aviation projects—four at Ocala International Airport and three at the Marion County Airport
- Three SunTran transit grants
- Continued funding for various local and regional transit operations

Lastly, Mr. Balmes touched on TPO planning-level funding estimates, which remain steady for the upcoming five-year period.

He concluded the presentation by reiterating that the TIP would be brought back to the committee in June for endorsement, with all public and partner feedback incorporated into the final draft.

#### **Item 6c. Draft 2025 List of Priority Projects (LOPP)**

Mr. Balmes explained that the renewal process forms the basis for developing the priority list of projects. He stated that the goals remain tied to the policies and procedures documented in the current program, and projects stay in the program until construction begins. He noted that funding should be requested for all program phases and that new projects would need to be repriced.

He expressed appreciation for the opportunity to coordinate with the committee in February and March and felt the process worked well this year. He thanked everyone for their time and effort and introduced the draft set-aside list, requesting any feedback or recommendations before the list is presented to the TPO Board in two weeks.

He added that staff would return to the committee with the revised list including any changes made by the TPO Board and that final TPO Board adoption is anticipated for June 23rd, with submission to FDOT by July 1st.

Regarding eligibility, Mr. Balmes reiterated that much of it is tied to local priorities and the pending TPO Board action. He said that while the committee's recommendation to remove the Top 20 list would be taken to the Board, the final decision rests with them. He also mentioned the inclusion of a bridge list and the future potential to include a transit list.

Discussing this year's rankings, he explained that the emphasis was on prior-year rankings as adopted annually by the TPO Board. Local partner priorities played a significant role, with both the City of Ocala and Marion County providing detailed lists in order of preference. He explained that a scoring methodology was used, with roadway projects receiving a maximum of 80 points based on factors such as prior-year rank, project cycle, local funding, regional partnerships, safety, congestion management, evacuation routes, and economic development.

He acknowledged being generous in awarding local funding points, recognizing that exact investment levels are often unclear at this stage.

For bike and pedestrian projects, the maximum score was 50 points, based on prior-year rank, project cycle, local funding, partnerships, and multimodal connectivity.

Mr. Balmes concluded by referencing a slide from the FDOT work program to illustrate how funding constraints—particularly with the relatively flat State Transportation Trust Fund—shift the emphasis toward system preservation and safety projects. He cited the \$150 million investment in resurfacing jobs included in the TIP as an example and reminded the committee that funding new capacity projects remains a challenge.

The committee engaged in discussion, providing input on each individual list, and developed the following recommendations:

#### Strategic Intermodal System (SIS) List

- #3: I-75 at County Road (CR) 484 Interchange, Bridge Replacement
  - Move to the Proposed Bridge List and rank as #1.

#### Non-SIS Capacity List

- #1: SR 200 from Citrus County to CR 484, Widening to Four Lanes
  - Move from #1 to #4.
- #8: US 41 from SW 99th Place to CR 40, Widening to Four Lanes
  - Move from #8 to #3.
- #9: SW 20th Street from I-75 to SR 200, Widening to Four Lanes
  - Move from #9 to #1.

#### Safety and Operations List

- #14: SW 31st Street to SW 7th Avenue, Operational/Installation of Traffic Signal
  - Move from #14 to #7.

#### Proposed Bridge List

- Add I-75 at CR 484 Interchange, Bridge Replacement
  - Rank as #1.
  - Update the funding request amount to \$55 million.

#### **Item 7a. 2025 TAC Meetings Update**

Mr. Rob Balmes told the committee that due to space issues at past meetings, he looked for a better location. He said the remaining TAC meetings for the year would be held in the Growth Services Training Room, which is larger and more comfortable. The room had been reserved and he noted that the TPO would try to use the same room next year but may need to meet in the current space at the library if it's not available.

#### **Item 7b. Regional TSM&O Strategic Plan**

Mr. Rob Balmes informed the committee that in March 2025, MetroPlan Orlando had released the final Regional TSM&O Strategic Plan. The plan had been developed through collaboration with 10 MPOs/TPOs, including the Ocala-Marion TPO. Its main goal had been to create a regional framework for cooperation on transportation projects.

Next steps included developing a work plan, increasing awareness of TSM&O, and identifying funding sources for staff and technical support. Mr. Balmes stated that updates would be provided as progress continued.

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

Ms. Kia Powell from FDOT provided project updates and resources. She encouraged the committee to visit CFLroads.com for current road closures. She reported that the resurfacing project on SR 326 from NW 12th Avenue to SR 40 had been completed and received final acceptance in early April.

Two public meetings were held in early May—one for safety improvements on US 27 at NW 8th Street and another on SR 200 at SW 62nd Avenue.

Ms. Powell also mentioned a safety summit held in May with good turnout, including Mr. Balmes. FDOT hosted a “Road to Your Future” hiring event on April 30, which drew 601 registered job seekers, 206 walk-ins, and resulted in seven on-site hires.

She noted that Jim Stroz had been appointed as the new Director of Transportation Development, replacing Jack Adkins.

Finally, she mentioned the “Coffee with Construction” program, most recently held in Orlando, and stated that future events would rotate throughout the district, including Ocala.

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

Mr. Balmes stated that the recent Safety Summit was a great event with approximately 250 attendees from across Central Florida.

He shared that the Ocala-Marion TPO was honored with a Public Outreach Award by FDOT District 5 for the *Safety Matters* video series, developed in collaboration with the Marion County Public Information Office. He noted that the recognition came as a surprise, especially since the series was only halfway complete, with five more videos still to be released. He expressed appreciation for the team effort on the project.

### **Item 10. Comments by TAC Members**

*There were no comments by TAC members.*

### **Item 11. Public Comment**

*There was no public comment.*

TAC Meeting Minutes – May 13, 2025  
Approved –

**Item 12. Adjournment**

Chairman Cohoon adjourned the meeting at 5:23pm.

Respectfully Submitted By:

---

Shakayla Irby, TPO Administrative Assistant



**TO: Committee Members**

**FROM: Rob Balmes, Director**

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

---

**Summary**

The draft Fiscal Years 2026 to 2030 Transportation Improvement Program (TIP) was made available for public and partner agency comment on May 6, 2025. As a follow up to the draft presentations at the committee meetings on May 13 and TPO Board on May 27, TPO staff will share comments received thus far from partner agencies and the public. The comment period closes on June 13, 2025.

**Attachment(s)**

- Public Comment Summary
- Draft FY 2026 to 2030 TIP document

**Recommended Action**

Recommend TPO Board adoption of the Fiscal Years 2026 to 2030 Transportation Improvement Program (TIP).

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

## DRAFT FY 2026 TO 2030 TIP PUBLIC AND PARTNER AGENCY COMMENTS

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

### Public Comments

#### **US 41 Corridor, Dunnellon Area**

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

#### **General**

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

### Partner Agency Comments

#### **East Central Florida Regional Planning Council**

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

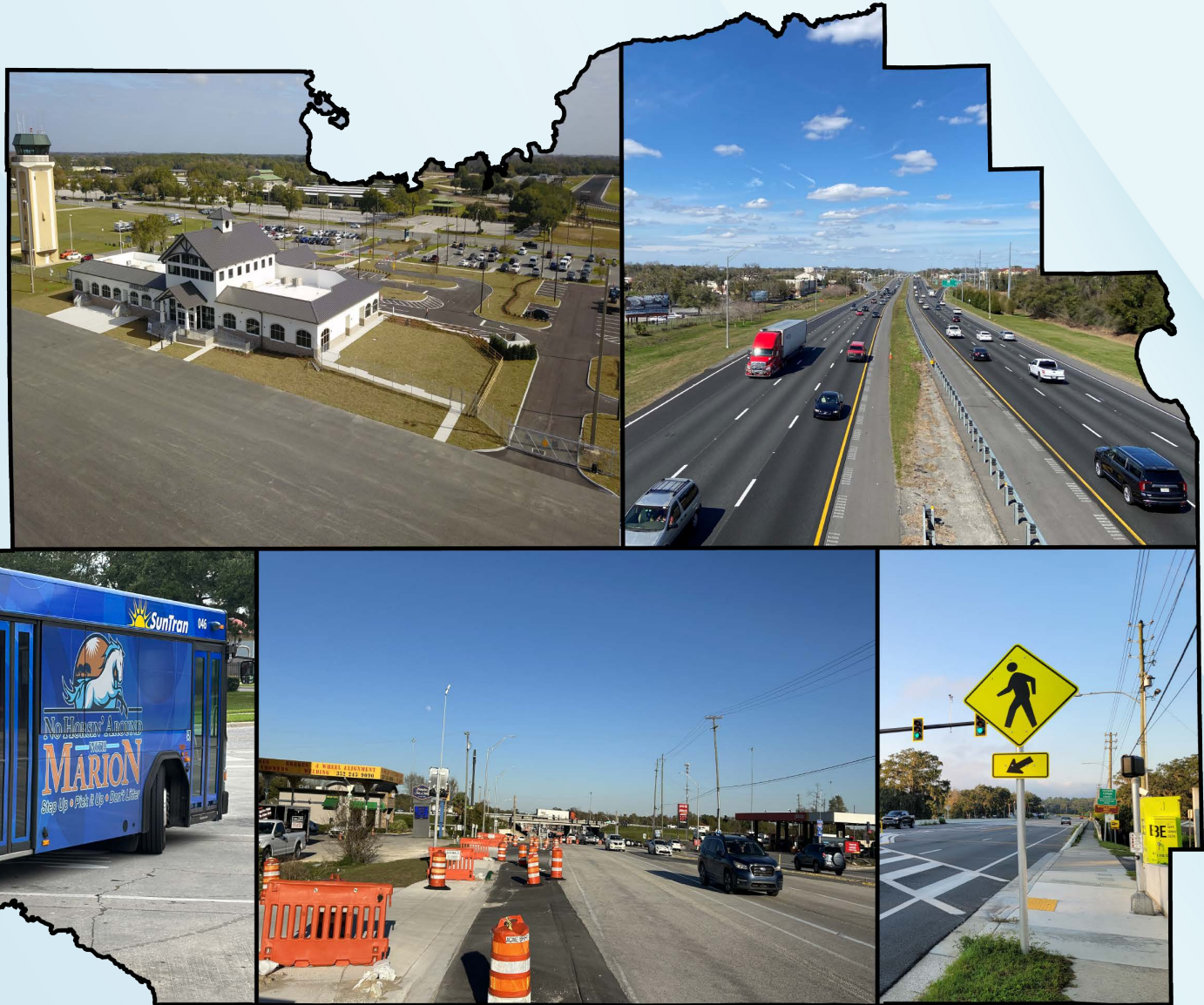


# Draft Transportation Improvement Program (TIP)

## Fiscal Years 2026 to 2030

Public Review:

May 6 to June 13, 2025



**OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION**

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

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

352-438-2630

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

[Pending Board Adoption]

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

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

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

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

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

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

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

CERTIFICATE

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

By: \_\_\_\_\_ Carl Zalak, III, Chair

Attest: \_\_\_\_\_ Robert Balmes, Director



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

**Governing Board Members**

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

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

Commissioner Kathy Bryant, Marion County District 2

Commissioner Craig Curry, Marion County District 1

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Ray Dwyer, City of Belleview Seat 2

Councilman Tim Inskeep, City of Dunnellon Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Mayor Ben Marciano, City of Ocala

Commissioner Matt McClain, Marion County District 3

Commissioner Michelle Stone, Marion County District 5

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

**TPO Staff**

Rob Balmes, AICP CTP, Director

Shakayla Irby, Administrative Specialist III/Social Media  
Coordinator

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

**Mission**

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

**Vision**

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

**[www.ocalamariontpo.org](http://www.ocalamariontpo.org)**

2710 East Silver Springs Boulevard, Ocala, FL 34470

OcalaMarionTPO@marionfl.org

352-438-2630

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

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# 1. INTRODUCTION

## **Purpose**

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

## **Fiscal Constraint**

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

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

## **Planning Process (“3-C”)**

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

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

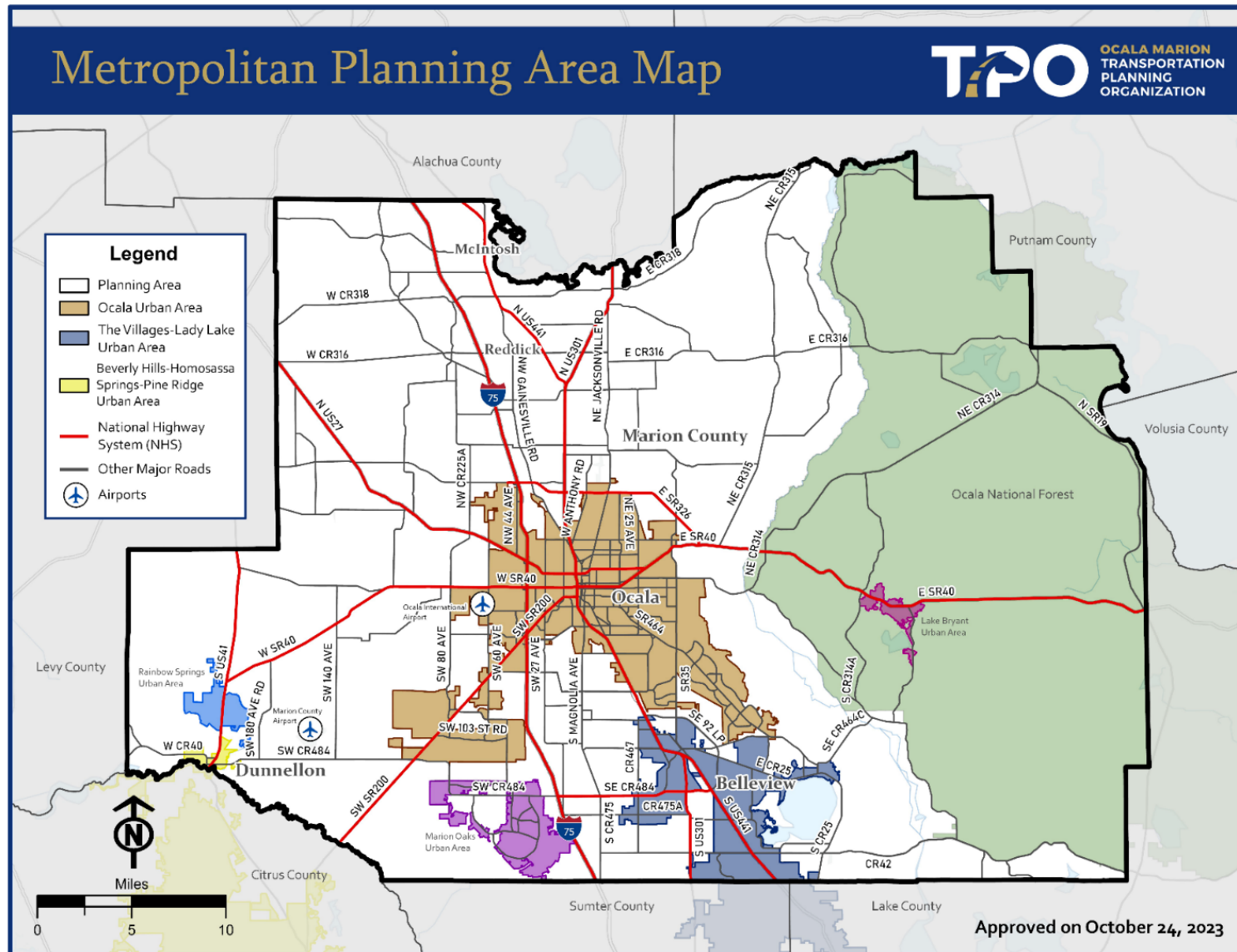
### **Consistency**

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

### **TPO Planning Area**

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

Figure 1: Map of TPO Planning Area (MPA)



## Development of the TIP

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

### TPO Boards and Committees

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

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

### Public Involvement

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

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

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

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

## **Joint Certification**

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

## **Consistency with Other Plans and Programs**

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

### **2045 Long Range Transportation Plan (LRTP)**

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

### **Congestion Management Plan (CMP)**

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



### **Florida Transportation Plan (FTP)**

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

### **Strategic Intermodal System (SIS)**

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

### **Florida's Strategic Highway Safety Plan (SHSP)**

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

### **Freight Mobility and Trade Plan (FMTP)**

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

### **Transportation Asset Management Plan (TAMP)**

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

### **Transit Development Plan (TDP)**

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

### **Transportation Disadvantaged**

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



## **Efficient Transportation Decision Making**

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

## **TIP Revisions**

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

### **TIP Modification**

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

### **TIP Amendment**

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

### **Roll Forward Amendment**

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

### **Administrative TIP Amendment**

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

## 2. PERFORMANCE MANAGEMENT

### Performance Based Planning

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

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

### Performance Measures and Targets

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

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

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

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



### **Safety (PM1)**

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

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

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

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

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

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

**Figure 2: Safety Performance Measure Targets and Results**

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

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



## Pavement and Bridge Condition (PM2)

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

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

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

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

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

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

Figure 3: Pavement and Bridge Condition Targets and Results

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



### System Performance (PM3)

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

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

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

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

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

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

**Figure 4: System Performance Targets and Results**

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

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



## Transit Asset Management and Safety

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

SunTran, the local public transit agency, operates seven fixed bus routes primarily in the city of Ocala and in some areas of unincorporated Marion County. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for **Transit Asset Management**. In January 2023, the City of Ocala set transit asset management targets, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving transit asset targets. SunTran coordinates with FDOT on reporting targets to FTA through the National Transit Database (NTD). SunTran also coordinates with the TPO on a continuous basis and participates as a member of the Technical Advisory Committee (TAC). In May 2024, SunTran updated their Transit Asset Management Plan including transit asset targets (Figure 5).

Figure 5 displays the percentage of SunTran assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2024 and their performance targets for the next five years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

**Figure 5: Transit Asset Management Targets and Results**

Transit Asset Class	2024 Performance	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
<b>Rolling Stock</b>						
Buses	0%	0%	0%	0%	0%	0%
Cutaways	100%	0%	0%	0%	0%	0%
<b>Equipment</b>						
Non-Revenue Vehicles	20%	20%	0%	0%	0%	0%
<b>Facilities</b>						
Administrative and Maintenance Facility	0%	0%	0%	0%	0%	0%



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

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

**Figure 6: Transit Safety Targets and Results**

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

## 3. FINANCIAL PLAN

### Overview

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

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

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

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

#### **Funding Categories and Sources (Figure 7)**

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

#### **Funding by Category and Fiscal Year (Figure 8)**

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

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

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

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

**Figure 7: Funding Categories and Sources**

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

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

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

<b>Funding Category</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>Total</b>
ACNP	\$0	\$0	\$12,300,000	\$0	\$36,718,373	\$49,018,373
ACNR	\$1,821,793	\$12,379,350	\$17,363,276	\$0	\$0	\$31,564,419
ACSA	\$1,030,000	\$0	\$0	\$0	\$0	\$1,030,000
ACSL	\$2,410,942	\$0	\$0	\$0	\$0	\$2,410,942
ACSN	\$827,913	\$0	\$0	\$0	\$0	\$827,913
ACSS	\$2,294,034	\$1,814,846	\$3,959,592	\$0	\$0	\$8,068,472
ART	\$13,737,050	\$1,138,150	\$4,725,000	\$1,320,245	\$0	\$20,920,445
ARTW	\$9,162,950	\$12,000,000	\$0	\$0	\$0	\$21,162,950
CIGP	\$2,031,605	\$2,000,000	\$0	\$0	\$0	\$4,031,605
D	\$4,969,726	\$4,925,412	\$3,969,820	\$3,037,572	\$2,000,000	\$18,902,530
DDR	\$14,022,573	\$7,263,486	\$9,249,014	\$1,880,584	\$71,805,504	\$104,221,161
DI	\$0	\$0	\$0	\$0	\$48,089,006	\$48,089,006
DIH	\$516,586	\$428,068	\$1,303,803	\$236,361	\$58,450	\$2,543,268
DIS	\$0	\$0	\$0	\$0	\$4,355,066	\$4,355,066
DITS	\$49,065	\$513,450	\$0	\$0	\$0	\$562,515
DPTO	\$796,934	\$817,474	\$841,998	\$1,507,258	\$893,276	\$4,856,940
DRA	\$0	\$0	\$250,000	\$0	\$0	\$250,000
DS	\$18,201,913	\$797,894	\$8,908,765	\$3,156,325	\$17,726,919	\$48,791,816
DU	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
DWS	\$478,126	\$0	\$0	\$0	\$0	\$478,126
FAA	\$0	\$720,000	\$9,000,000	\$0	\$0	\$9,720,000
FC5	\$198,917	\$0	\$0	\$0	\$0	\$198,917
FCO	\$0	\$12,500	\$37,500	\$0	\$0	\$50,000
FTA	\$3,347,648	\$3,515,030	\$3,690,782	\$0	\$0	\$10,553,460
GMR	\$0	\$0	\$0	\$0	\$33,029,982	\$33,029,982
LF	\$5,160,476	\$3,850,840	\$2,204,693	\$1,027,258	\$1,093,276	\$13,336,543

<b>Funding Category</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>Total</b>
MFF	\$8,642,126	\$7,118,495	\$3,750,477	\$1,250,000	\$1,150,000	\$21,911,098
PL	\$682,743	\$682,743	\$682,743	\$682,743	\$682,743	\$3,413,715
SA	\$13,153,435	\$3,810,676	\$8,343,816	\$603,977	\$8,000,000	\$33,911,904
SL	\$0	\$6,591,212	\$5,902,904	\$237,863	\$9,878,647	\$22,610,626
SM	\$482,165	\$0	\$0	\$0	\$597,142	\$1,079,307
SN	\$4,823,776	\$0	\$0	\$0	\$5,676,822	\$10,500,598
STED	\$0	\$0	\$0	\$0	\$6,974,429	\$6,974,429
TALL	\$779,401	\$1,372,433	\$868,700	\$0	\$0	\$3,020,534
TALM	\$93,199	\$0	\$0	\$0	\$0	\$93,199
TALN	\$1,452,715	\$0	\$0	\$0	\$0	\$1,452,715
TALT	\$160,000	\$1,213,749	\$0	\$0	\$0	\$1,373,749
TLWR	\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000
TRIP	\$535,174	\$250,000	\$200,000	\$50,480	\$0	\$1,035,654
TRWR	\$0	\$0	\$0	\$15,105	\$0	\$15,105
<b>Total:</b>	<b>\$118,428,244</b>	<b>\$74,209,747</b>	<b>\$97,552,883</b>	<b>\$15,005,771</b>	<b>\$248,729,635</b>	<b>\$553,926,280</b>

**Figure 9: 5-Year Funding Summary by Source**

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

Figure 10: Funding Summary by Source

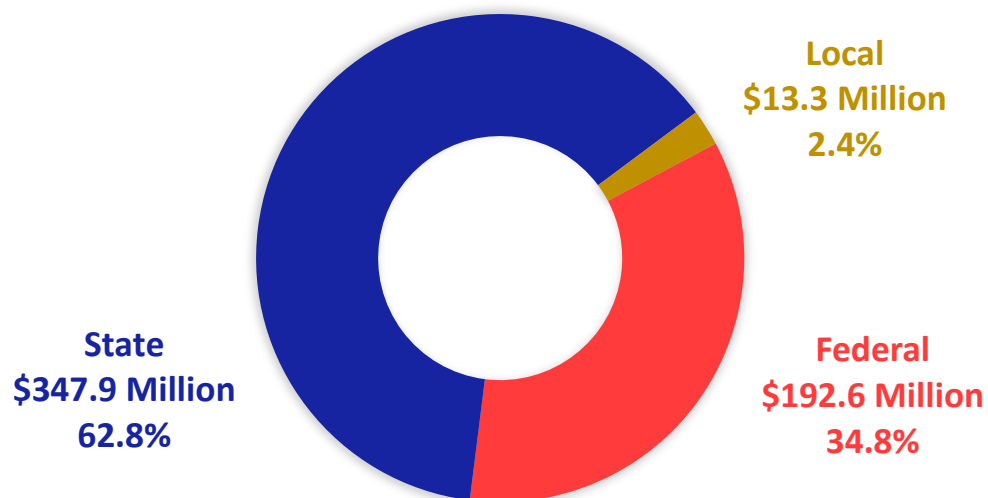
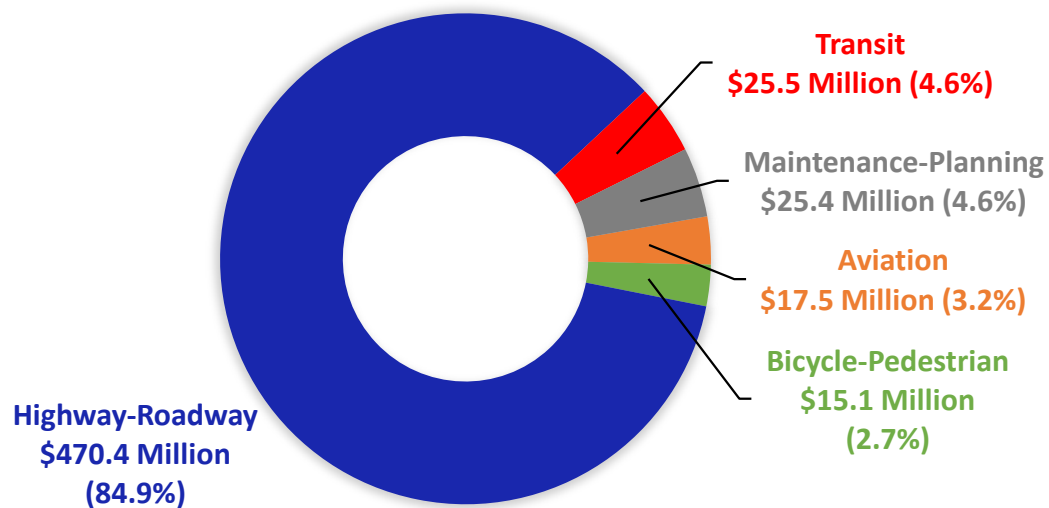


Figure 11: 5-Year Funding Summary by Type/Mode



## 4. PROJECT PRIORITIZATION PROCESS

### Overview

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

### Methodology

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

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

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



## 5. PROJECTS

### Overview

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

#### TIP Categories:

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

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

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

**Figure 12: Project Phase/Activity and Acronym List**

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

## TIP Online Interactive Map

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

## Performance Management and TIP Projects

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

### Safety (PM1)

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

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

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

### **Pavement and Bridge Condition (PM2)**

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

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

### System Performance (PM3)

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

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

### Transit Asset Management (TAM) and Transit Safety

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

## TIP Project Summary Pages

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

### Summary Page Definitions

**Project:** Project name, project limits and location.

**Project Type:** Type of project improvement(s).

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

**Lead Agency:** The agency with project management oversight.

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

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

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

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

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

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

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

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

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

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

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



## Highway-Roadway Projects

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





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

Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

Length: N/A

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

SIS Status: Yes

**Description**

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

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

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

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

Project Type: Interchange Justification/Modification

FM Number: 4436243

Lead Agency: FDOT

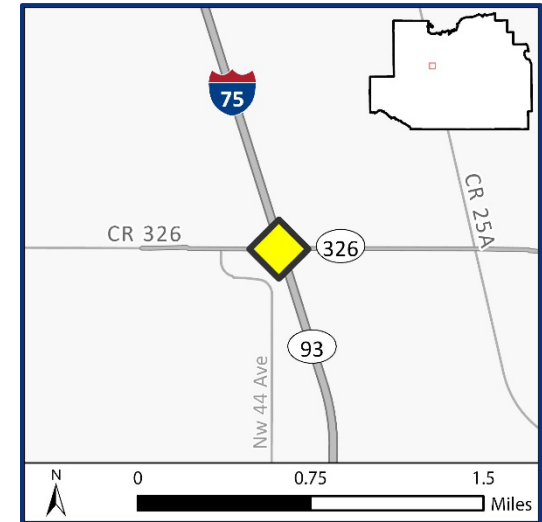
Length: 0.79 miles

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

SIS Status: Yes

**Description**

Operational improvements at the I-75/SR 326 interchange.

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

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

**Project: I-75 at SR 326 Interchange Improvements**

Project Type: Interchange Improvements

FM Number: 4520721

Lead Agency: FDOT

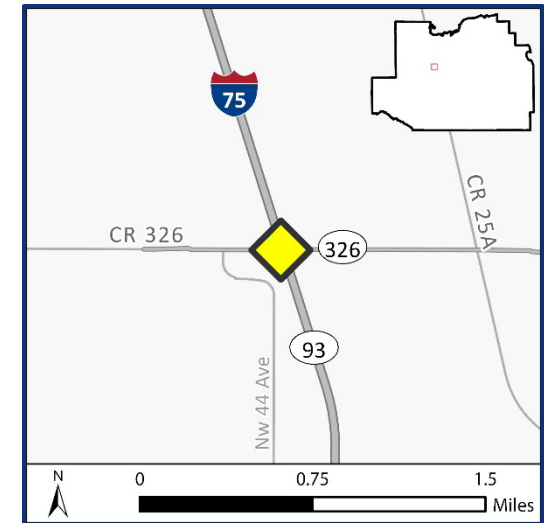
Length: 2.07 miles

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

SIS Status: Yes

**Description**

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

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

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

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

Project Type: Add Auxiliary Lane(s)

FM Number: 4520741

Lead Agency: FDOT

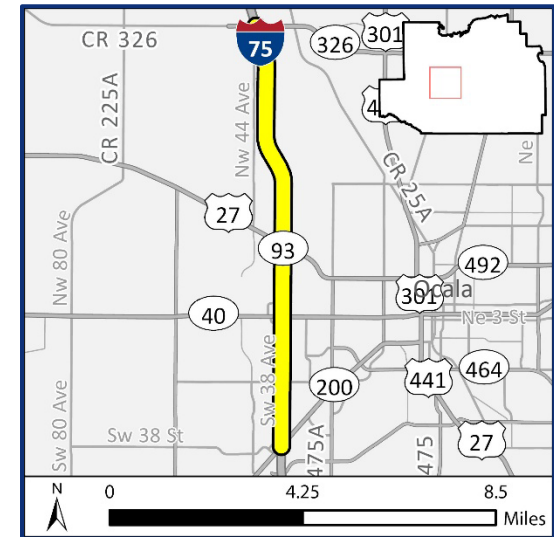
Length: 8 miles

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

SIS Status: Yes

**Description**

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

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

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

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

Project Type: Landscaping

FM Number: 4514402

Lead Agency: FDOT

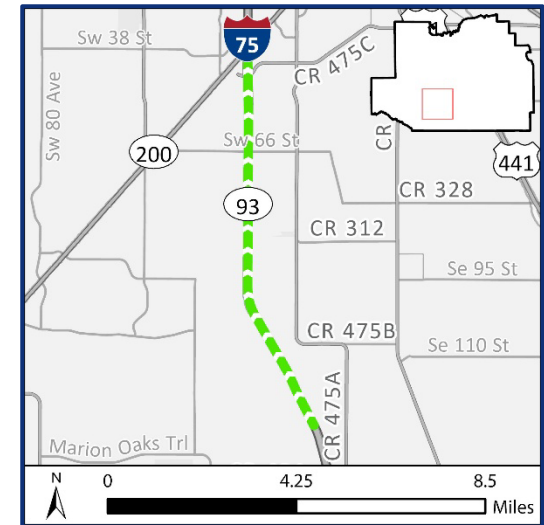
Length: 7.79 miles

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

SIS Status: Yes

## **Description**

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



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$630,241

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

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

Project Type: Landscaping

FM Number: 4514401

Lead Agency: FDOT

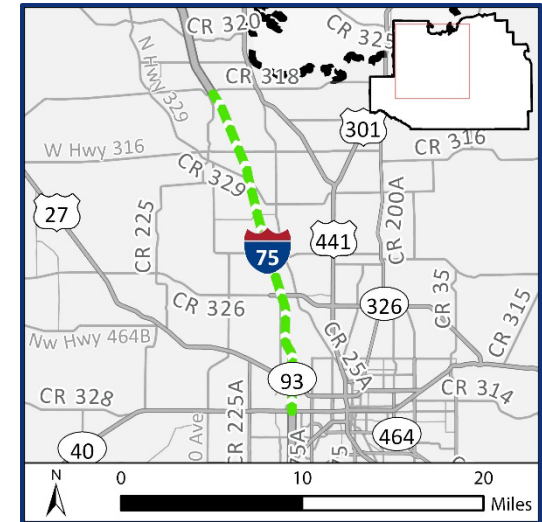
Length: 16.1 miles

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

SIS Status: Yes

## Description

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



Prior <2026: \$0

Future >2030 \$0

Total Project Cost: \$512,117

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

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

Project Type: Landscaping

FM Number: 4514403

Lead Agency: FDOT

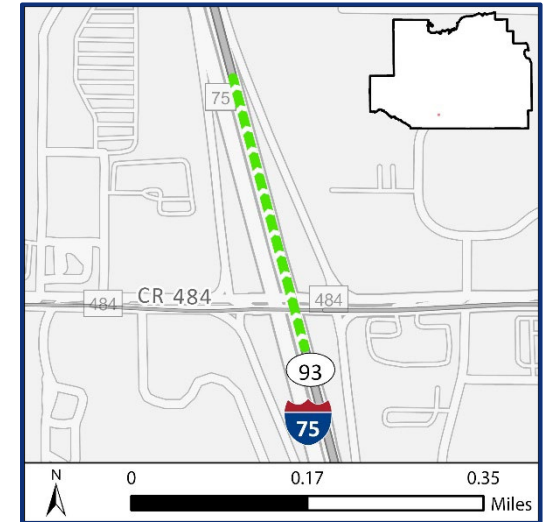
Length: 0.21 miles

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

SIS Status: Yes

## Description

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



Prior <2026: \$0

Future >2030: \$0

Total Project Cost: \$513,795

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

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

Project Type: Capacity

FM Number: 2386481

Lead Agency: FDOT

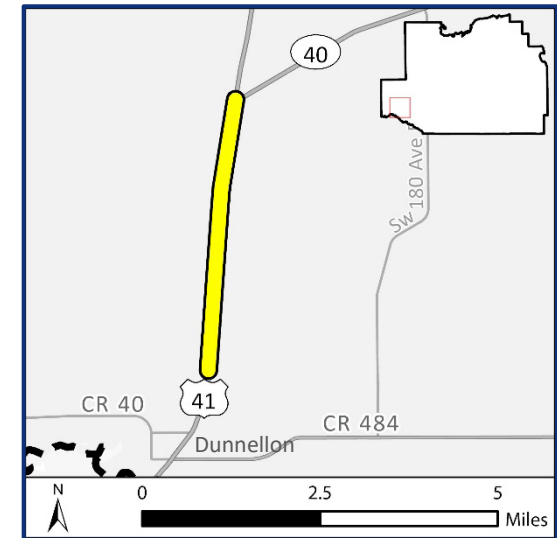
Length: 4.12 miles

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

SIS Status: No

**Description**

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

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

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



**Project: US 441 at SR 464**

Project Type: Traffic Operations Improvement

FM Number: 4336601

Lead Agency: FDOT

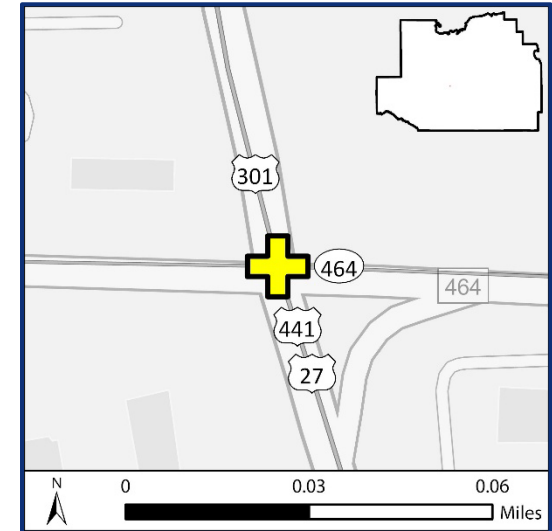
Length: 0.43 miles

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

SIS Status: No

**Description**

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

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

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

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

Project Type: Resurfacing

FM Number: 4526941

Lead Agency: FDOT

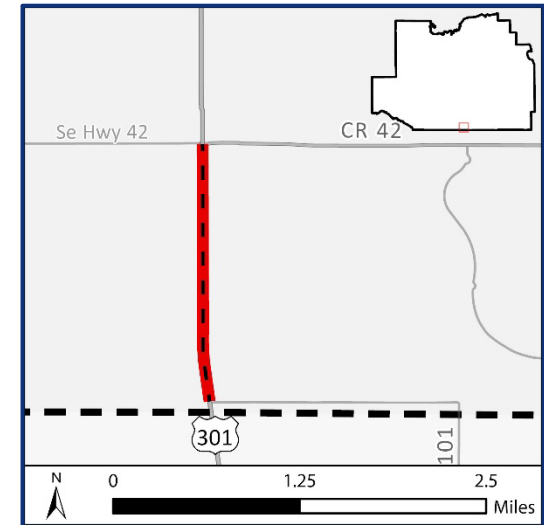
Length: 1.54 miles

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

SIS Status: No

**Description**

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

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

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

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

Project Type: Resurfacing

FM Number: 4542151

Lead Agency: FDOT

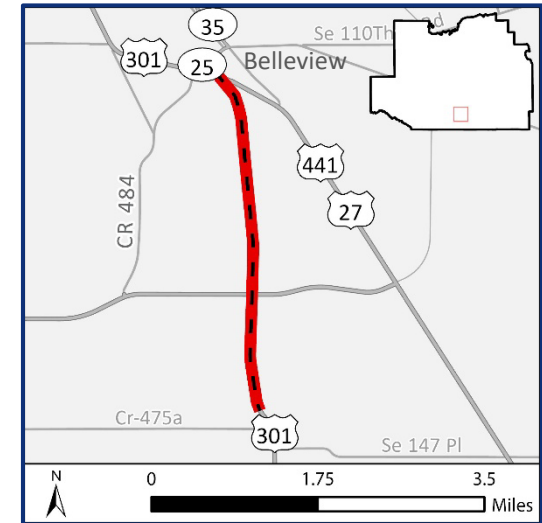
Length: 3.12 miles

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

SIS Status: No

**Description**

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

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$15,252,300

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

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

Project Type: Resurfacing

FM Number: 4526351

Lead Agency: FDOT

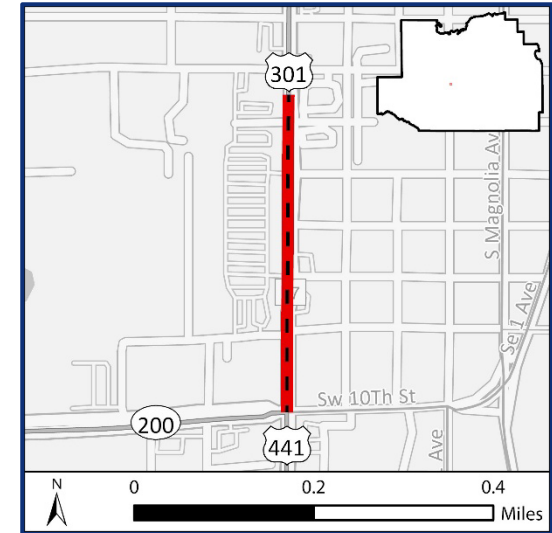
Length: 0.28 miles

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

SIS Status: No

**Description**

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

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

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

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

Project Type: Resurfacing

FM Number: 4542141

Lead Agency: FDOT

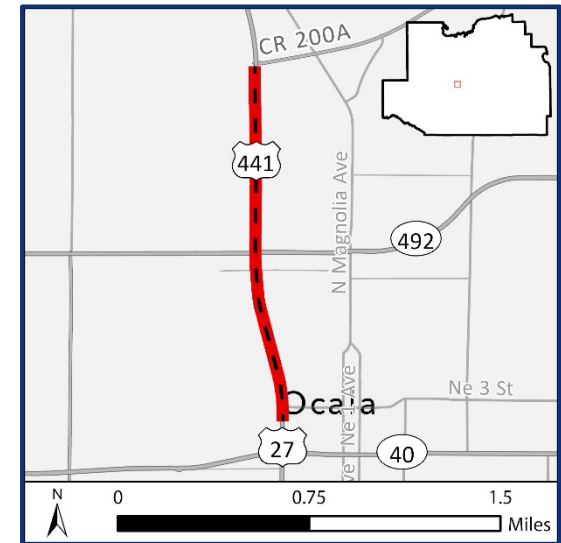
Length: 1.12 miles

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

SIS Status: No

**Description**

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

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

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

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

Project Type: Resurfacing

FM Number: 4506371

Lead Agency: FDOT

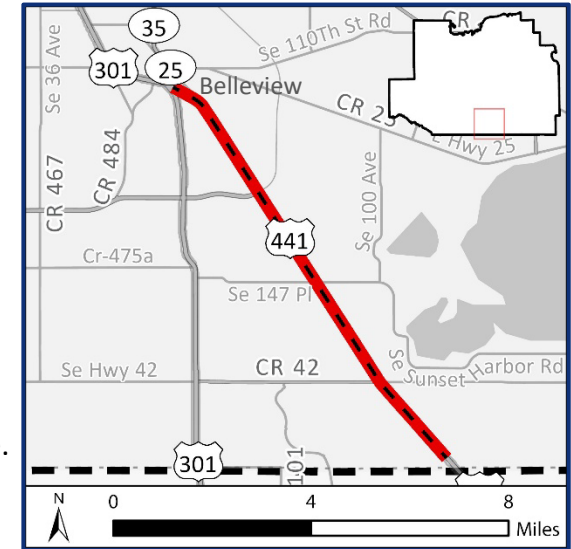
Length: 8.2 miles

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

SIS Status: No

## Description

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



Prior <2026: \$1,297,934

Future >2030: \$0

Total Project Cost: \$15,879,426

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

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

Project Type: Capacity

FM Number: 4106742

Lead Agency:

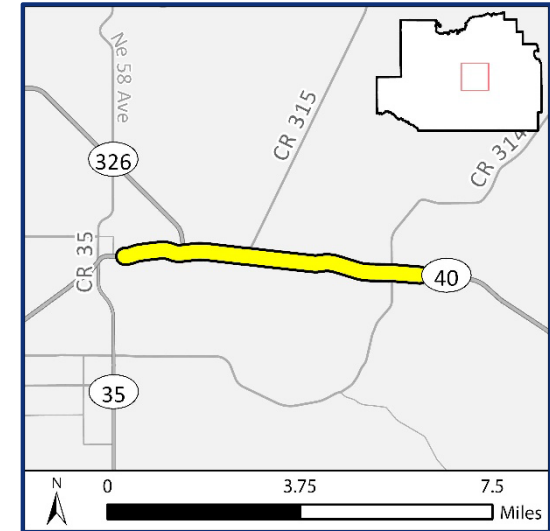
Length: 25.94 miles

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

SIS Status: SIS

**Description**

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

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

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

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

Project Type: Capacity

FM Number: 4106743

Lead Agency: FDOT

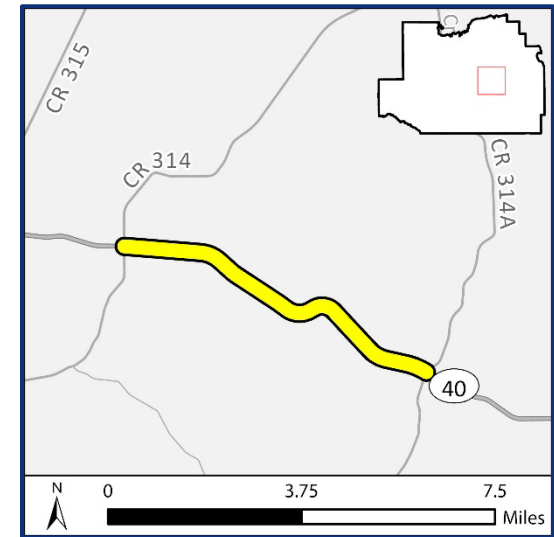
Length: 6.14 miles

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

SIS Status: Yes

**Description**

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

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

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



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

Project Type: Safety Project

FM Number: 4512511

Lead Agency: FDOT

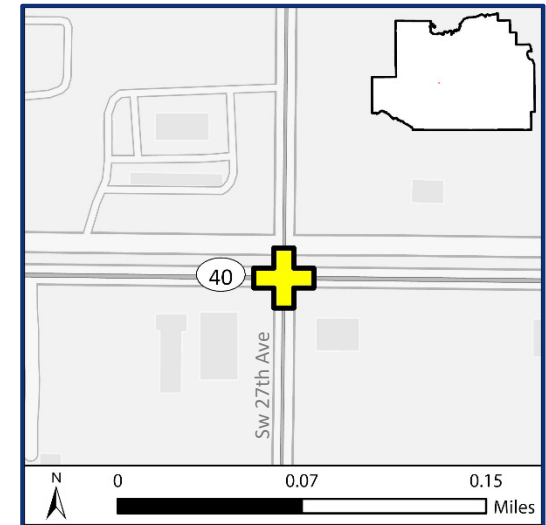
Length: 0.10 miles

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

SIS Status: No

**Description**

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

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

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

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

Project Type: Intersection Project

FM Number: 4509522

Lead Agency: FDOT

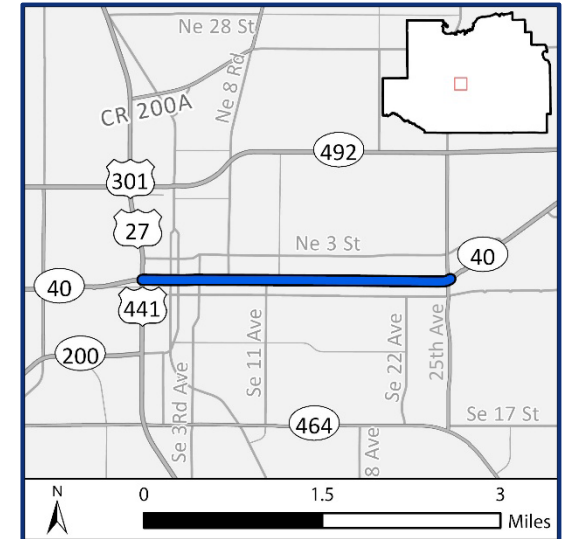
Length: 2.36 miles

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

SIS Status: No

## Description

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



Prior <2026: \$11,160

Future >2030: \$0

Total Project Cost: \$728,153

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

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

Project Type: Resurfacing

FM Number: 4526361

Lead Agency: FDOT

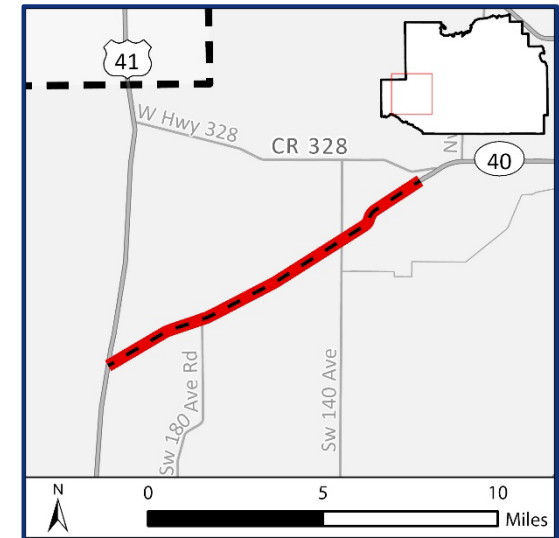
Length: 9.12 miles

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

SIS Status: No

## Description

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



Prior <2026: \$2,557,375

Future >2030: \$0

Total Project Cost: \$16,096,595

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

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

Project Type: Resurfacing

FM Number: 4506651

Lead Agency: FDOT

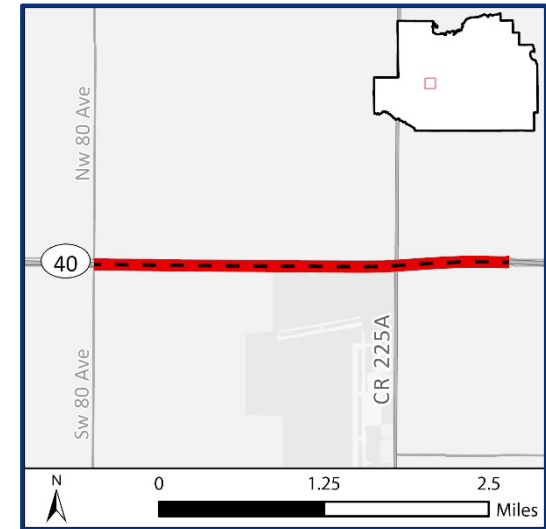
Length: 3.2 miles

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

SIS Status: No

**Description**

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

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

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

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

Project Type: Resurfacing

FM Number: 4509511

Lead Agency: FDOT

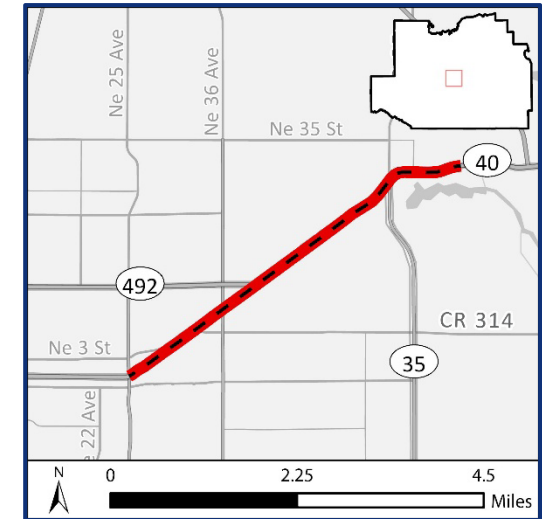
Length: 4.14 miles

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

SIS Status: No

**Description**

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

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

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

### Project: SR 40 from US 441 to 25th Avenue

Project Type: Resurfacing

FM Number: 4509521

Lead Agency: FDOT

Length: 2.36 miles

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

SIS Status: No

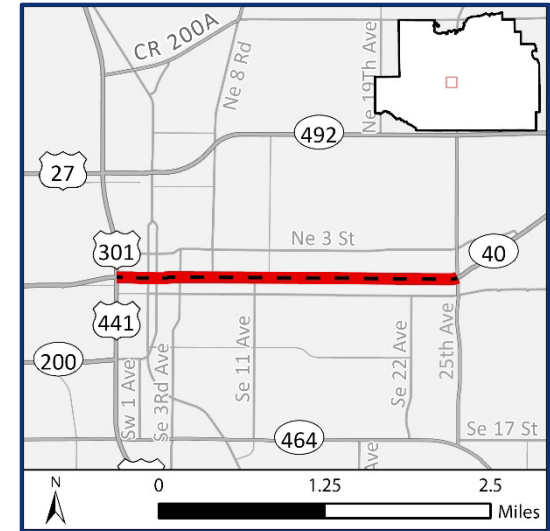
### Description

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

Prior <2026: \$1,155,453

Future >2030: \$0

Total Project Cost: \$6,720,363



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

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

Project Type: Resurfacing

FM Number: 4509481

Lead Agency: FDOT

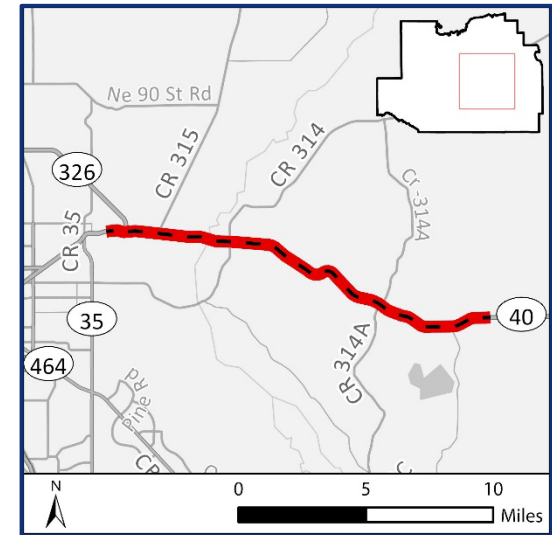
Length: 14.15 miles

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

SIS Status: Yes

**Description**

Resurfacing of SR 40 from NE 64th Avenue to Southeast 196th Terrace Road.

**Prior <2026:** \$2,341,629**Future >2030:** \$0**Total Project Cost:** \$11,347,876

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACNR	Federal	\$1,821,793	\$0	\$0	\$0	\$0	\$1,821,793
CST	ACSA	Federal	\$1,030,000	\$0	\$0	\$0	\$0	\$1,030,000
CST	ACSL	Federal	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	ACSN	Federal	\$827,913	\$0	\$0	\$0	\$0	\$827,913
CST	DIH	State 100%	\$10,300	\$0	\$0	\$0	\$0	\$10,300
CST	SM	Federal	\$482,165	\$0	\$0	\$0	\$0	\$482,165
CST	SN	Federal	\$4,823,776	\$0	\$0	\$0	\$0	\$4,823,776
<b>Total:</b>			<b>\$9,006,247</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,006,247</b>

**Project: SR 40 from SE 196th Terrace Road to Lake County Line**

Project Type: Resurfacing

FM Number: 4509482

Lead Agency: FDOT

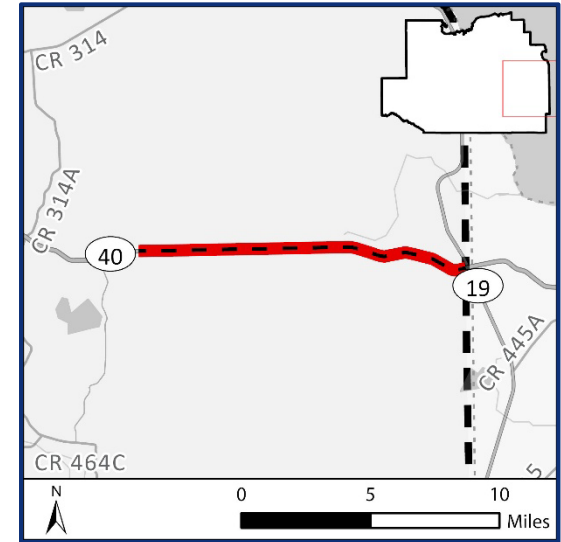
Length: 11.56 miles

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

SIS Status: Yes

**Description**

Resurfacing of SR 40 from Southeast 196th Terrace Road to the Lake County Line.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$9,147,325

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DIH	State 100%	\$0	\$0	\$803,509	\$0	\$0	\$803,509
CST	SA	Federal	\$0	\$0	\$8,343,816	\$0	\$0	\$8,343,816
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$9,147,325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,147,325</b>



**Project: SW SR 200 (SW College Rd) at SW 60th Avenue**

Project Type: Safety Project

FM Number: 4512531

Lead Agency: FDOT

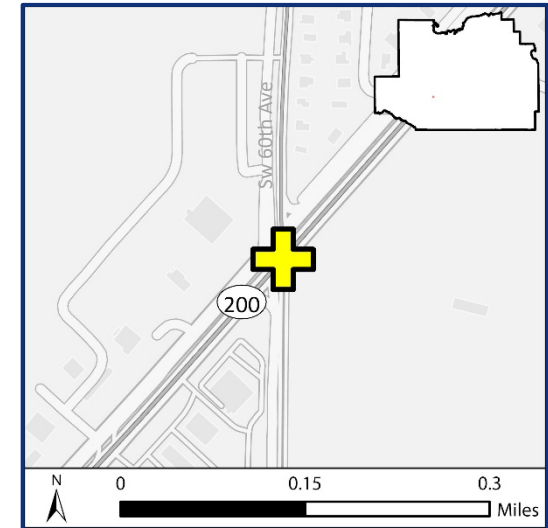
Length: 0.10 miles

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

SIS Status: No

**Description**

Operational and traffic signal improvements at the intersection.

**Prior <2026:** \$470,071**Future >2030:** \$0**Total Project Cost:** \$1,631,956

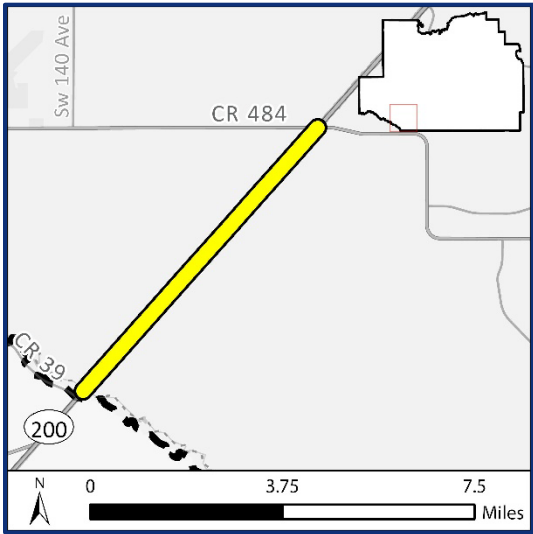
Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	ACSS	Federal	\$1,093,184	\$0	\$0	\$0	\$0	\$1,093,184
CST	DIH	State 100%	\$6,386	\$0	\$0	\$0	\$0	\$6,386
CST	TALL	Federal	\$62,315	\$0	\$0	\$0	\$0	\$62,315
<b>Total:</b>			<b>\$1,161,885</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,161,885</b>

**Project: SR 200 from Citrus County Line to CR 484**

Project Type: Capacity  
FM Number: 2386511  
Lead Agency: Marion County  
Length: 5.34 miles  
LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.9)  
SIS Status: No

**Description**

Widening of SR 200 from Citrus County to CR 484.



**Prior <2026:** \$5,070,592                      **Future >2030:** \$0                      **Total Project Cost:** \$10,070,592

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

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

Project Type: Resurfacing

FM Number: 4526341

Lead Agency: FDOT

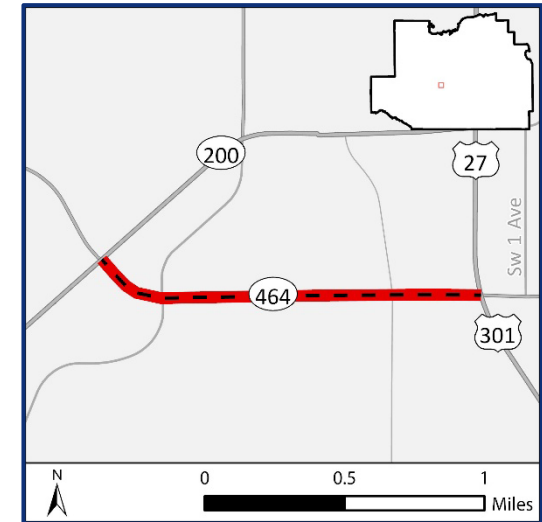
Length: 1.19 miles

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

SIS Status: No

**Description**

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

**Prior <2026:** \$96,266**Future >2030:** \$0**Total Project Cost:** \$3,833,383

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

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

Project Type: Intersection/Turn Lane

FM Number: 4510601

Lead Agency: Marion County

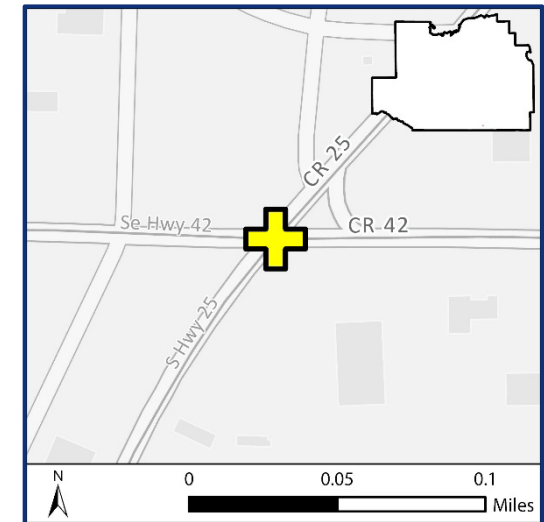
Length: N/A

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

SIS Status: No

**Description**

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

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

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

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

Project Type: Intersection/Turn Lane

FM Number: 4510602

Lead Agency: Marion County

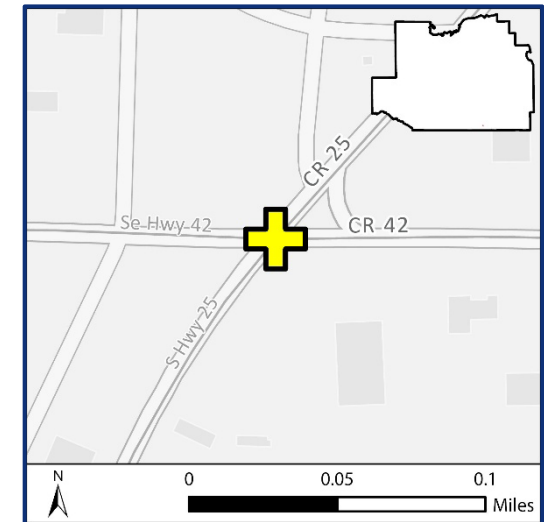
Length: N/A

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

SIS Status: No

**Description**

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

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

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

**Project: CR 475A Lane Departure Safety Improvements**

Project Type: Paved Shoulders

FM Number: 4549391

Lead Agency: Marion County

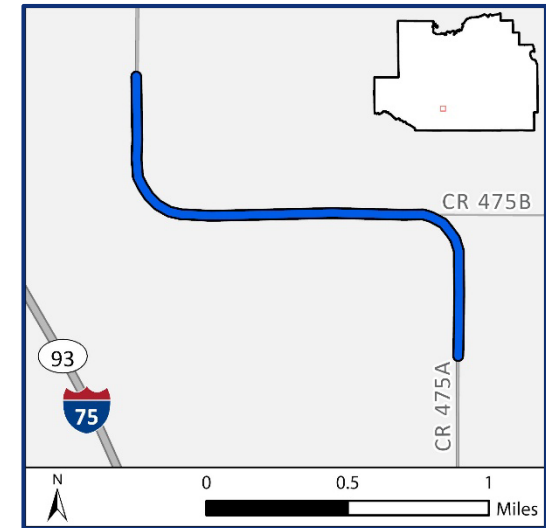
Length: 2 miles

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

SIS Status: No

**Description**

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

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$1,913,000

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

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

Project Type: Roundabout

FM Number: 4494431

Lead Agency: City of Ocala

Length: 0.9 miles

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

SIS Status: No

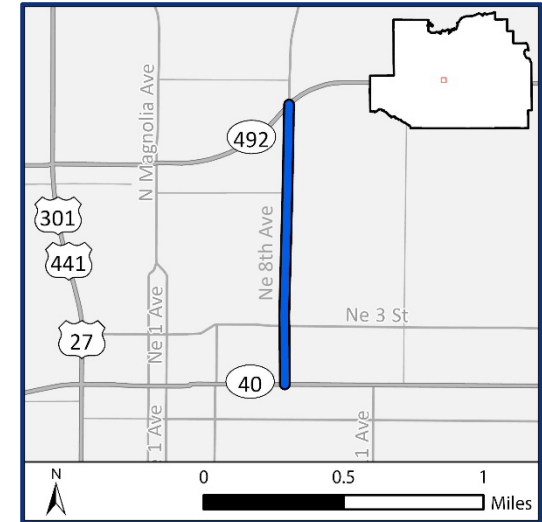
**Description**

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

Prior &lt;2026: \$0

Future &gt;2030: \$0

Total Project Cost: \$5,222,469



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

**Project: SE 100th Avenue Safety Improvements**

Project Type: Paved Shoulders

FM Number: 4549401

Lead Agency: Marion County

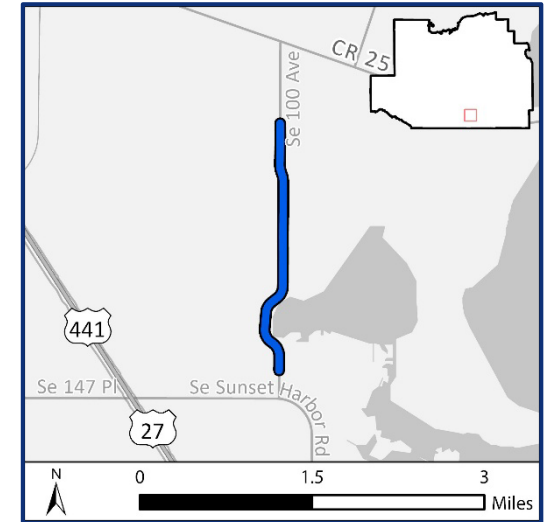
Length: 1.98 miles

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

SIS Status: No

**Description**

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

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

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



## Bicycle-Pedestrian Projects

FM 453543-1: Belleview to Greenway Trail (1)

FM 453543-2: Belleview to Greenway Trail (2)

FM 422772-2: Cross Florida Greenway Baseline Road to Santos Paved Trail

FM 435484-2: Pruitt Trail from SR 200 to Pruitt Trailhead (1)

FM 435484-3: Pruitt Trail from SR 200 to Pruitt Trailhead (2)

FM 439238-2: SR 25/500/US 441/ from SE 102nd Place to SR 200/SW 10th Street





**Project: Belleview to Greenway Trail (1)**

Project Type: Bike Path and Trail

FM Number: 4535431

Lead Agency: Marion County

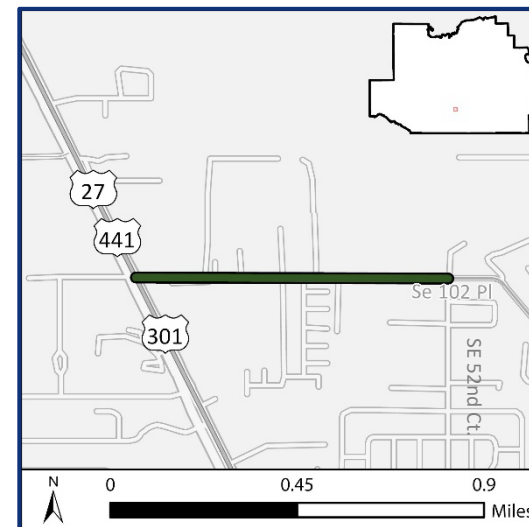
Length: 0.65 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

**Description**

Construction of the Belleview to Greenway Trail. Project includes a shared-use path on SE 102nd Place from SE 52nd Court to US 301/441; and on-street sharrows from SE 102nd Place to Lake Lillian Park.

**Prior <2026:** \$0**Future >2030** \$0**Total Project Cost:** \$868,700

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	TALL	Federal	\$0	\$0	\$868,700	\$0	\$0	\$868,700
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$868,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$868,700</b>

**Project: Belleview to Greenway Trail (2)**

Project Type: Bike Path and Trail

FM Number: 4535432

Lead Agency: Marion County

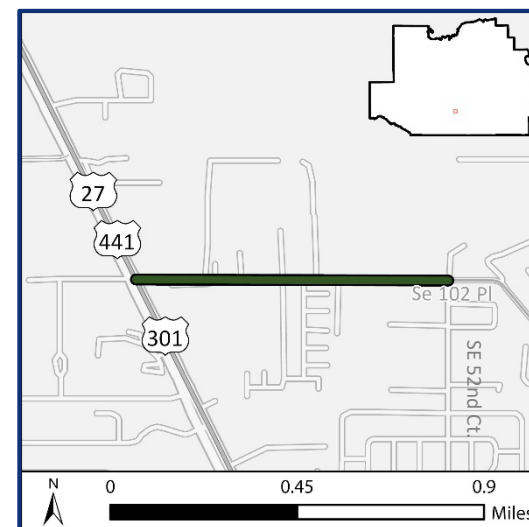
Length: 0.65 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

**Description**

Design of the Belleview to Greenway Trail. Project includes a shared-use path on SE 102nd Place from SE 52nd Court to US 301/441; and on-street sharrows from SE 102nd Place to Lake Lillian Park.

**Prior <2026:** \$0**Future >2030** \$0**Total Project Cost:** \$265,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
PE	TALL	Federal	\$265,000	\$0	\$0	\$0	\$0	\$265,000
<b>Total:</b>			<b>\$265,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$265,000</b>

**Project: Cross Florida Greenway from Baseline Road to Santos Paved Trail**

Project Type: Bike Path and Trail

FM Number: 4227722

Lead Agency: Marion County

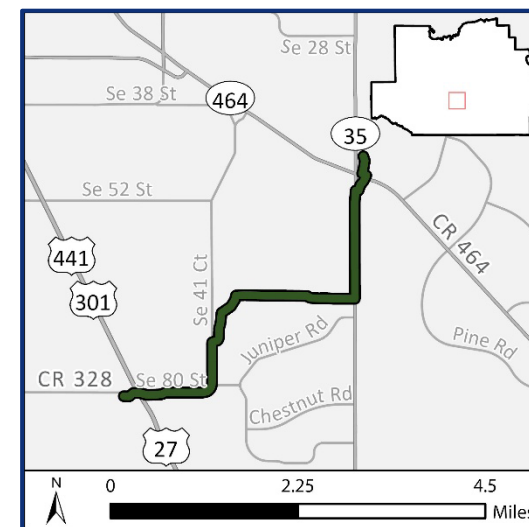
Length: 4.75 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

**Description**

Construction of the Cross Florida Greenway paved trail connection from the Santos trailhead to the Baseline Road trailhead.

**Prior <2026:** \$1,498,078**Future >2030:** \$0**Total Project Cost:** \$7,098,078

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	TLWR	State 100%	\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000
<b>Total:</b>			<b>\$5,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600,000</b>

**Project: Pruitt Trail from SR 200 to Pruitt Trailhead (1)**

Project Type: Bike Path and Trail

FM Number: 4354842

Lead Agency: Marion County

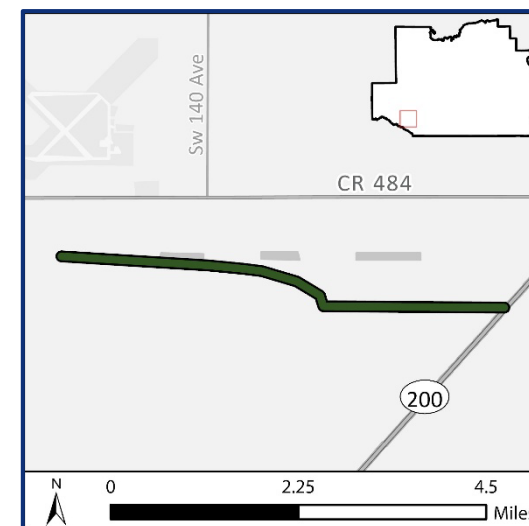
Length: 5.5 miles

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

SIS Status: No

**Description**

Construction of a shared use path trail from SR 200 to the Pruitt Trailhead, south of CR 484. Project includes crossing improvements at SR 200, and provides a connection to the Cross Florida Greenway.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$2,909,926

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$911,626	\$0	\$0	\$0	\$0	\$911,626
CST	TALL	Federal	\$452,086	\$0	\$0	\$0	\$0	\$452,086
CST	TALM	Federal	\$93,199	\$0	\$0	\$0	\$0	\$93,199
CST	TALN	Federal	\$1,452,715	\$0	\$0	\$0	\$0	\$1,452,715
<b>Total:</b>			<b>\$2,909,626</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,909,626</b>

**Project: Pruitt Trail from SR 200 to Pruitt Trailhead (2)**

Project Type: Bike Path and Trail

FM Number: 4354843

Lead Agency: Marion County

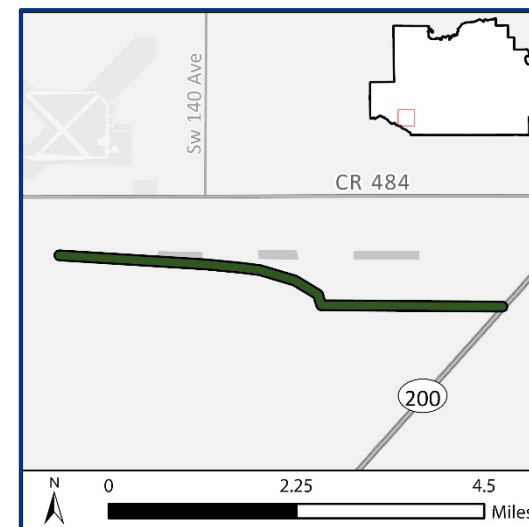
Length: 5.5 miles

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

SIS Status: No

**Description**

Construction of a shared use path trail from SR 200 to the Pruitt Trailhead, south of CR 484. Project includes crossing improvements at SR 200, and provides a connection to the Cross Florida Greenway.

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$203,007

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	LF	Local	\$43,007	\$0	\$0	\$0	\$0	\$43,007
CST	TALT	Federal	\$160,000	\$0	\$0	\$0	\$0	\$160,000
<b>Total:</b>			<b>\$203,007</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$203,007</b>

**Project: SR 25/500/US 441/ from SE 102nd Place to SR 200/SW 10th Street**

Project Type: Sidewalks and Path

FM Number: 4392382

Lead Agency: FDOT

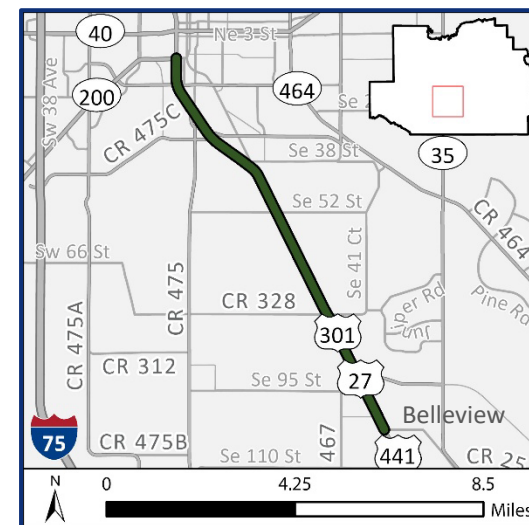
Length: 7.23 miles

LRTP (Page #): LRTP Multimodal Boxed Fund (pages 106-107) (Table 7.8)

SIS Status: No

**Description**

Addition of sidewalks and a shared use path on U.S. 441/301 to fill in existing gaps. Project provides a multimodal connection from Belleview to SR 200 in Ocala.

**Prior <2026:** \$2,492,434**Future >2030:** \$0**Total Project Cost:** \$7,733,001

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	SA	Federal	\$0	\$2,445,034	\$0	\$0	\$0	\$2,445,034
CST	SL	Federal	\$0	\$209,351	\$0	\$0	\$0	\$209,351
CST	TALL	Federal	\$0	\$1,372,433	\$0	\$0	\$0	\$1,372,433
CST	TALT	Federal	\$0	\$1,213,749	\$0	\$0	\$0	\$1,213,749
<b>Total:</b>			<b>\$0</b>	<b>\$5,240,567</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,240,567</b>



## Aviation Projects

FM 438417-1: Marion County Airport Runway Improvements

FM 449774-1: Marion County Airport Hangar

FM 454045-1: Marion County Airport Equipment

FM 438477-1: Ocala International Airport Taxiway Improvements

FM 448575-1: Ocala International Airport ARFF Building

FM 455963-1: Ocala International Airport Fuel Farm

FM 455964-1: Ocala International Airport Runway Improvements





**Project: Marion County Airport Runway Improvements**

Project Type: Aviation Preservation

FM Number: 4384171

Lead Agency: Marion County

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

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$437,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$350,000	\$0	\$0	\$0	\$0	\$350,000
CAP	LF	Local	\$87,500	\$0	\$0	\$0	\$0	\$87,500
<b>Total:</b>			<b>\$437,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$437,500</b>

**Project: Marion County Airport Hangar**

Project Type: Aviation Preservation

FM Number: 4497741

Lead Agency: Marion County

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

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$1,900,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$520,000	\$1,000,000	\$0	\$0	\$0	\$1,520,000
CAP	LF	Local	\$130,000	\$250,000	\$0	\$0	\$0	\$380,000
<b>Total:</b>			<b>\$650,000</b>	<b>\$1,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,900,000</b>

**Project: Marion County Airport Equipment**

Project Type: Aviation Safety

FM Number: 4540451

Lead Agency: Marion County

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

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$400,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$320,000	\$0	\$0	\$320,000
CAP	LF	Local	\$0	\$0	\$80,000	\$0	\$0	\$80,000
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

**Project: Ocala International Airport Taxiway Improvements**

Project Type: Aviation Preservation

FM Number: 4384771

Lead Agency: City of Ocala

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

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$10,800,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$64,000	\$800,000	\$0	\$0	\$864,000
CAP	FAA	Federal	\$0	\$720,000	\$9,000,000	\$0	\$0	\$9,720,000
CAP	LF	Local	\$0	\$16,000	\$200,000	\$0	\$0	\$216,000
<b>Total:</b>			<b>\$0</b>	<b>\$800,000</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,800,000</b>

**Project: Ocala International Airport ARFF Building**

Project Type: Aviation Safety

FM Number: 4485751

Lead Agency: City of Ocala

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

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

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$0	\$0	\$800,000	\$800,000
CAP	LF	Local	\$0	\$0	\$0	\$0	\$200,000	\$200,000
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>

**Project: Ocala International Airport Fuel Farm**

Project Type: Aviation Operations

FM Number: 4559631

Lead Agency: City of Ocala

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

**Prior <2026: \$679,150****Future >2030: \$0****Total Project Cost: \$2,054,150**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$600,000	\$500,000	\$0	\$0	\$0	\$1,100,000
CAP	DPTO	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
CAP	LF	Local	\$150,000	\$125,000	\$0	\$0	\$0	\$275,000
<b>Total:</b>			<b>\$750,000</b>	<b>\$625,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,375,000</b>

**Project: Ocala International Airport Runway Improvements**

Project Type: Aviation Preservation

FM Number: 4559641

Lead Agency: City of Ocala

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

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$1,600,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	DDR	State 100%	\$0	\$0	\$640,000	\$0	\$0	\$640,000
CAP	DPTO	State 100%	\$0	\$0	\$0	\$640,000	\$0	\$640,000
CAP	LF	Local	\$0	\$0	\$160,000	\$160,000	\$0	\$320,000
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$1,600,000</b>



## Transit Funding

FM 442455-1: Marion-SunTran Block Grant Operating Assistance

FM 442455-2: Marion-SunTran Block Grant Operating Assistance

FM 427188-2: SunTran/Marion Urban Capital-Operating Fixed Route, FTA 5307

FM 442460-1: Marion Senior Services, FTA 5311





**Project: Marion-SunTran Block Grant Operating Assistance, Fixed Route**

FM Number: 4424551

Lead Agency: City of Ocala

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

**Prior <2026:** \$2,866,702**Future >2030:** \$0**Total Project Cost:** \$6,095,518

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DPTO	State 100%	\$796,934	\$817,474	\$0	\$0	\$0	\$1,614,408
OPS	LF	Local	\$796,934	\$817,474	\$0	\$0	\$0	\$1,614,408
<b>Total:</b>			<b>\$1,593,868</b>	<b>\$1,634,948</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,228,816</b>

**Project: Marion-SunTran Block Grant Operating Assistance, Fixed Route**

FM Number: 4424552

Lead Agency: City of Ocala

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

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$5,205,064

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DPTO	State 100%	\$0	\$0	\$841,998	\$867,258	\$893,276	\$2,602,532
OPS	LF	Local	\$0	\$0	\$841,998	\$867,258	\$893,276	\$2,602,532
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$1,683,996</b>	<b>\$1,734,516</b>	<b>\$1,786,552</b>	<b>\$5,205,064</b>

**Project: SunTran/Ocala/Marion Urban Capital Operating, Fixed Route FTA Section 5307**

FM Number: 4271882

Lead Agency: City of Ocala

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

**Prior <2026:** \$22,768,538**Future >2030:** \$0**Total Project Cost:** \$35,960,363

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CAP	FTA	Federal	\$3,347,648	\$3,515,030	\$3,690,782	\$0	\$0	\$10,553,460
CAP	LF	Local	\$836,912	\$878,758	\$922,695	\$0	\$0	\$2,638,365
<b>Total:</b>			<b>\$4,184,560</b>	<b>\$4,393,788</b>	<b>\$4,613,477</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,191,825</b>

**Project: Marion Senior Services, Section 5311 FTA Rural Transportation Grant**

FM Number: 4424601

Lead Agency: Marion Transit (Marion Senior Services)

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

**Prior <2026:** \$1,961,580**Future >2030:** \$0**Total Project Cost:** \$5,879,976

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DU	Federal	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
OPS	LF	Local	\$965,259	\$993,939	\$0	\$0	\$0	\$1,959,198
<b>Total:</b>			<b>\$1,930,518</b>	<b>\$1,987,878</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,918,396</b>

## Maintenance-Planning

FM 455943-1: Marion Southbound I-75 Rest Area Parking Lot

FM 447861-1: I-75 Wildwood Weigh Station Inspection Barn Upgrades

FM 446910-1: Asset Maintenance Marion County

FM 442738-1: City of Ocala MOA

FM 413615-3: Lighting Agreements

FM 453959-1: Ocala Operations, Design and Install New FDOT Sign

FM 451648-1: Demo of Old Buildings, FDOT

FM 453921-1: Ocala Operations, Building Construction, FDOT

FM 418107-1: Marion County Primary In-House

FM 455106-1: Marion County TSMCA

FM 455106-2: City of Ocala TSMCA

FM 413019-4: Marion County Traffic Engineering Contracts

FM 439331-5: Ocala/Marion Urban Area FY 2024/2025-2025/2026 UPWP

FM 439331-6: Ocala/Marion Urban Area FY 2026/2027-2027/2028 UPWP

FM 439331-7: Ocala/Marion Urban Area FY 2028/2029-2029/2030 UPWP





**Project: Marion Southbound I-75 Rest Area Parking Lot Resurfacing**

Project Type: Rest Area

FM Number: 4559431

Lead Agency: FDOT

Length: N/A

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

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$288,700**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DIH	State 100%	\$0	\$0	\$38,700	\$0	\$0	\$38,700
CST	DRA	State 100%	\$0	\$0	\$250,000	\$0	\$0	\$250,000
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$288,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$288,700</b>

**Project: I-75 Wildwood Weigh Station – Inspection Barn Upgrades**

Project Type: Weigh Station

FM Number: 4478611

Lead Agency: FDOT

Length: 1.14 miles

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

SIS Status: Yes

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$478,126**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	DWS	State 100%	\$478,126	\$0	\$0	\$0	\$0	\$478,126
<b>Total:</b>			<b>\$478,126</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$478,126</b>

**Project: Asset Maintenance Marion County**

Project Type: Routine Maintenance

FM Number: 4469101

Lead Agency: FDOT

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

**Prior <2026:** \$11,233,062**Future >2030:** \$0**Total Project Cost:** \$17,147,439

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$2,371,820	\$2,371,820	\$971,820	\$0	\$0	\$5,715,460
MNT	FC5	State 100%	\$198,917	\$0	\$0	\$0	\$0	\$198,917
<b>Total:</b>			<b>\$2,570,737</b>	<b>\$2,371,820</b>	<b>\$971,820</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,914,377</b>

**Project: City of Ocala MOA**

Project Type: Routine Maintenance

FM Number: 4427381

Lead Agency: City of Ocala

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

**Prior <2026:** \$153,825**Future >2030:** \$0**Total Project Cost:** \$214,800

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$60,975	\$0	\$0	\$0	\$60,975
<b>Total:</b>			<b>\$0</b>	<b>\$60,975</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,975</b>

**Project: Lighting Agreements**

Project Type: Lighting

FM Number: 4136153

Lead Agency: FDOT

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

**Prior <2026: \$6,977,103****Future >2030: \$0****Total Project Cost: \$8,057,626**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$592,906	\$487,617	\$0	\$0	\$0	\$1,080,523
<b>Total:</b>			<b>\$592,906</b>	<b>\$487,617</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,080,523</b>

**Project: Ocala Operations, Design and Install New FDOT Entrance Sign, Florida Department of Transportation**

Project Type: Routine Maintenance

FM Number: 4539591

Lead Agency: FDOT

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$9,572**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$0	\$9,572	\$0	\$9,572
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,572</b>	<b>\$0</b>	<b>\$9,572</b>

**Project: Demo of Old Buildings (South Part of Yard), Florida Department of Transportation**

Project Type: Fixed Capital Overlay

FM Number: 4516481

Lead Agency: FDOT

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$37,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	FCO	State 100%	\$0	\$0	\$37,500	\$0	\$0	\$37,500
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$37,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,500</b>

**Project: Ocala Operations – Building Construction, Florida Department of Transportation**

Project Type: Fixed Capital Outlay

FM Number: 4539211

Lead Agency: FDOT

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$12,500**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
CST	FCO	State 100%	\$0	\$12,500	\$0	\$0	\$0	\$12,500
<b>Total:</b>			<b>\$0</b>	<b>\$12,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>

**Project: Marion Primary In-House**

Project Type: Routine Maintenance

FM Number: 4181071

Lead Agency: FDOT

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

**Prior <2026:** \$51,427,179**Future >2030:** \$0**Total Project Cost:** \$61,437,179

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$2,005,000	\$2,005,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,010,000
<b>Total:</b>			<b>\$2,005,000</b>	<b>\$2,005,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$10,010,000</b>

**Project: Marion County TSMCA (Traffic Signal Maintenance and Compensation Agreement)**

Project Type: Traffic Signals

FM Number: 4551061

Lead Agency: Marion County

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

**Prior <2026:** \$0**Future >2030:** \$0**Total Project Cost:** \$1,003,000

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$494,000	\$509,000	\$0	\$1,003,000
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$494,000</b>	<b>\$509,000</b>	<b>\$0</b>	<b>\$1,003,000</b>

**Project: City of Ocala TSMCA (Traffic Signal Maintenance and Compensation Agreement)**

Project Type: Traffic Signals

FM Number: 4551062

Lead Agency: City of Ocala

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

**Prior <2026: \$0****Future >2030: \$0****Total Project Cost: \$1,023,000**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
MNT	D	State 100%	\$0	\$0	\$504,000	\$519,000	\$0	\$1,023,000
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$504,000</b>	<b>\$519,000</b>	<b>\$0</b>	<b>\$1,023,000</b>

**Project: Marion County Traffic Engineering Contracts**

Project Type: Traffic Signals

FM Number: 4130194

Lead Agency: Marion County

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

**Prior <2026: \$9,848,971****Future >2030: \$0****Total Project Cost: \$11,903,536**

Phase	Fund Category	Funding Source	2026	2027	2028	2029	2030	Total
OPS	DDR	State 100%	\$988,050	\$504,000	\$0	\$0	\$0	\$1,492,050
OPS	DITS	State 100%	\$49,065	\$513,450	\$0	\$0	\$0	\$562,515
<b>Total:</b>			<b>\$1,037,115</b>	<b>\$1,017,450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,054,565</b>

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

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

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

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

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

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393316

Lead Agency: Ocala/Marion TPO

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

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

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

TPO UPWP Consolidated Planning Grant (CPG) funding

FM Number: 4393317

Lead Agency: Ocala/Marion TPO

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

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



Figure 13: Summary of Projects by Fiscal Year

Fiscal Year 2026					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$11,720,000
2026	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$517,545
2026	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$8,134,581
2026	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$23,233,000
2026	450952-2	SR 40 from US 441 to 25th Avenue	CST	Intersection enhancements/improvements	\$716,993
2026	450948-1	SR 40 from NE 64th to W of SE 196 Ter	CST	Resurfacing of roadway	\$9,006,247
2026	450951-1	SR 40 from 25th to NE 64th	CST	Resurfacing of roadway	\$9,300,934
2026	450951-1	SR 40 from US 441 to 25th Avenue	CST	Resurfacing of roadway	\$5,564,910
2026	451060-1	CR 42 at CR 25 (1)	CST	Intersection improvements	\$782,910
2026	451060-2	CR 42 at CR 25 (2)	CST	Intersection improvements	\$125,185
2026	451253-1	SR 200 at SW 60th Avenue	CST	Intersection/traffic signals	\$1,161,885
2026	452694-1	US 301 from Sumter Co to CR 42	PE	Resurfacing of roadway	\$371,250
2026	454215-1	US 301 from SE 142nd to US 441	PE	Resurfacing of roadway	\$1,096,500
2026	450637-1	US 27/441 N of SE 178th to S of SE 62nd	CST	Resurfacing of roadway	\$14,581,492
2026	454214-1	US 301/441 from NW 2nd to NW 20th	PE	Resurfacing of roadway	\$1,097,500
2026	433660-1	US 441 at SR 464	CST	Intersection operations/improvements	\$4,516,606
2026	454939-1	CR 475A Safety Improvements	PE	Paved shoulders	\$350,000
2026	454940-1	SE 100th Avenue Safety Improvements	PE	Paved shoulders	\$260,000
Total:					\$92,537,538
Bicycle-Pedestrian Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2026	435484-2	Pruitt Trail (1)	CST	12-foot bike path/trail from SR 200 to Pruitt Trailhead	\$2,909,626
2026	435484-3	Pruitt Trail (2)	CST	12-foot bike path/trail from SR 200 to Pruitt Trailhead	\$203,007
2026	454214-2	Bellevue to Greenway Trail (2)	PE	Shared Use Path from SE 52nd Court to US 441/301	\$265,000

2026	422772-2	Cross Florida Greenway Trail	CST	Bike Path/Trail from Santos Trailhead to Baseline	\$5,600,000
<b>Total:</b>					<b>\$8,977,633</b>
<b>Aviation Projects</b>					
<b>Year</b>	<b>FM</b>	<b>Project Name</b>	<b>Phase</b>	<b>Project Description</b>	<b>Programmed</b>
2026	438417-1	Marion County Airport Runway	CAP	Runway improvements at Marion County Airport	\$437,500
2026	449774-1	Marion County Airport Hangar	CAP	Hangar at Marion County Airport	\$650,000
2026	455963-1	Ocala International Airport Fuel Farm	CAP	Fuel Farm at Ocala International Airport	\$750,000
<b>Total:</b>					<b>\$1,837,500</b>
<b>Transit Funding</b>					
<b>Year</b>	<b>FM</b>	<b>Project Name</b>	<b>Phase</b>	<b>Project Description</b>	<b>Programmed</b>
2026	442460-1	Marion Senior Services Section 5311	OPS	Operating grant for Marion Transit, FTA Section 5311	\$1,930,518
2026	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,184,560
2026	442455-1	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,593,868
<b>Total:</b>					<b>\$7,708,946</b>
<b>Maintenance-Planning</b>					
<b>Year</b>	<b>FM</b>	<b>Project Name</b>	<b>Phase</b>	<b>Project Description</b>	<b>Programmed</b>
2026	447861-1	I-75 Wildwood Weigh Station	CST	Weigh station inspection barn upgrades	\$478,126
2026	413615-3	Lighting Agreements	MNT	Lighting ongoing maintenance	\$592,906
2026	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,005,000
2026	439331-5	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2025/26	\$682,743
2026	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$2,570,737
2026	413019-4	Marion County Traffic Engineering	OPS	Traffic signals	\$1,037,115
<b>Total:</b>					<b>\$7,366,627</b>
<b>FY 2026 Total:</b>					<b>\$118,428,244</b>
<b>Fiscal Year 2027</b>					
<b>Highway-Roadway Projects</b>					
<b>Year</b>	<b>FM</b>	<b>Project Name</b>	<b>Phase</b>	<b>Project Description</b>	<b>Programmed</b>
2027	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$4,490,785
2027	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$415,067
2027	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$6,713,428
2027	451251-1	SR 40 at SW 27th Avenue	CST	Safety improvements on SR 40	\$1,822,492
2027	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$13,435,148
2027	452636-1	SR 40 from US 41 to S of SW 119th Ave	CST	Resurfacing of roadway	\$13,539,220

2027	238651-1	SR 200 from Citrus Co. to CR 484	PE	Widening of SR 200	\$5,000,000
2027	452635-1	US 301/441 from SW 10th to NW 4th	CST	Resurfacing of roadway	\$979,612
2027	433660-1	US 441 at SR 464	CST	Intersection operations/improvements	\$21,240
2027	449443-1	NE 8th Avenue Roundabouts	CST	Construction of roundabouts	\$5,222,469
<b>Total:</b>					<b>\$51,639,461</b>
<b>Bicycle-Pedestrian Projects</b>					
<b>Year</b>	<b>FM</b>	<b>Project Name</b>	<b>Phase</b>	<b>Project Description</b>	<b>Programmed</b>
2027	439238-1	US 401/301 from SE 102nd to SR 200	CST	Sidewalks/Shared Use Path	\$5,240,567
<b>Total:</b>					<b>\$5,240,567</b>
<b>Aviation Projects</b>					
<b>Year</b>	<b>FM</b>	<b>Project Name</b>	<b>Phase</b>	<b>Project Description</b>	<b>Programmed</b>
2027	438477-1	Ocala International Airport Taxiway	CAP	Taxiway improvements at Ocala International Airport	\$800,000
2027	449774-1	Marion County Airport Hangar	CAP	Hangar at Marion County Airport	\$1,250,000
2027	455963-1	Ocala International Airport Fuel	CAP	Fuel Farm at Ocala International Airport	\$625,000
<b>Total:</b>					<b>\$2,675,000</b>
<b>Transit Funding</b>					
<b>Year</b>	<b>FM</b>	<b>Project Name</b>	<b>Phase</b>	<b>Project Description</b>	<b>Programmed</b>
2027	442460-1	Marion Senior Services Section 5311	OPS	Operating grant for Marion Transit, FTA Section 5311	\$1,987,878
2027	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,393,788
2027	442455-1	SunTran Block Grant	OPS	Operating grant for SunTran	\$1,634,948
<b>Total:</b>					<b>\$8,016,614</b>
<b>Maintenance-Planning</b>					
<b>Year</b>	<b>FM</b>	<b>Project Name</b>	<b>Phase</b>	<b>Project Description</b>	<b>Programmed</b>
2027	453921-1	Ocala Operations Building	CST	Construction of equipment shed	\$12,500
2027	413615-3	Lighting Agreements	MNT	Lighting ongoing maintenance	\$487,617
2027	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,005,000
2027	439331-6	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2026/27	\$682,743
2027	442738-1	City of Ocala MOA	MNT	Routine Maintenance	\$60,975
2027	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$2,371,820
2027	413019-4	Marion County Traffic Engineering	OPS	Traffic signals	\$1,017,450
<b>Total:</b>					<b>\$6,638,105</b>
<b>FY 2027 Total:</b>					<b>\$74,209,747</b>

Fiscal Year 2028					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	435209-1	I-75 at NW 49th Street Interchange	CST, ROW	New interchange at NW 49th Street	\$4,200,000
2028	443624-3	I-75 at SR 326 Interchange Justification	PE	Interchange modifications	\$12,546,000
2028	452072-1	I-75 at SR 326 Interchange	CST	Interchange improvements	\$122,388
2028	452074-1	I-75 from SR 200 to SR 326	CST/PE/ROW	Auxiliary lanes on I-75	\$3,638,089
2028	450665-1	SR 40 from SW 80th to SW 52nd	CST	Resurfacing of roadway	\$11,170,365
2028	450948-2	SR 40 from SE 196 Ter Dr to Lake Co.	CST	Resurfacing of roadway	\$9,147,325
2028	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$4,725,000
2028	452634-1	SR 464 from SR 200 to US 301/441	PE	Resurfacing of roadway	\$120,000
2028	452694-1	US 301 from Sumter Co to CR 42	CST	Resurfacing of roadway	\$5,280,159
2028	454214-1	US 301/441 from NW 2nd to NW 20th	CST	Resurfacing of roadway	\$6,542,821
2028	454215-1	US 301 from SE 142nd to US 441	CST	Resurfacing of roadway	\$14,155,800
2028	454939-1	CR 475A Safety Improvements	CST	Paved shoulders	\$1,563,000
2028	454940-1	SE 100th Avenue Safety Improvements	CST	Paved shoulders	\$997,000
<b>Total:</b>					<b>\$74,207,947</b>
Bicycle-Pedestrian Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	454214-1	Bellevue to Greenway Trail (2)	CST	Shared Use Path from SE 52nd Court to US 441/301	\$868,700
<b>Total:</b>					<b>\$868,700</b>
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	438477-1	Ocala International Airport Taxiway	CAP	Taxiway improvements at Ocala International Airport	\$10,000,000
2028	454045-1	Marion County Airport Equipment	CAP	Equipment for Marion County Airport	\$400,000
2028	455964-1	Ocala International Airport Runway	CAP	Runway improvements at Ocala International Airport	\$800,000
<b>Total:</b>					<b>\$11,200,000</b>
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,683,996
2028	427188-2	SunTran FTA Section 5307	CAP	Capital grant for SunTran, FTA Section 5307	\$4,613,477
<b>Total:</b>					<b>\$6,297,473</b>

Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2028	451648-1	Ocala Demo Old Buildings	CST	Fixed capital outlay, demo of FDOT old buildings	\$37,500
2028	455943-1	Marion SB Parking Lot	CST	Resurfacing of Rest Area southbound parking lot	\$288,700
2028	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2028	446910-1	Asset Maintenance, Marion County	MNT	Routine maintenance	\$971,820
2028	439331-6	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2027/28	\$682,743
2028	455106-1	Marion County TSMCA	MNT	Traffic signals, maintenance	\$494,000
2028	455106-2	City of Ocala TSMCA	MNT	Traffic signals, maintenance	\$504,000
<b>Total:</b>					<b>\$4,978,763</b>
<b>FY 2028 Total:</b>					<b>\$97,552,883</b>
Fiscal Year 2029					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	435209-1	I-75 at NW 49th Street Interchange	ROW	New interchange at NW 49th Street	\$907,425
2029	452074-1	I-75 Improvements from SR 200 to SR 326	ROW	Auxiliary lanes on I-75	\$1,250,000
2029	451440-1	I-75 from SR 40 to SR 318	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$512,117
2029	451440-2	I-75 from SR 200 to S of Flyover	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$630,241
2029	451440-3	I-75 at CR 484 Interchange	CST	Landscaping on I-75, part of Auxiliary Lanes project	\$513,795
2029	410674-3	SR 40 from E of CR 314 to E of CR 314A	ROW	Widening of SR 40	\$1,320,245
2029	452634-1	SR 464 from SR 200 to US 301/441	CST, PE	Resurfacing of SR 464	\$3,617,117
<b>Total:</b>					<b>\$8,750,940</b>
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	455964-1	Ocala International Airport Runway	CAP	Runway improvements at Ocala International Airport	\$800,000
<b>Total:</b>					<b>\$800,000</b>
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,734,516
<b>Total:</b>					<b>\$1,734,516</b>

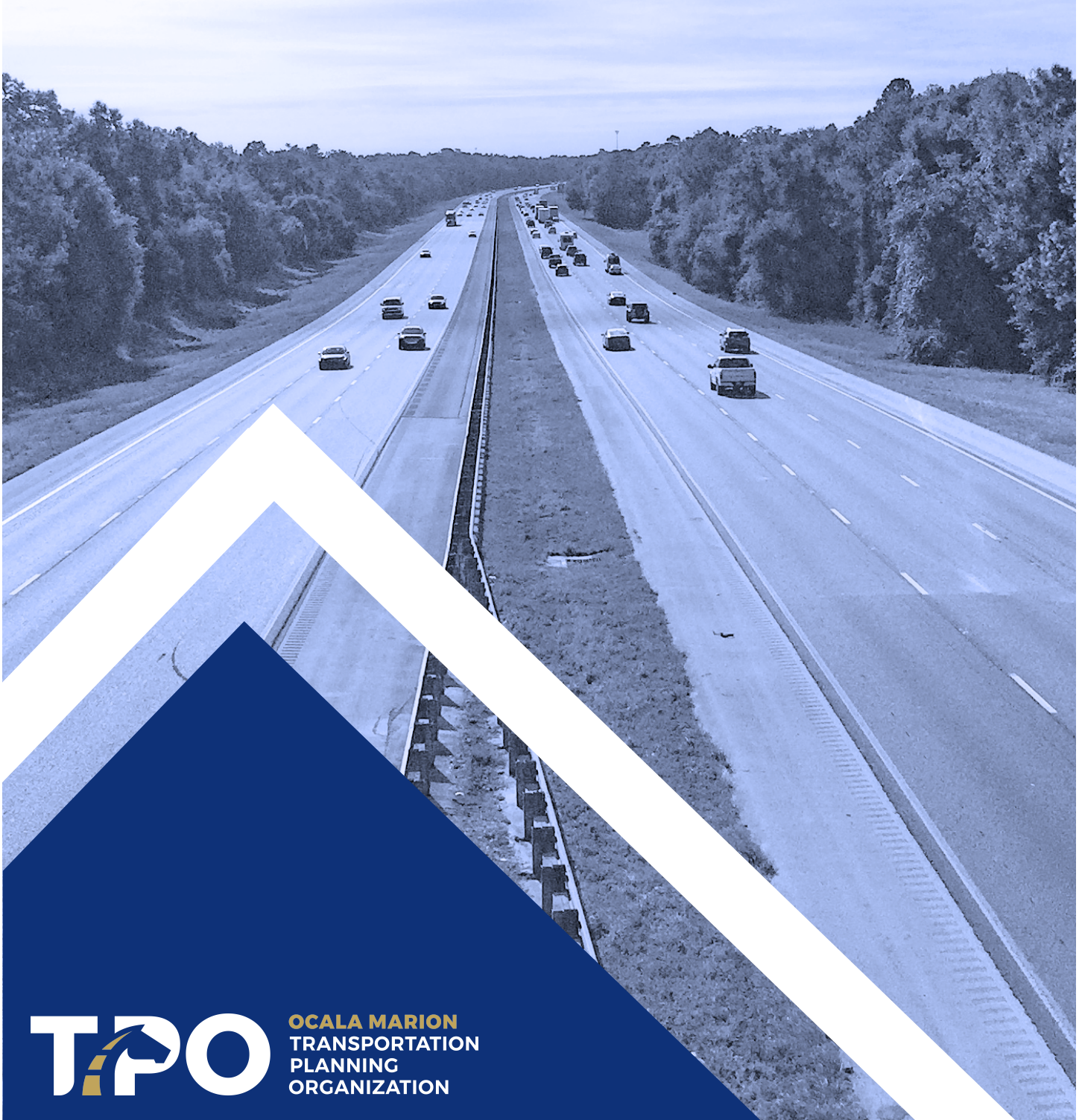
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2029	418107-1	Marion Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2029	453951-1	Ocala Operations	MNT	Design, install new FDOT entrance sign	\$9,572
2029	455106-1	Marion County TSMCA	MNT	Traffic signals, maintenance	\$509,000
2029	455106-2	City of Ocala TSMCA	MNT	Traffic signals, maintenance	\$519,000
2029	439331-7	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2028/29	\$682,743
<b>Total:</b>					<b>\$3,720,315</b>
<b>FY 2029 Total:</b>					<b>\$15,005,771</b>
Fiscal Year 2030					
Highway-Roadway Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	452074-1	I-75 from SR 200 to SR 326	ROW	Auxiliary lanes on I-75	\$1,150,000
2030	410674-2	SR 40 end of 4 lanes to E of CR 314	CST	Widening of SR 40	\$129,751,356
2030	238648-1	US 41 from SW 110th St to N of SR 40	CST	Widening of US 41	\$112,358,984
<b>Total:</b>					<b>\$243,260,340</b>
Aviation Projects					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	448575-1	Ocala International Airport ARFF	CAP	ARFF Building at Marion County Airport	\$1,000,000
<b>Total:</b>					<b>\$1,000,000</b>
Transit Funding					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	442455-2	SunTran Block Grant	OPS	Operating grant for SunTran Fixed Route	\$1,786,552
<b>Total:</b>					<b>\$1,786,552</b>
Maintenance-Planning					
Year	FM	Project Name	Phase	Project Description	Programmed
2030	418107-1	Marion County Primary In-House	MNT	Bridge, roadway, contract maintenance	\$2,000,000
2030	439331-7	Ocala/Marion Urban Area UPWP	PLN	TPO federal funding for Fiscal Year 2029/30	\$682,743
<b>Total:</b>					<b>\$2,682,743</b>
<b>FY 2030 Total:</b>					<b>\$248,729,635</b>
<b>FY 2026 to 2030 Total:</b>					<b>\$553,926,280</b>

## 6. APPENDIX

## **Appendix A: Glossary of Terms and Acronyms**



# Glossary of Terms and Acronyms



**OCALA MARION**  
TRANSPORTATION  
PLANNING  
ORGANIZATION

March 2025

ACRYONYM	NAME	DESCRIPTION
3C	Continuing, Cooperative and Comprehensive	A Continuing, Cooperative and Comprehensive (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
AADT	Average Annual Daily Traffic	Average daily traffic on a roadway segment for all days of the week during a period of one year expressed in vehicles per day.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BCA	Benefit-Cost Analysis	A benchmark to evaluate and compare expected benefits and costs of a transportation project.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CIP	Capital Improvement Program	The CIP is a multi-year schedule of programmed capital improvement projects, including cost estimates and budgeted by year. CIP documents are typically updates annually by a local government.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
COOP	Continuity of Operations Plan	The COOP outlines guidance to TPO Staff and Board Members to ensure all federal and state required essential functions continue to be performed in the event of an extended interruption of services due to a declared emergency or disaster.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> ).
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 - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> ).
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 - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> ).
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 - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions



ACRYONYM	NAME	DESCRIPTION
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- <a href="https://jobs.myflorida.com/go/Department-of-Transportation/2817700/">https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/</a> ).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FMTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development into the future.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.

ACRYONYM	NAME	DESCRIPTION
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
IIJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
L RTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that serves as the defining vision for the region's transportation systems and services. The L RTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent L RTP was adopted in December 2015. The plan can be viewed on the TPO website at: <a href="https://ocalamariantpo.org/plans-and-programs/long-range-transportation-plan-lrtp/">https://ocalamariantpo.org/plans-and-programs/long-range-transportation-plan-lrtp/</a> .

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 - <a href="https://www.fdotd7studies.com/what-is-a-pde-study.html">https://www.fdotd7studies.com/what-is-a-pde-study.html</a> ).
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 - <a href="https://www.fdot.gov/planning/sis/default.shtm">https://www.fdot.gov/planning/sis/default.shtm</a> ).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and other state and local professionals.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TDSP	Transportation Disadvantaged Service Plan	The TDSP is a tactical plan outlining the services provided to the transportation disadvantaged population served by the Community Transportation Coordinator (Marion Transit). The TDSP is update every year, and also undergoes a major update every five years by the TPO.
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.



ACRYONYM	NAME	DESCRIPTION
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation (Definition taken from Reconnecting America- <a href="http://www.reconnectingamerica.org">www.reconnectingamerica.org</a> ).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
UA	Urban Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia).

## **Appendix B: Federal Obligations Report**

ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	642,707	
SN	306,774	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN	60,549	
TOTAL 410674 2	1,010,030	
TOTAL 410674 2	1,010,030	

ITEM NUMBER:410674 3	PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 6.140MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	173,135	
TOTAL 410674 3	173,135	
TOTAL 410674 3	173,135	

ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND CODE	2024	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN	-7,112	
TOTAL 431798 1	-7,112	
TOTAL 431798 1	-7,112	

ITEM NUMBER:431935 1	PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK
ROADWAY ID:36080000	PROJECT LENGTH: .633MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	-13,350	
TOTAL 431935 1	-13,350	
TOTAL 431935 1	-13,350	

ITEM NUMBER:433651 1

DISTRICT:05

ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A

COUNTY:MARION

PROJECT LENGTH: .741MI

\*SIS\*

TYPE OF WORK:INTERCHANGE IMPROVEMENT

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

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-10,667
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSL	-1,223
SA	1,100,000
SL	-10,344
SN	-98,156
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-3,879
SN	1,136,099
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NFP	199
SA	111,445
SM	44,014
SN	513,298
TOTAL 433651 1	2,780,786
TOTAL 433651 1	2,780,786

ITEM NUMBER:433651 4

DISTRICT:05

ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A

COUNTY:MARION

PROJECT LENGTH: .414MI

\*NON-SIS\*

TYPE OF WORK:LANDSCAPING

LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	2024
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	250,335
TOTAL 433651 4	250,335
TOTAL 433651 4	250,335

ITEM NUMBER:433652 1

DISTRICT:05

ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE

COUNTY:MARION

PROJECT LENGTH: 1.309MI

\*NON-SIS\*

TYPE OF WORK:ADD TURN LANE(S)

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

FUND CODE	2024
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-40,129
TOTAL 433652 1	-40,129
TOTAL 433652 1	-40,129

ITEM NUMBER:433661 1	PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY)	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
ROADWAY ID:36030000	PROJECT LENGTH: .384MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	25,000	
SL	7,381	
TOTAL 433661 1	32,381	
TOTAL 433661 1	32,381	

ITEM NUMBER:434844 1	PROJECT DESCRIPTION:CR 42 AT SE 182ND	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:36130000	PROJECT LENGTH: .307MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
HSP	297,447	
TOTAL 434844 1	297,447	
TOTAL 434844 1	297,447	

ITEM NUMBER:434844 2	PROJECT DESCRIPTION:CR 42 AT SE 182ND	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	117,533	
TOTAL 434844 2	117,533	
TOTAL 434844 2	117,533	

ITEM NUMBER:435209 1	PROJECT DESCRIPTION:I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:INTERCHANGE (NEW)
ROADWAY ID:36210000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 2
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CM	4,872	
SL	6,006,996	
TOTAL 435209 1	6,011,868	
TOTAL 435209 1	6,011,868	

HIGHWAYS

=====

ITEM NUMBER:435660 2PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)COUNTY:MARIONPROJECT LENGTH: .216MIDISTRICT:05TYPE OF WORK:ADD TURN LANE(S)LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1ROADWAY ID:36180000

\*SIS\*

FUND CODE	2024
-----	-----
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,000
TOTAL 435660 2	1,000
TOTAL 435660 2	1,000

ITEM NUMBER:436755 1PROJECT DESCRIPTION:INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARKCOUNTY:MARIONPROJECT LENGTH: .000DISTRICT:05TYPE OF WORK:BIKE PATH/TRAILLANES EXIST/IMPROVED/ADDED: 0/ 0/ 0ROADWAY ID:

\*NON-SIS\*

FUND CODE	2024
-----	-----
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALL	-1,336
TOTAL 436755 1	-1,336
TOTAL 436755 1	-1,336

ITEM NUMBER:437596 2PROJECT DESCRIPTION:SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVECOUNTY:MARIONPROJECT LENGTH: 1.406MIDISTRICT:05TYPE OF WORK:SIDEWALKLANES EXIST/IMPROVED/ADDED: 2/ 2/ 0ROADWAY ID:36110000

\*NON-SIS\*

FUND CODE	2024
-----	-----
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-23,179
TALL	-64,941
TOTAL 437596 2	-88,120
TOTAL 437596 2	-88,120

ITEM NUMBER:438562 1PROJECT DESCRIPTION:I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200COUNTY:MARIONPROJECT LENGTH: .346MIDISTRICT:05TYPE OF WORK:REST AREALANES EXIST/IMPROVED/ADDED: 6/ 0/ 0ROADWAY ID:36210000

\*SIS\*

FUND CODE	2024
-----	-----
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CARL	25,924
TOTAL 438562 1	25,924
TOTAL 438562 1	25,924

HIGHWAYS  
=====

ITEM NUMBER:440880 1	PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK
ROADWAY ID:36000173	PROJECT LENGTH: .840MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-781	
TALT	-379	
TOTAL 440880 1	-1,160	
TOTAL 440880 1	-1,160	

ITEM NUMBER:441141 1	PROJECT DESCRIPTION:SR 464 FROM SR 500 (US 27/301) TO SR 35	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36004000	PROJECT LENGTH: 5.878MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	5,059,111	
SA	-234	
SL	34,500	
TOTAL 441141 1	5,093,377	
TOTAL 441141 1	5,093,377	

ITEM NUMBER:443170 1	PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36210000	PROJECT LENGTH: 13.993MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	-990	
TOTAL 443170 1	-990	
TOTAL 443170 1	-990	

ITEM NUMBER:445217 1	PROJECT DESCRIPTION:SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36518000	PROJECT LENGTH: 8.404MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	7,768,485	
SA	-482	
TOTAL 445217 1	7,768,003	
TOTAL 445217 1	7,768,003	

ITEM NUMBER:445687 1	PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36060000	PROJECT LENGTH: .100MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	8,000	
TOTAL 445687 1	8,000	
TOTAL 445687 1	8,000	

ITEM NUMBER:445688 1	PROJECT DESCRIPTION:US 27/US 441 @ CR 42	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36220000	PROJECT LENGTH: .065MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-6,219	
SA	-12,512	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	528,533	
TOTAL 445688 1	509,802	
TOTAL 445688 1	509,802	

ITEM NUMBER:445701 1	PROJECT DESCRIPTION:SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36010000	PROJECT LENGTH: .180MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	19,579	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	12,745	
TOTAL 445701 1	32,324	
TOTAL 445701 1	32,324	

ITEM NUMBER:445800 1	PROJECT DESCRIPTION:E SR 40 @ SR 492	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36080000	PROJECT LENGTH: .116MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	214,093	
TOTAL 445800 1	214,093	
TOTAL 445800 1	214,093	



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

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

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

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

ITEM NUMBER:450952 1	PROJECT DESCRIPTION:SR 40 FROM US 441 TO 25TH AVE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:PAVEMENT ONLY RESURFACE (FLEX)
ROADWAY ID:36080000	PROJECT LENGTH: 2.356MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-2,000,000	
TOTAL 450952 1	-2,000,000	
TOTAL 450952 1	-2,000,000	

ITEM NUMBER:451253 1	PROJECT DESCRIPTION:SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36100000	PROJECT LENGTH: .100MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	262,500	
SA	68,651	
TALL	87,500	
TOTAL 451253 1	418,651	
TOTAL 451253 1	418,651	

ITEM NUMBER:452229 3	PROJECT DESCRIPTION:SWRS - DISTRICTWIDE RUMBLE STRIPES BUNDLE 5C - MARION	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36070000	PROJECT LENGTH: 49.514MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	830,834	
TOTAL 452229 3	830,834	
TOTAL 452229 3	830,834	
TOTAL DIST: 05	24,422,600	
TOTAL HIGHWAYS	24,422,600	

PLANNING  
=====

ITEM NUMBER:439331 4  
DISTRICT:05  
ROADWAY ID:

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

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

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

ITEM NUMBER:439331 5  
DISTRICT:05  
ROADWAY ID:

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

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

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BCC	
PL	246,004
TOTAL 439331 5	246,004
TOTAL 439331 5	246,004
TOTAL DIST: 05	534,849
TOTAL PLANNING	534,849

ITEM NUMBER:426179 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:MISCELLANEOUS CONSTRUCTION

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

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

ITEM NUMBER:436361 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ITS COMMUNICATION SYSTEM

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

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

ITEM NUMBER:440900 2

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ITS COMMUNICATION SYSTEM

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

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

GRAND TOTAL

25,316,931

## **Appendix C: Transportation Performance Management**

## Transportation Performance Management

January 2024

### OVERVIEW

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

### TRANSPORTATION PERFORMANCE MANAGEMENT FRAMEWORK

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

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



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

#### Long Range Transportation Plans

The LRTP must:

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

#### Transportation Improvement Programs

The TIP must:

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

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

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

## TIMELINE FOR MPO ACTIONS

### PM1

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

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

● FDOT  
■ MPOs

### PM2 & PM3

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

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

## TIMEFRAME

## TRANSIT ASSET MANAGEMENT AND TRANSIT SAFETY

### PUBLIC TRANSPORTATION PROVIDERS

#### TAM

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

#### Transit Safety

- Update safety targets annually

### MPOs

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

## TARGET SETTING OPTIONS

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

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

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

OR

### *Establish own target.*

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

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

## ASSESSMENT OF SIGNIFICANT PROGRESS

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

## FOR MORE INFORMATION PLEASE CONTACT

**Regina Colson, Transportation Performance Measures Coordinator**

Florida Department of Transportation | [Regina.Colson@dot.state.fl.us](mailto:Regina.Colson@dot.state.fl.us) | (850) 414-5271

# PM1: Safety (All Public Roads)



Florida Department of Transportation Forecasting & Trends Office

## Performance Management

January 2024

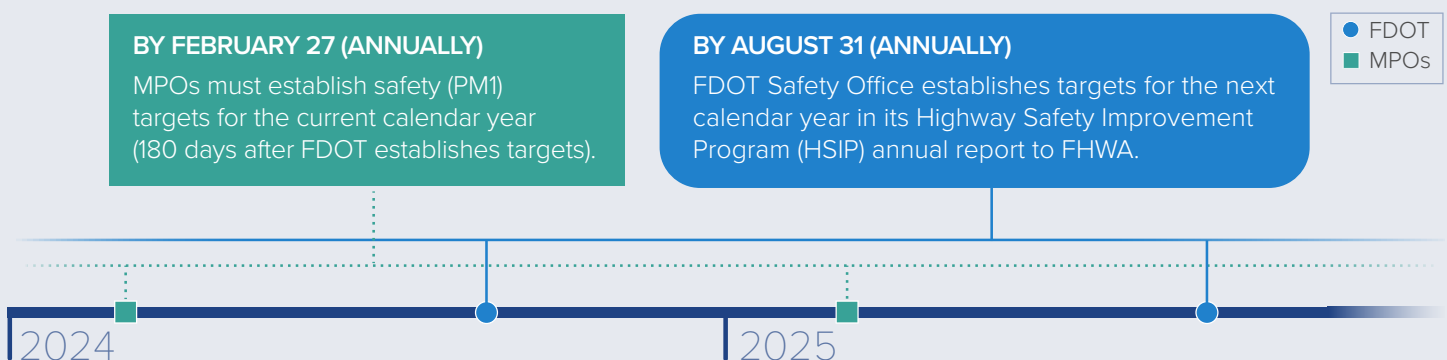
### OVERVIEW

The first of Federal Highway Administration's (FHWA) performance management rules establishes measures to assess safety on all public roads and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their safety targets.\*

### PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

<b>NUMBER OF FATALITIES</b>	<i>The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.</i>	<b>RATE OF SERIOUS INJURIES</b>	<i>The total number of serious injuries per 100 million VMT in a calendar year.</i>
<b>RATE OF FATALITIES</b>	<i>The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.</i>	<b>NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES</b>	<i>The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.</i>
<b>NUMBER OF SERIOUS INJURIES</b>	<i>The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.</i>		

### TIMELINE

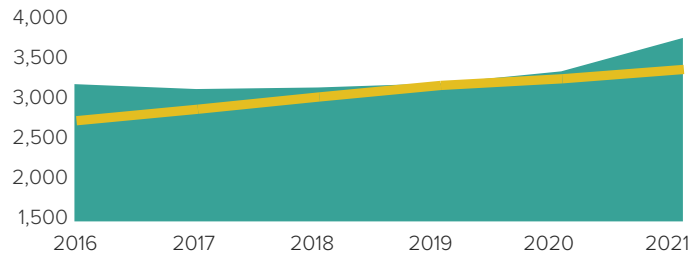


\* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

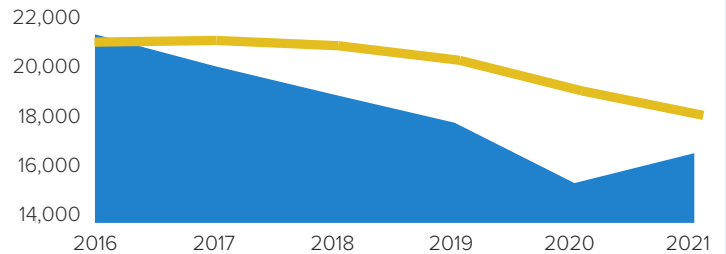


## EXISTING STATEWIDE CONDITIONS

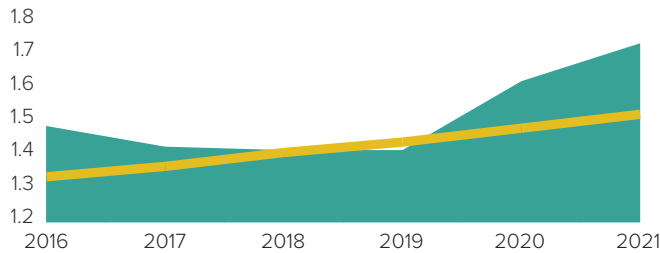
### ANNUAL FATALITIES



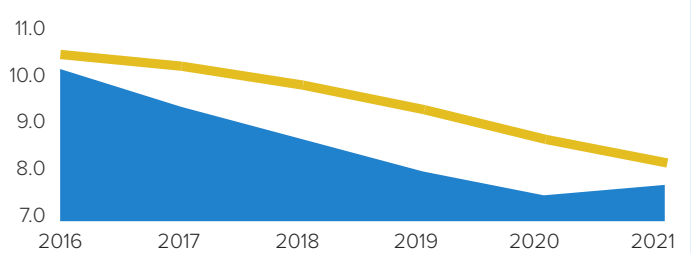
### ANNUAL SERIOUS INJURIES



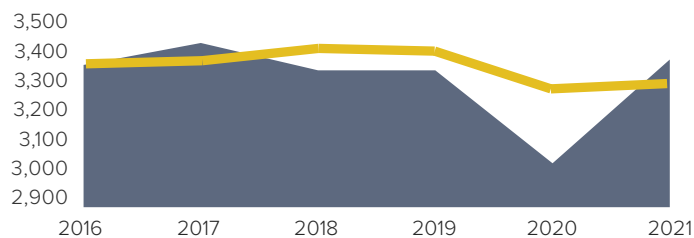
### FATALITY RATE (PER HUNDRED MILLION VMT)



### SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



### NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



This is the current data available.

Source: FLHSMV, 2022.

## STATEWIDE TARGETS

FDOT establishes statewide safety targets for the following calendar year as part of the [HSIP Annual Report](#), which must be submitted by August 31 each year.

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

## MPO TARGETS

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

MPOs must include the most recent reported performance and targets with each TIP update. The TIP must describe how the investments contribute to achieving the performance targets. The LRTP must include a System Performance Report that discusses the performance of the transportation system and progress achieved in meeting the targets over time.

## ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four of the five safety targets are met or the actual outcome is better than baseline performance. Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users.

As requested by FHWA, FDOT annually develops an [HSIP Implementation Plan](#) to highlight strategies it will undertake in support of these targets. MPOs are encouraged to review this Plan each year to identify strategies appropriate for their planning area.

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

## FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

Florida Department of Transportation | [Regina.Colson@dot.state.fl.us](mailto:Regina.Colson@dot.state.fl.us) | (850) 414-5271

# PM2: Bridge and Pavement



Florida Department of Transportation Forecasting & Trends Office

## Performance Management

January 2024

### OVERVIEW

The second Federal Highway Administration (FHWA) performance management rule establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report targets.\*

### PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

#### GOOD CONDITION

Suggests no major investment is needed.

### BRIDGE PERFORMANCE MEASURES

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

#### POOR CONDITION

Suggests major investment is needed.

### TIMELINE

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

##### BY OCTOBER 1, 2024

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

##### BY MARCH 30, 2025

MPOs may update 2025 targets if FDOT adjusts its 2025 targets.



2024

2025

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

# EXISTING STATEWIDE CONDITIONS

## NHS Bridges

Year	in Good Condition	in Poor Condition
2018	66.8%	1.2%
2019	65.5%	0.5%
2020	63.7%	0.7%
2021 (Baseline)	61.5%	0.9%
2022	58.2%	0.6%

## Interstate Pavements

Year	in Good Condition	in Poor Condition
2018	53.7%	0.6%
2019	68.5%	0.2%
2020	68.8%	0.6%
2021 (Baseline)	70.5%	0.3%
2022	73.4%	0.2%

## Non-Interstate NHS Pavements

Year	in Good Condition	in Poor Condition
2018	40.1%	0.4%
2019	41.0%	0.2%
2020	N/A	N/A
2021 (Baseline)	47.5%	0.6%
2022	48.8%	0.6%

Source: FDOT and FHWA.

## STATEWIDE TARGETS

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

Performance Measure	2023 Target	2025 Target
<b>Bridge</b>		
% of NHS bridges (by deck area) in <b>GOOD</b> condition	50.0%	50.0%
% of NHS bridges (by deck area) in <b>POOR</b> condition	10.0%	10.0%
<b>Pavement</b>		
% of Interstate pavements in <b>GOOD</b> condition	60.0%	60.0%
% of Interstate pavements in <b>POOR</b> condition	5.0%	5.0%
% of non-Interstate NHS pavements in <b>GOOD</b> condition	40.0%	40.0%
% of non-Interstate NHS pavements in <b>POOR</b> condition	5.0%	5.0%

## MPO TARGETS

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

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

## ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

FHWA determined that FDOT made significant progress toward its 2021 PM2 targets; FHWA's assessment toward the 2023 targets is anticipated to be provided in 2024.

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

## MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting federal minimum condition standards for NHS bridges and Interstate pavements. If it is not, FDOT must obligate a specified percentage of available funds for maintenance of these facilities.

### FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

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

## FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

Florida Department of Transportation | Regina.Colson@dot.state.fl.us | (850) 414-5271

# PM3: System Performance



Florida Department of Transportation Forecasting & Trends Office

## Performance Management

January 2024

### OVERVIEW

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

### PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80 <sup>th</sup> percentile) to a normal travel time (50 <sup>th</sup> 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 <sup>th</sup> percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

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

### TIMELINE

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



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

## EXISTING STATEWIDE CONDITIONS

### INTERSTATE RELIABILITY

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



### NON-INTERSTATE NHS RELIABILITY

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



### TRUCK RELIABILITY

*Truck travel time reliability index (Interstate)*



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

## STATEWIDE TARGETS

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

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

## MPO TARGETS

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

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

## ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

## FOR MORE INFORMATION PLEASE CONTACT

**Regina Colson, Transportation Performance Measures Coordinator**

Florida Department of Transportation | [Regina.Colson@dot.state.fl.us](mailto:Regina.Colson@dot.state.fl.us) | (850) 414-5271

# ASSET MANAGEMENT

## Public Transit



Florida Department of Transportation Forecasting & Trends Office

## Performance Management

January 2024

### OVERVIEW

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

### STATE OF GOOD REPAIR PERFORMANCE MEASURES

#### *Transit Asset Categories and TAM Performance Measures*

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

#### **“State of good**

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

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

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

### TIMEFRAME

#### **PUBLIC TRANSPORTATION PROVIDERS**

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

#### **MPOs**

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

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

# TAM PLAN

## Tier I versus Tier II Agencies

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

### TIER I

Operates rail

**OR**

≥ 101 vehicles across all fixed route modes

**OR**

≥ 101 vehicles in one non-fixed route mode

### TIER II

Subrecipient of 5311 funds

**OR**

American Indian Tribe

**OR**

≤ 100 vehicles across all fixed route modes

**OR**

≤ 100 vehicles in one non-fixed route mode

## Required Elements of Provider TAM Plans

1. Inventory of Capital Assets

2. Condition Assessment

3. Decision Support Tools

4. Investment Prioritization

**TIERS I  
AND II**

5. TAM and SGR Policy

6. Implementation Strategy

7. List of Key Annual Activities

8. Identification of Resources

9. Evaluation Plan

**TIER I  
ONLY**

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

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

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

## MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

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

## FOR MORE INFORMATION PLEASE CONTACT

**Regina Colson, Transportation Performance Measures Coordinator**

Florida Department of Transportation | [Regina.Colson@dot.state.fl.us](mailto:Regina.Colson@dot.state.fl.us) | (850) 414-5271



# SAFETY

## Public Transit



Florida Department of Transportation Forecasting & Trends Office

## Performance Management

January 2024

### OVERVIEW

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

### PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

#### *Federal Rule Applicability*

##### **Recipients and Sub-recipients of FTA 5307 funds**

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

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

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

### PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

<b>FATALITIES</b>	<i>Total number of reportable fatalities and rate per total vehicle revenue miles by mode.</i>
<b>INJURIES</b>	<i>Total number of reportable injuries and rate per total vehicle revenue miles by mode.</i>
<b>SAFETY EVENTS</b>	<i>Total number of reportable events and rate per total vehicle revenue miles by mode.</i>
<b>SYSTEM RELIABILITY</b>	<i>Mean distance between major mechanical failures by mode.</i>

### TIMEFRAME

#### **PUBLIC TRANSPORTATION PROVIDERS**

- Update safety targets annually

#### **MPOs**

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

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



## RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 public transportation provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). Because Section 5307 public transportation providers in Florida must already have a SSPP, FDOT recommends that public transportation providers revise their existing SSPPs to be compliant with the FTA PTASP requirements.

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

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

## REQUIREMENTS

### TRANSIT SAFETY TARGET COORDINATION BETWEEN FDOT, MPOS, AND PUBLIC TRANSPORTATION PROVIDERS

- » Public transportation providers that annually draft and certify a PTASP and transit safety targets must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » MPOs are not required to establish transit safety targets annually each time the public transportation provider(s) establishes targets. Instead, MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) PTASP targets in the updated TIP.
- » Public transportation providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Public transportation providers will give written notice to the MPO(s) and FDOT when the public transportation provider establishes transit safety targets.
- » When establishing transit safety targets, the MPO can either agree to program projects that will support the public transportation provider targets, or establish its own separate targets for the MPO planning area.
- » MPOs that establish their own transit safety targets will coordinate with the public transportation provider(s) and FDOT in the selection of transit safety performance targets, and will give written notice to the public transportation provider(s) and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support the public transportation provider(s) safety targets will provide FDOT and the public transportation providers documentation that the MPO agrees to do so.
- » If two or more public transportation providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets that reflect the differing public transportation provider targets.

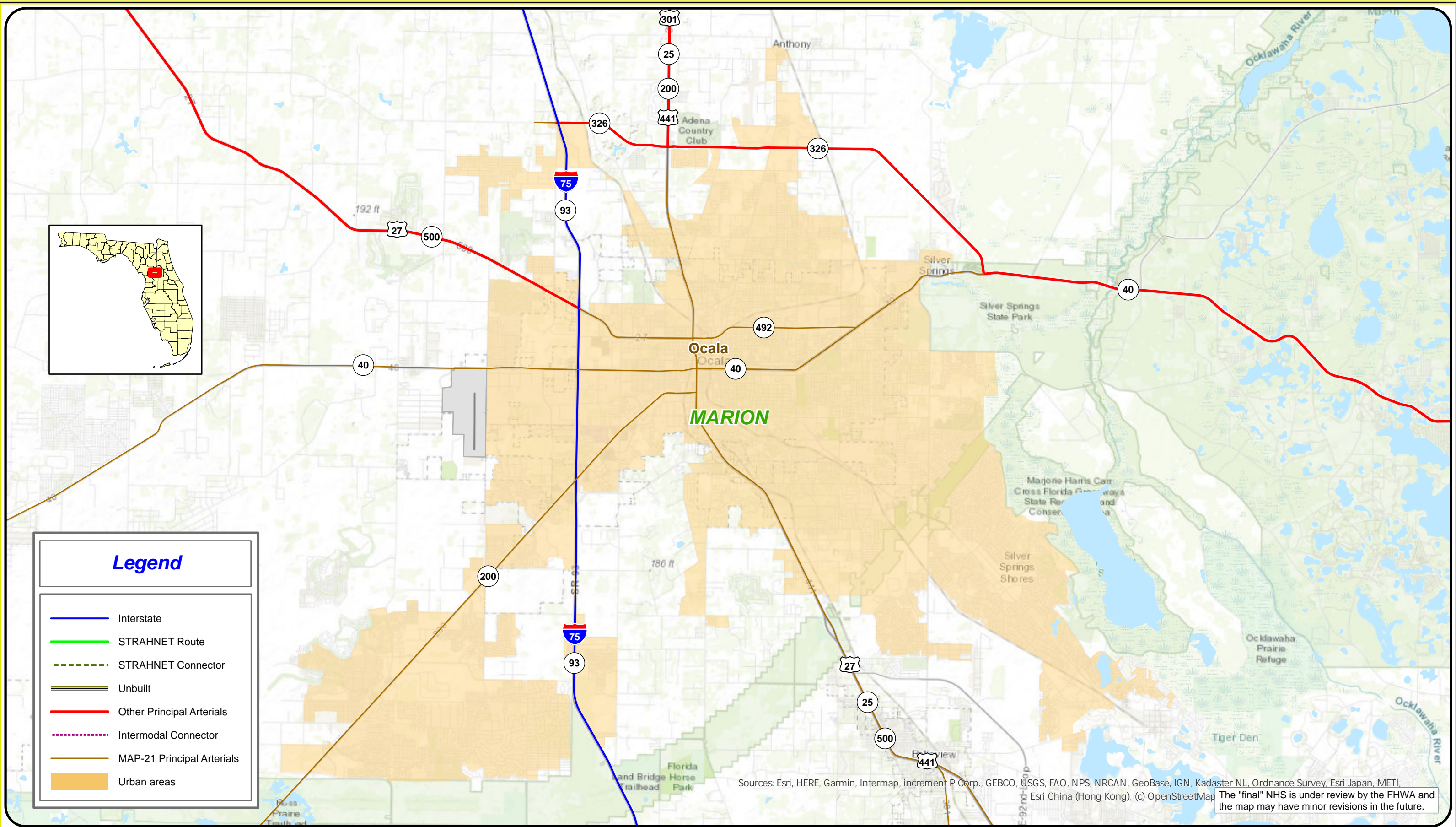
## FOR MORE INFORMATION PLEASE CONTACT

**Regina Colson, Transportation Performance Measures Coordinator**

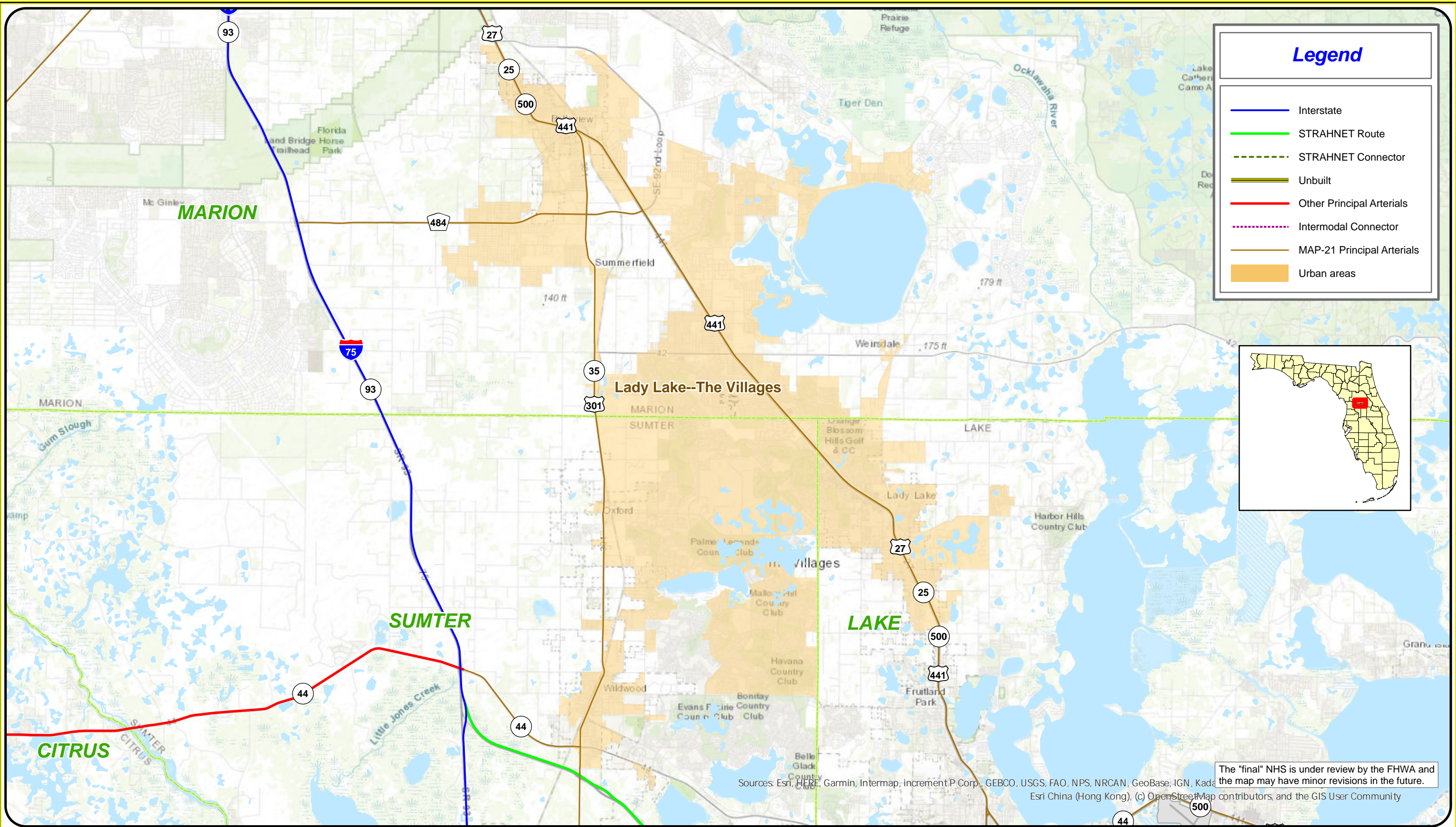
Florida Department of Transportation | [Regina.Colson@dot.state.fl.us](mailto:Regina.Colson@dot.state.fl.us) | (850) 414-5271

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



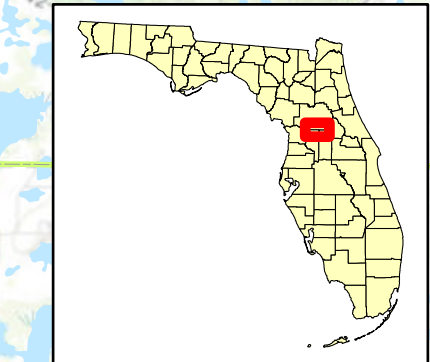






**Legend**

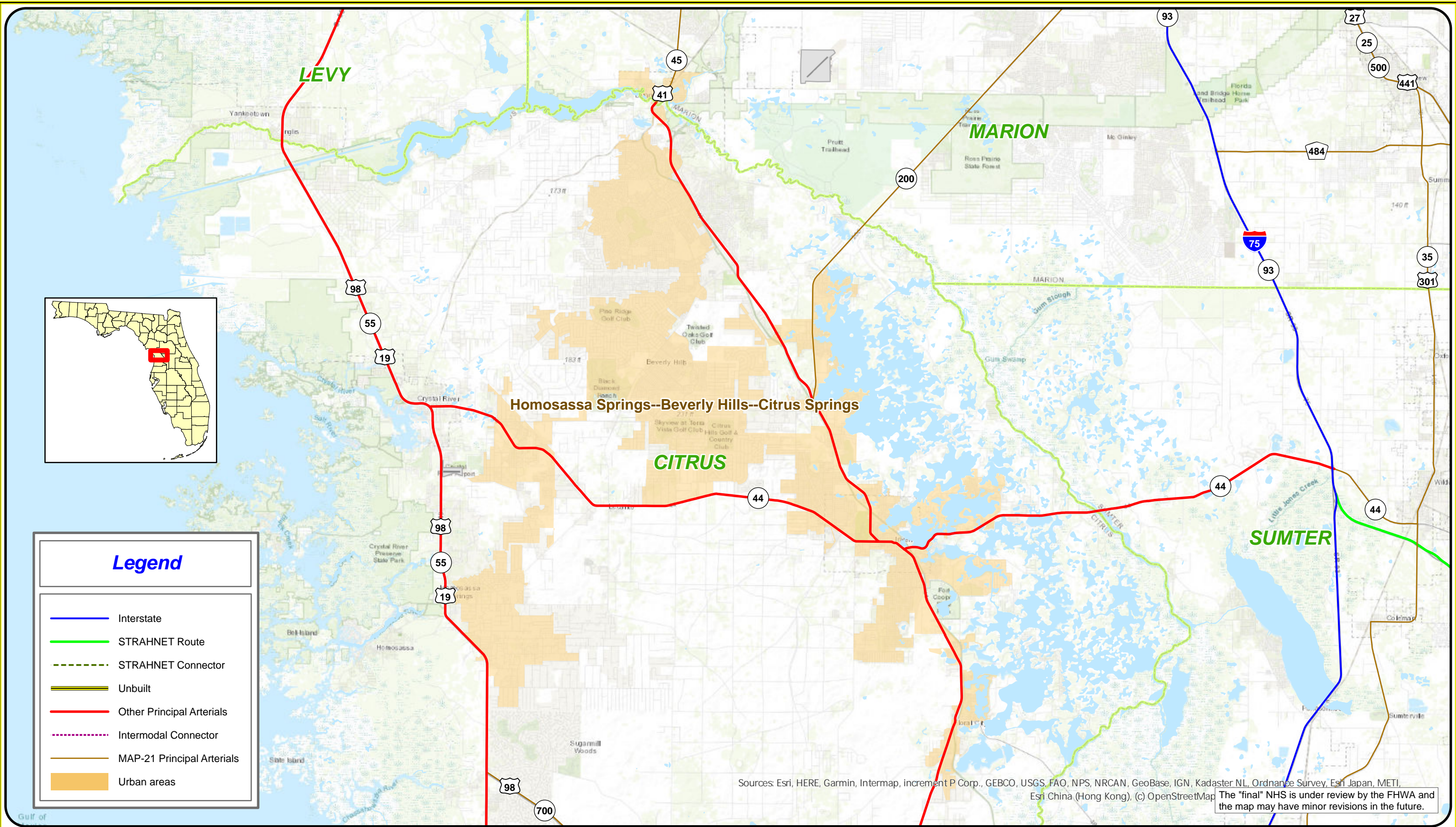
- Interstate
- STRAHNET Route
- STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- Intermodal Connector
- MAP-21 Principal Arterials
- Urban areas



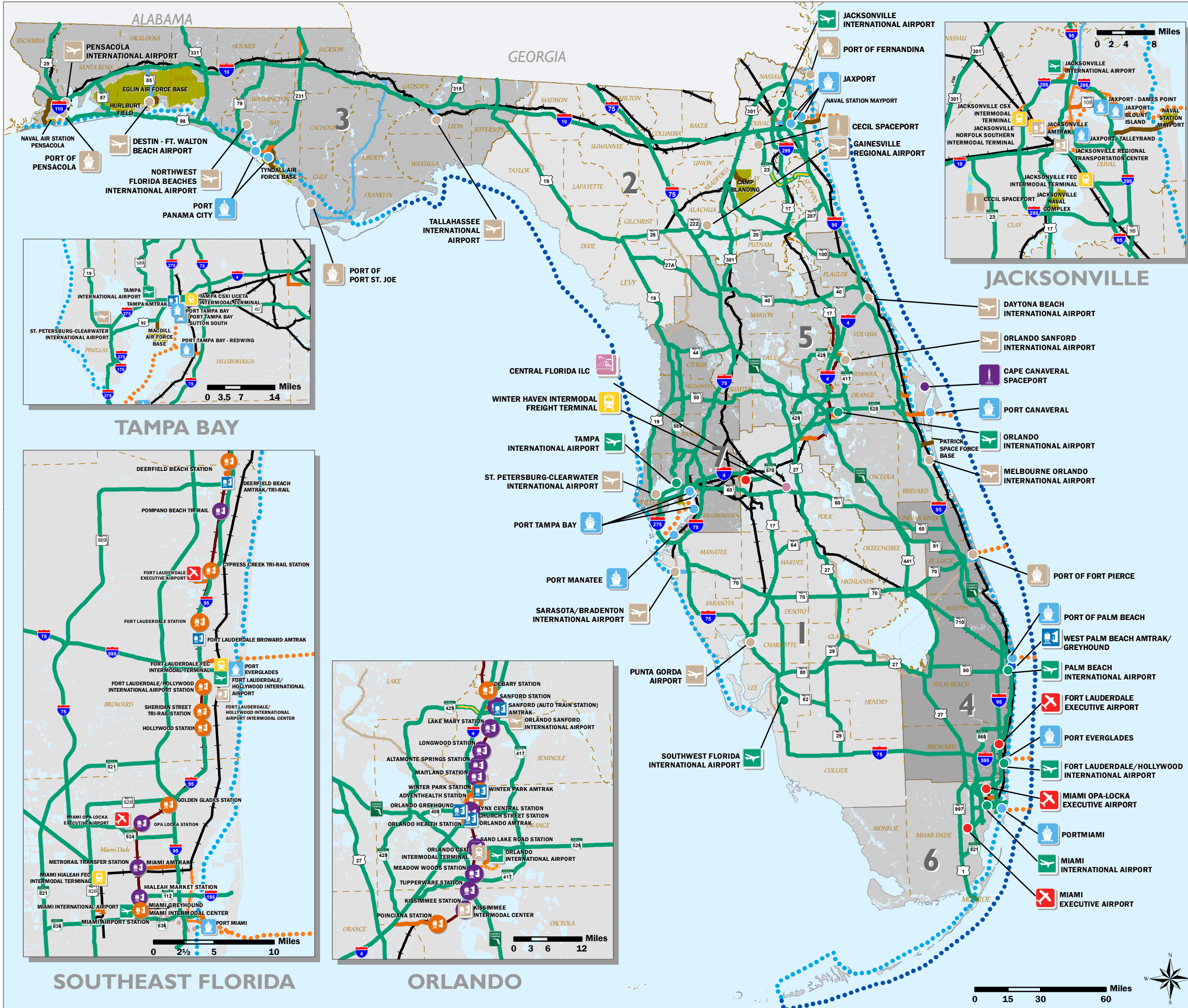
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

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









SISatlas

Airports & Spaceports

SIS Commercial Service Airport

Strategic Growth Commercial Service Airport

SIS General Aviation Reliever Airport

SIS Spaceport

Strategic Growth Spaceport

Seaports

SIS Seaport

Strategic Growth Seaport

Freight Rail Terminals

SIS Freight Rail Terminal

Strategic Growth Freight Rail Terminal

Intermodal Logistic Center

Strategic Growth Intermodal Logistic Center

Interregional Passenger Terminals

SIS Passenger Terminal

Strategic Growth Passenger Terminal

Urban Fixed Guideway Transit Terminal

SIS Urban Fixed Guideway Hub

SIS Urban Fixed Guideway Station

Highway

SIS Highway Corridor

Future SIS Highway Corridor

Strategic Growth Highway Corridor

SIS Highway Connector

Strategic Growth Highway Connector

Future Strategic Growth Highway Connector

SIS Military Access Facility

Rail & Urban Fixed Guideway

SIS Railway Corridor

Strategic Growth Railway Corridor

SIS Railway Connector

Strategic Growth Railway Connector

SIS Urban Fixed Guideway

Waterways

SIS Waterway

Strategic Growth Waterway

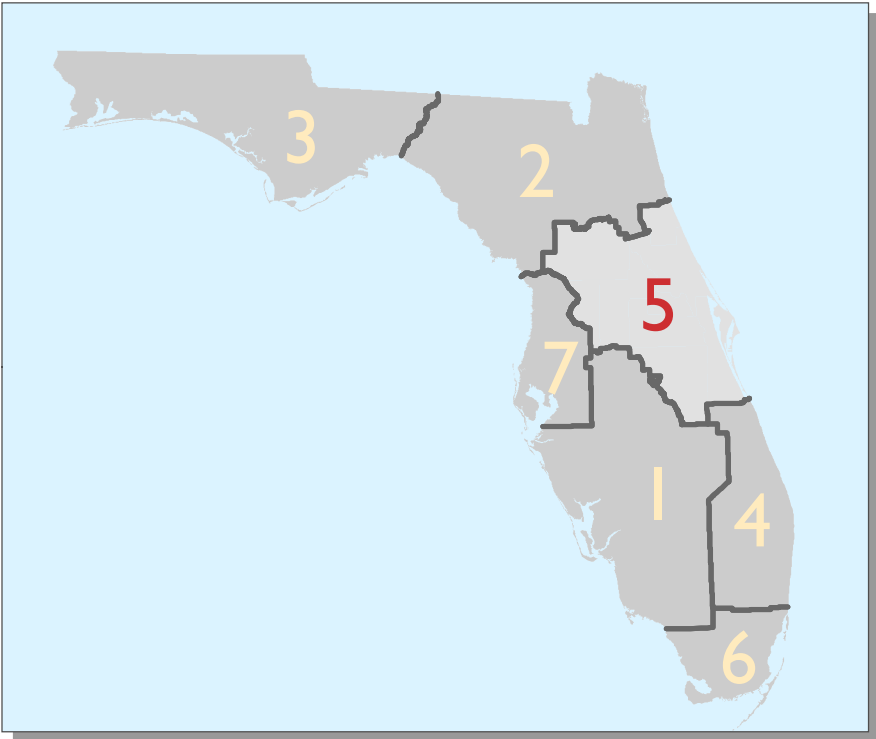
SIS Waterway Connector

SIS Waterway Shipping Lane

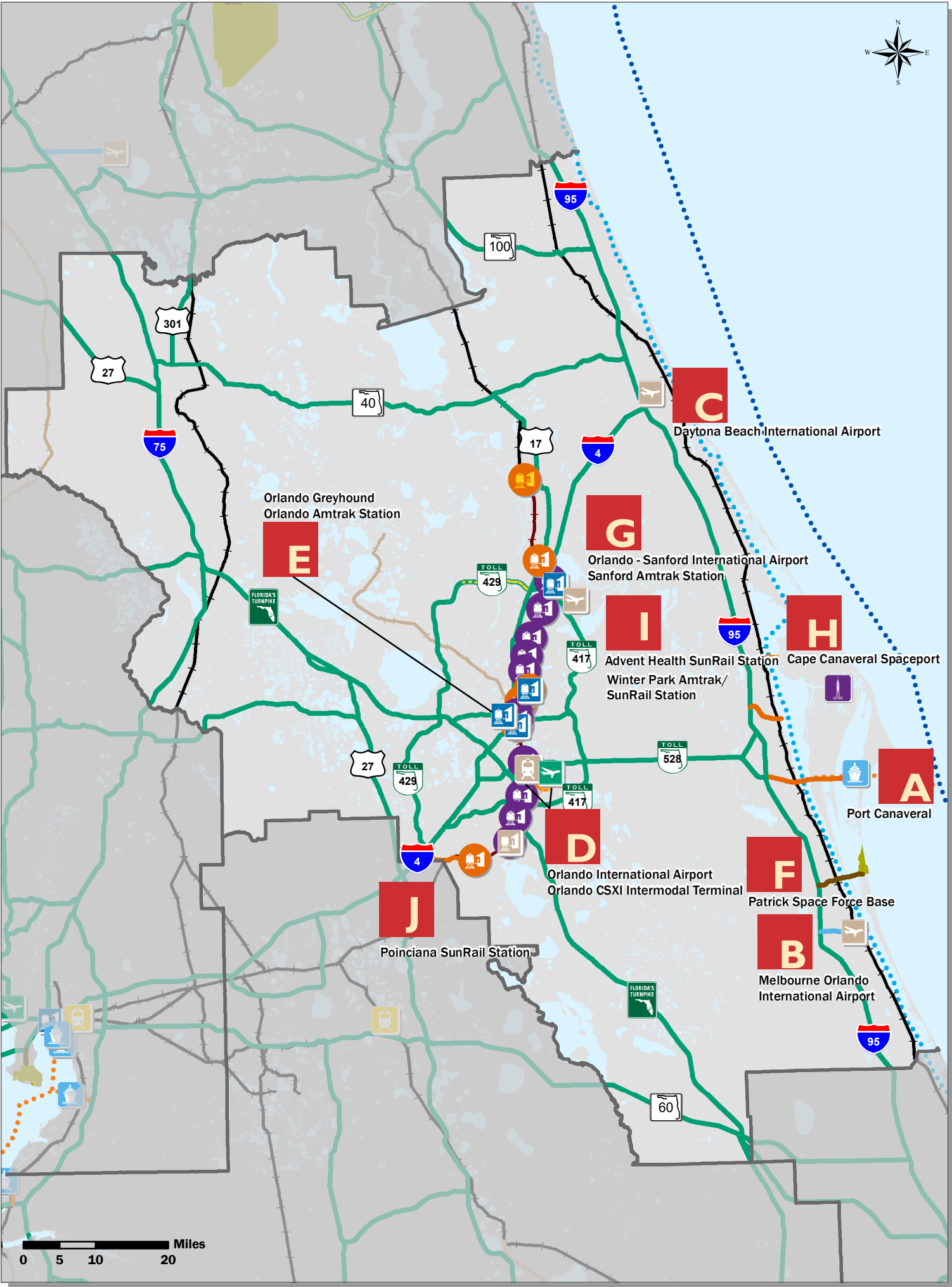
Florida Department of Transportation  
Strategic Intermodal System  
February 2024



# DISTRICT 5 overview



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



SISatlas

Airports and Spaceports

SIS Airport

Strategic Growth Airport

SIS Spaceport

Seaports

SIS Seaport

Freight Rail Terminals

Strategic Growth Freight Rail Terminal

Passenger Terminals

SIS Passenger Terminal

Strategic Growth Passenger Terminal

UFG Transit Terminals

SIS Urban Fixed Guideway Hub

Future SIS Urban Fixed Guideway Hub

SIS Urban Fixed Guideway Station

Highway

SIS Highway Corridor

Future SIS Highway Corridor

SIS Highway Connector

Strategic Growth Highway Connector

Military Access Facility

Rail

SIS Railway Corridor

Strategic Growth Railway Corridor

SIS Railway Connector

Urban Fixed Guideway (UFG)

SIS Urban Fixed Guideway Corridor

Waterways

SIS Waterway

SIS Waterway Connector

SIS Waterway Shipping Lane

Connector Map Insets

A

Florida Department of Transportation  
Strategic Intermodal System

## **Appendix E: Public and Partner Notices**



## **Appendix F: Partner Agency Comments**

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

## MAJOR CHANGES FROM PRIOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

(continued on next page)

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

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

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

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

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

FIGURE 7.2: 2021-2025 PROJECTS

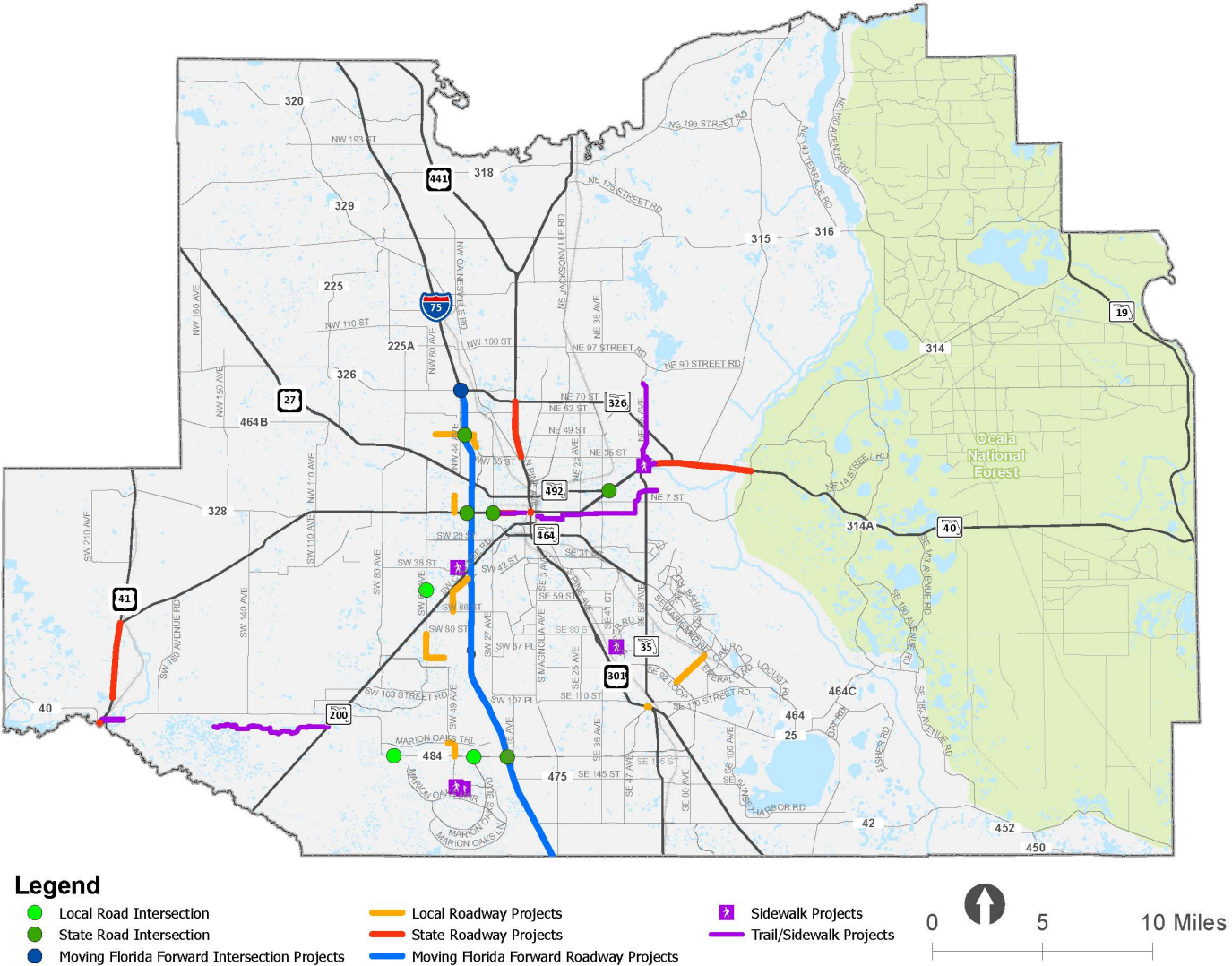


TABLE 7.2: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investmens	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
	CR 42	at SE 182ND		Add Turn Lane(s)
	NW 44th Avenue	SR 40	NW 11th Street	New Four Lanes
	Dunnellon Trail	River View	Rainbow River Bridge	Multimodal/Roadway
	Emerald Rd. Exten.	SE 92nd Loop	FL Northern Railroad	New 2 Lane
	CR 484	at Intersection of Marion Oaks Boulevard		Intersection/Turn lanes
	CR 484	at SW 135th Street Road		Intersection/Turn lanes
	SW 60th Avenue	SW 54th Street	SECO Driveway	Intersection/Turn lanes
Moving Florida Forward	I-75 (SR 93)	at SR 326		Interchange Operational Improvements
	I-75 North Portion	SR 200	SR 326	Add Auxiliary Lanes
	I-75 South Portion	South of SR 44	SR 200	Add Auxiliary Lanes
Local Funded Roadway Investments	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
Pedestrian/ Bicycle Investments	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Downtown Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
Technological Investments	Legacy Elementary Sidewalks			Sidewalks
	Marion County/ Ocala ITS Operational Support			ITS Communication System



FIGURE 7.3: 2026-2030 PROJECTS

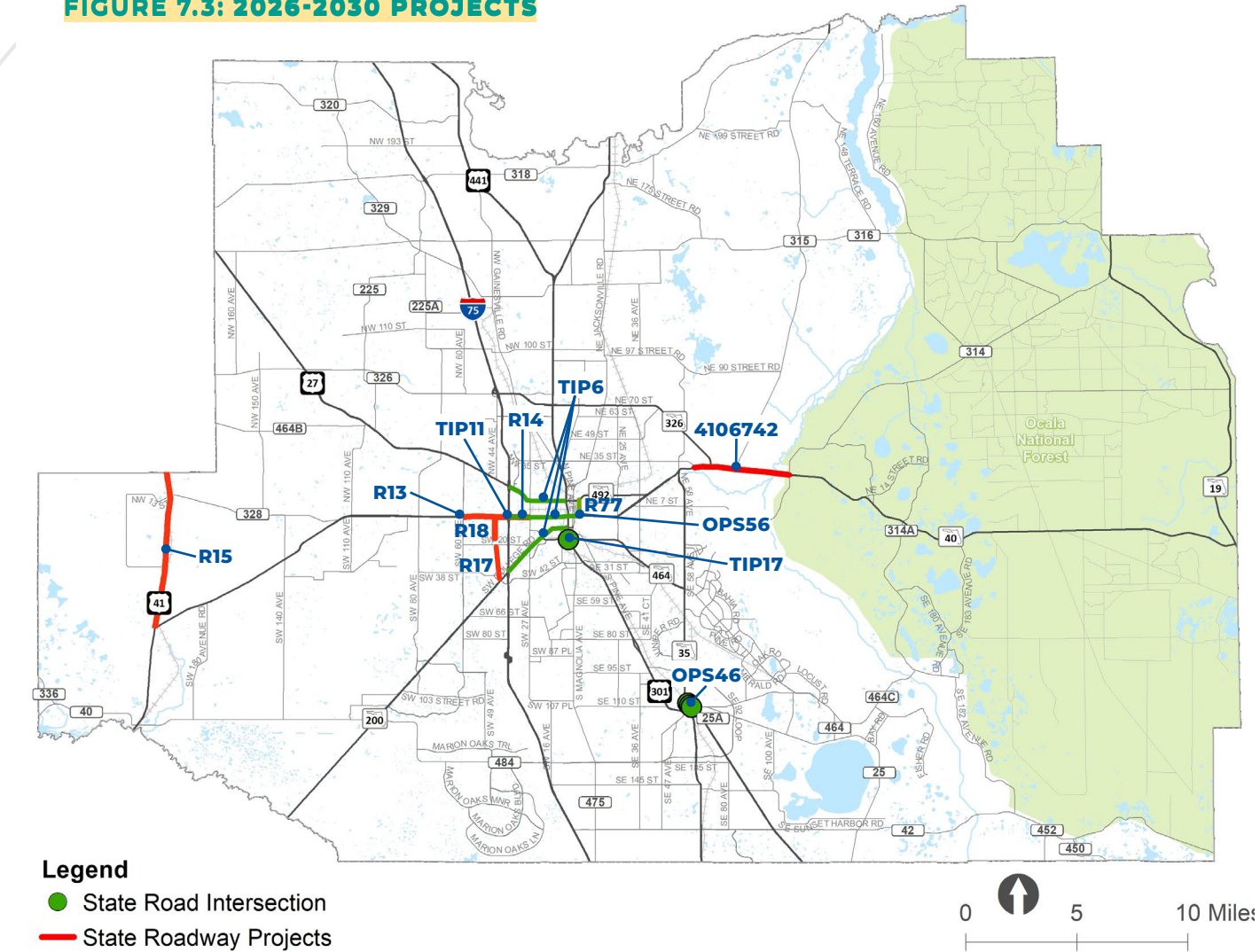


FIGURE 7.4: 2031-2035 PROJECTS

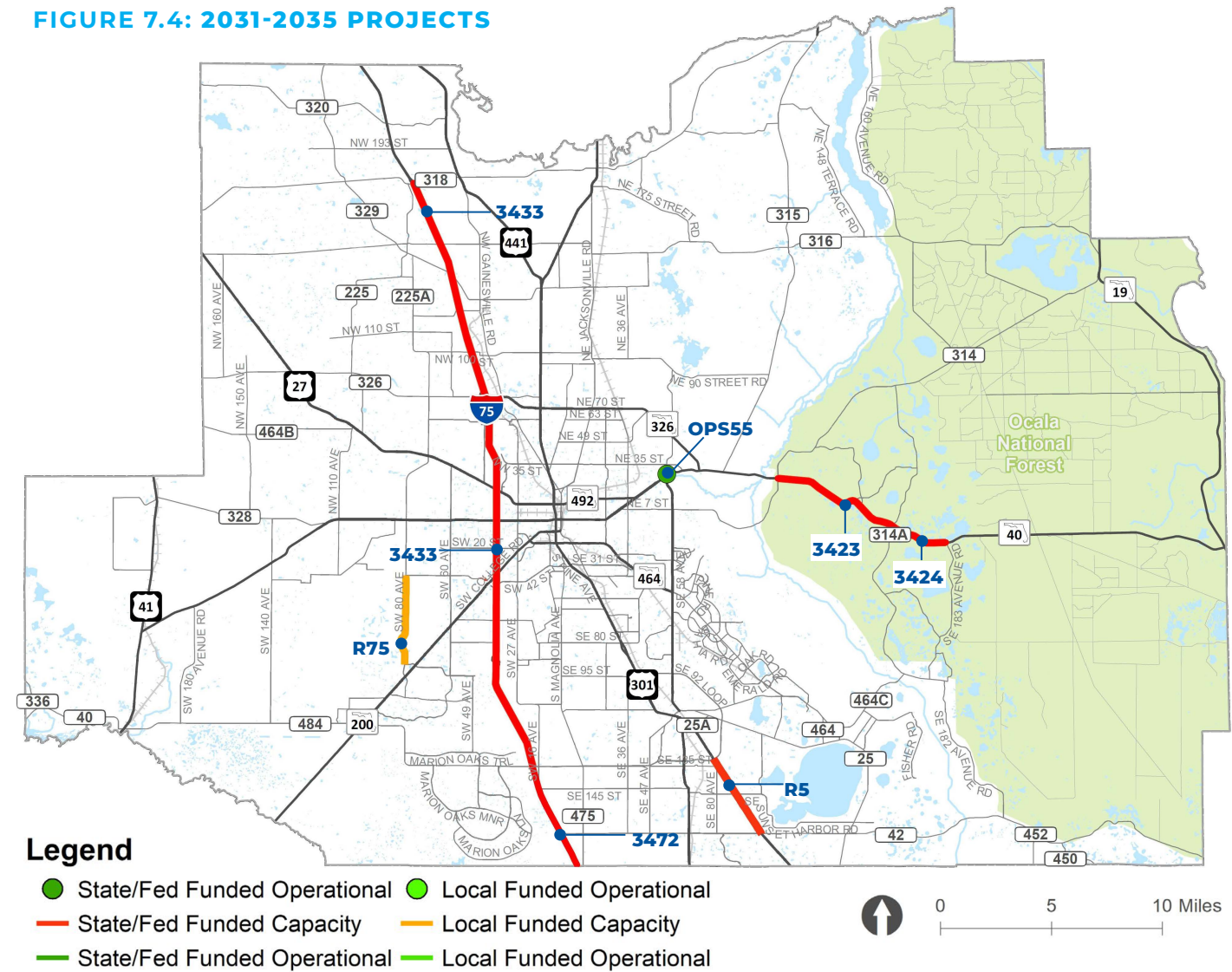


TABLE 7.3: 2026-2030 PROJECTS

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

TABLE 7.4: 2031-2035 PROJECTS

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



FIGURE 7.5: 2036-2040 PROJECTS

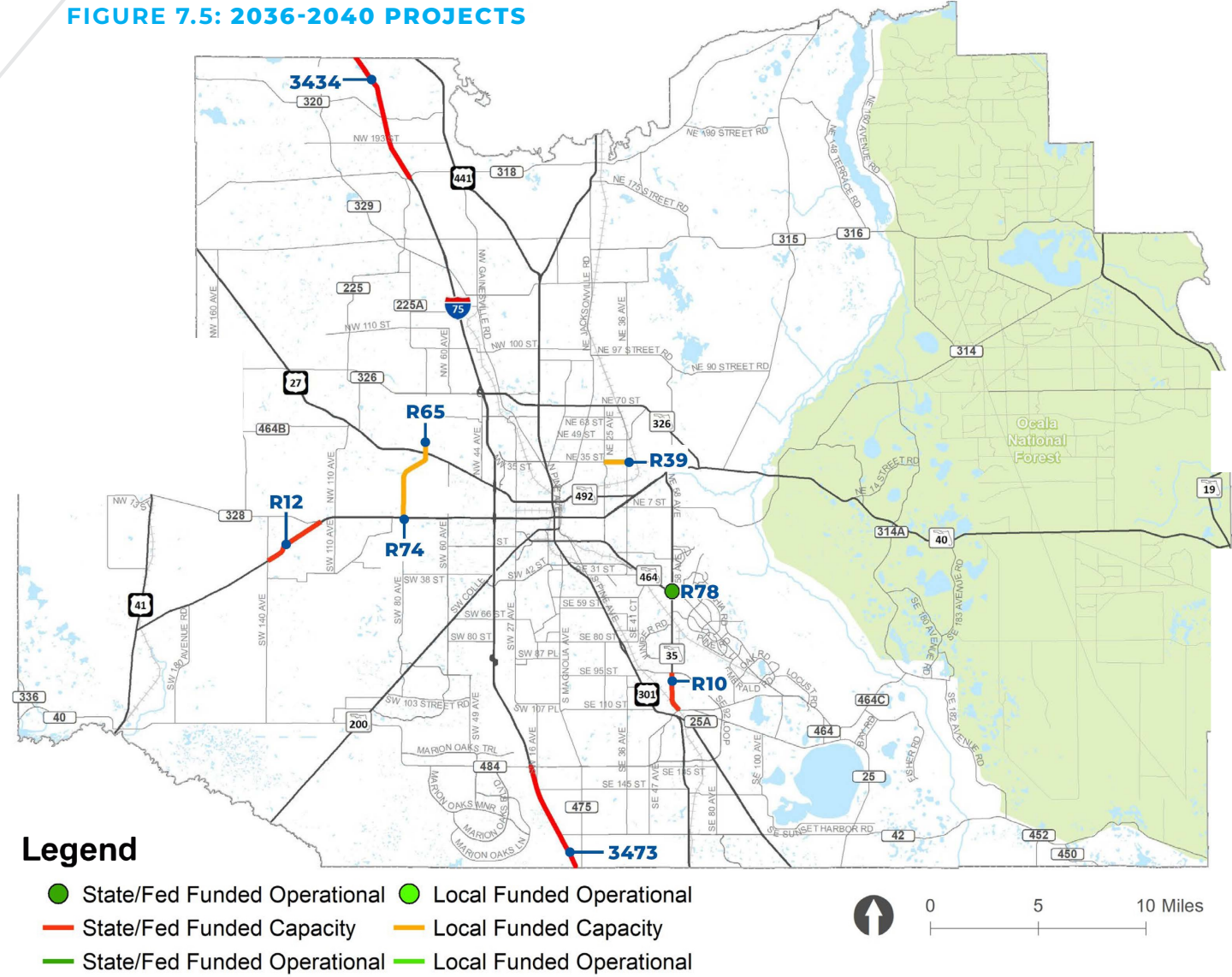


TABLE 7.5: 2036-2040 PROJECTS

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

FIGURE 7.6: 2041-2045 PROJECTS

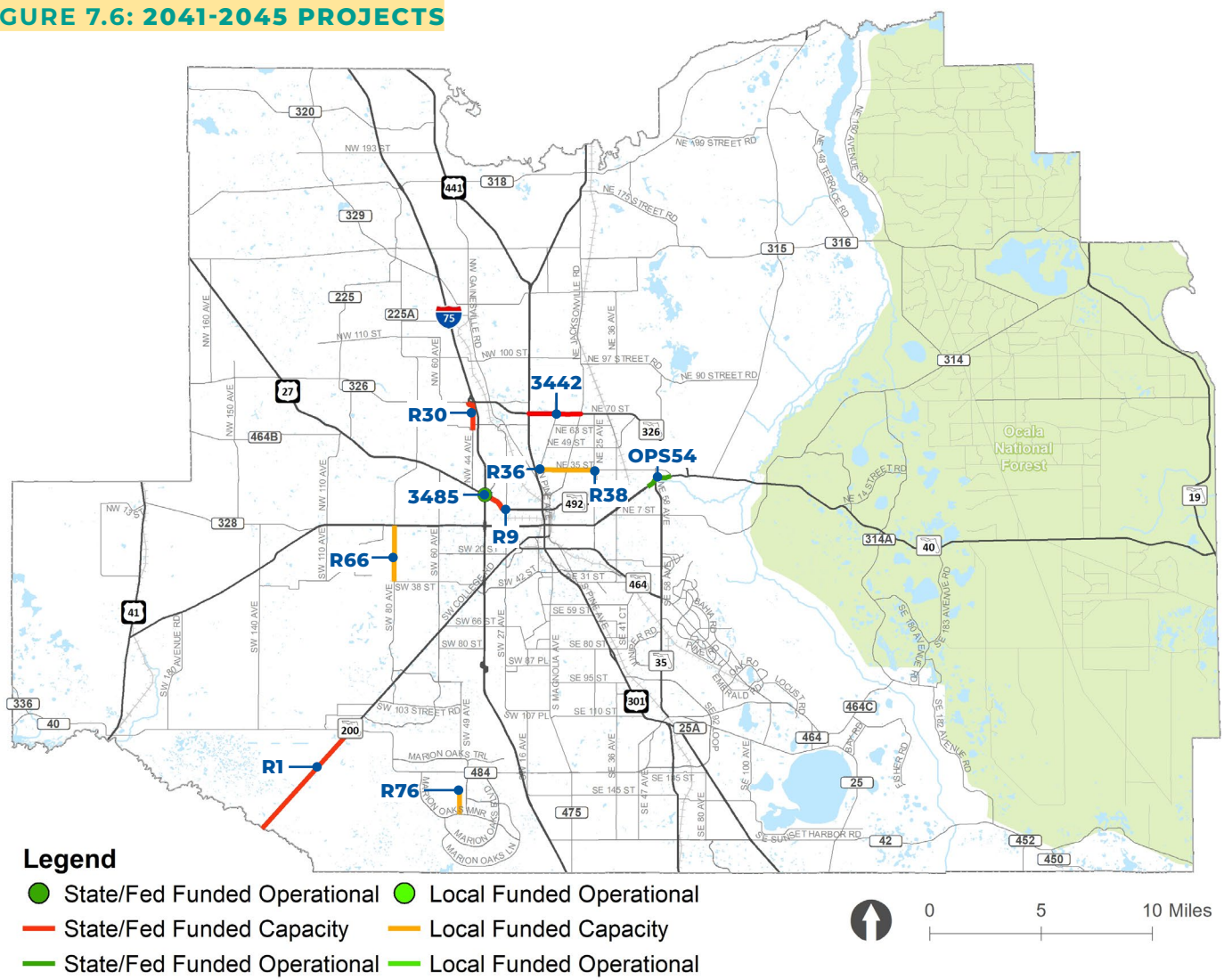


TABLE 7.6: 2041-2045 PROJECTS

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



Boxed Fund Projects

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

TABLE 7.7: BOXED FUNDS PROGRAMS

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

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

FIGURE 7.7: CORRIDOR STUDIES AND ITS BOXED FUNDS PROJECTS

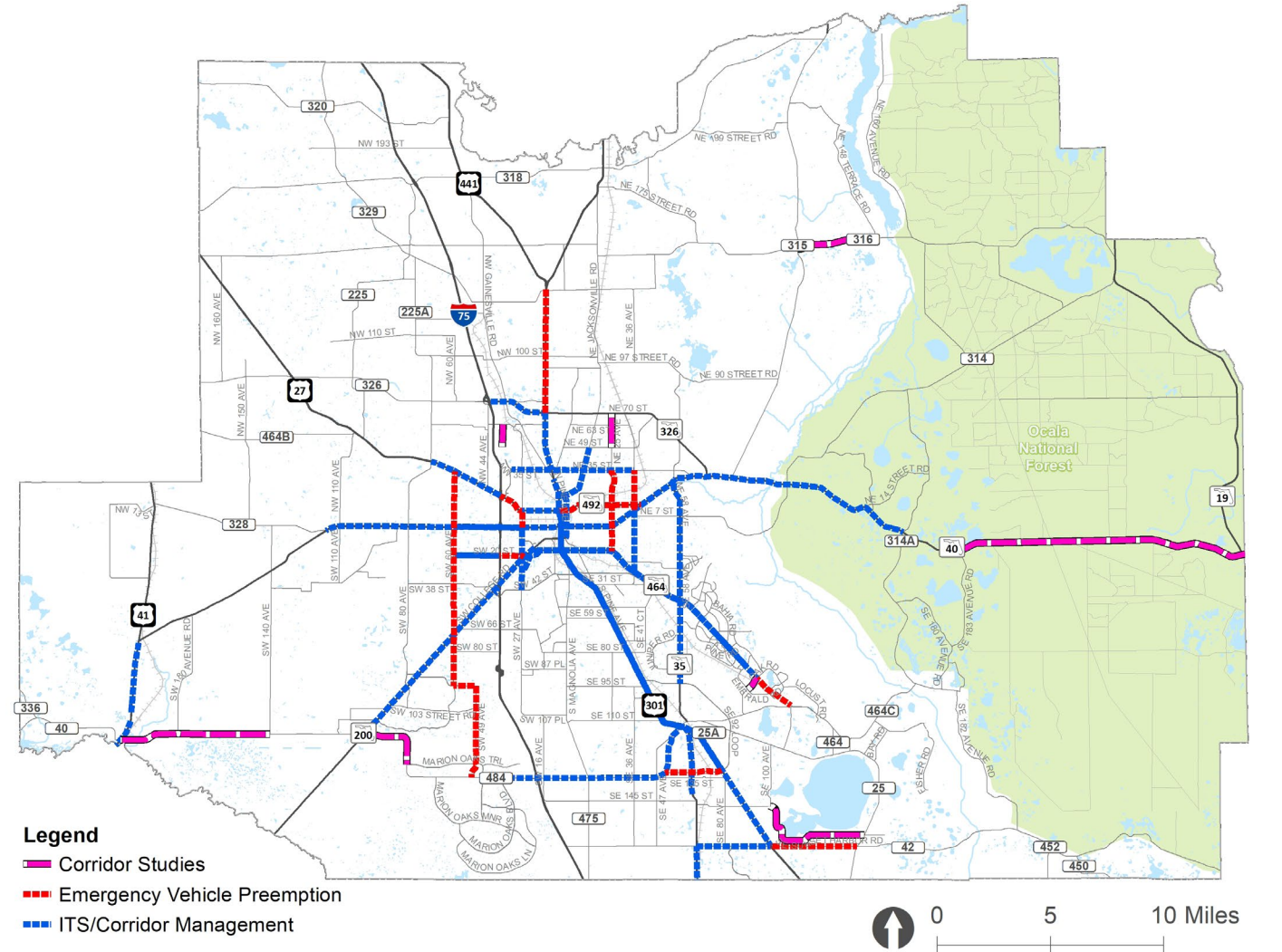


TABLE 7.8: MULTIMODAL BOXED FUND PROJECTS

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

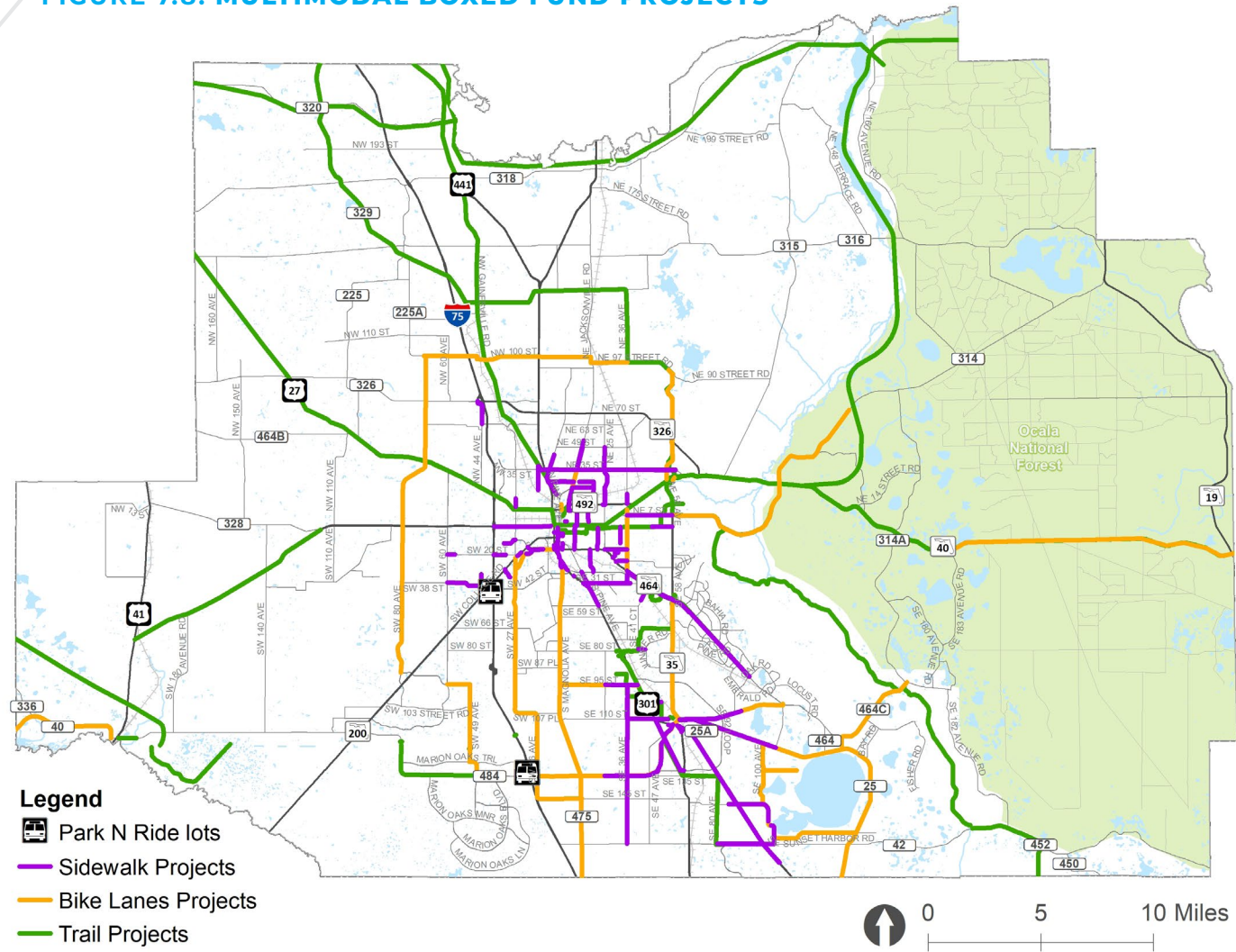
BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund  Sidewalk Projects	SE 24th St	SE Maricamp Rd	SE 36th Ave
	SE 30th Ave	SE 32nd Ave	Existing sidewalk to the south
	SE 32nd Ave	SE Fort Kiing St	SE 13th St
	SE 36th Ave	SE 95th St	SE Hwy 42
	SE 38th St	SE 38th St / SE 36th St	SE 37th Ct
	SE 38th St	SE Lake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

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

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



FIGURE 7.8: MULTIMODAL BOXED FUND PROJECTS



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## Appendix I: FDOT Detailed Project Listing

## STIP Project Detail and Summaries Online Report

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

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

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



**CONSTRUCTION / MANAGED BY FDOT**

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

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

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

**P D & E / MANAGED BY FDOT**

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

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

**RIGHT OF WAY / MANAGED BY FDOT**

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

**ENVIRONMENTAL / MANAGED BY FDOT**

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

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

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

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

**P D & E / MANAGED BY FDOT**

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

Fund Code:	DDR-DISTRICT DEDICATED REVENUE	496,206							496,206
	TALN-TRANSPORTATION ALTS- < 5K	163,794							163,794
Phase:	ENVIRONMENTAL Totals	660,000							660,000
	Item: 410674 2 Totals	16,771,761					129,751,356	255,840	146,778,957

<b>Item Number:</b> 410674 3	<b>Project Description:</b> SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A	<b>*SIS*</b>
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<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> ADD LANES & RECONSTRUCT	<b>Project Length:</b> 6.140MI
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	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

<b>Fund Code:</b>	ART-ARTERIAL HIGHWAYS PROGRAMS	1,549,011							<b>1,549,011</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	399,700							<b>399,700</b>
	DS-STATE PRIMARY HIGHWAYS & PTO	50,699							<b>50,699</b>
	EB-EQUITY BONUS	136,930							<b>136,930</b>
	SA-STP, ANY AREA	340,953							<b>340,953</b>
	SL-STP, AREAS <= 200K	5,416,792							<b>5,416,792</b>
	SN-STP, MANDATORY NON-URBAN <= 5K	139,162							<b>139,162</b>

Phase: PRELIMINARY								
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## RIGHT OF WAY / MANAGED BY FDOT

<b>Fund Code:</b>	ART-ARTERIAL HIGHWAYS PROGRAMS	10,327,249	13,737,050	1,138,150	4,725,000	1,320,245			<b>31,247,694</b>
	ARTW-ARTERIAL WIDENING PROGRAM	1,305,917	9,162,950	12,000,000					<b>22,468,867</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	386,561	333,000	296,998					<b>1,016,559</b>
<b>Phase: RIGHT OF WAY Totals</b>		<b>12,019,727</b>	<b>23,233,000</b>	<b>13,435,148</b>	<b>4,725,000</b>	<b>1,320,245</b>			<b>54,733,120</b>

<b>Phase: RIGHT OF WAY Totals</b>	<b>12,019,727</b>	<b>23,233,000</b>	<b>13,435,148</b>	<b>4,725,000</b>	<b>1,320,245</b>			<b>54,733,120</b>
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## ENVIRONMENTAL / MANAGED BY FDOT

<b>Fund Code:</b>	SA-STP, ANY AREA	1,000,000							<b>1,000,000</b>
	SN-STP, MANDATORY NON-URBAN <= 5K	37,686							<b>37,686</b>
	TALN-TRANSPORTATION ALTS- < 5K	150,000							<b>150,000</b>
	TALT-TRANSPORTATION ALTS- ANY AREA	850,000							<b>850,000</b>
<b>Phase:</b>	<b>ENVIRONMENTAL Totals</b>	<b>2,037,686</b>							<b>2,037,686</b>

Item: 410674 3 Totals	22,090,660	23,233,000	13,435,148	4,725,000	1,320,245			64,804,053
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<b>Item Number:</b> 410674 4	<b>Project Description:</b> SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD	<b>*SIS*</b>
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<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> ADD LANES & RECONSTRUCT	<b>Project Length:</b> 2.655MI
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	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

## PRELIMINARY ENGINEERING / MANAGED BY FDOT

[illegible]

## ENVIRONMENTAL / RESPONSIBLE AGENCY NOT AVAILABLE

[illegible]

Item: 410674 4 Totals	3,384,827							3,384,827
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**RIGHT OF WAY / MANAGED BY FDOT**

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

**RAILROAD & UTILITIES / MANAGED BY FDOT**

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

**DESIGN BUILD / MANAGED BY FDOT**

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

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

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

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

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

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

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

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

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

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

<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
Fund Code:	MFF-MOVING FLORIDA FOWARD	3,688,000							3,688,000

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

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

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

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

<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
Fund Code:	MFF-MOVING FLORIDA FOWARD	4,492,000							4,492,000

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



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

		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	-TOTAL OUTSIDE YEARS	2,081							2,081

<b>Item Number:</b> 435484 2				<b>Project Description:</b> PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD			
<b>District:</b> 05		<b>County:</b> MARION		<b>Type of Work:</b> BIKE PATH/TRAIL		<b>Project Length:</b> 0.000	

<b>Fund Code:</b>	LF-LOCAL FUNDS		911,626						<b>911,626</b>
	TALL-TRANSPORTATION ALTS- <200K		452,086						<b>452,086</b>
	TALM-TAP AREA POP. 5K TO 50,000		93,199						<b>93,199</b>
	TALN-TRANSPORTATION ALTS- < 5K		1,452,715						<b>1,452,715</b>
<b>Phase: CONSTRUCTION Totals</b>			<b>2,909,626</b>						<b>2,909,626</b>
<b>Item: 435484 2 Totals</b>			<b>2,909,626</b>						<b>2,909,626</b>

Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	LF-LOCAL FUNDS		43,007						43,007
	TALT-TRANSPORTATION								
	ALTS- ANY AREA		160,000						160,000
<b>Phase: CONSTRUCTION Totals</b>			<b>203,007</b>						<b>203,007</b>
<b>Item: 435484 3 Totals</b>			<b>203,007</b>						<b>203,007</b>
<b>Project Totals</b>		<b>72,004</b>	<b>3,112,633</b>						<b>3,184,637</b>

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

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

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

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

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

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

<b>Fund Code:</b>	ACNP-ADVANCE CONSTRUCTION NHPP				12,300,000			<b>12,300,000</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				246,000			<b>246,000</b>
<b>Phase: PRELIMINARY ENGINEERING Totals</b>				<b>12,546,000</b>				<b>12,546,000</b>
<b>Item: 443624 3 Totals</b>				<b>12,546,000</b>				<b>12,546,000</b>

**Item Number:** 443624 5 **Project Description:** I-75 (SR 93) FROM SR 200 TO SR 326 - PHASE 1 \*SIS\*  
**District:** 05 **County:** MARION **Type of Work:** ADD AUXILIARY LANE(S) **Project Length:** 7.027MI

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

**P D & E / MANAGED BY FDOT**

<b>Fund Code:</b>	-TOTAL OUTSIDE YEARS	6,980						<b>6,980</b>
<b>Item: 443624 5 Totals</b>	<b>6,980</b>							<b>6,980</b>
<b>Project Totals</b>	<b>6,980</b>			<b>12,546,000</b>				<b>12,552,980</b>

**Item Number:** 446910 1 **Project Description:** ASSET MAINTENANCE MARION COUNTY  
**District:** 05 **County:** MARION **Type of Work:** ROUTINE MAINTENANCE **Project Length:** 0.000

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

**MISCELLANEOUS / MANAGED BY FDOT**

<b>Fund Code:</b>	DER-EMERGENCY RELIEF - STATE FUNDS	25,000						<b>25,000</b>
<b>Item: 446910 1 Totals</b>	<b>25,000</b>							<b>25,000</b>
<b>Project Totals</b>	<b>25,000</b>							<b>25,000</b>

**Item Number:** 447861 1 **Project Description:** I-75 WILDWOOD WEIGH STATION - INSPECTION  
BARN UPGRADES \*SIS\*  
**District:** 05 **County:** MARION **Type of Work:** MCCO WEIGH STATION STATIC/WIM **Project Length:** 1.136MI

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

**CONSTRUCTION / MANAGED BY FDOT**

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

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

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

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

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

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

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

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

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

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

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

[illegible]

**CONSTRUCTION / MANAGED BY FDOT**

Fund Code:	DDR-DISTRICT DEDICATED REVENUE				2,250,640				2,250,640
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,960				10,960
	DS-STATE PRIMARY HIGHWAYS & PTO				8,908,765				8,908,765
Phase: CONSTRUCTION Totals					11,170,365				11,170,365
Item: 450665 1 Totals		173,461			11,170,365				11,343,826
Project Totals		173,461			11,170,365				11,343,826

<b>Item Number:</b> 450948 1	<b>Project Description:</b> SR 40 FROM NE 64TH AVENUE TO W OF SE 196 TERRACE ROAD	<b>*SIS*</b>
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**District:** 05      **County:** MARION      **Type of Work:** RESURFACING      **Project Length:** 14.149MI

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

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

<b>Fund Code:</b>	ACSM-STBG AREA POP. W/ 5K TO 49,999	50,000							50,000
	DDR-DISTRICT DEDICATED REVENUE	176,730							176,730
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	30,000							30,000
	DS-STATE PRIMARY HIGHWAYS & PTO	184,899							184,899
	SM-STBG AREA POP. W/ 5K TO 49,999	1,800,379							1,800,379
	SN-STP, MANDATORY NON-URBAN <= 5K	99,621							99,621
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>2,341,629</b>							<b>2,341,629</b>

**CONSTRUCTION / MANAGED BY FDOT**

Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING		1,821,793						1,821,793
	ACSA-ADVANCE CONSTRUCTION (SA)		1,030,000						1,030,000
	ACSL-ADVANCE CONSTRUCTION (SL)		10,300						10,300
	ACSN-ADVANCE CONSTRUCTION (SN)		827,913						827,913
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,300						10,300
	SM-STBG AREA POP. W/ 5K TO 49,999		482,165						482,165
	SN-STP, MANDATORY NON-URBAN <= 5K		4,823,776						4,823,776
	Phase: CONSTRUCTION Totals		9,006,247						9,006,247
Item: 450948 1 Totals	2,341,629	9,006,247						11,347,876	

<b>Item Number:</b> 450948 2	<b>Project Description:</b> SR 40 FROM SE 196 TER DR TO LAKE COUNTY LINE	<b>*SIS*</b>
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<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> RESURFACING	<b>Project Length:</b> 11.563MI
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	Fiscal Year							
Phase / Responsible Agency	<2026	2026	2027	2028	2029	2030	>2030	All Years

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

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

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

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

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

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

<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
<b>Fund Code:</b>	DS-STATE PRIMARY HIGHWAYS & PTO	50,000							50,000

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

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



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

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

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

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

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

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

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

**CONSTRUCTION / MANAGED BY FDOT**

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

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

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

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

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

**CONSTRUCTION / MANAGED BY FDOT**

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

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

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

**PRELIMINARY ENGINEERING / MANAGED BY FDOT**

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

**CONSTRUCTION / MANAGED BY FDOT**

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

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

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

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

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

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

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

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

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

District: 05		County: MARION		Type of Work: REST AREA			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				38,700				38,700
	DRA-REST AREAS - STATE 100%				250,000				250,000
Phase: CONSTRUCTION Totals					288,700				288,700
Item: 455943 1 Totals					288,700				288,700
Project Totals					288,700				288,700
FIXED CAPITAL OUTLAY									
Item Number: 451648 1		Project Description: OCALA - DEMO OF OLD BUILDINGS (SOUTH PART OF YARD)							
District: 05		County: MARION		Type of Work: FIXED CAPITAL OUTLAY			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY				37,500				37,500
Item: 451648 1 Totals					37,500				37,500
Project Totals					37,500				37,500
FIXED CAPITAL OUTLAY									
Item Number: 453921 1		Project Description: OCALA OPERATIONS - BUILDING CONSTRUCTION - EQUIPMENT STORAGE BUILDING							
District: 05		County: MARION		Type of Work: FIXED CAPITAL OUTLAY			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY			12,500					12,500
Item: 453921 1 Totals				12,500					12,500
Project Totals				12,500					12,500
TRANSPORTATION PLANNING									
Item Number: 439331 1		Project Description: OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP							
District: 05		County: MARION		Type of Work: TRANSPORTATION PLANNING			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY CITY OF OCALA									
Fund Code:	-TOTAL OUTSIDE YEARS	1,236,809							1,236,809
Item: 439331 1 Totals		1,236,809							1,236,809
TRANSPORTATION PLANNING									
Item Number: 439331 2		Project Description: OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP							
District: 05		County: MARION		Type of Work: TRANSPORTATION PLANNING			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
PLANNING / MANAGED BY MARION COUNTY BOCC									
Fund Code:	-TOTAL OUTSIDE YEARS	1,168,472							1,168,472
Item: 439331 2 Totals		1,168,472							1,168,472

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



District: 05		County: MARION		Type of Work: LIGHTING			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	3,807,712	592,906	487,617					4,888,235
	DDR-DISTRICT DEDICATED REVENUE	3,169,391							3,169,391
Phase: BRDG/RDWY/CONTRACT MAINT Totals		6,977,103	592,906	487,617					8,057,626
Item: 413615 3 Totals		6,977,103	592,906	487,617					8,057,626
Project Totals		6,977,103	592,906	487,617					8,057,626
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		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	51,427,179	2,005,000	2,005,000	2,000,000	2,000,000	2,000,000		61,437,179
	Item: 418107 1 Totals	51,427,179	2,005,000	2,005,000	2,000,000	2,000,000	2,000,000		61,437,179
Project Totals		51,427,179	2,005,000	2,005,000	2,000,000	2,000,000	2,000,000		61,437,179
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		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	153,825		60,975					214,800
	Item: 442738 1 Totals	153,825		60,975					214,800
Project Totals		153,825		60,975					214,800
Item Number: 446910 1		Project Description: ASSET MAINTENANCE MARION COUNTY							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2026	2026	2027	2028	2029	2030	>2030	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	11,208,062	2,371,820	2,371,820	971,820				16,923,522
	DER-EMERGENCY RELIEF - STATE FUNDS	25,000							25,000
	FC5-OPEN GRADE FRICTION COURSE FC5		198,917						198,917
Phase: BRDG/RDWY/CONTRACT MAINT Totals		11,233,062	2,570,737	2,371,820	971,820				17,147,439
Item: 446910 1 Totals		11,233,062	2,570,737	2,371,820	971,820				17,147,439
Project Totals		11,233,062	2,570,737	2,371,820	971,820				17,147,439
Item Number: 453959 1		Project Description: OCALA OPERATIONS - DESIGN INSTALL NEW FDOT ENTRANCE SIGN							
District: 05		County: MARION		Type of Work: FIXED CAPITAL OUTLAY			Project Length: 0.000		
		Fiscal Year							

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

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

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

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

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

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

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

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

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

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

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

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

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

**CAPITAL / MANAGED BY MARION COUNTY TRANSIT**

<b>Item Number:</b> 442455 1		<b>Project Description:</b> MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE	
<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> OPERATING FOR FIXED ROUTE	<b>Project Length:</b> 0.000

**OPERATIONS / MANAGED BY OCALA**

<b>Item Number:</b> 442455 2		<b>Project Description:</b> MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE	
<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> OPERATING FOR FIXED ROUTE	<b>Project Length:</b> 0.000

**OPERATIONS / MANAGED BY OCALA**

<b>Item Number:</b> 442460 1		<b>Project Description:</b> MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION	
<b>District:</b> 05	<b>County:</b> MARION	<b>Type of Work:</b> OPERATING/ADMIN. ASSISTANCE	<b>Project Length:</b> 0.000

OPERATIONS / MANAGED BY MARION COUNTY TRANSIT

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

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

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**Office Home:** [Office of Work Program](#)  
[Employee Portal](#)



**TO: Committee Members**

**FROM: Rob Balmes, Director**

**RE: Draft 2025 List of Priority Projects (LOPP)**

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**Summary**

TPO staff presented in May the draft 2025 List of Priority Projects (LOPP) to the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) (May 13) and TPO Board (May 27).

The TPO Board approved all recommendations by the TAC and TPO staff regarding the LOPP Policies and Procedures, including: removal of the Top 20 List; addition of a Bridge List; and addition of a Transit List.

TPO staff also shared TAC LOPP project ranking recommendations with the Board. The recommendations were recognized and accepted, but with no formal action. The draft 2025 LOPP was updated to include all recommendations.

**Attachment(s)**

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

**Recommended Action**

Recommend TPO Board adoption of the 2025 List of Priority Projects.

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





# List of Priority Projects (LOPP)

## Policies and Procedures Guidance

*Adopted on April 26, 2022*

*Updated on August 27, 2024*

*Updated on May 27, 2025*

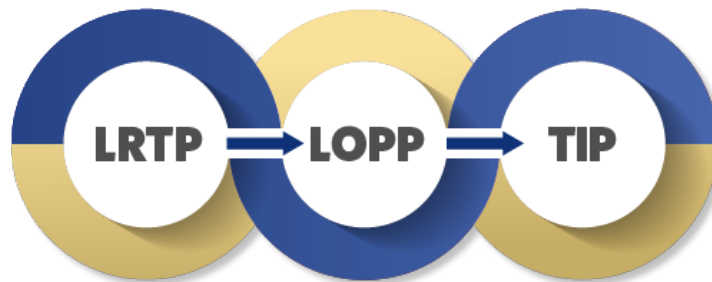
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's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

## Purpose of the LOPP

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



## STATUTORY REQUIREMENTS

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

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

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

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

## ALIGNMENT WITH OTHER PLANS

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

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

### LOPP Process

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

### SCHEDULE AND KEY MILESTONES

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

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

## AGENCY ROLES AND EXPECTATIONS

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

### Ocala Marion TPO

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

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

### Local Jurisdictions

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

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

### Florida Department of Transportation

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

## SUBMISSION OF PROJECTS

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



## Organization of the LOPP

The LOPP includes the following eight lists by project category:

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

## LOPP Prioritization and Ranking

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

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

### RANKING ELEMENTS

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

1. Criteria Score
2. Strategic Refinement

Each of these components is described as follows.

#### Criteria Score

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

#### Strategic Refinement

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

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

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



### CRITERIA SCORE

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

#### Prior Year Rank

##### 1. Prior Year Rank Measure

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

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

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

#### Project Cycle

##### 2. Project Phase Measure

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

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

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

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

Projects receive points based upon the highest funded phase:

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

#### Local Funding Commitment

##### 3. Local Funding Commitment Measure

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

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

#### Regional Connectivity and Partnerships

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

##### 4. Regional Connectivity and Partnership Measure

Projects receive points based on the following:

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

#### Safety

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

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

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

- Yes = 5 points
- No = 0 points

##### 6. Safety Measure – High Injury Network

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

- Yes = 5 points
- No = 0 points

#### Congestion Management

##### 7. Congestion Management Measure

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

Projects receive points based on the following:

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

#### Multimodal

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

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

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

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

#### Transportation Resilience

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

##### 9. Transportation Resilience Measure – Evacuation Routes

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

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

#### Economic Development and Logistics

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

##### 10. Economic Development and Logistics Measure – Employment Growth

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

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

##### 11. Economic Development and Logistics Measure – Freight

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

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

#### Equity

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

##### 12. Equity Measure – Disadvantaged Populations

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

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

### CRITERIA SCORING MATRIX

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

#### \*LRTP Goals

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

#### \*\*Performance Measures (if applicable)

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

### CRITERIA SCORING REFERENCES

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

#### Prior Year Rank

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

#### Project Cycle

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

#### Local Funding Commitment

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

#### Regional Connectivity and Partnerships

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

#### Safety

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

#### Congestion Management

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

#### Multimodal

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



#### **Transportation Resilience**

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

#### **Logistics and Economic Development**

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

#### **Equity**

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

## **2025 Draft List of Priority Projects (LOPP)**

### **Committee Recommendations**

The following summary includes recommendations from the Technical Advisory Committee (TAC) on May 13, 2025. No recommendations were provided by the Citizens Advisory Committee (CAC).

#### **Strategic Intermodal System (SIS) List**

#3: I-75 at County Road (CR) 484 Interchange, Bridge Replacement

- Move to proposed Bridge List and rank #1

#### **Non-SIS Capacity List**

#1: SR 200 from Citrus County to CR 484, Widening to Four Lanes

- Move from #1 to #4 ranking

#8: US 41 from SW 99th Place to CR 40, Widening to Four Lanes

- Move from #8 to #3 ranking

#9: SW 20th Street from I-75 to SR 200, Widening to Four Lanes

- Move from #9 to #1 ranking

#### **Safety and Operations List**

#14: SW 31st Street to SW 7th Avenue, Operational/installation of traffic signal

- Move from #14 to #7 ranking

#### **Proposed Bridge List**

Add I-75 at CR 484 Interchange, Bridge Replacement

- Rank #1
- Update funding request amount to \$55 million



**DRAFT**  
**2025 List of Priority Projects (LOPP)**  
**Fiscal Years 2027 to 2031**

**Pending TPO Board Adoption June 23, 2025**

**Project Lists**

**Strategic Intermodal System (SIS)**

**Non-SIS Capacity**

**Safety and Operations**

**Trails**

**Bicycle and Pedestrian**

**Planning**

**Bridge**

**Project Phases**

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

[www.ocalamariontpo.org/priority-project-list](http://www.ocalamariontpo.org/priority-project-list)

In accordance with Florida Statute 339.175(8)

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**Carl Zalak, III, TPO Chair**

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**Rob Balmes, Director**

Strategic Intermodal System (SIS)

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

Non-SIS Capacity

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

Non-SIS Capacity

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

Safety and Operations

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



Safety and Operations

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

Trails

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

Bicycle and Pedestrian

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

Planning

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

Bridge

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



**TO: Committee Members**

**FROM: Rob Balmes, Director**

**RE: Draft 2025/26 List of Regional Priorities**

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**Summary**

The TPO works in collaboration annually with the Central Florida MPO Alliance (CFMPOA) to approve a set of regionally significant transportation priority projects. TPO staff presented in May the draft 2025/2026 List of Regional Priority Projects to the Technical Advisory Committee (TAC).

At the joint CAC-TAC meeting on June 10, the committees will be asked for final comments and feedback in preparation for seeking TPO Board approval on June 23. Included with this memo is a summary list of the most current draft regional priority projects and overview presentation.

**Attachment(s)**

- Presentation
- Draft 2025/26 Regional Priority Lists

**Recommended Action**

Recommend TPO Board approval of the 2025/2026 CFMPOA Regional Priorities.

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

# **Regional Priority Projects**



**Joint CAC-TAC Meeting**  
**June 10, 2025**



Annual process to submit lists of regional  
priorities through the  
Central Florida MPO Alliance

Approval by Alliance Members on  
October 10, 2025

# Alliance Project Lists

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- **Transportation Regional Incentive (TRIP)**
- **Strategic Intermodal System (SIS)**
- **Tier III SUN Trails**
- **Regional Transportation System  
Management and Operations (TSM&O)**

## Unfunded

- **County Road 484 Widening to Six Lanes**  
Marion Oaks Boulevard to CR 475
- **Marion Oaks Manor Extension**  
Marion Oaks Manor to CR 42 Flyover I-75

# SIS

## Project Lists

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### Funded

- **I-75 at NW 49th Street Interchange**
- **I-75 from SR 44 to SR 200, Moving Florida Forward**
- **I-75 from SR 200 to SR 326, Moving Florida Forward**
- **I-75 at SR 326, Moving Florida Forward**
- **SR 40, End of Four Lanes to CR 314 Widening**

### Unfunded

- **I-75 Future, SR 91 to SR 200**
- **I-75 Future, SR 200 to CR 234**
- **SR 40, CR 314 to CR 314A Widening**
- **SR 40, CR 314A to Levy Hammock Widening**

## Unfunded

- **SR 326, US 301 to old US 301 Widening**
- **SR 326, CR 200A to NE 36th Widening**
- **\*SR 326, SR 40 to US 301, PD&E Study**

\*New proposed project

# Tier III

## SUN Trail Projects

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- **Santos to Baseline Trail (Funded)**

**Unfunded (no changes)**

- **Pruitt Trail Gap, Pruitt Trailhead to Bridges Road**
- **Silver Springs to Mount Dora, Heart of Florida Loop**
- **Nature Coast Connector, Dunnellon to Chiefland**



# Regional TSM&O Projects

## Unfunded

- **\*US 27/I-75 Interchange, NW 44th to NW 35th, Operations to intersections and interchange area**
  - **SR 40 at SR 35/Baseline Roundabout**
  - **SR 35 Intersections at CR 25A, Foss Road, Robinson Road, Rail/Safety Operations**
- \*New proposed project

**Questions or Comments?**



## 25/26 Central Florida MPO Alliance Regional Priority Project List

DRAFT - Ocala-Marion TPO Project Lists Review

Adopted:

### Priority Categories:

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





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



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

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



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

Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T3-11		Santos to Baseline Trail	Santos Trailhead	Heart of Florida		4.75	----	PE/CST \$5,600,000	----	Ocala/Marion TPO
T3-12		Pruitt Trail	Pruitt Trailhead to Bridged Road Trailhead	Heart of Florida		5.9	PE/ROW/CST	----	PE/ROW/CST	Ocala/Marion TPO
T3-13		Nature Coast Connector	Dunnellon to Chiefland	Nature Coast		32.5	PE/ROW/CST	----	PE/ROW/CST	Ocala/Marion TPO



## Ocala-Marion TPO





**TO:           Committee Members**

**FROM:     Rob Balmes, Director**

**RE:           Active Transportation Plan Project Updates**

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**Summary**

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

**Attachment(s)**

- Presentation
- Draft Level of Traffic Stress and Accessibility Report

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

# **OCALA-MARION TPO**

## **ACTIVE TRANSPORTATION PLAN**



## **CAC-TAC JOINT MEETING**

**JUNE 10, 2025**

# PROJECT SCHEDULE



**August 2024**

- Stakeholder Meeting #1



**September 2024**

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



**December 2024**

- Stakeholder Meeting #2



**March 2025**

- TPO Committee and Board Updates



**October 2025**

- Final presentation to TPO Committees and Board for Plan adoption



**August 2025**

- Stakeholder Meeting #4
- Draft Plan for Public Review



**June 2025**

- TPO Committee and Board Presentations
- Draft Project Lists



**May 2025**

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

# PRESENTATION SUMMARY

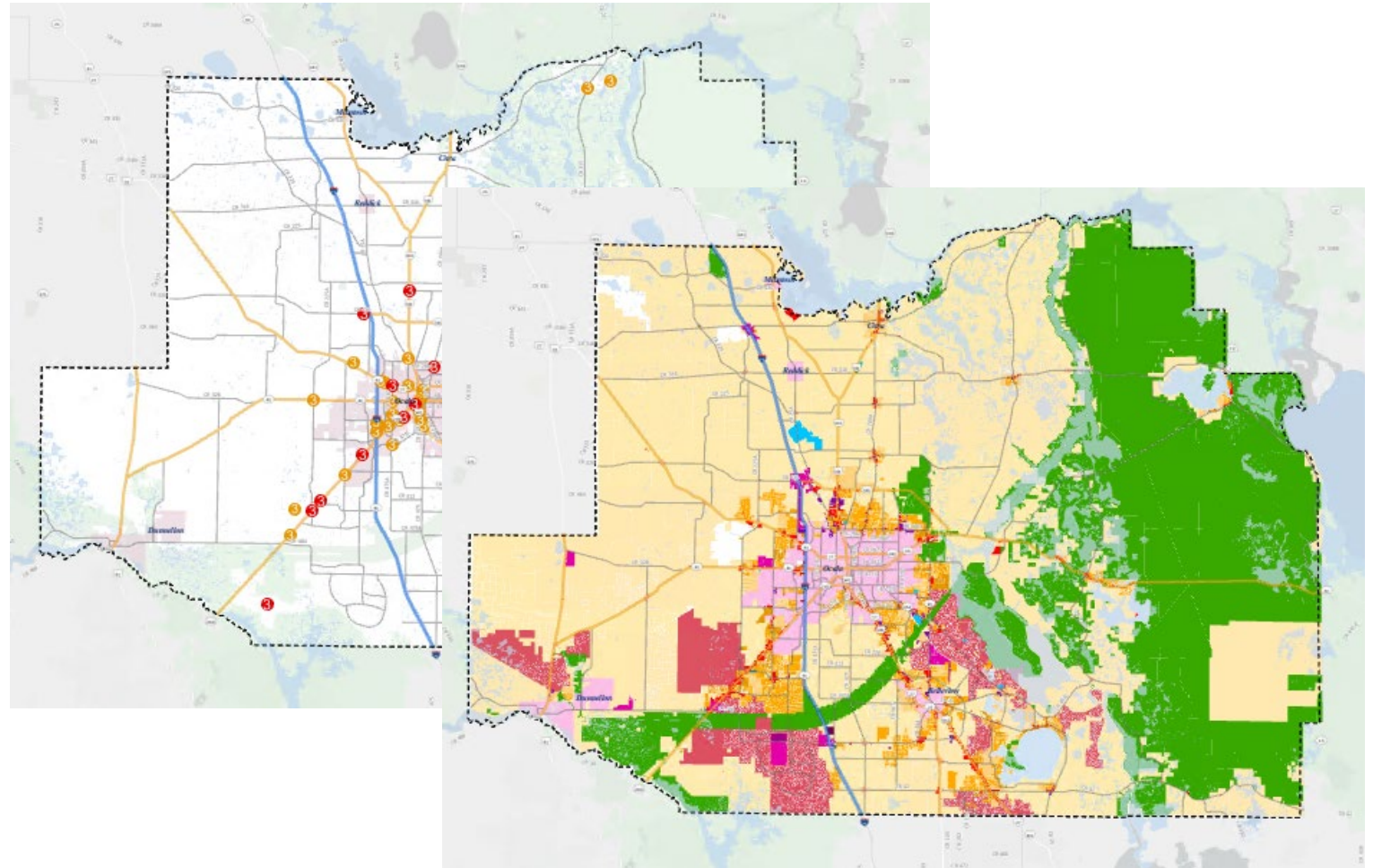


- Existing Conditions Analysis Overview
- Level of Traffic Stress Analysis
- Pedestrian & Bicycle Accessibility Analysis
- Needs Assessment
- Current Project List

# EXISTING CONDITIONS ANALYSIS OVERVIEW



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



# EXISTING CONDITIONS ANALYSIS OVERVIEW

## EXISTING FACILITIES



- **Sidewalks**

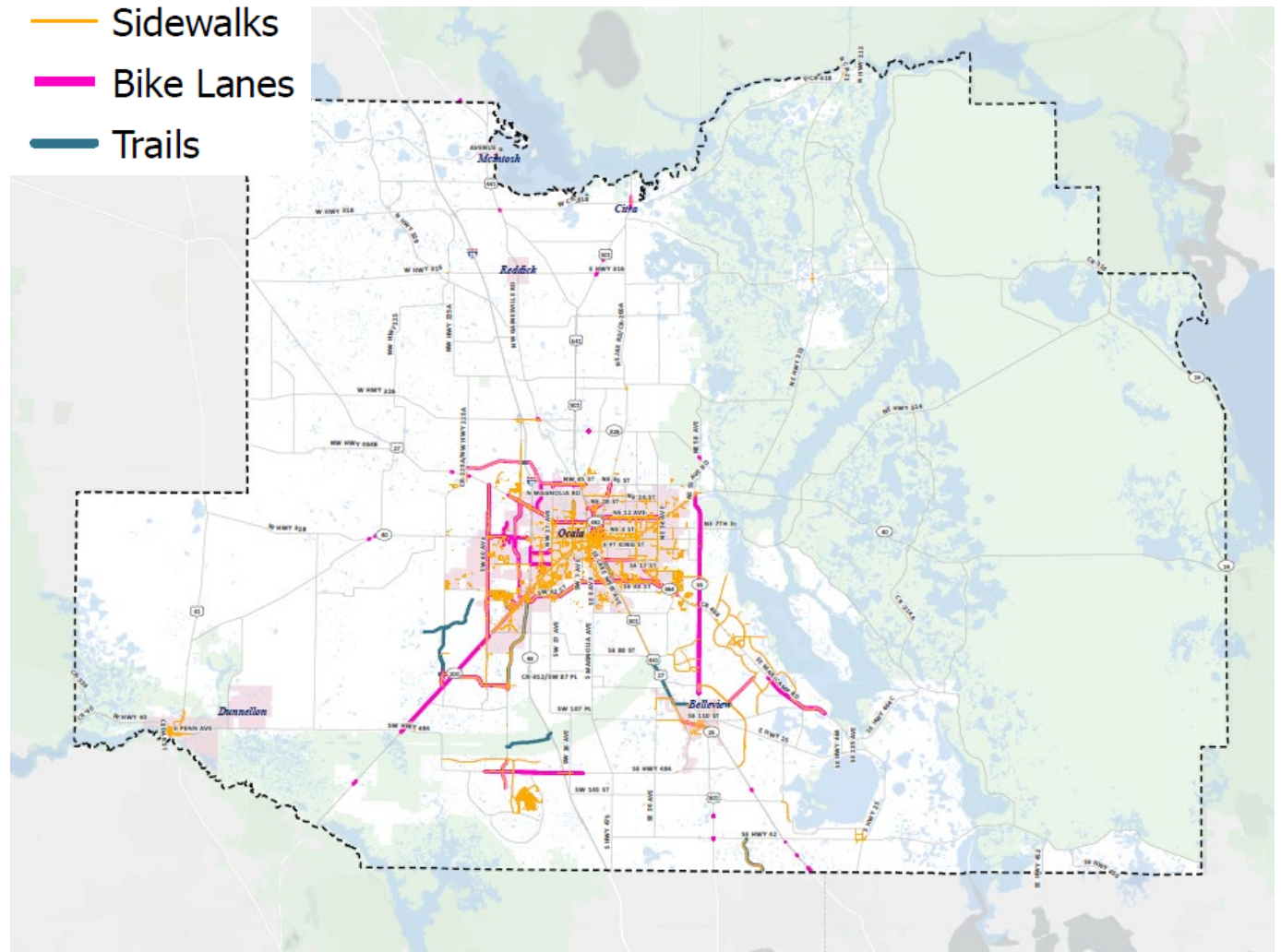
- A well-connected sidewalk network in
  - Downtown Ocala,
  - Marion Oaks
  - City of Dunnellon
  - Major roadways in City of Belleview
- A few of the main roads and surrounding Ocala
  - US 27
  - SR 492
  - SR 40

- **Bike lanes**

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

- **Trails**

- Near Belleview
- Southwest of Ocala





# EXISTING CONDITIONS ANALYSIS OVERVIEW

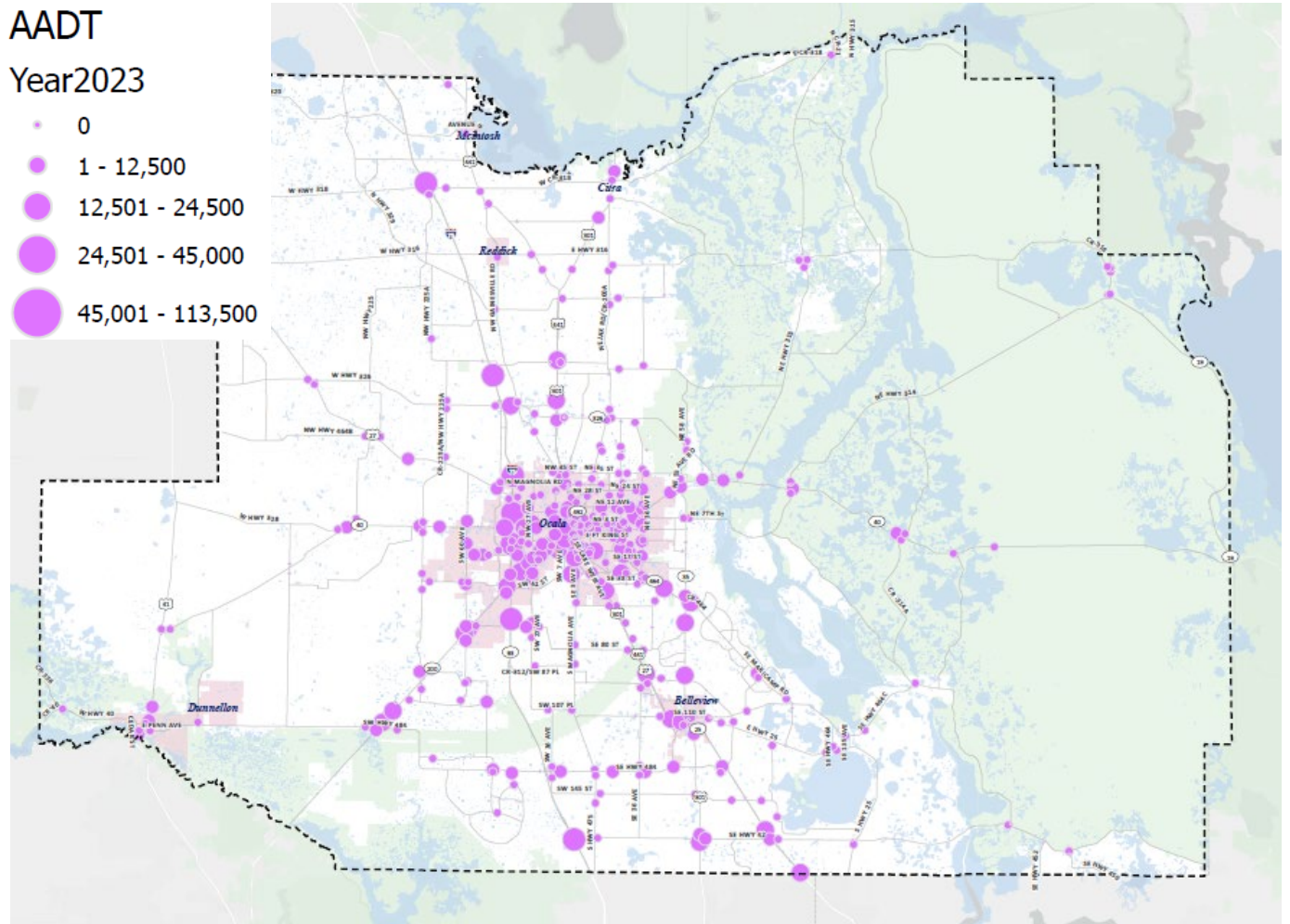
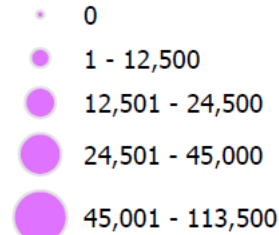
## ROADWAY CHARACTERISTICS



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

AADT

Year 2023





# EXISTING CONDITIONS ANALYSIS OVERVIEW

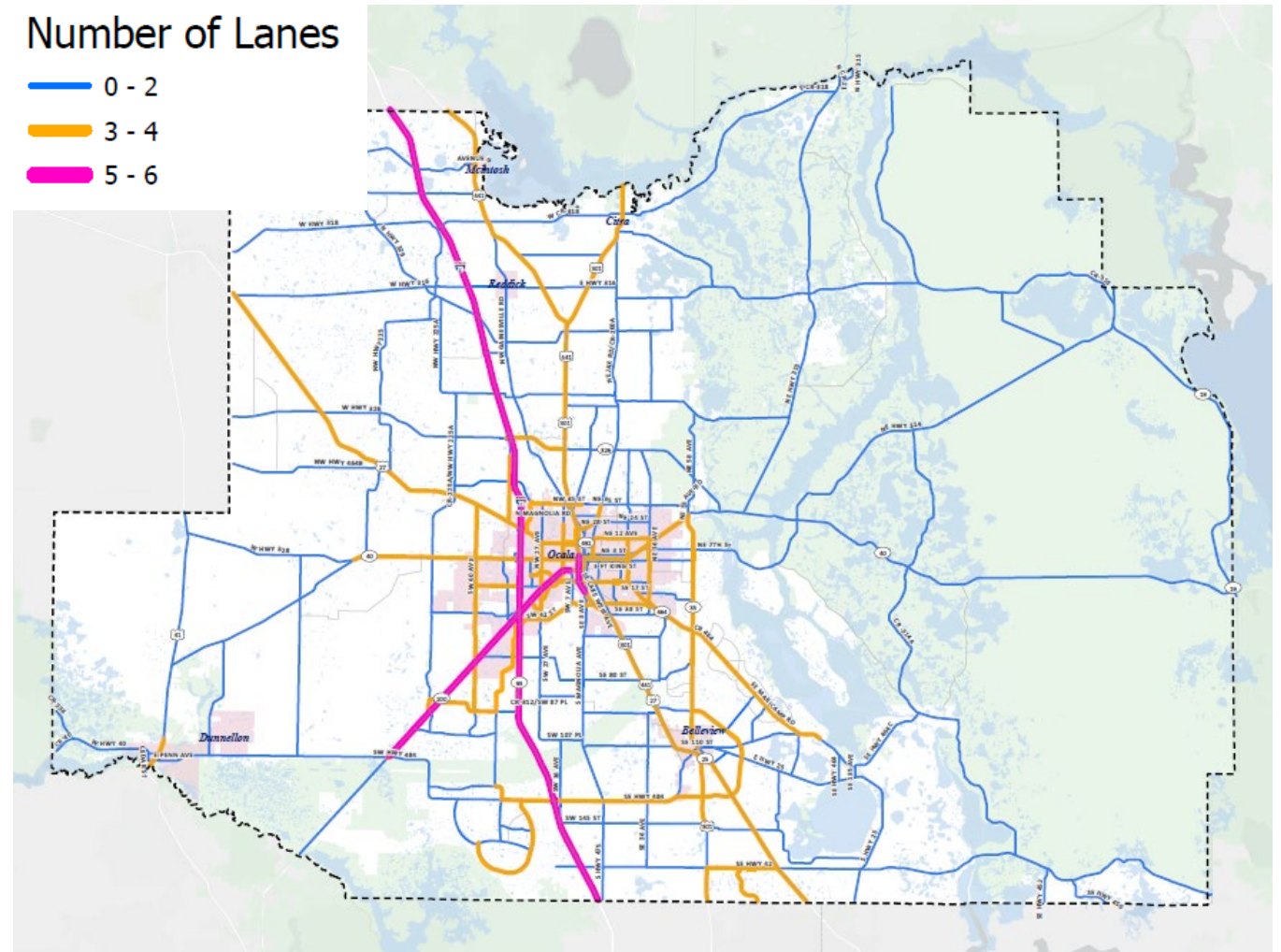
## ROADWAY CHARACTERISTICS



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

### Number of Lanes

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



# EXISTING CONDITIONS ANALYSIS OVERVIEW

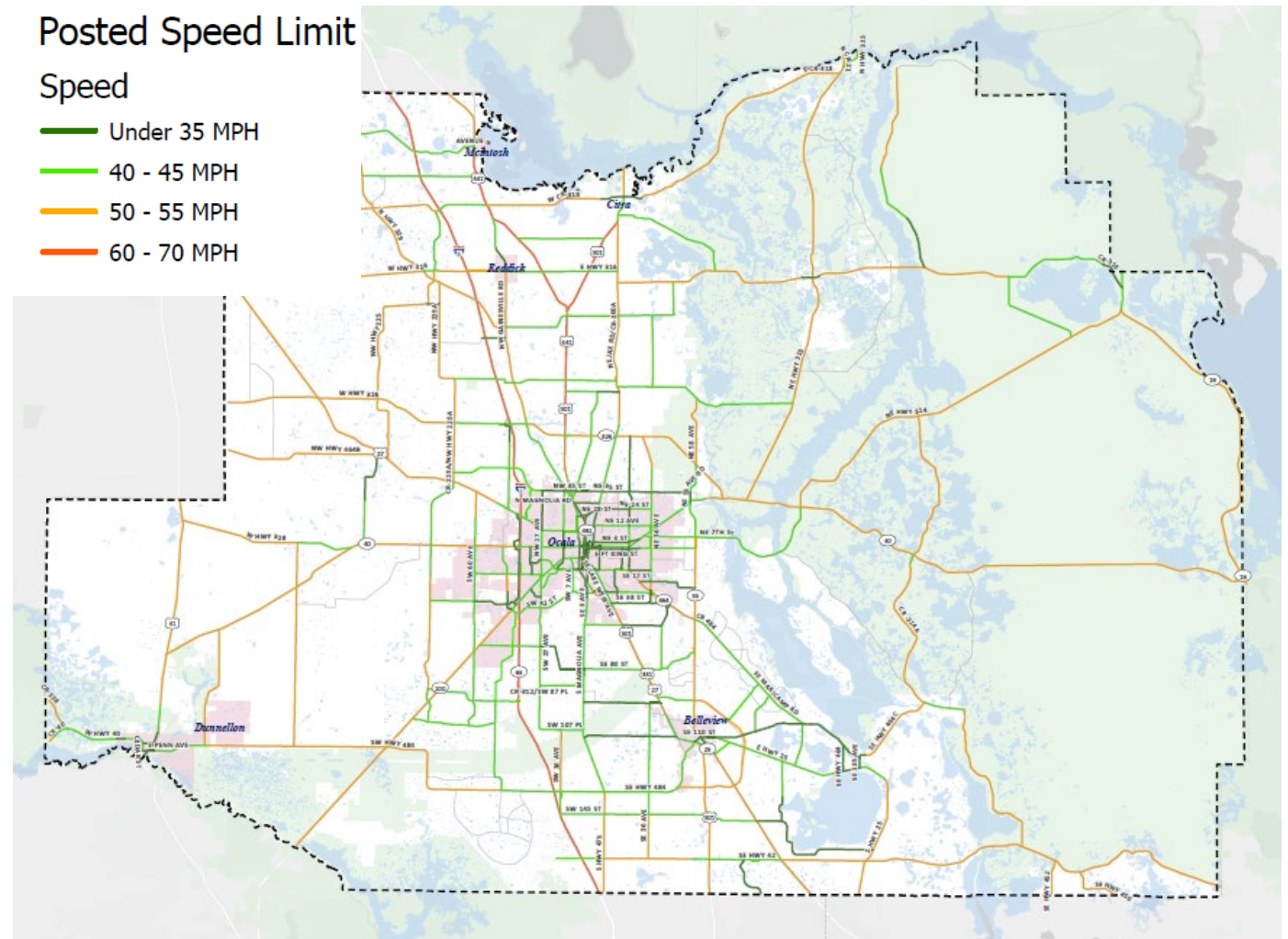
## ROADWAY CHARACTERISTICS



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

### Posted Speed Limit Speed

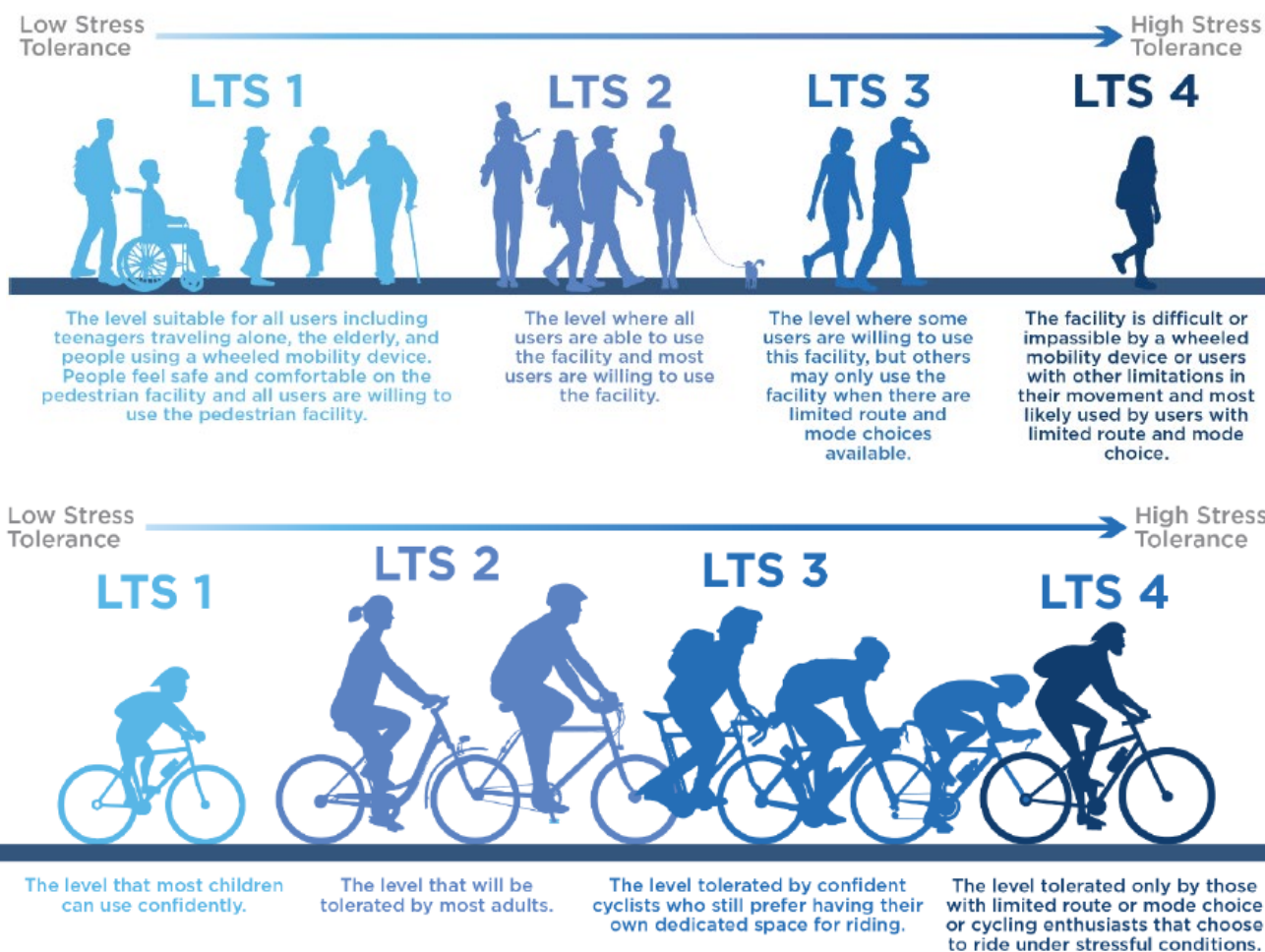
- Under 35 MPH
- 40 - 45 MPH
- 50 - 55 MPH
- 60 - 70 MPH



# LEVEL OF TRAFFIC STRESS (LTS) ANALYSIS



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

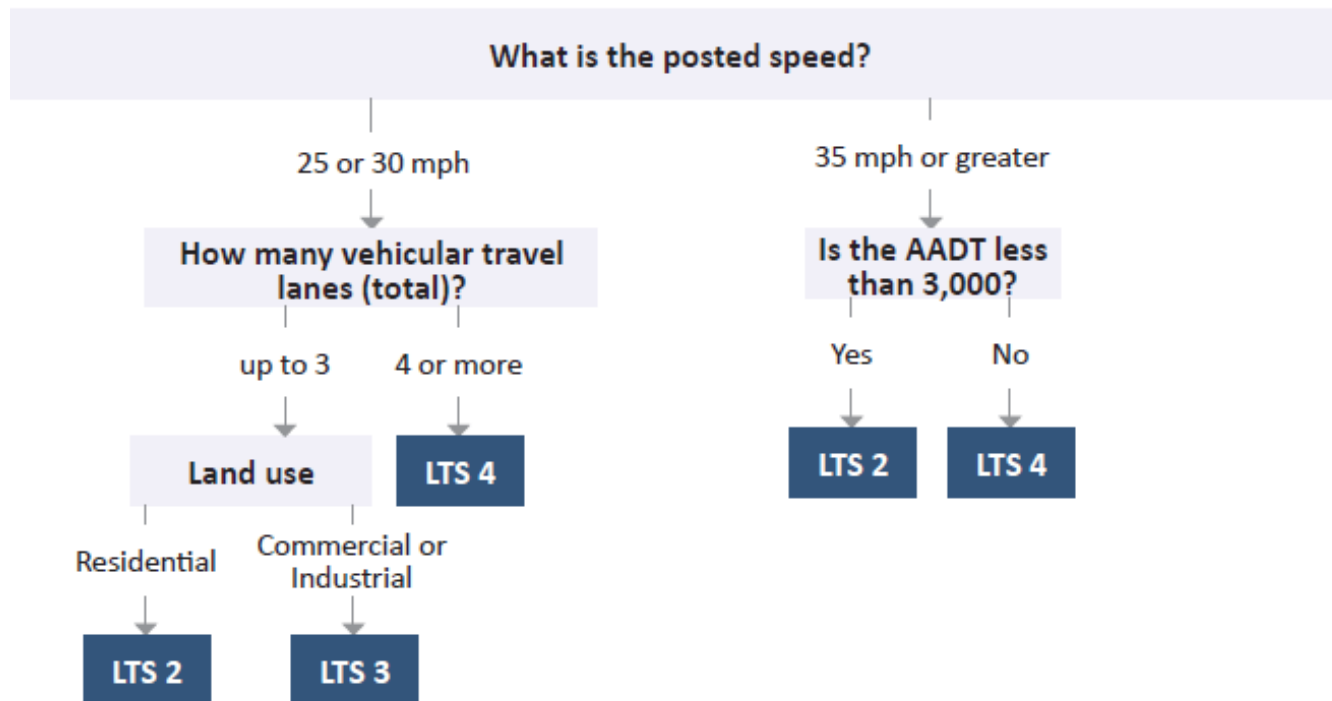




# FDOT LTS METHODOLOGY EXAMPLE



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



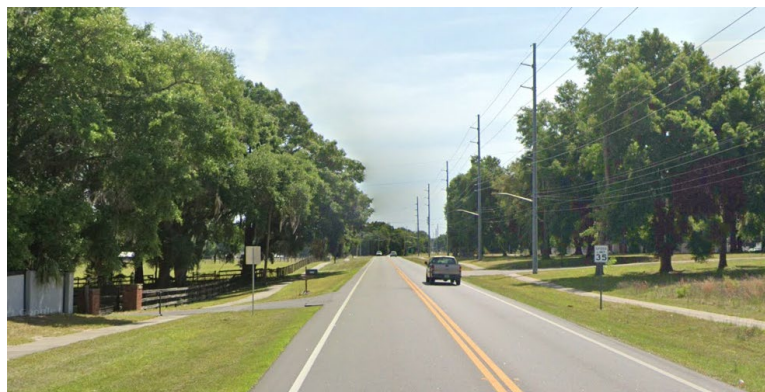
## Key Inputs:

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

# PEDESTRIAN LTS EXAMPLES



**LTS 1:** SE 1<sup>st</sup> Ave, Ocala



**LTS 2:** SE 24<sup>th</sup> St, Ocala

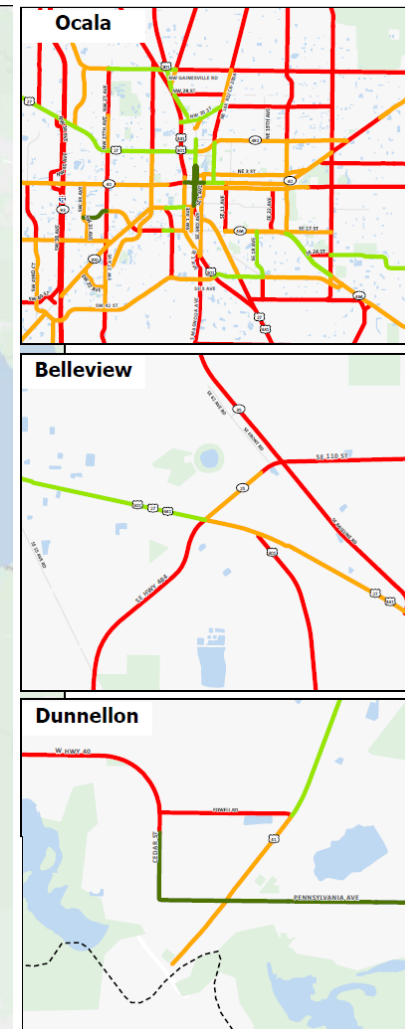
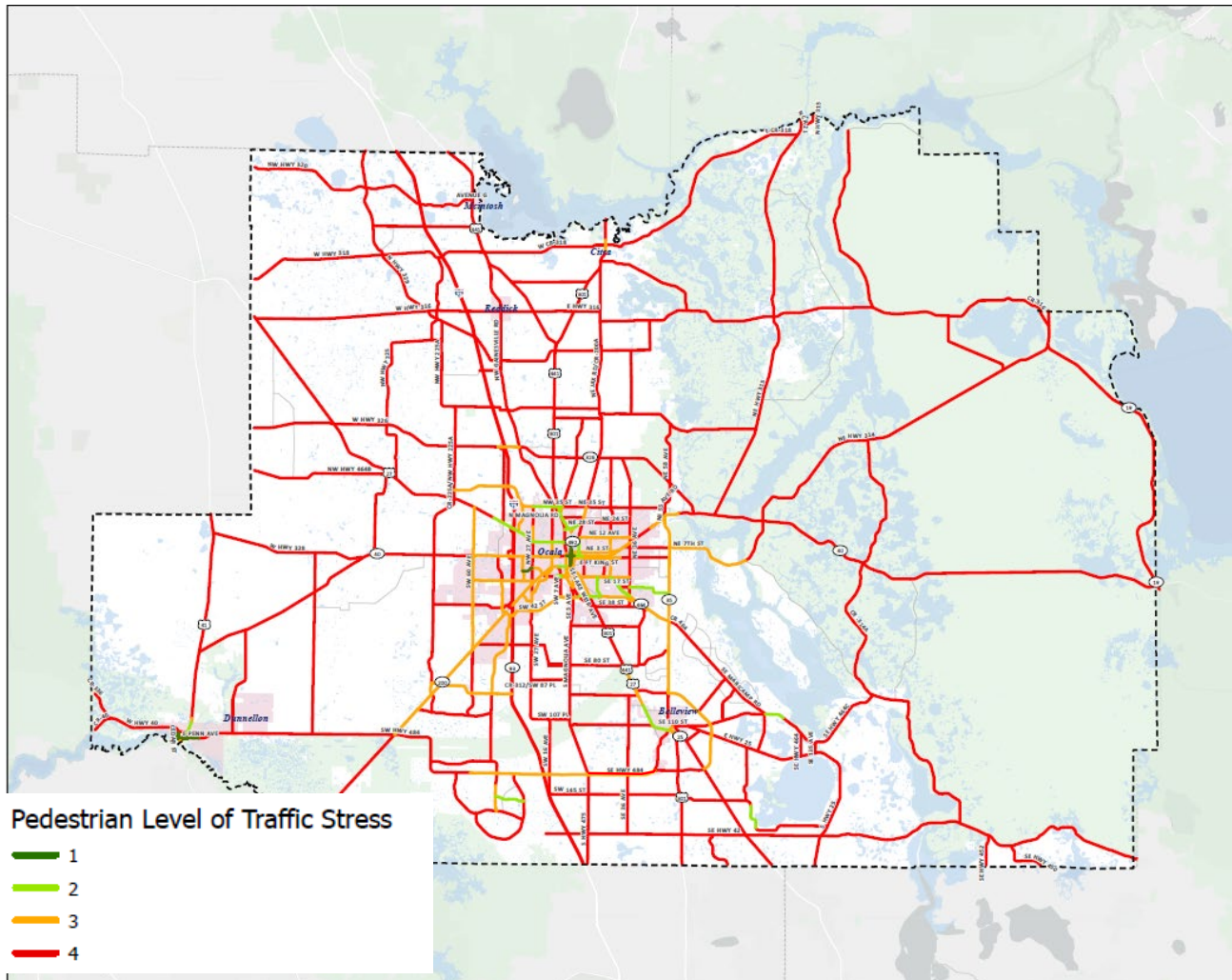


**LTS 3:** US 41/Williams St, Dunnellon



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

# PEDESTRIAN LTS RESULTS



## Key Findings:

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



# BICYCLE LTS EXAMPLES



**LTS 1:** SW 80<sup>th</sup> Ave, SW of Ocala



**LTS 2:** W Pennsylvania Ave, Dunnellon



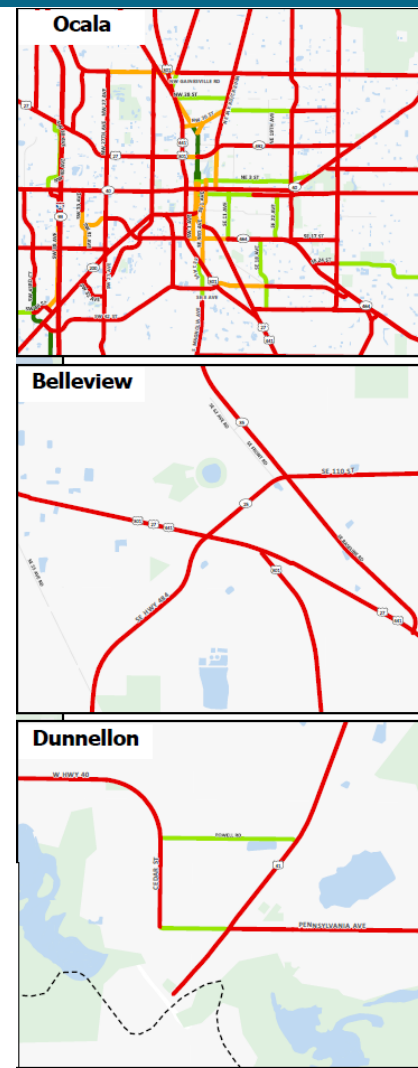
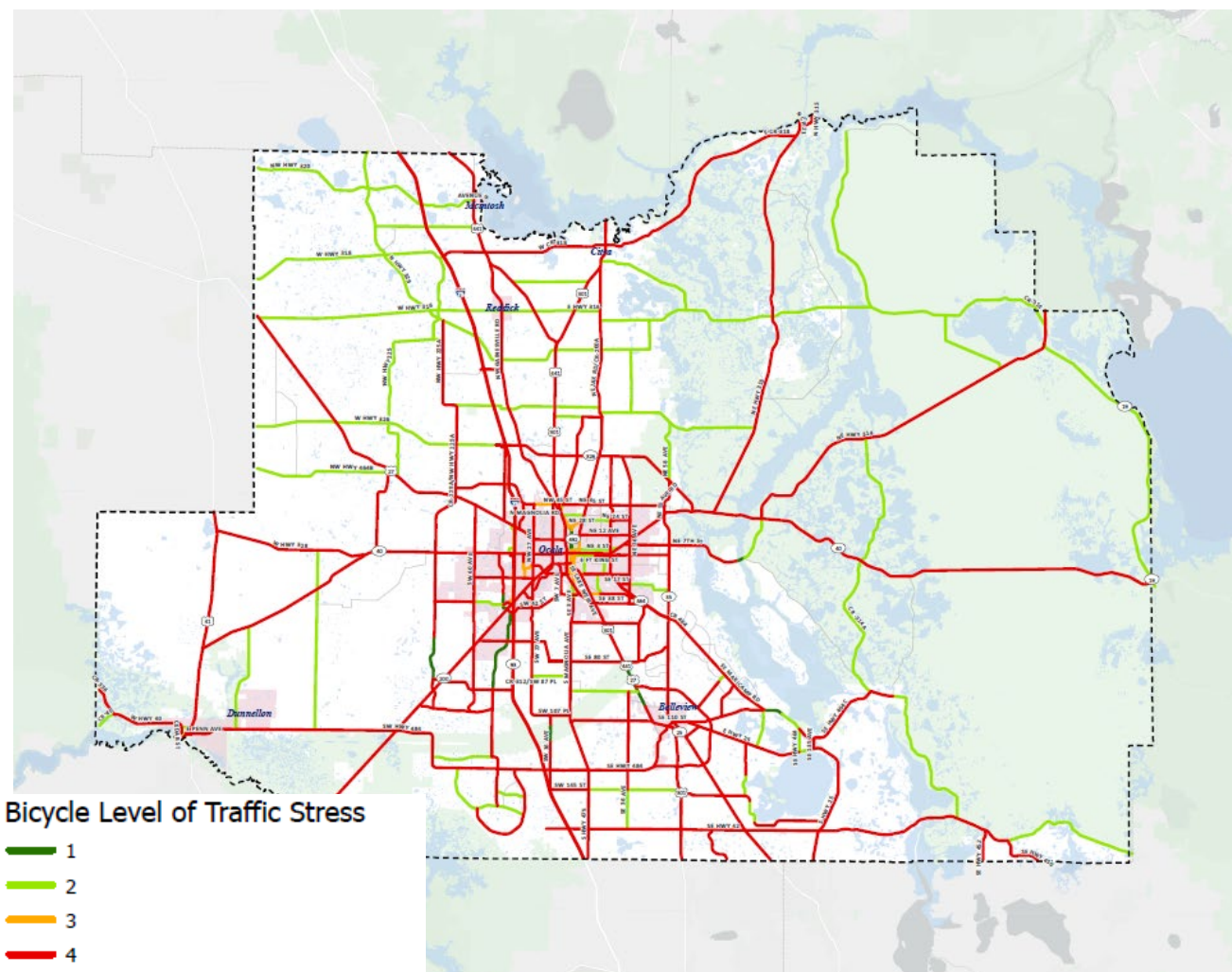
**LTS 3:** NW 35<sup>th</sup> St, N of Ocala



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



# BICYCLE LTS RESULTS



## Key Findings:

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

# ACCESSIBILITY OF KEY DESTINATIONS

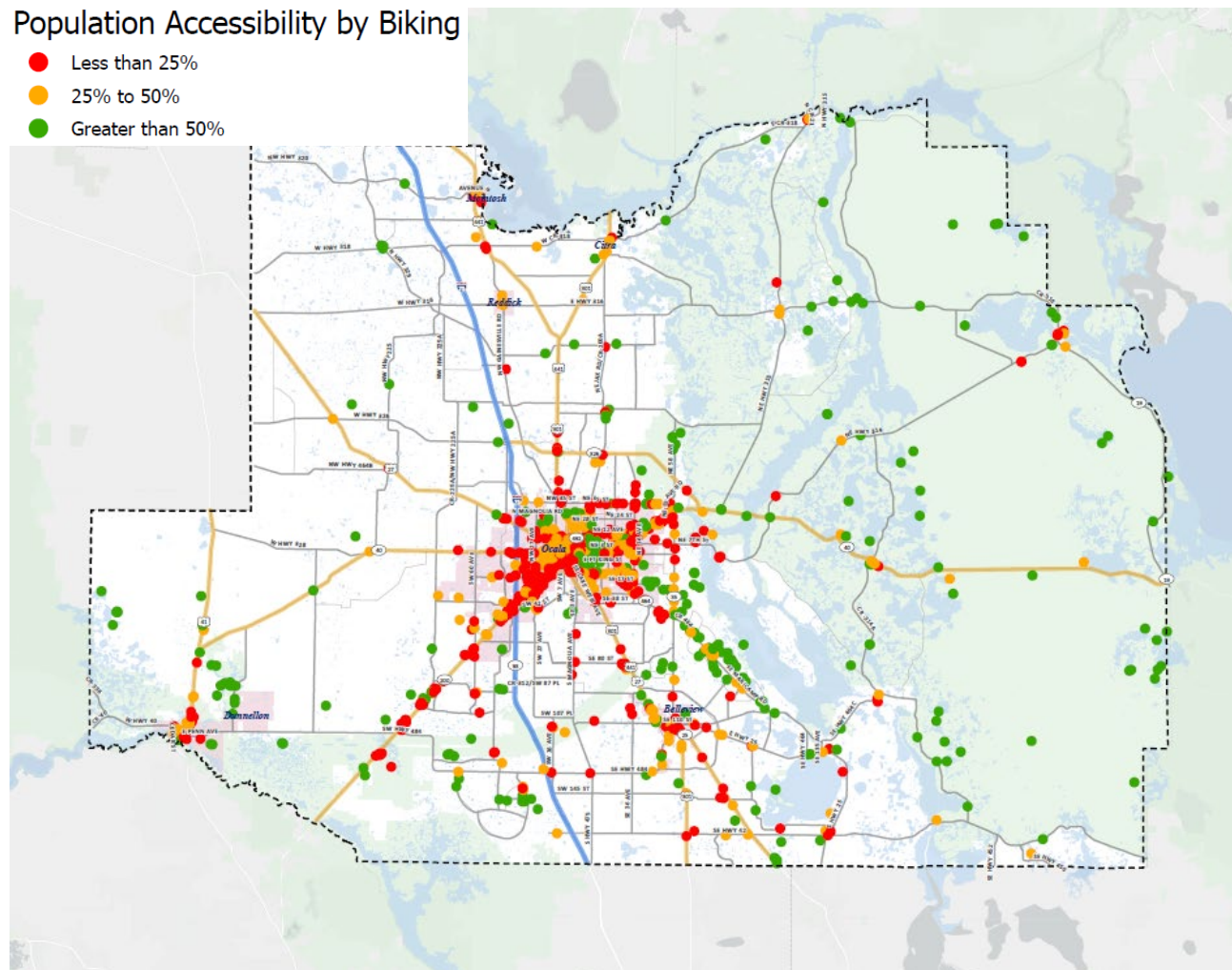


## Methodology

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

## Population Accessibility by Biking

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



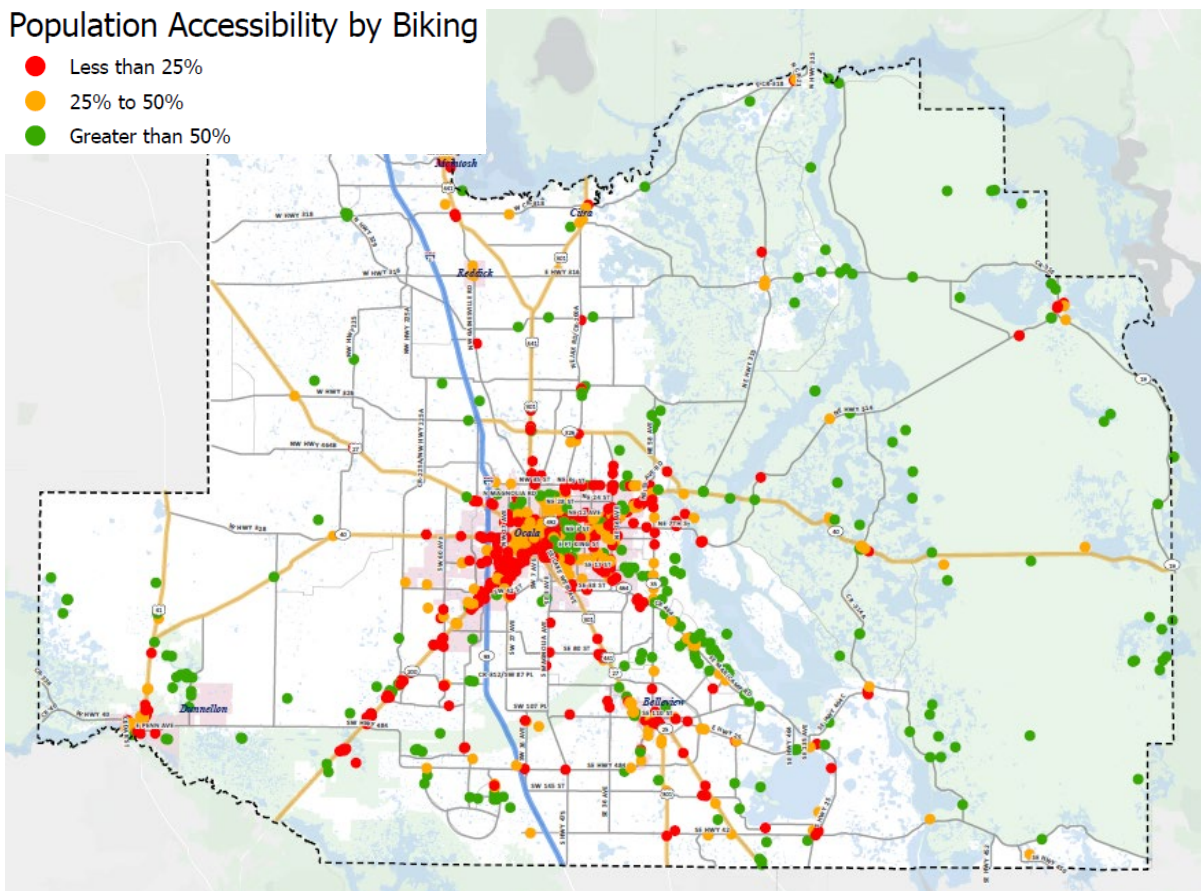


# BICYCLE ACCESSIBILITY TO KEY DESTINATIONS



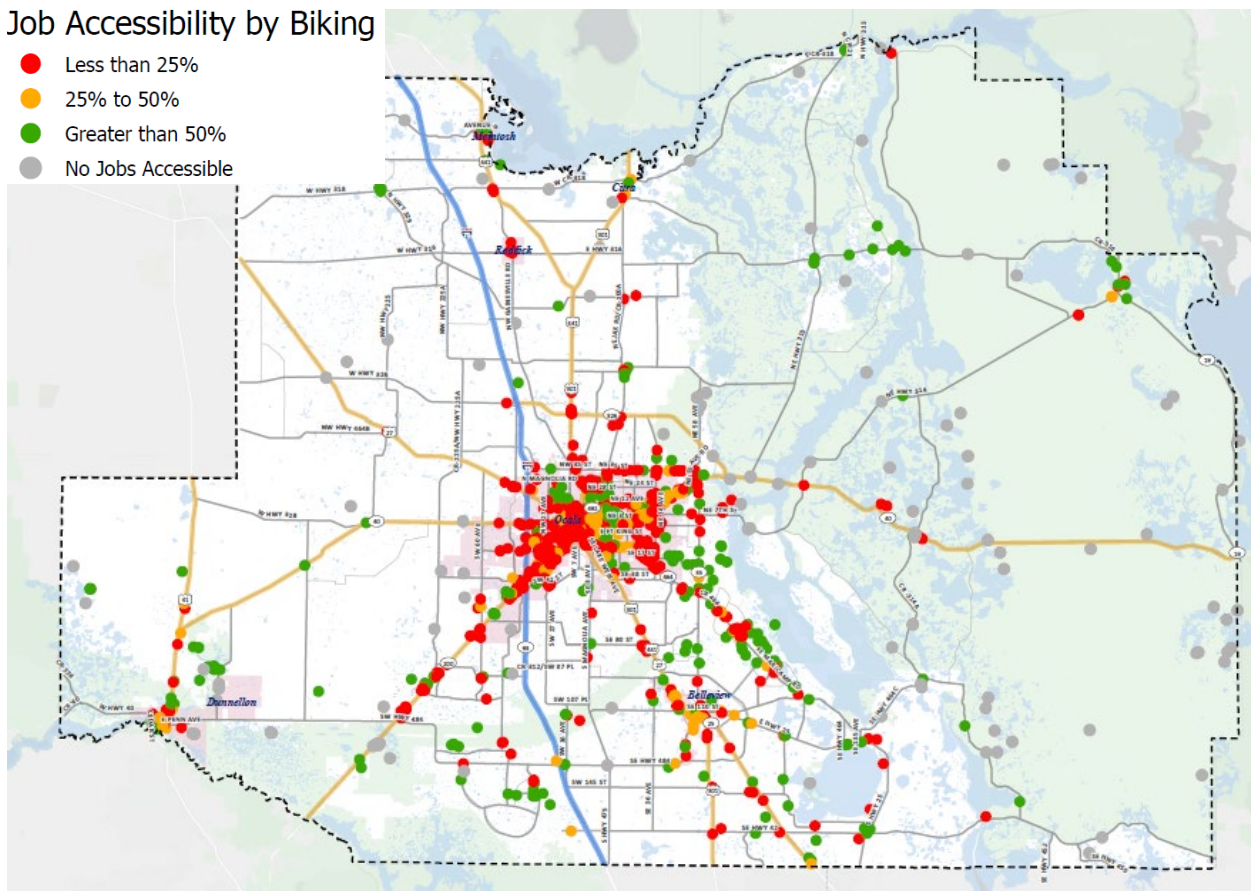
## Population Accessibility by Biking

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



## Job Accessibility by Biking

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



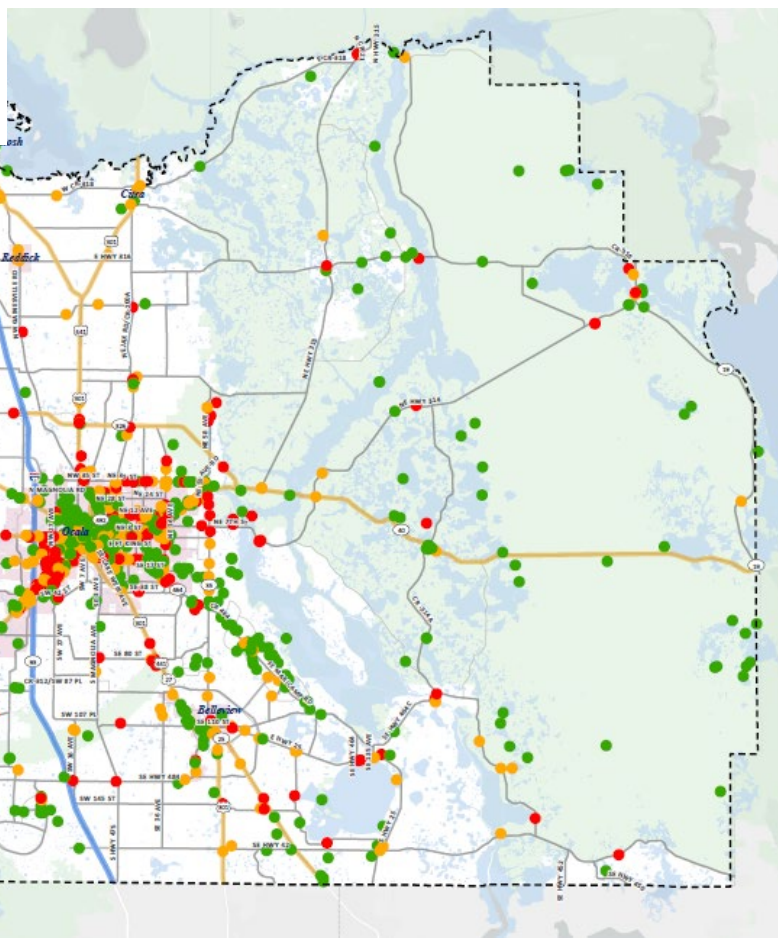


# PEDESTRIAN ACCESSIBILITY TO KEY DESTINATIONS



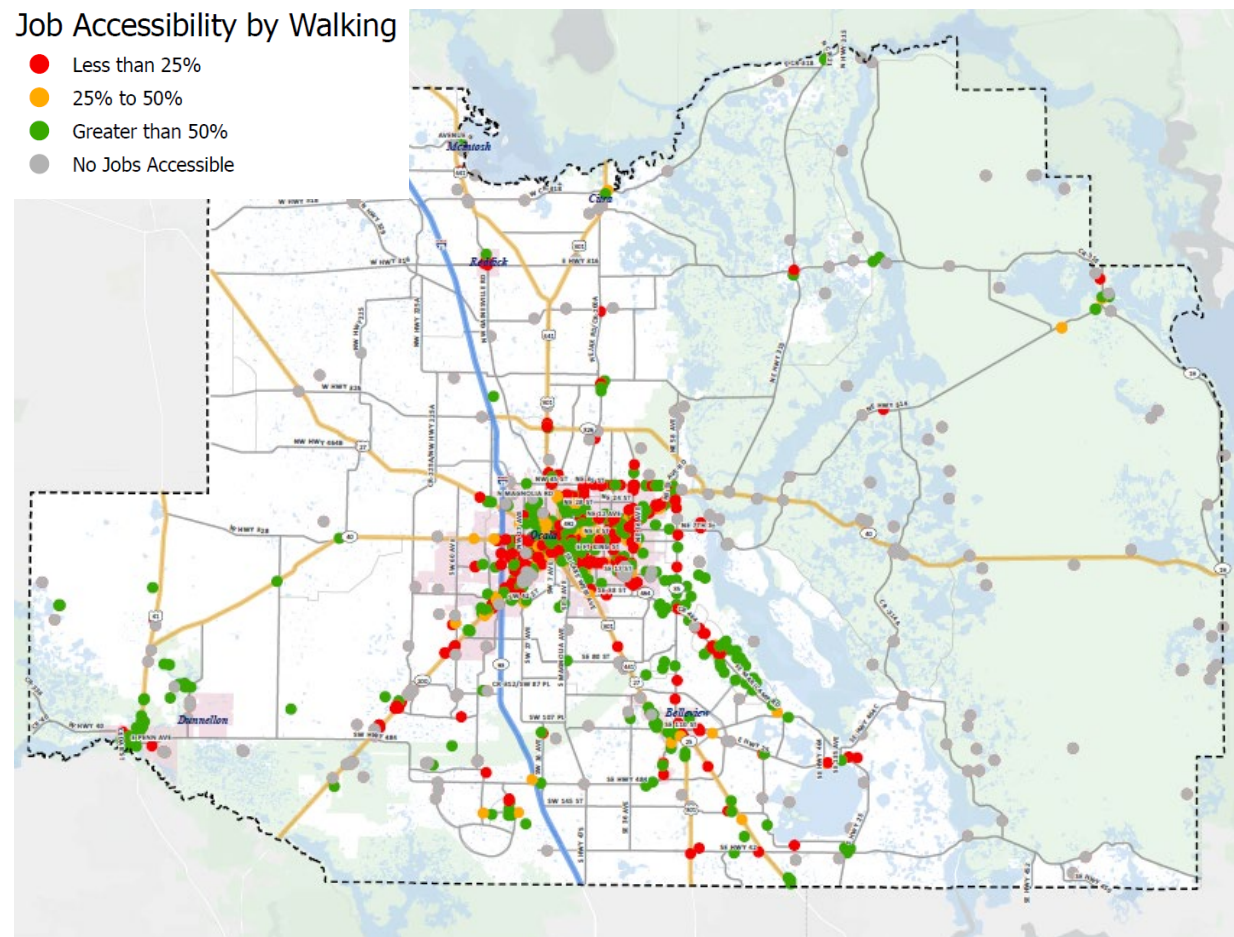
Population Accessibility by Walking

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



Job Accessibility by Walking

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



# ACCESSIBILITY OF KEY DESTINATIONS



## Key Findings:

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

# ACCESSIBILITY OF KEY DESTINATIONS



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

# NEEDS ASSESSMENT & NEXT STEPS



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



# CURRENT PROJECT LIST




## Projects Identified By:

- Marion County
- City of Ocala

## Online Map for Comments

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



### Active Transportation Plan Projects Review

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

#### Editor

##### Edit features

Select

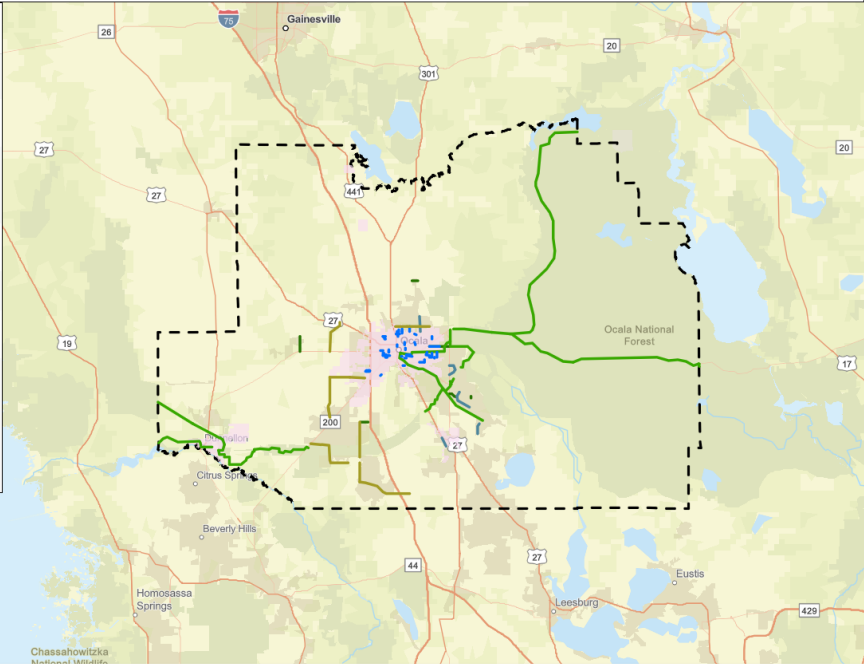
##### Create features

AdditionalProjects

AdditionalProjects

##### Comment Layer

New Feature



☒ Comment Layer

☒ AdditionalProjects

Marion County\_Existing+Committed

☒ City of Ocala Sidewalk Projects

☒ Marion County Trail Projects

☒ Marion County Sidewalk Projects

Marion County Shared

#### AdditionalProjects

Marion County\_Existing+Committed

City of Ocala Sidewalk Projects

Marion County Trail Projects

Marion County Sidewalk Projects

Marion County Shared Use Path Project

## 6. Bicycle and Pedestrian Level of Traffic Stress Analysis

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

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

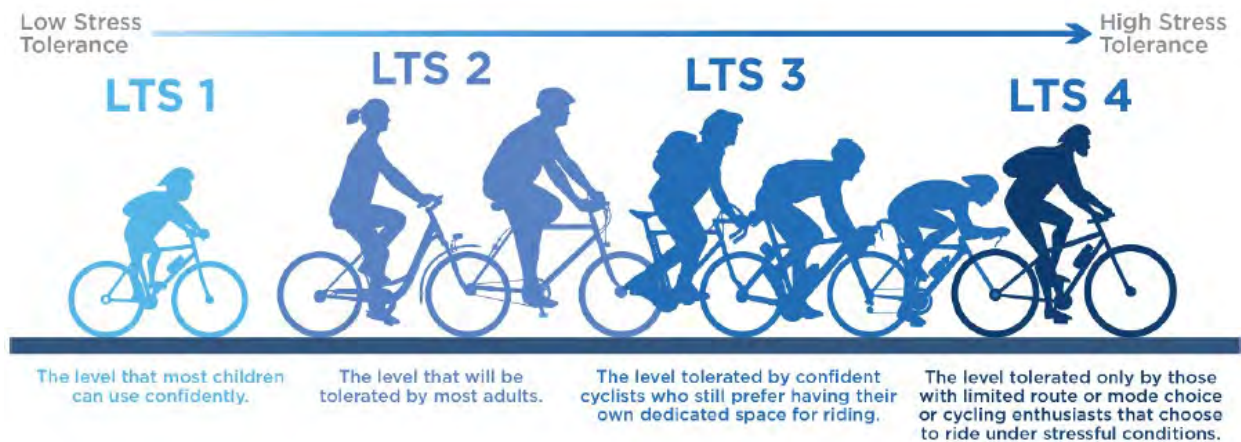
**Figure 23. Pedestrian LTS definition<sup>1</sup>**



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

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

**Figure 24. Bicyclist LTS definition<sup>2</sup>**



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

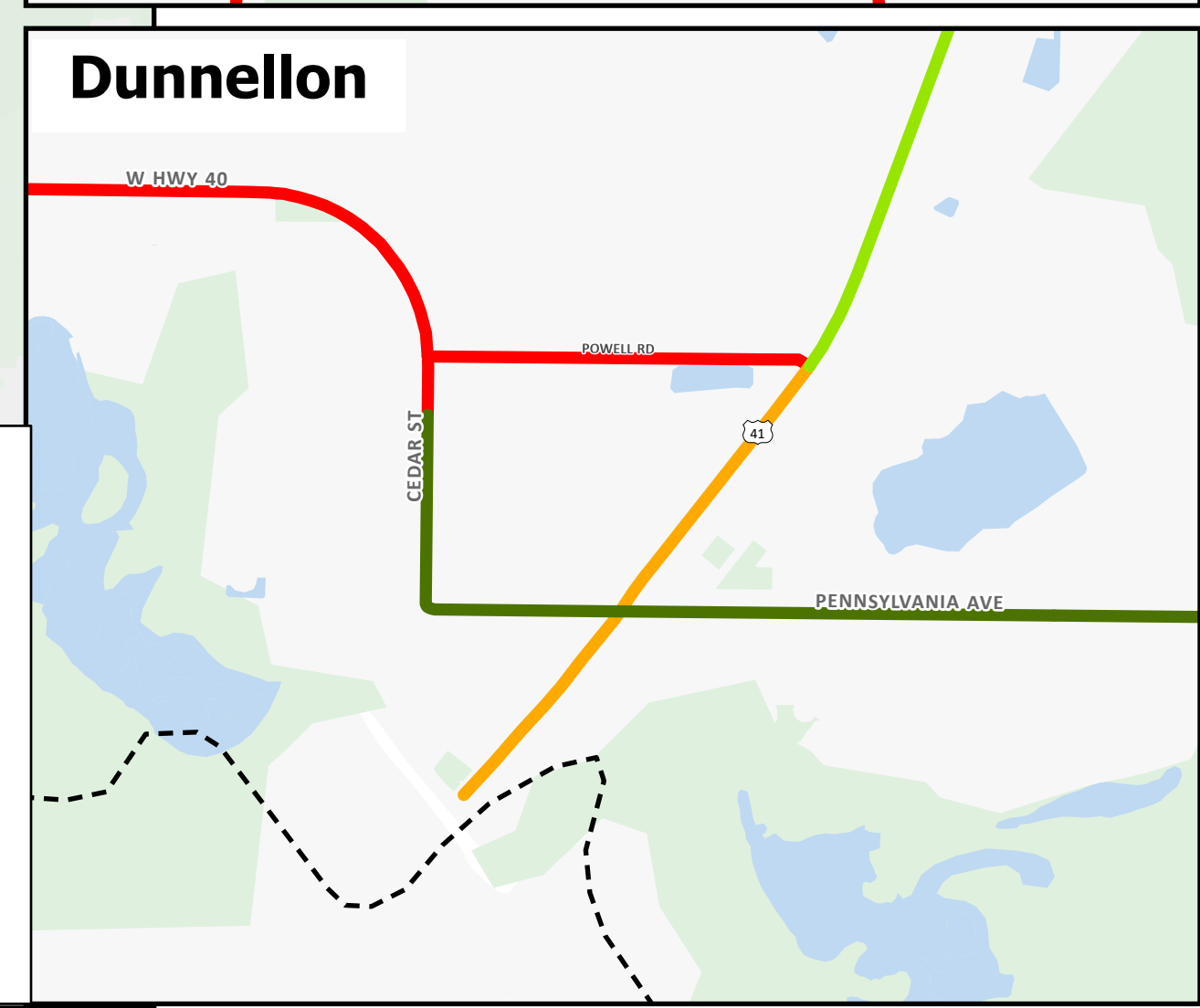
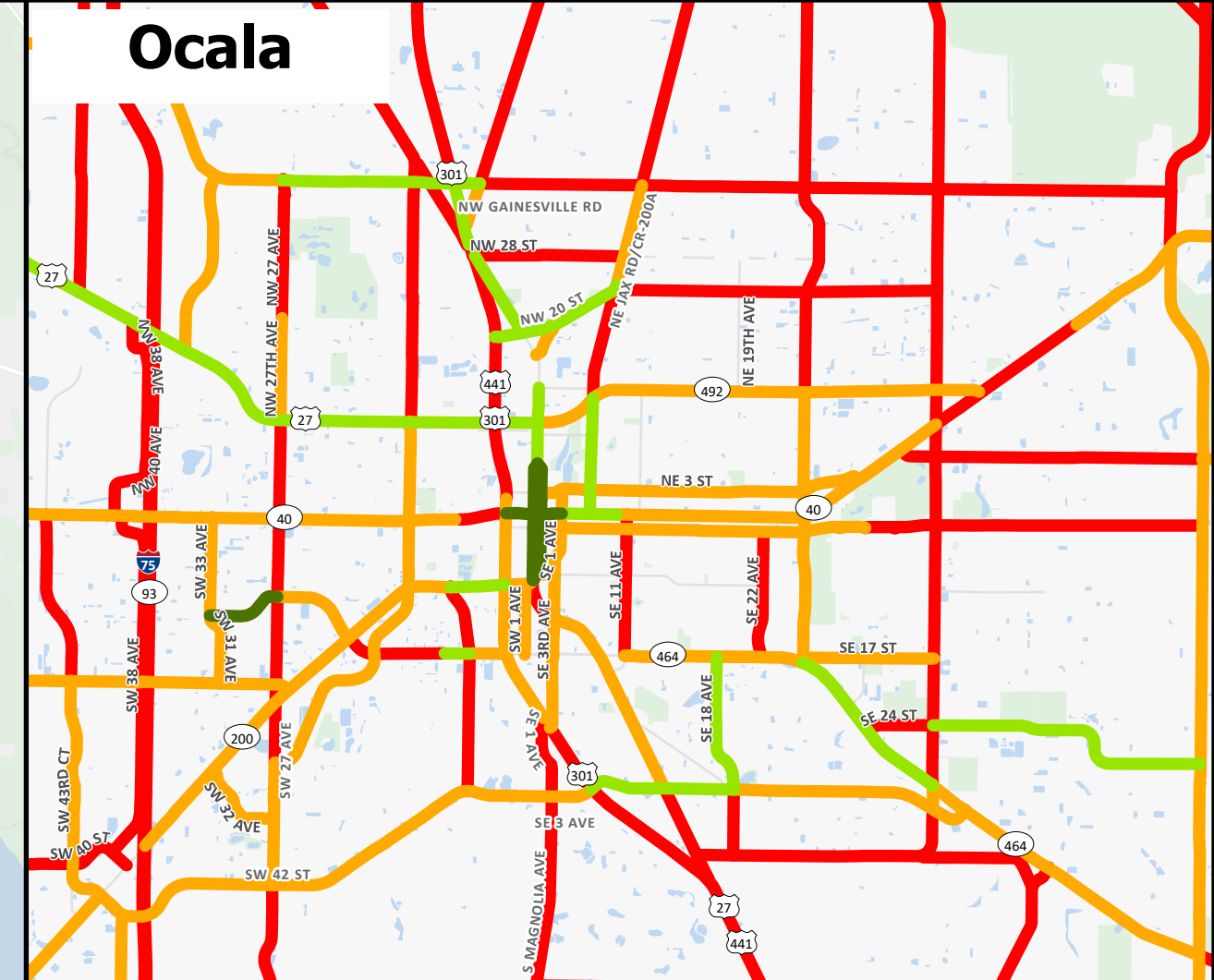
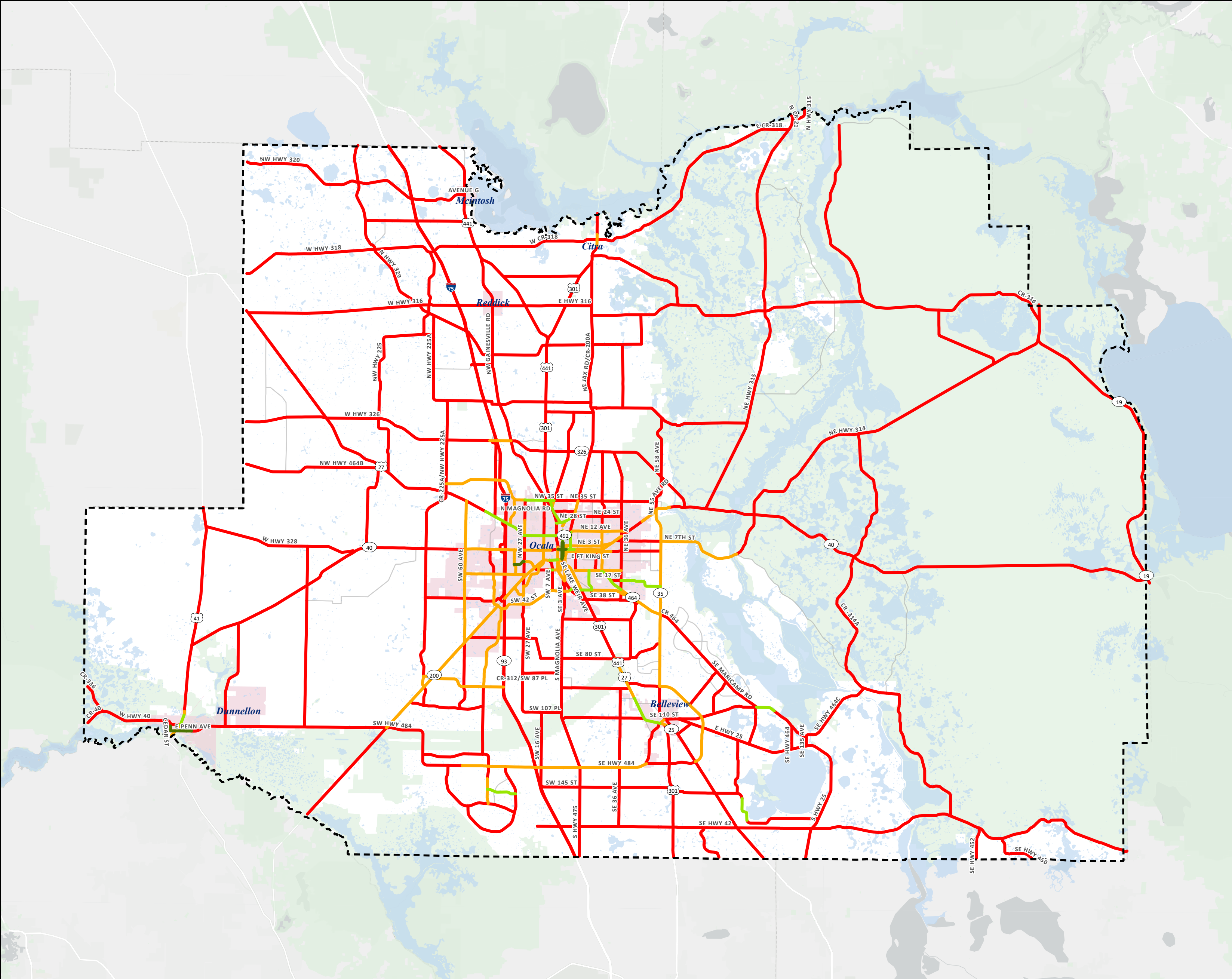
- Local roadways with posted speed  $\leq 30$  mph
- Collectors or arterials with posted speed  $\leq 25$  mph
- Collectors or arterials with posted speed  $\leq 30$  mph with an on-street bike lane
- Separated bicycle facilities and trails

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

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

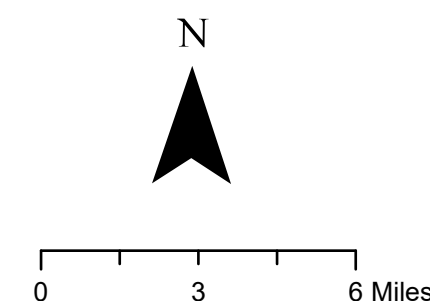
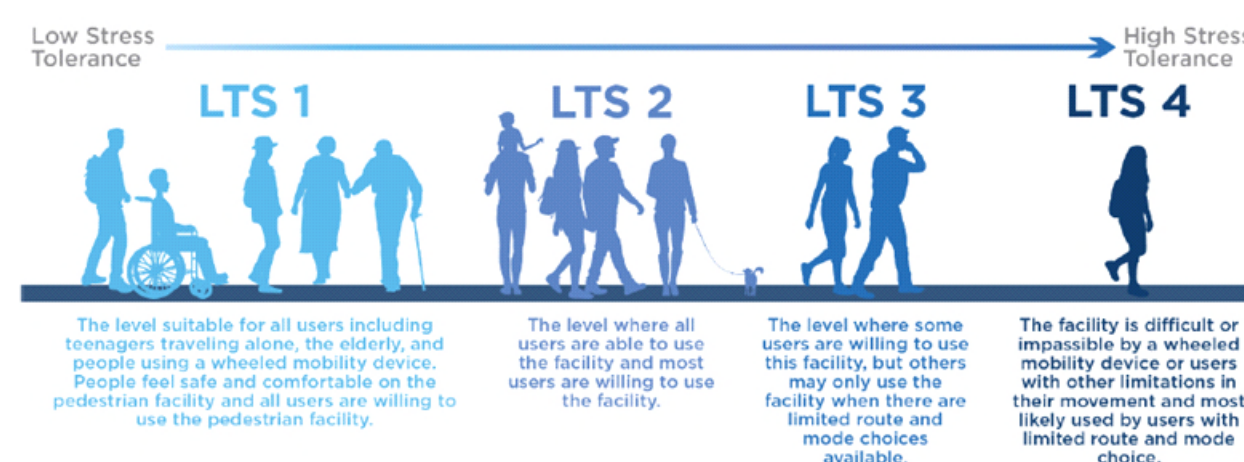
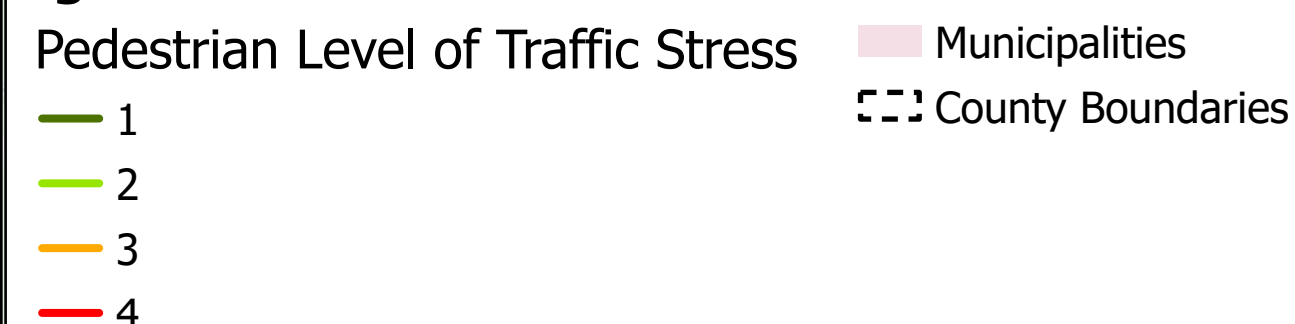
For bicycle LTS, there are more low-stress roadways (LTS 2) in the rural areas where vehicle AADT is lower, such as at the roadways north of City of Ocala.



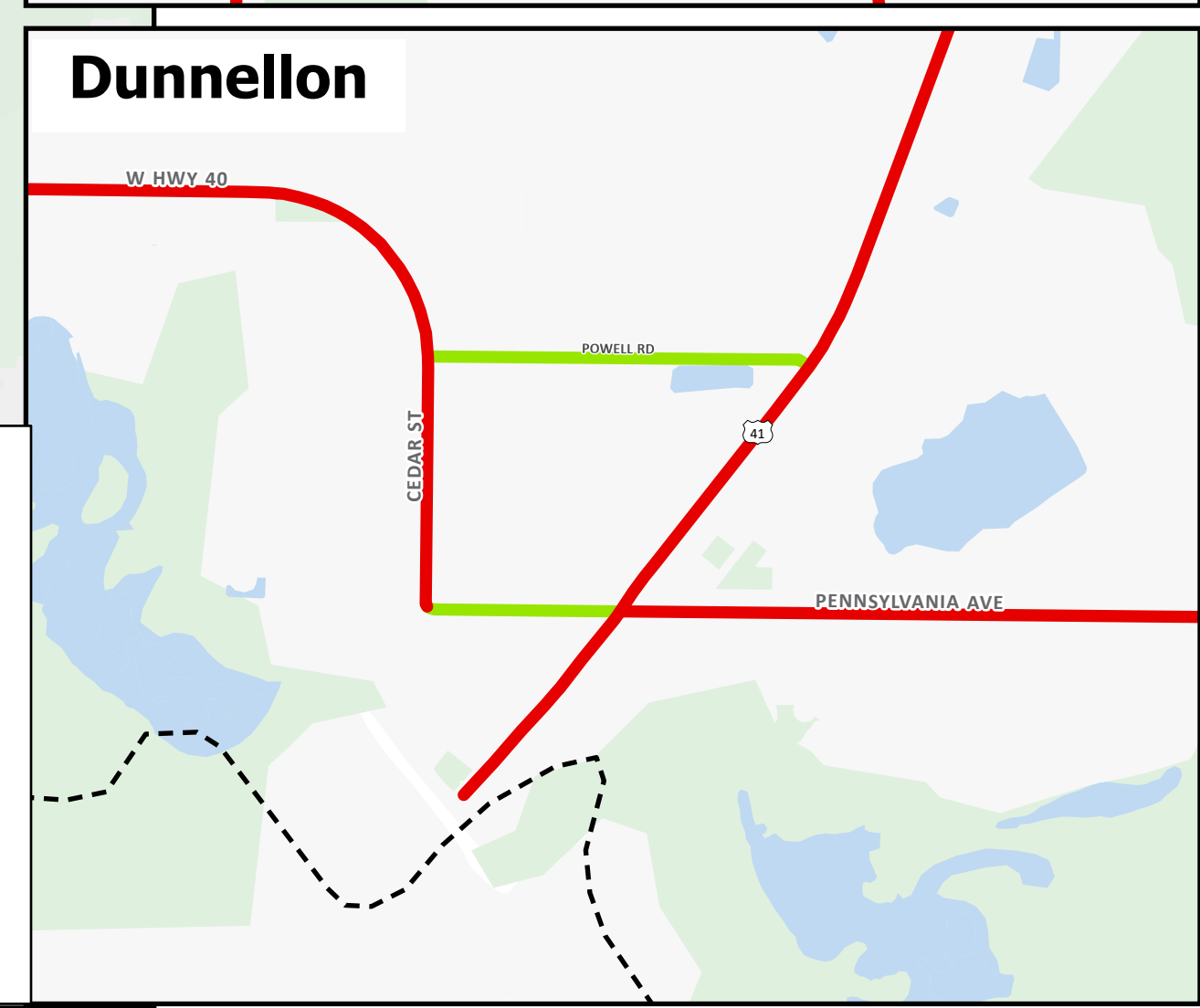
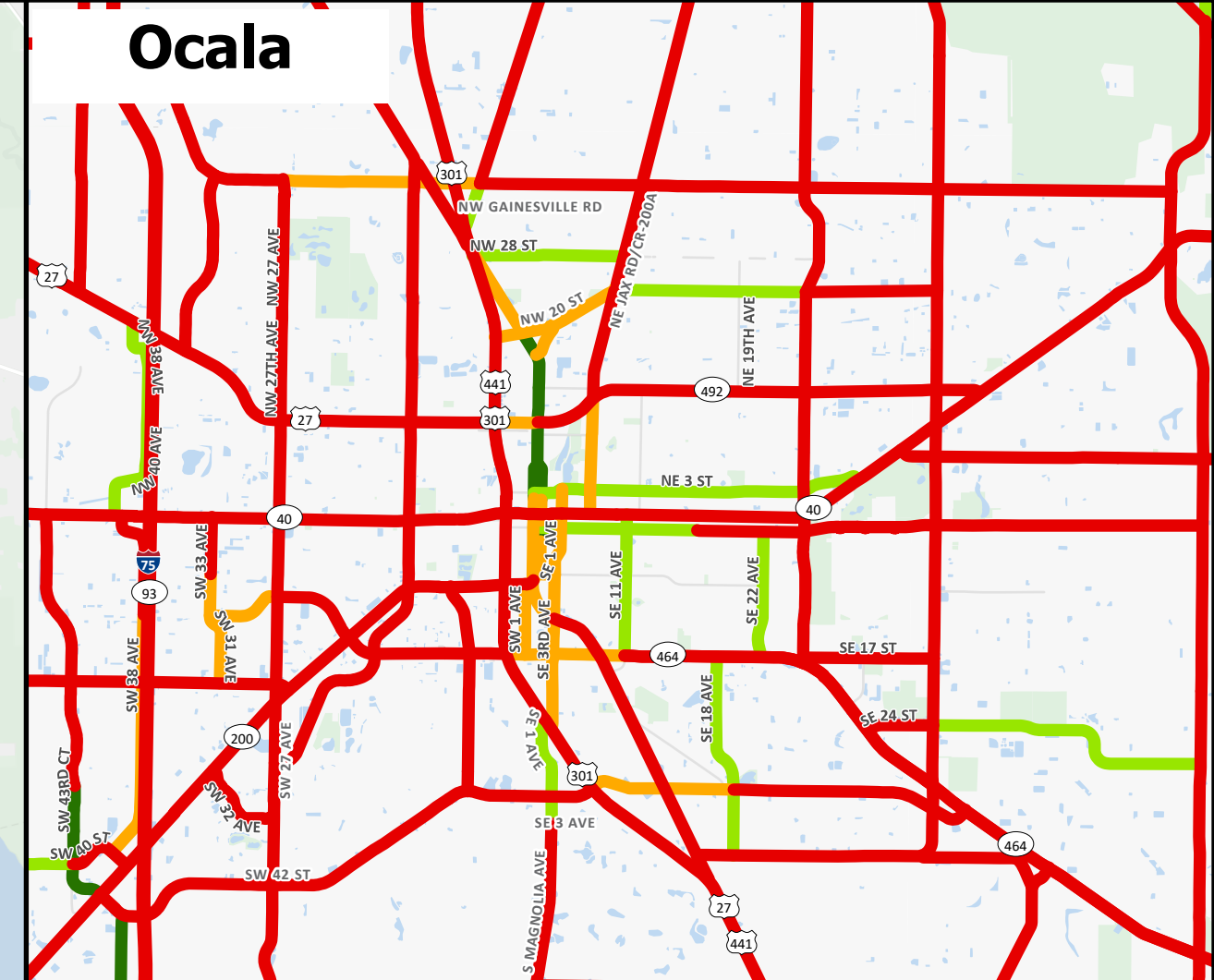
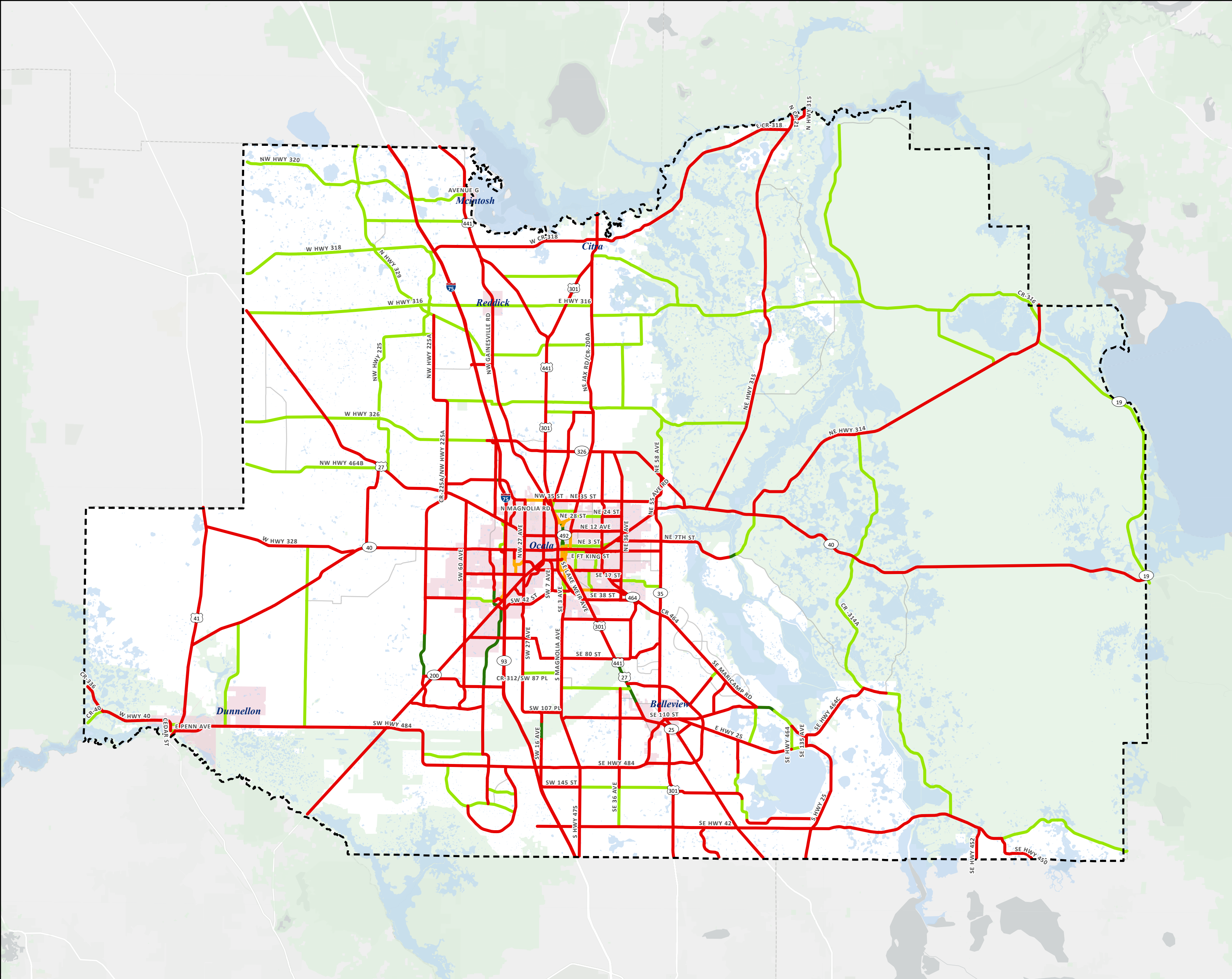


## Ocala/Marion TPO Active Transportation Plan

### Figure 25: Pedestrian Level of Traffic Stress



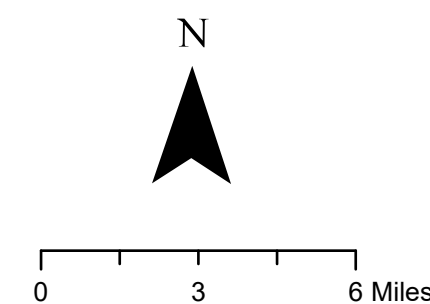
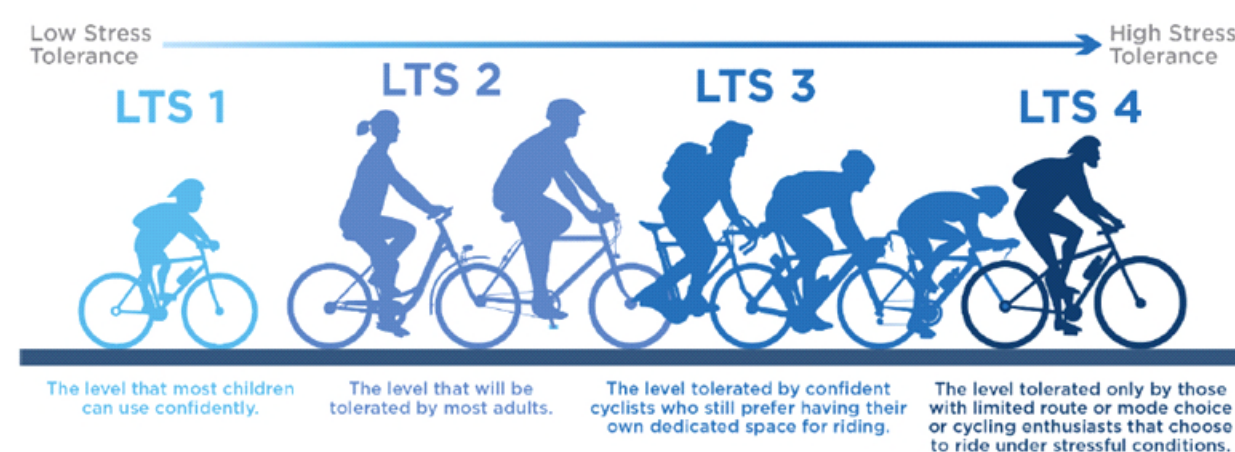




Ocala/Marion TPO Active Transportation Plan

**Figure 26: Bicycle Level of Traffic Stress**

- Bicycle Level of Traffic Stress
- 1
  - 2
  - 3
  - 4
- Municipalities
- County Boundaries



## 7. Bicycle and Pedestrian Accessibility Analysis

In this report, “accessibility” refers to how easily a destination can be reached on the roadway network. The study team analyzed the quality of the walk and bike network around key destinations, including schools, hospitals, parks, government buildings, and SNAP retailers<sup>1</sup>, shopping centers, transit stops and community centers to determine how easy or difficult a destination is to access. The purpose of this analysis is to identify areas that could benefit from more low-stress walking and biking routes to connect people to key destinations. Maps that show the locations of each type of destinations are included in Appendix A.

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

### 8.1. Network Accessibility Methodology

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

For example, **Figure 27** displays the pedestrian buffer area (represented in blue) created from a single destination (represented by the dot) along the low-stress roadways (represented in dark green). The dark red representing the LTS 3 or 4 roadways act as a barrier. **Figure 28** displays the pedestrian buffer area (represented in light pink) created from a single destination (represented by the dot) along all the surrounding roadways (represented in dark green).

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

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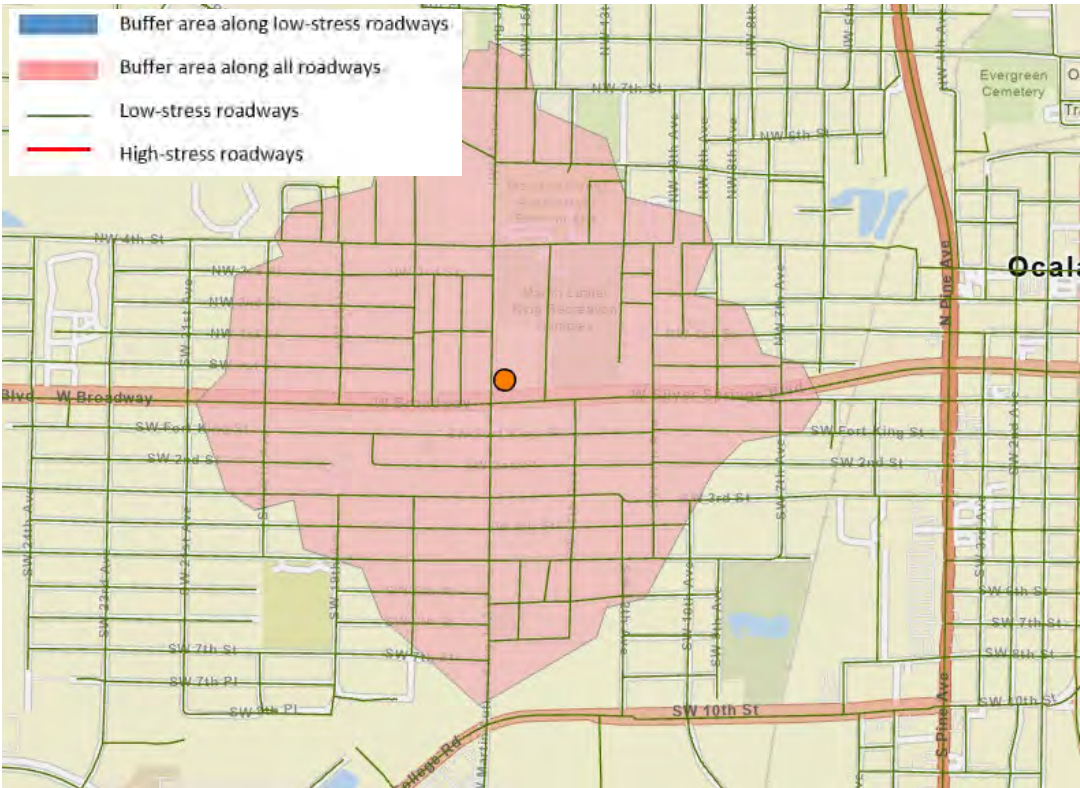
<sup>1</sup> SNAP retailers are businesses or stores that are authorized by the U.S. Department of Agriculture (USDA) to accept SNAP (Supplemental Nutrition Assistance Program) benefits as payment for eligible food items. These retailers must apply and be approved by the USDA's Food and Nutrition Service (FNS) to participate in the program.



Figure 27. Pedestrian low-stress roadway buffer area



Figure 28. Pedestrian all-roadway buffer area





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

## 8.2. Bicycle and Pedestrian Accessibility

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

**Table 5. Accessibility scoring categories**

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

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

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

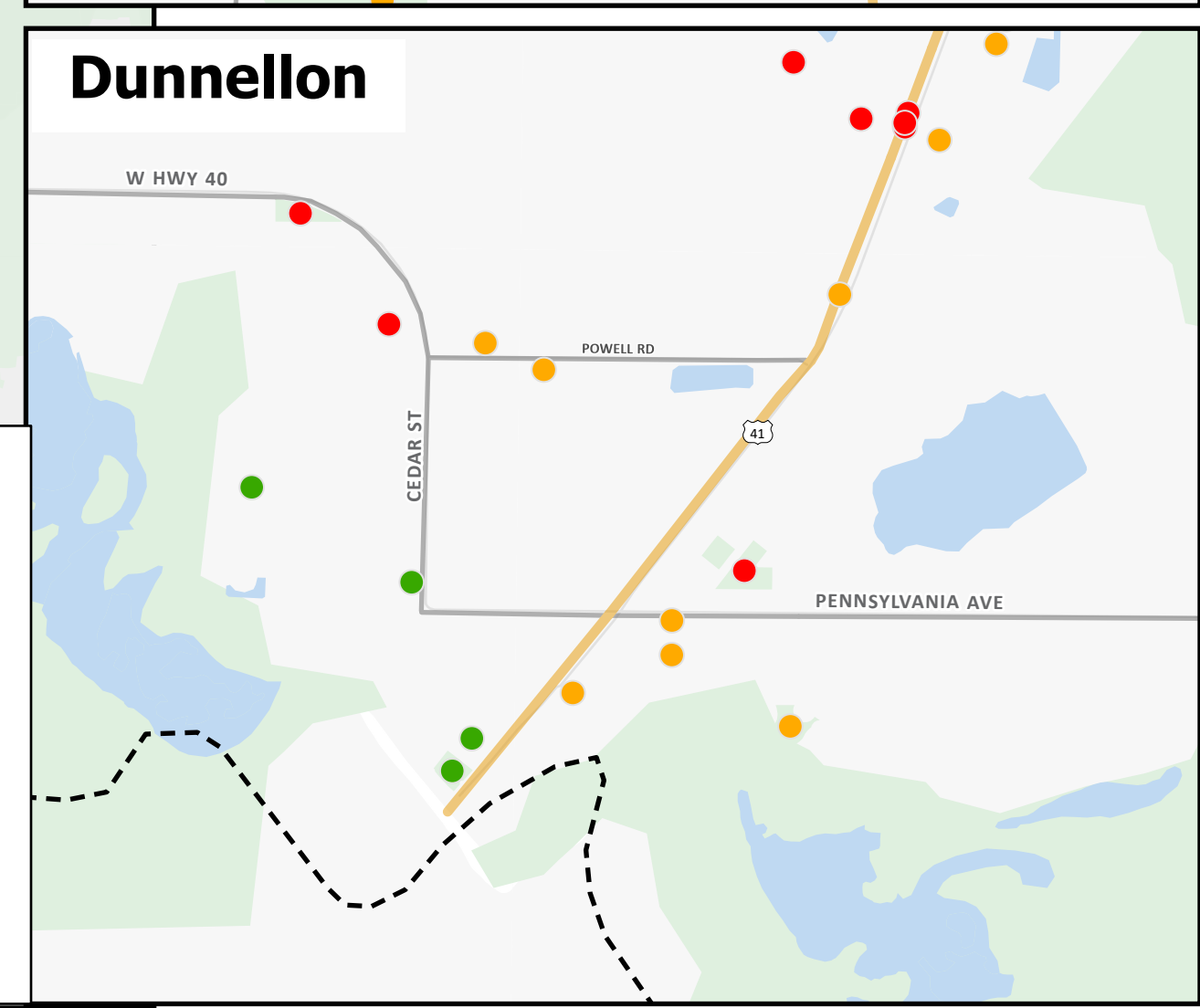
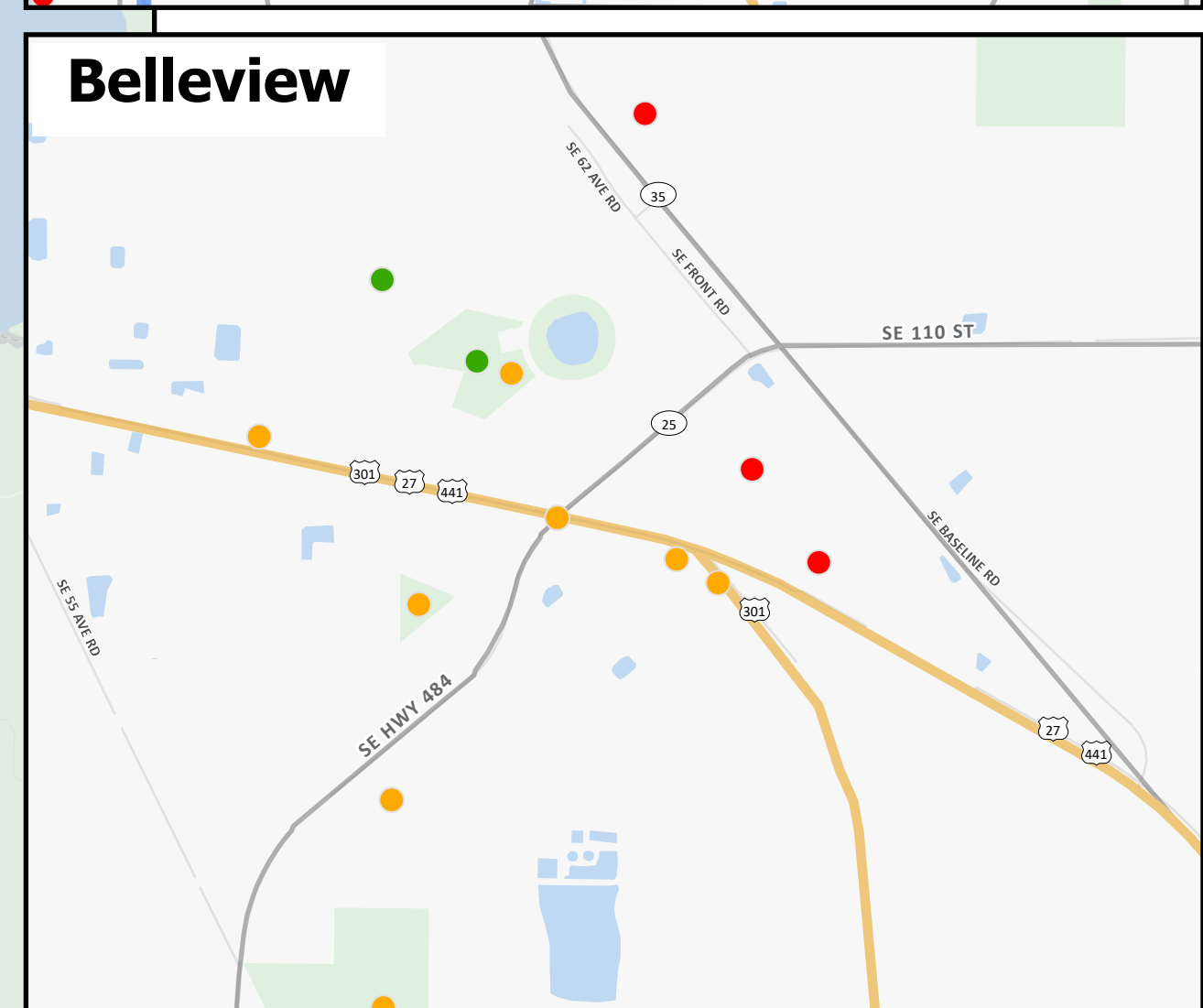
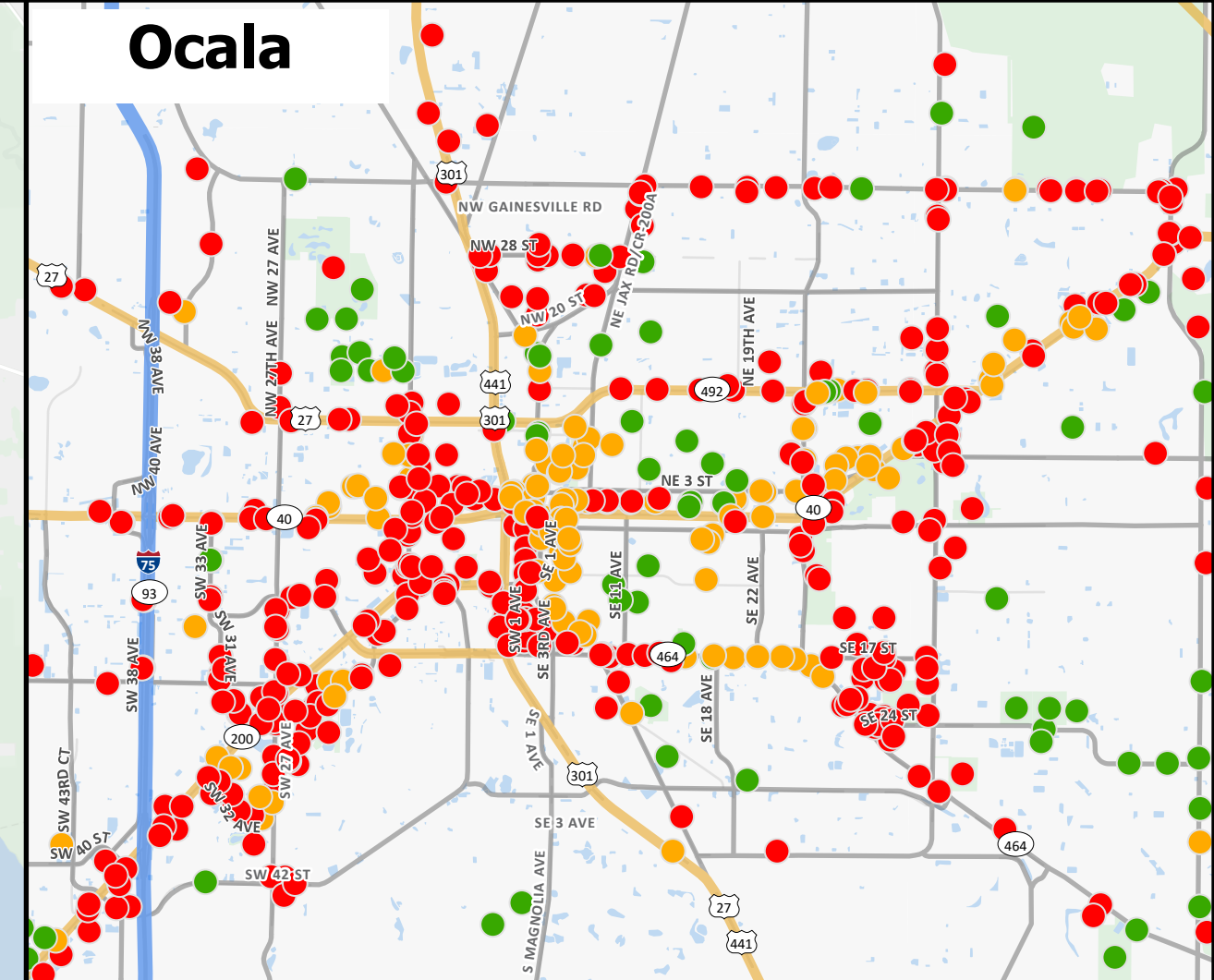
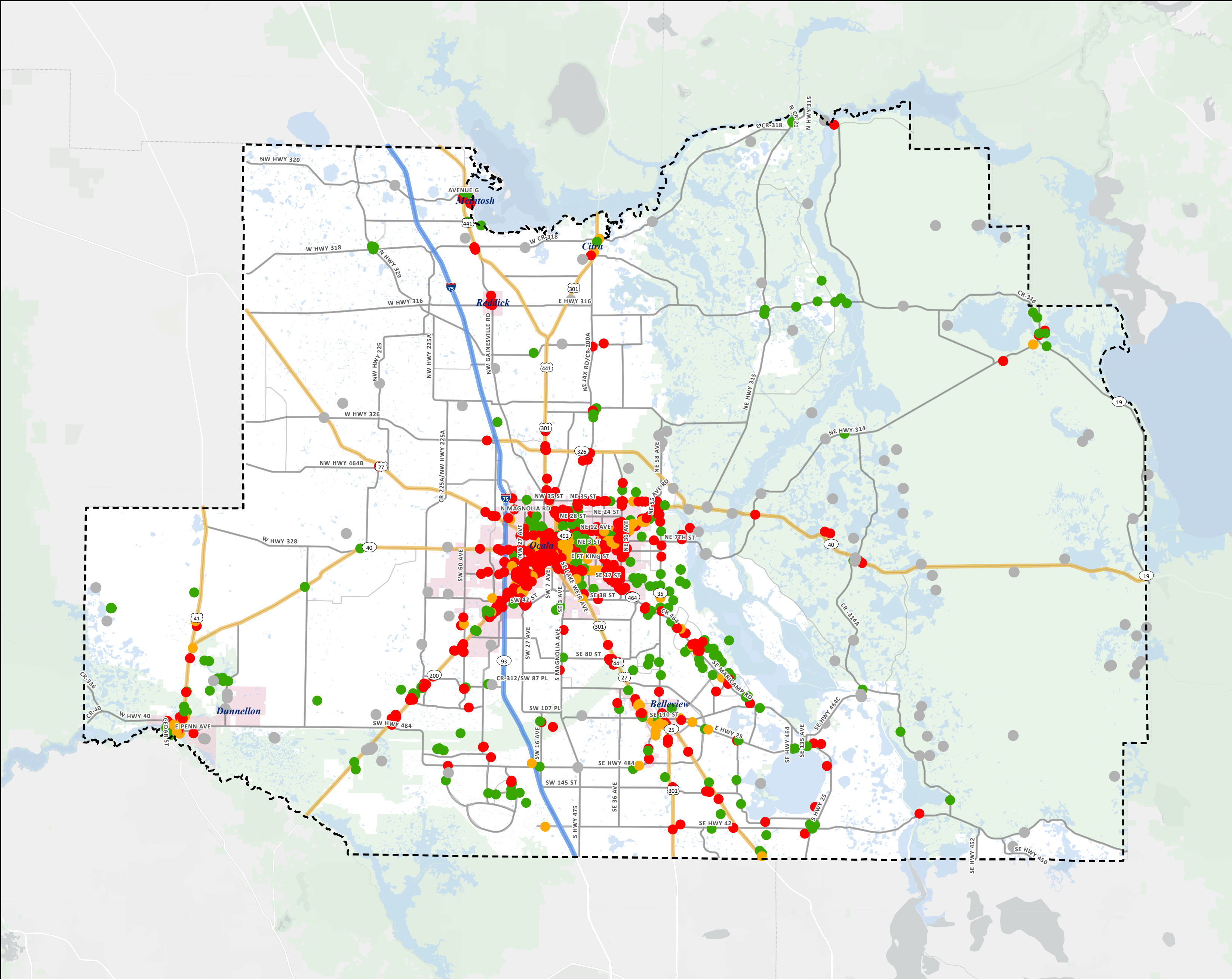
This analysis also examined the average accessibility scores of each type of destination. **Table 6** lists the population and job accessibility by walking and biking for the ten types of destinations analyzed. In addition, the top 15 transit stops by ridership category is listed to show the accessibility scores of the stops that need to be focused on more since more people are using them.

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

**Table 6. Accessibility of key destinations by facility types**

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





Ocala/Marion TPO Active Transportation Plan

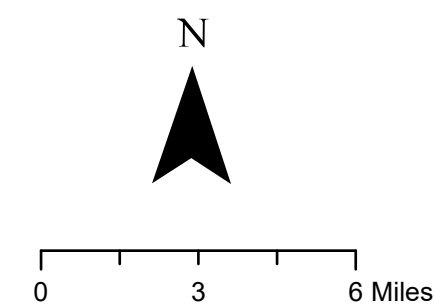
**Figure 30: Job Accessibility by Biking**

Job Accessibility by Biking

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

Marion County Roadway Network

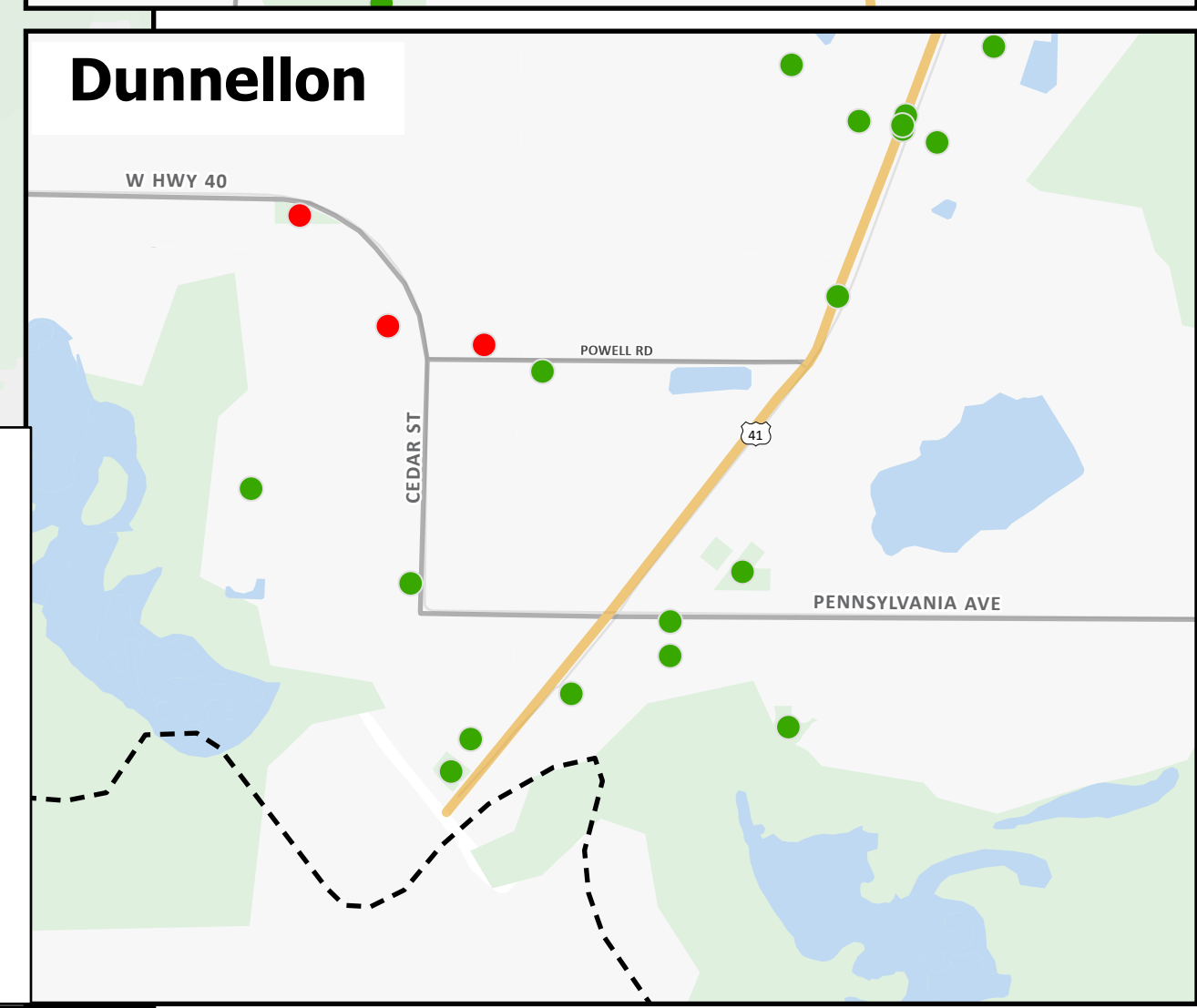
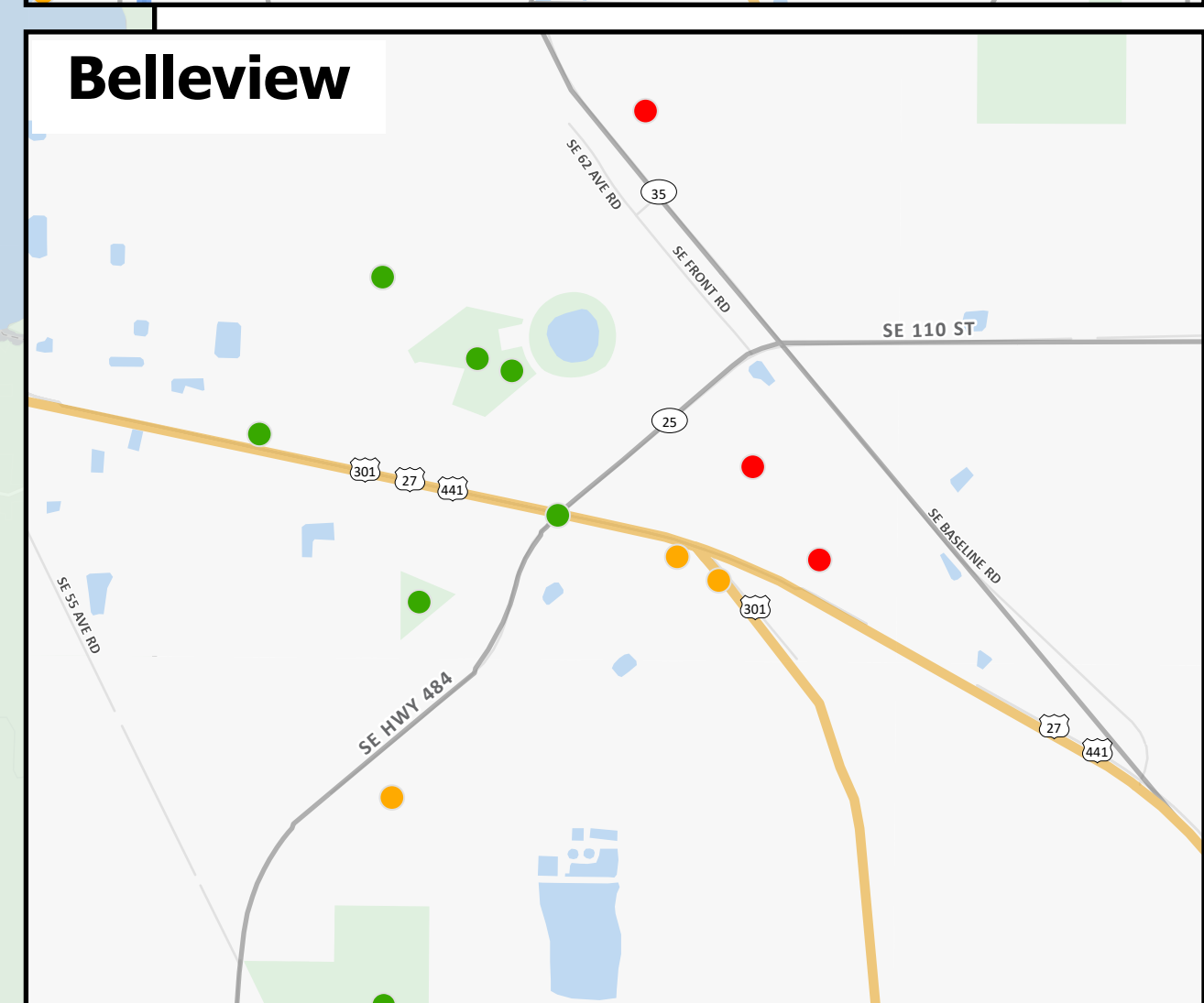
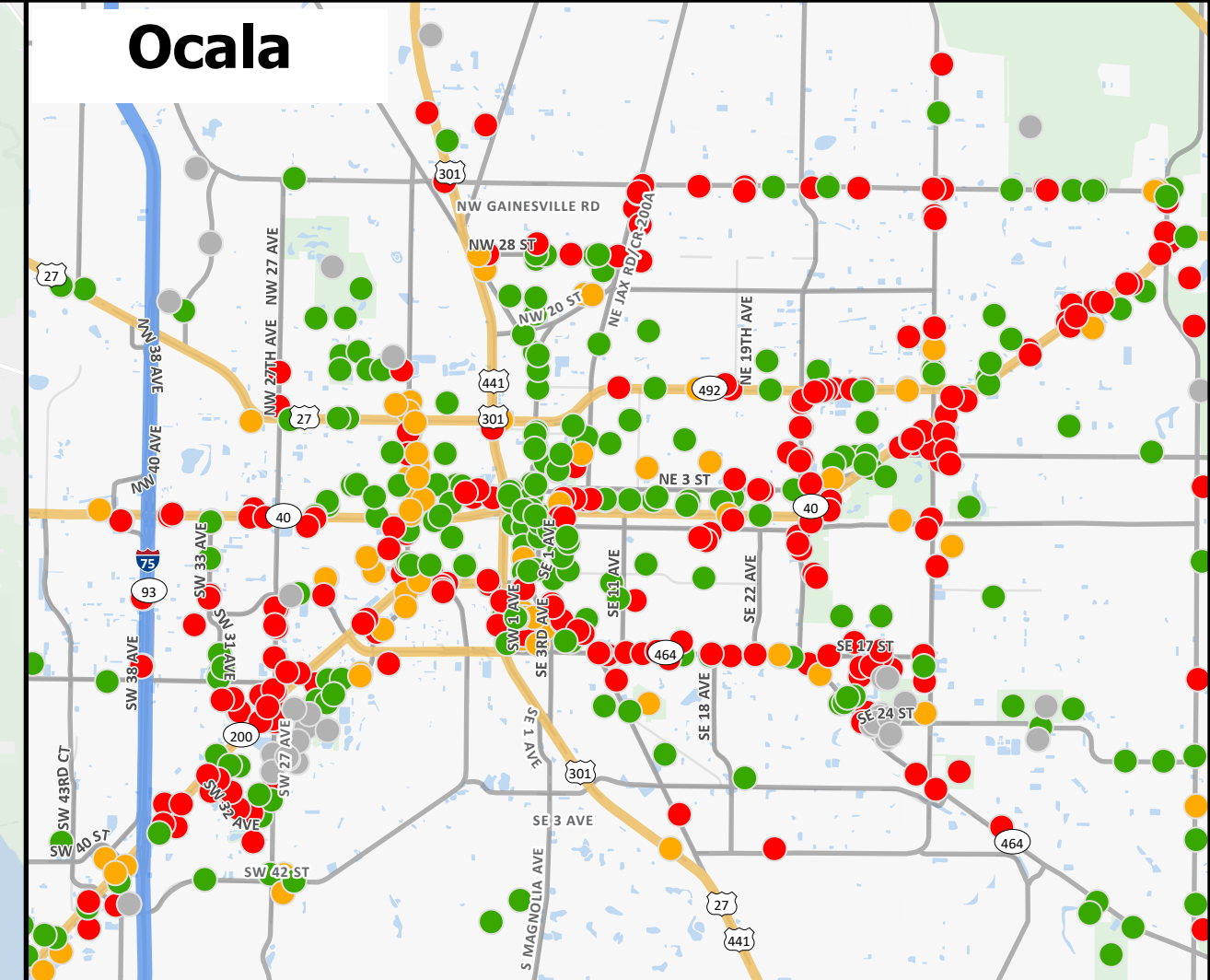
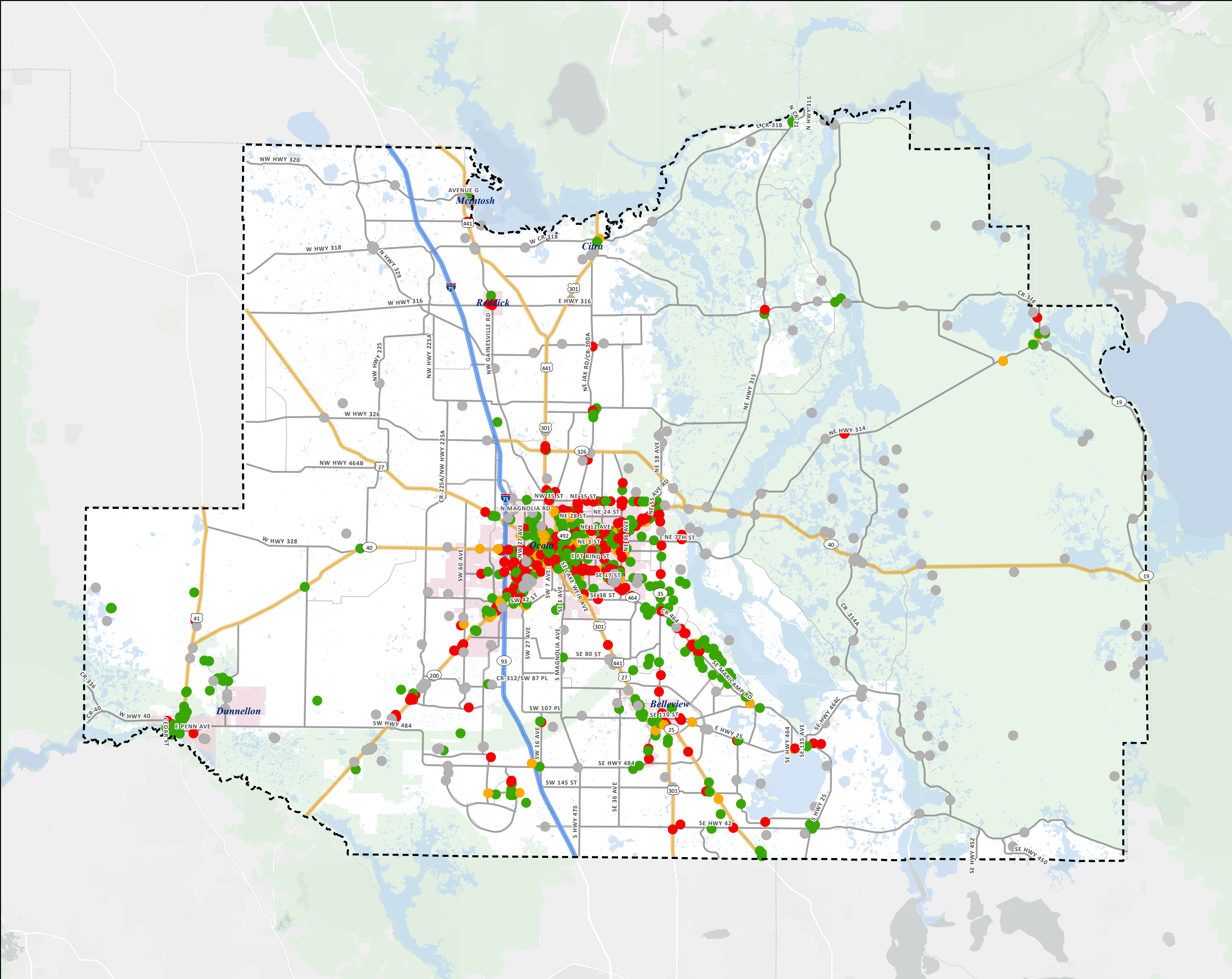
- NHS Interstate
- NHS - Non-Interstate Roadway
- Other Roadway
- Municipalities
- County Boundaries











Ocala/Marion TPO Active Transportation Plan

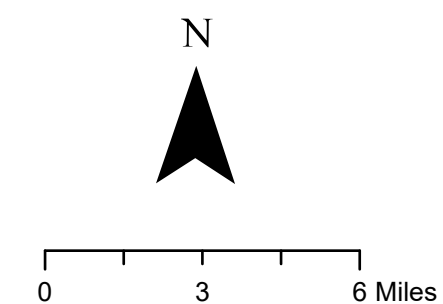
**Figure 32: Job Accessibility by Walking**

Job Accessibility by Walking

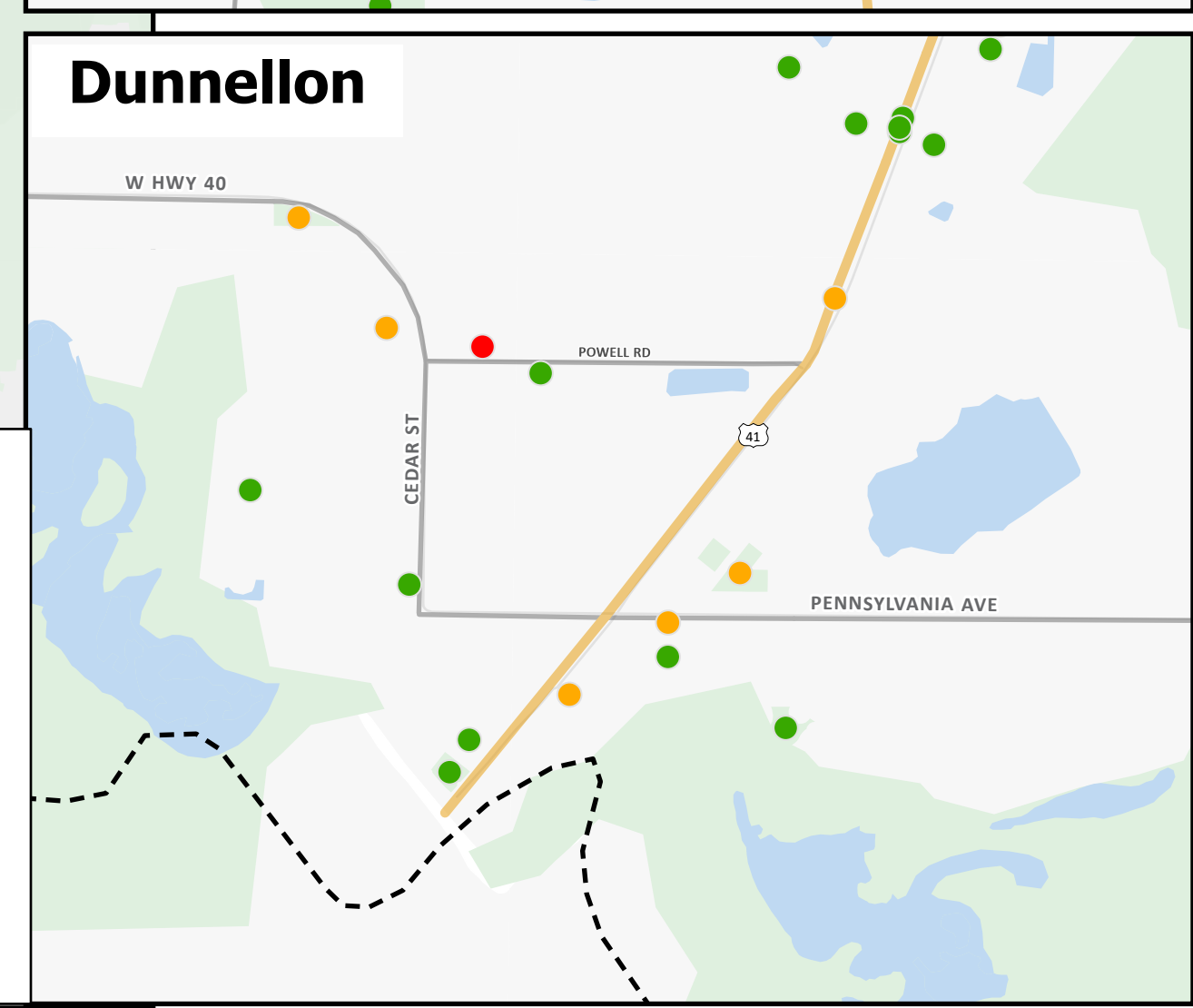
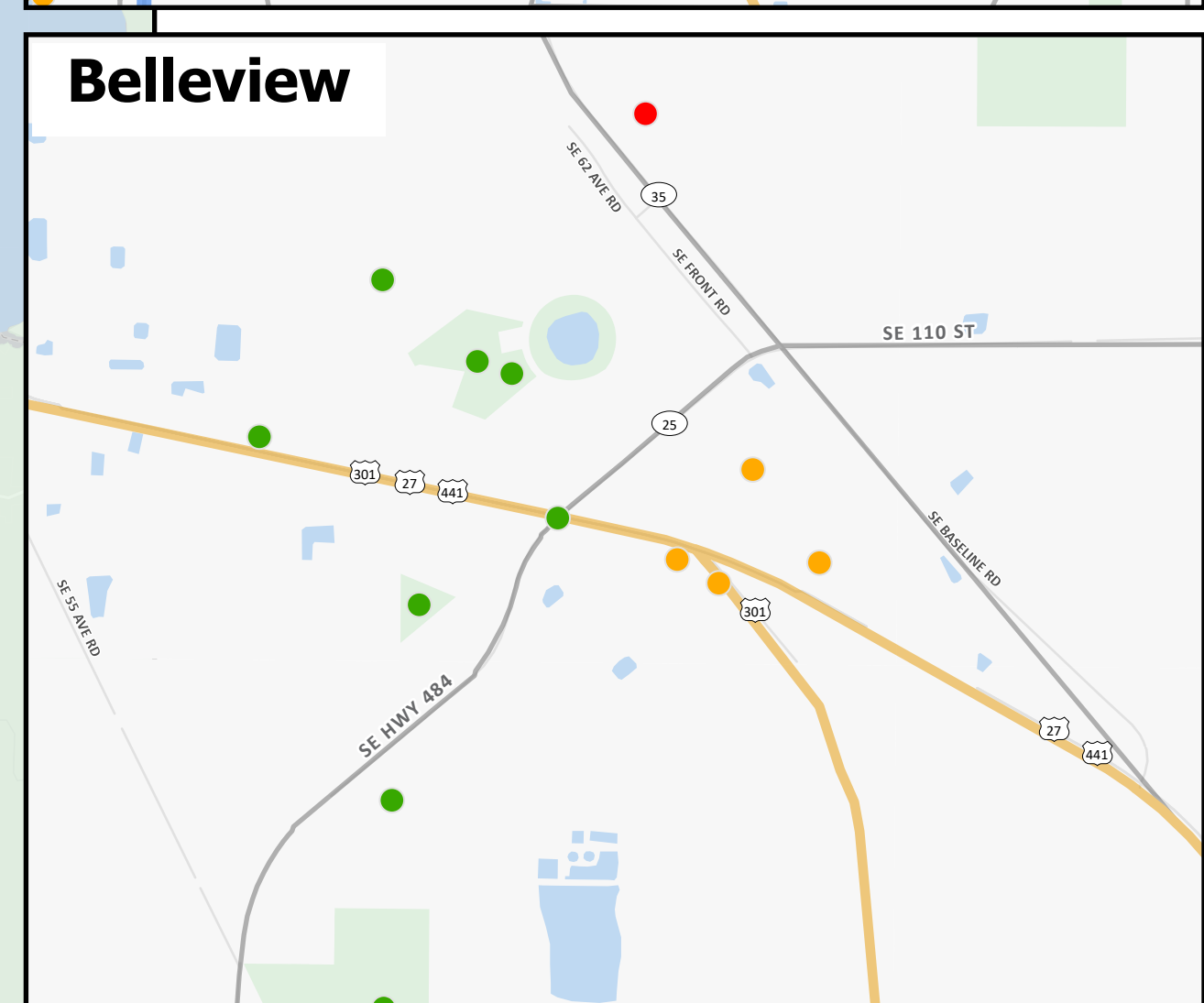
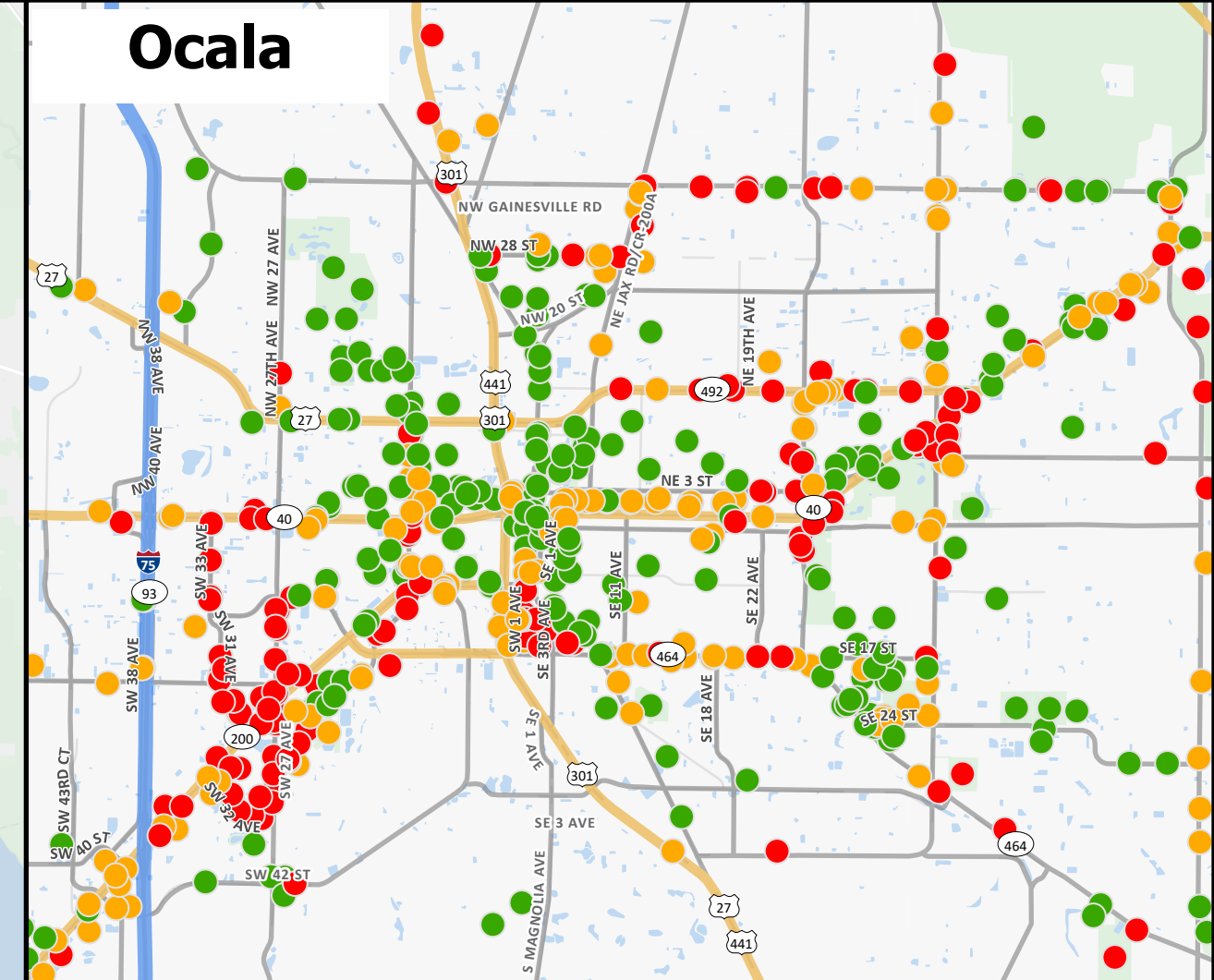
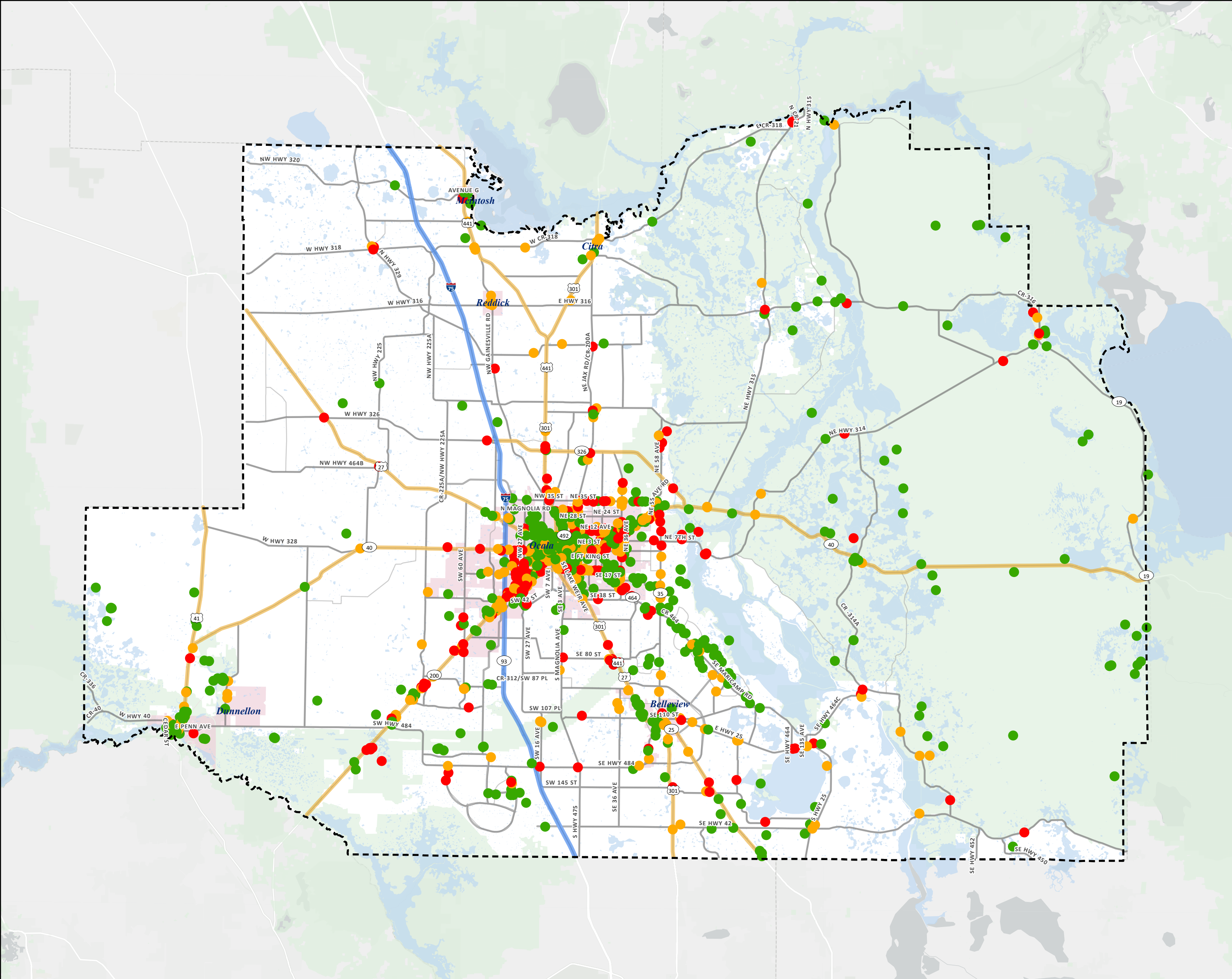
- Less than 25%
- 25% to 50%
- Greater than 50%
- No Jobs Accessible

Marion County Roadway Network

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







Ocala/Marion TPO Active Transportation Plan

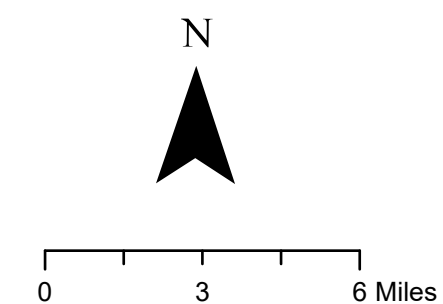
## Figure 33: Population Accessibility by Walking

Population Accessibility by Walking

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

Marion County Roadway Network

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





## 8. Needs Assessment

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

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

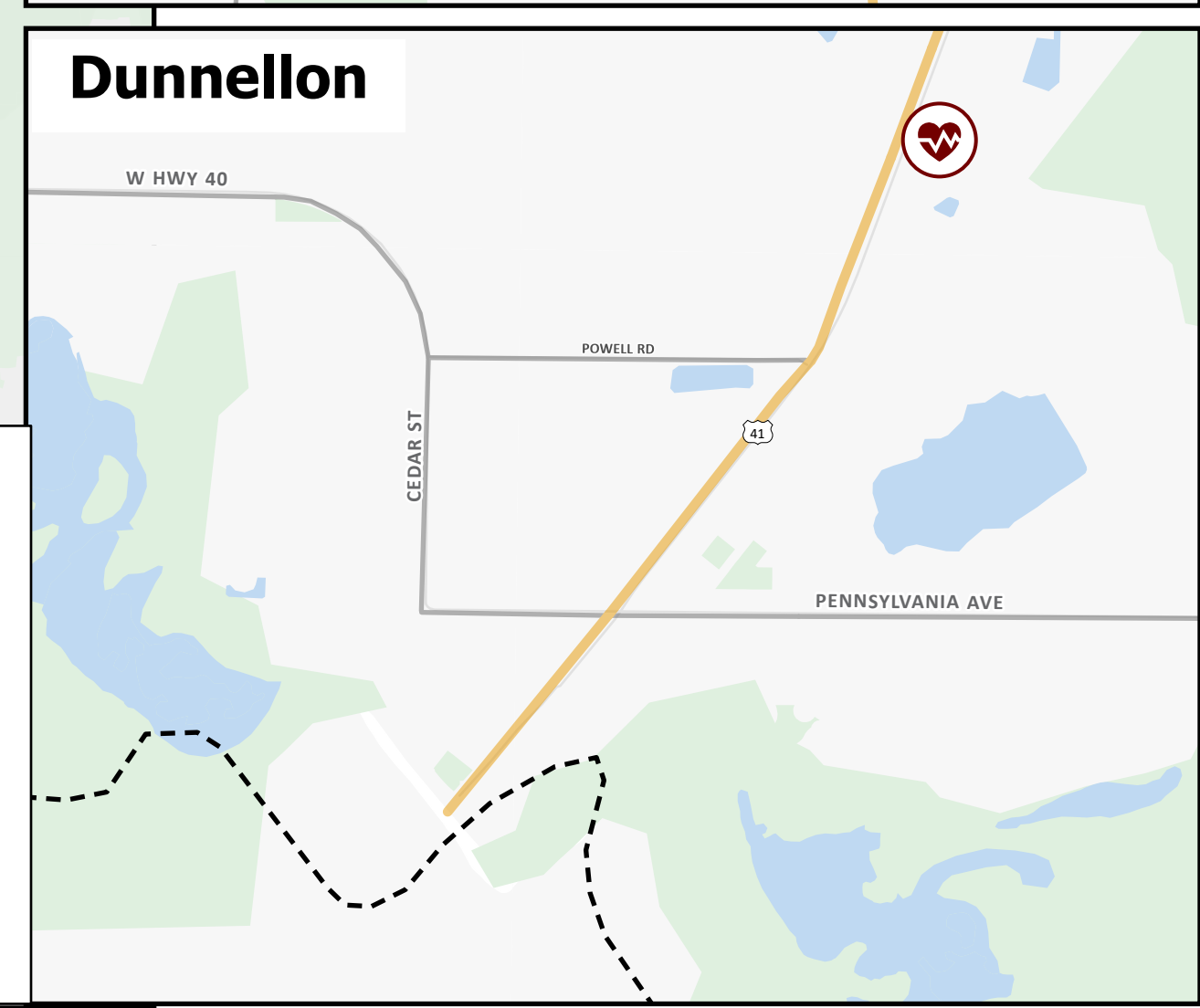
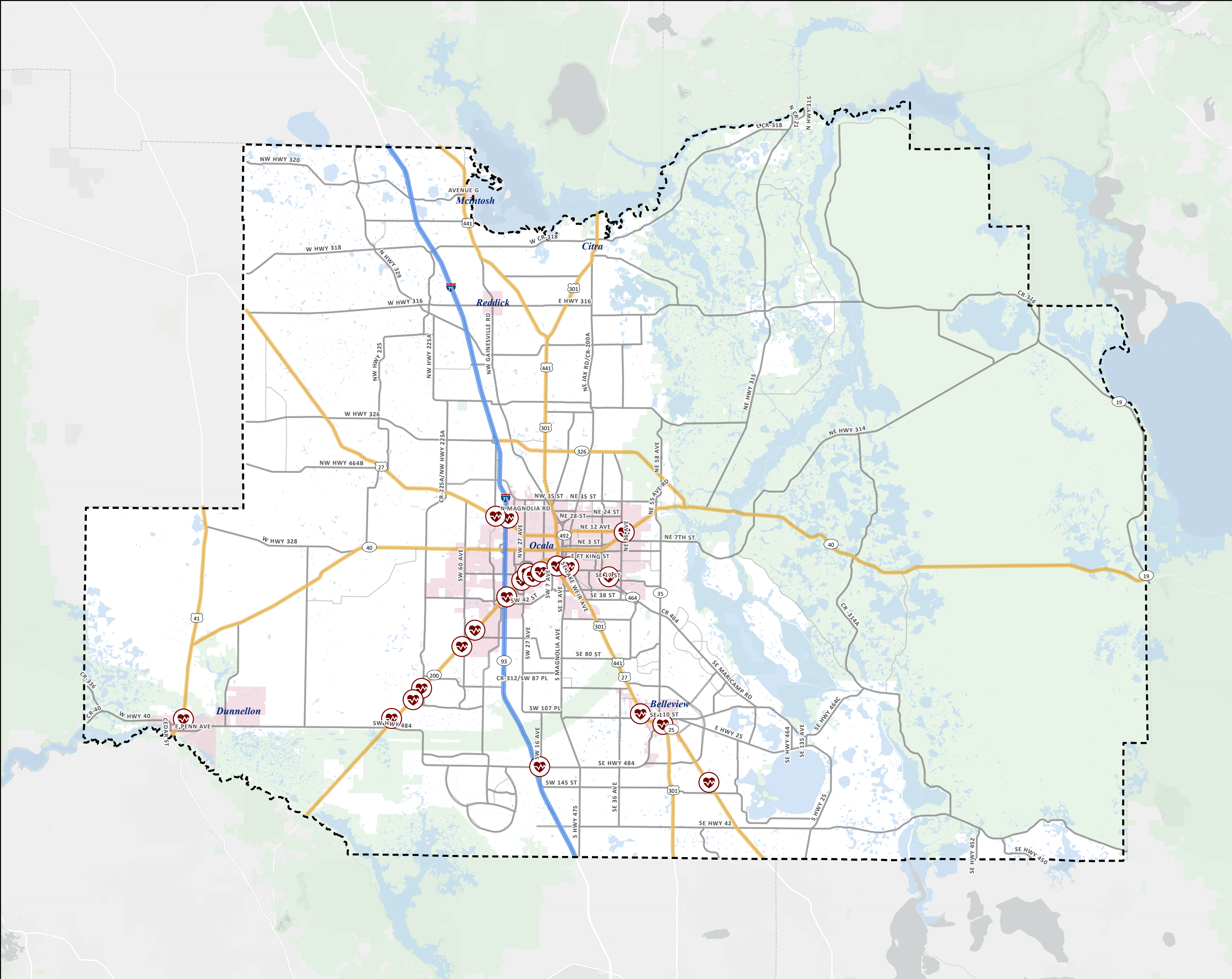
When referring to the accessibility scores of the key destinations (Section 8), we can see many destinations with low accessibility scores in the rural areas, especially in terms of job accessibility. However, since most of these low accessibility destinations in the rural areas are not surrounded by a large number of jobs or population, low accessibility destinations within or near the urban areas such as the City of Ocala may benefit more when lower stress walking and biking facilities are provided. These destinations are more concentrated along major roadways, such as SR 200, SR 40 and US 301.

The bicycle LTS analysis shows more low stress biking roadways in the rural areas due to low traffic volumes. However, building a lower speed or more separated biking network in these areas could make the roadways safer and more comfortable for bicyclists. Furthermore, there are areas near the lower bicycle stress roadways that could see an increase in accessibility to jobs with additional low stress roadways. Some of these areas include W Hwy 329 near Sparr and the intersection of Hwy 316 and County Road 25A near Reddick.

The areas with higher stress roadway network and lower accessibility destinations also coincide with where fatal and serious injury crashes occur more frequently for people walking and biking (Section 5). Therefore, providing more low stress walking and biking facilities in these areas could benefit the community in terms of both safety and accessibility.

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


## **Appendix A: Key Destination Locations**






#### Ocala/Marion TPO Active Transportation Plan

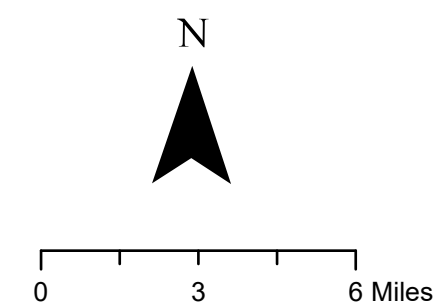
### Figure X: Destination--ER's and Urgent Cares

#### ER's and Urgent Cares

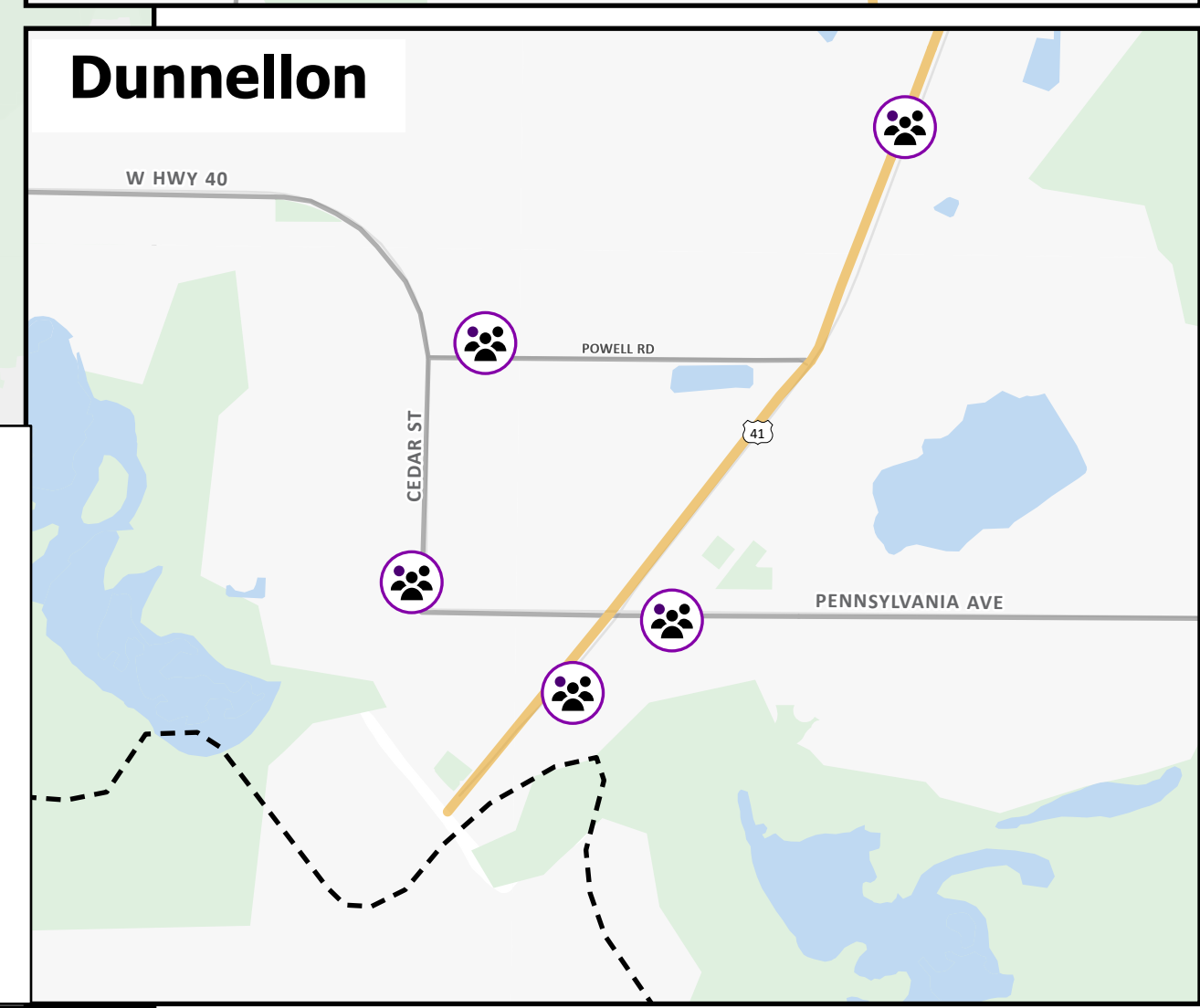
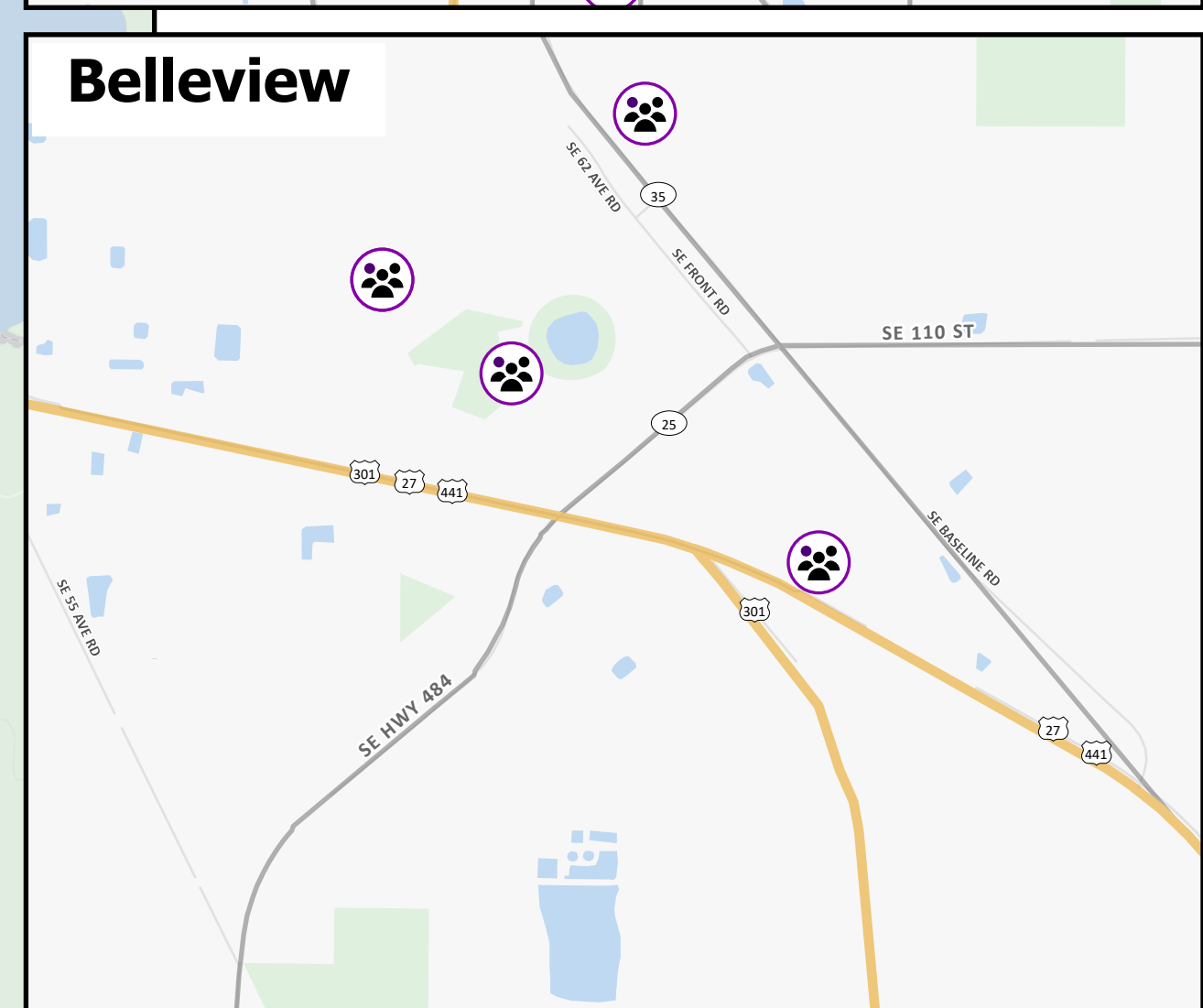
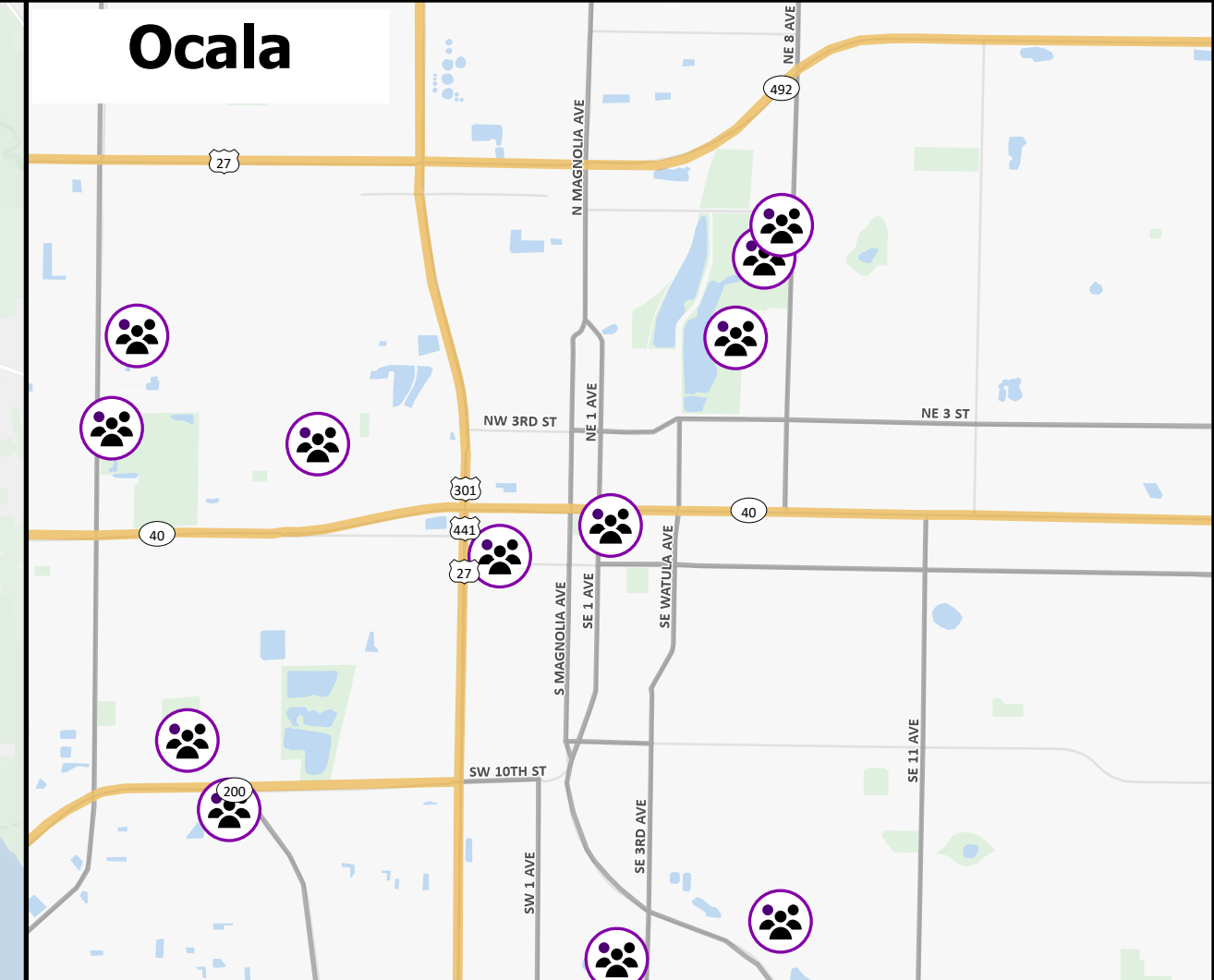
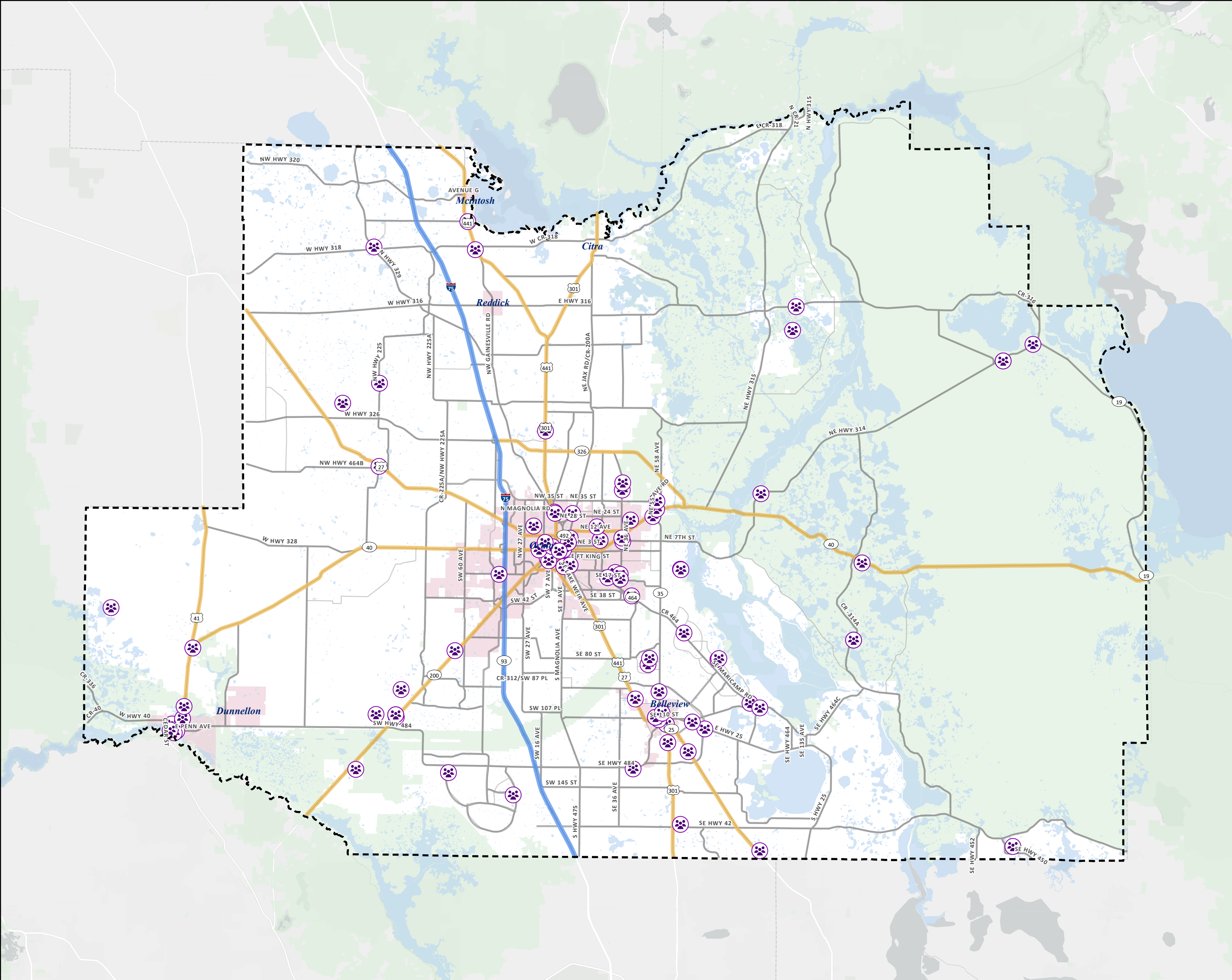
 ER's and Urgent Cares

#### Marion County Roadway Network

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

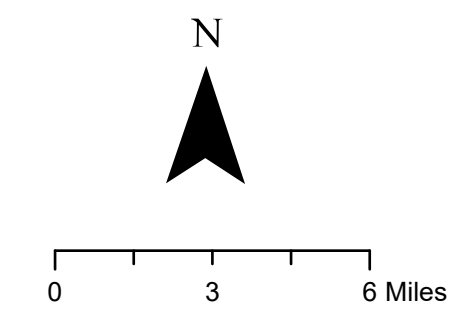




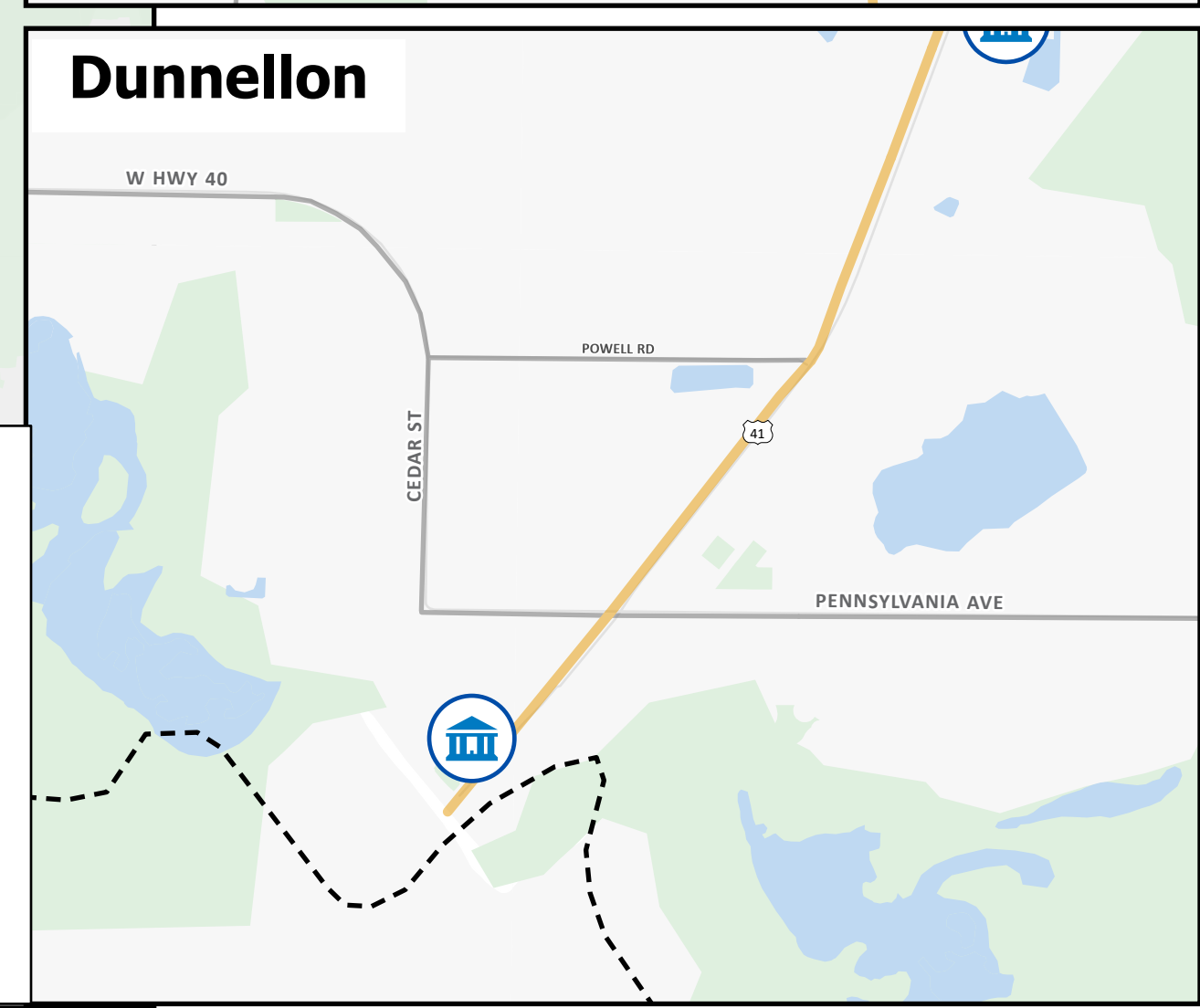
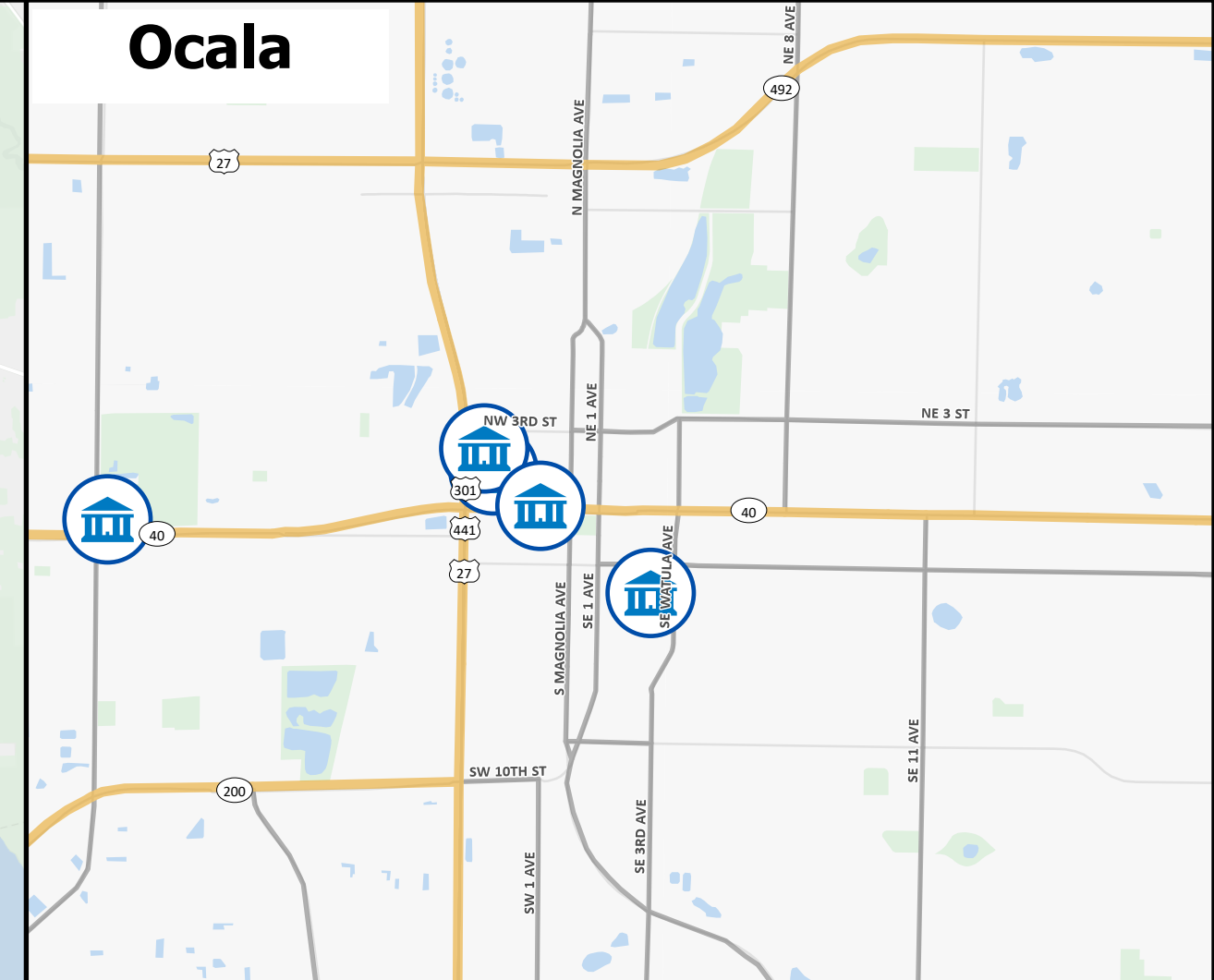
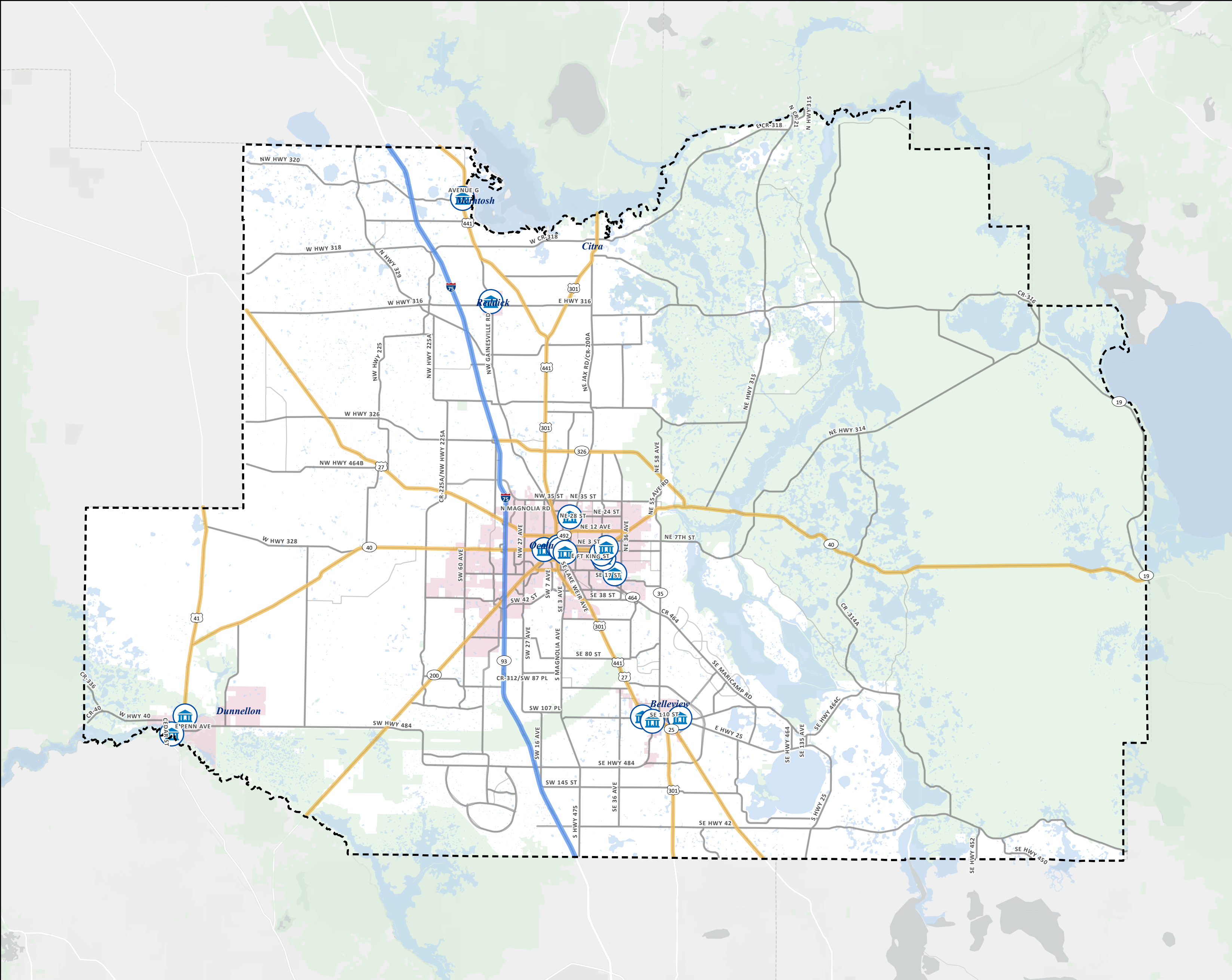


Ocala/Marion TPO Active Transportation Plan  
**Figure X: Destination--Community Center**

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

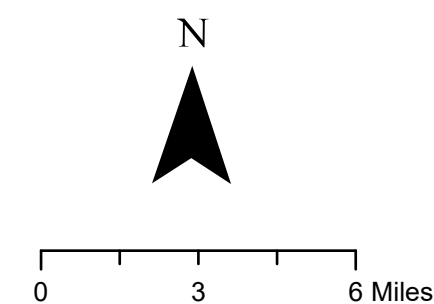
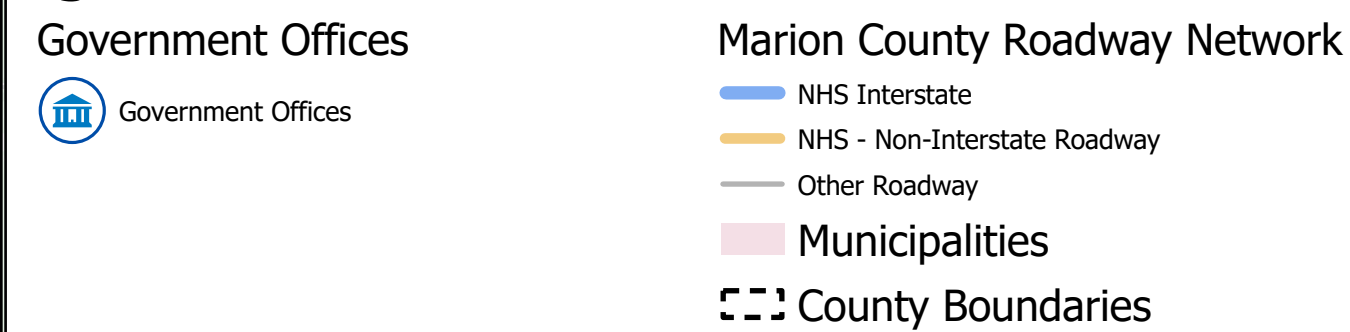






Ocala/Marion TPO Active Transportation Plan

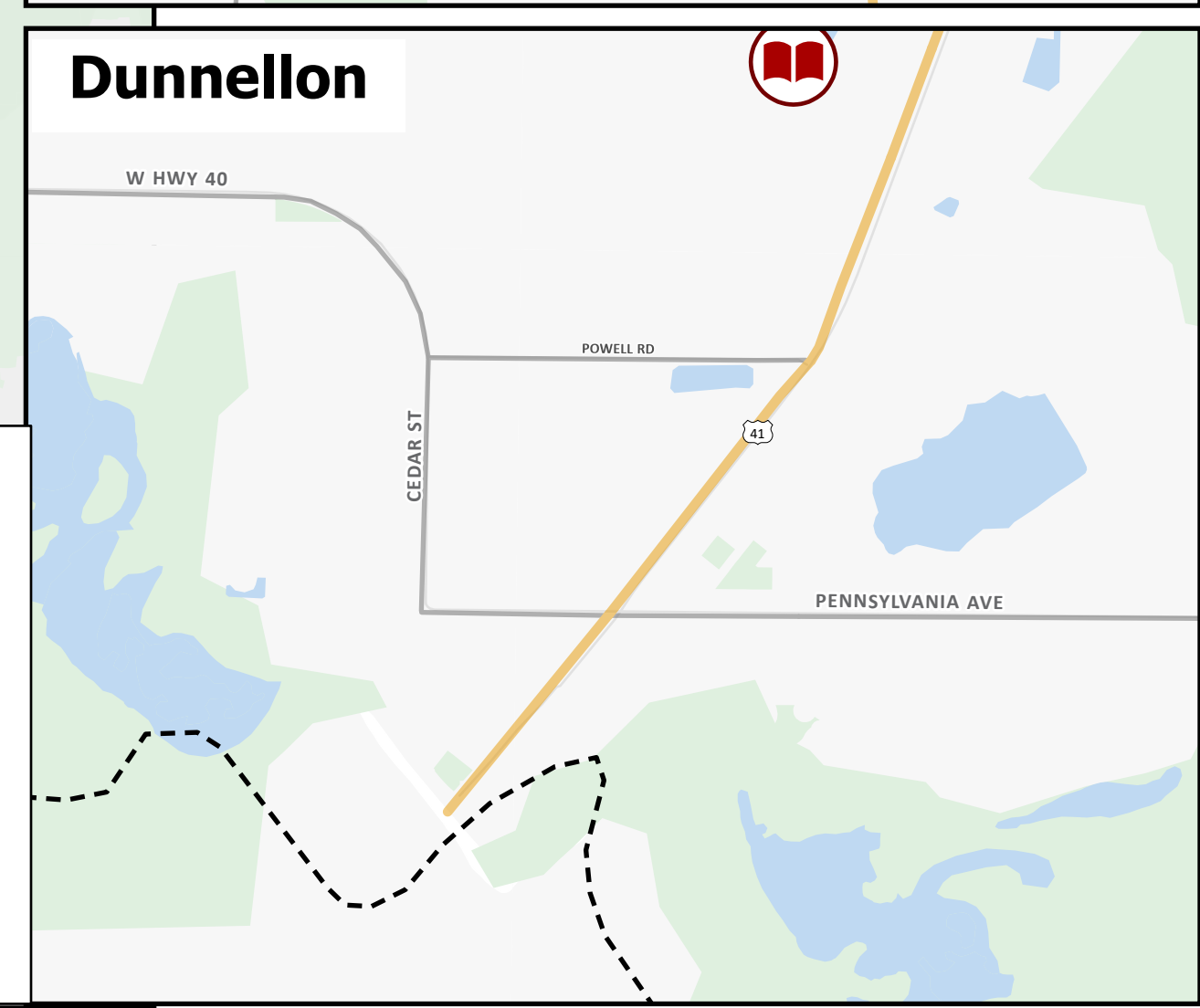
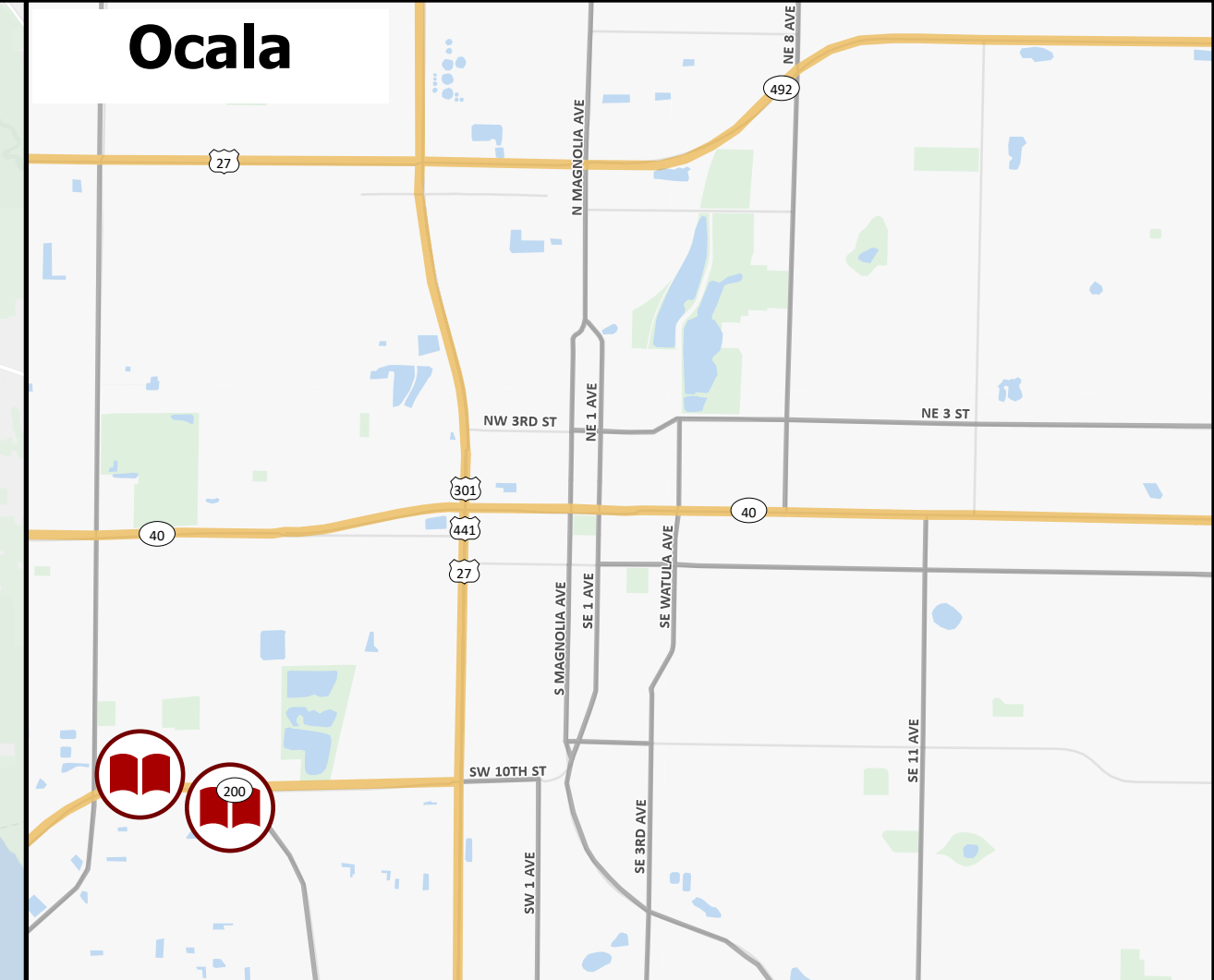
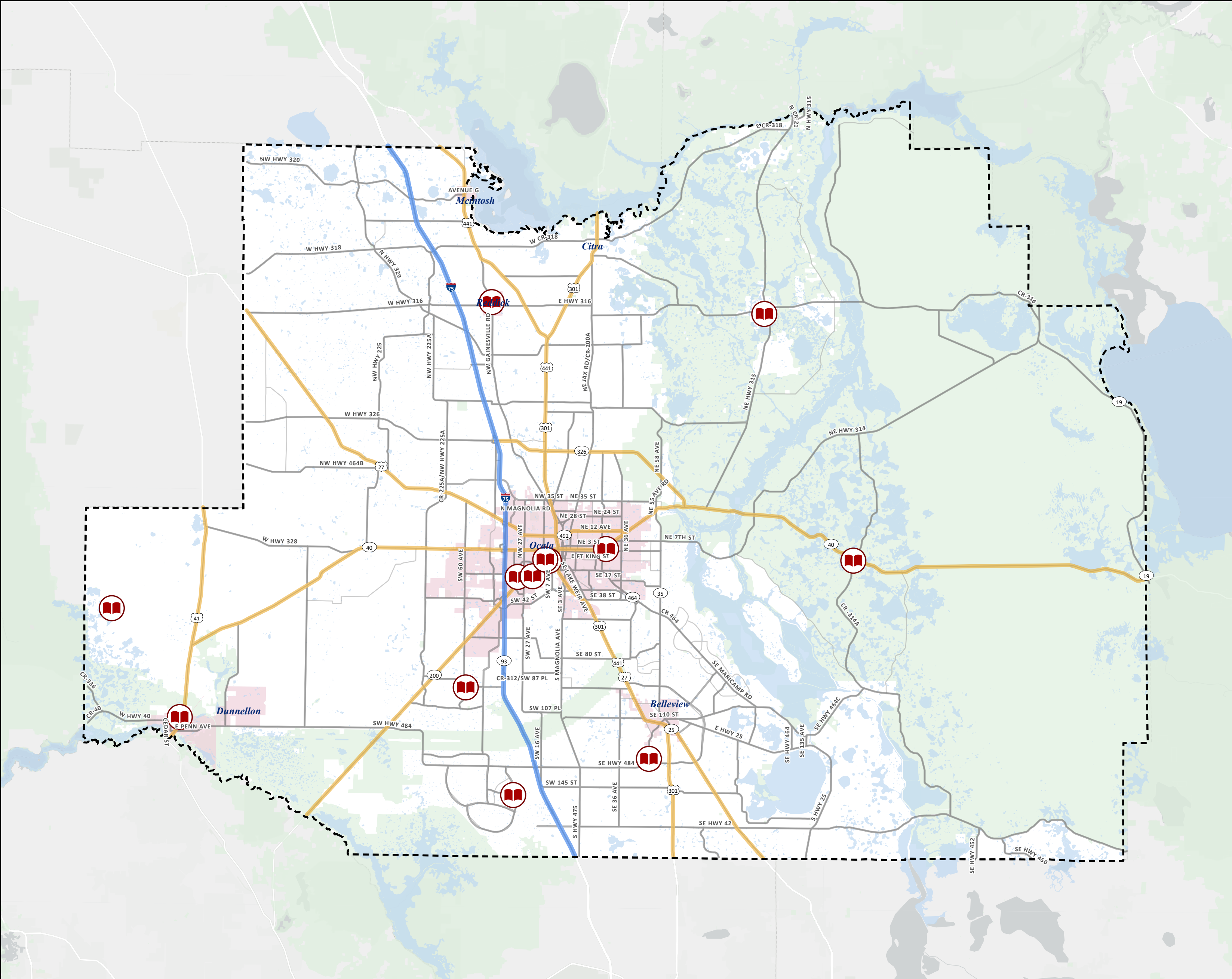
**Figure X: Destination--Government Offices**











Ocala/Marion TPO Active Transportation Plan

**Figure X: Destination--Libraries**

- Libraries

Libraries
- Marion County Roadway Network

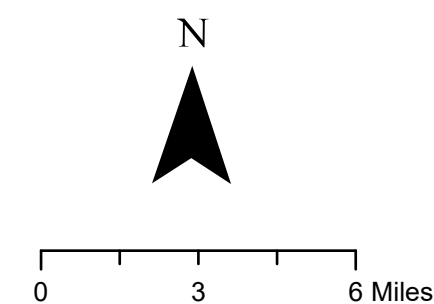
NHS Interstate

NHS - Non-Interstate Roadway

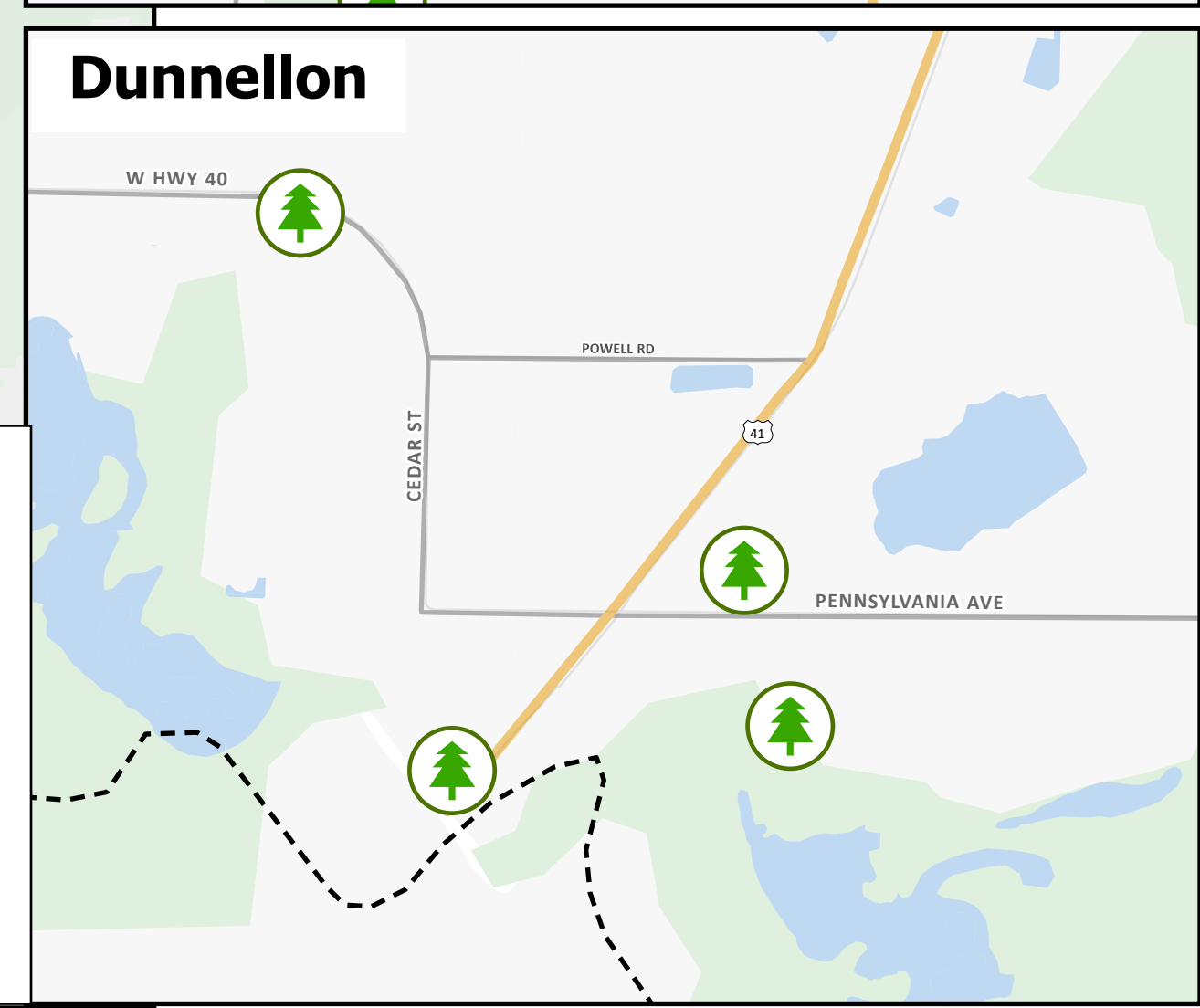
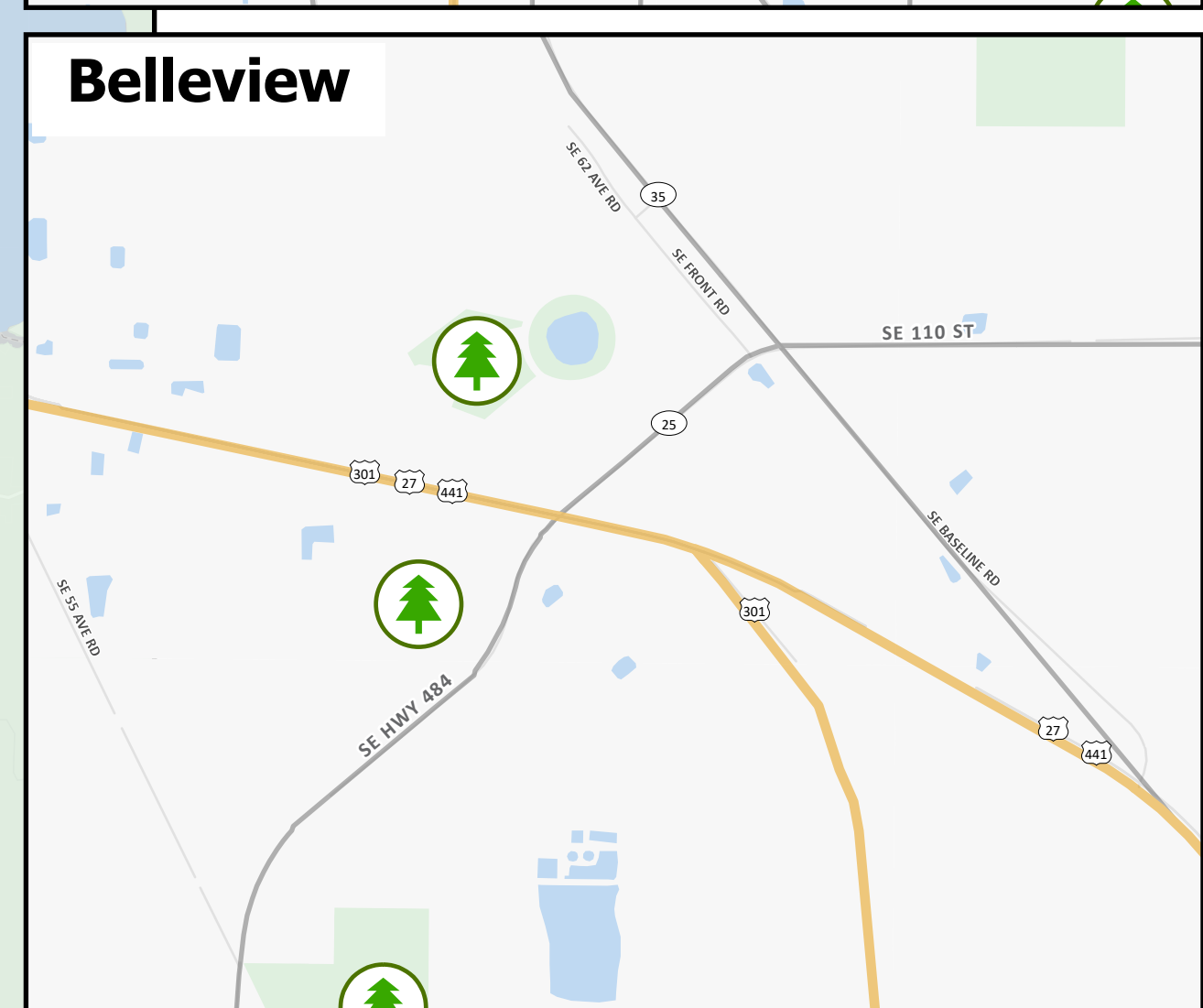
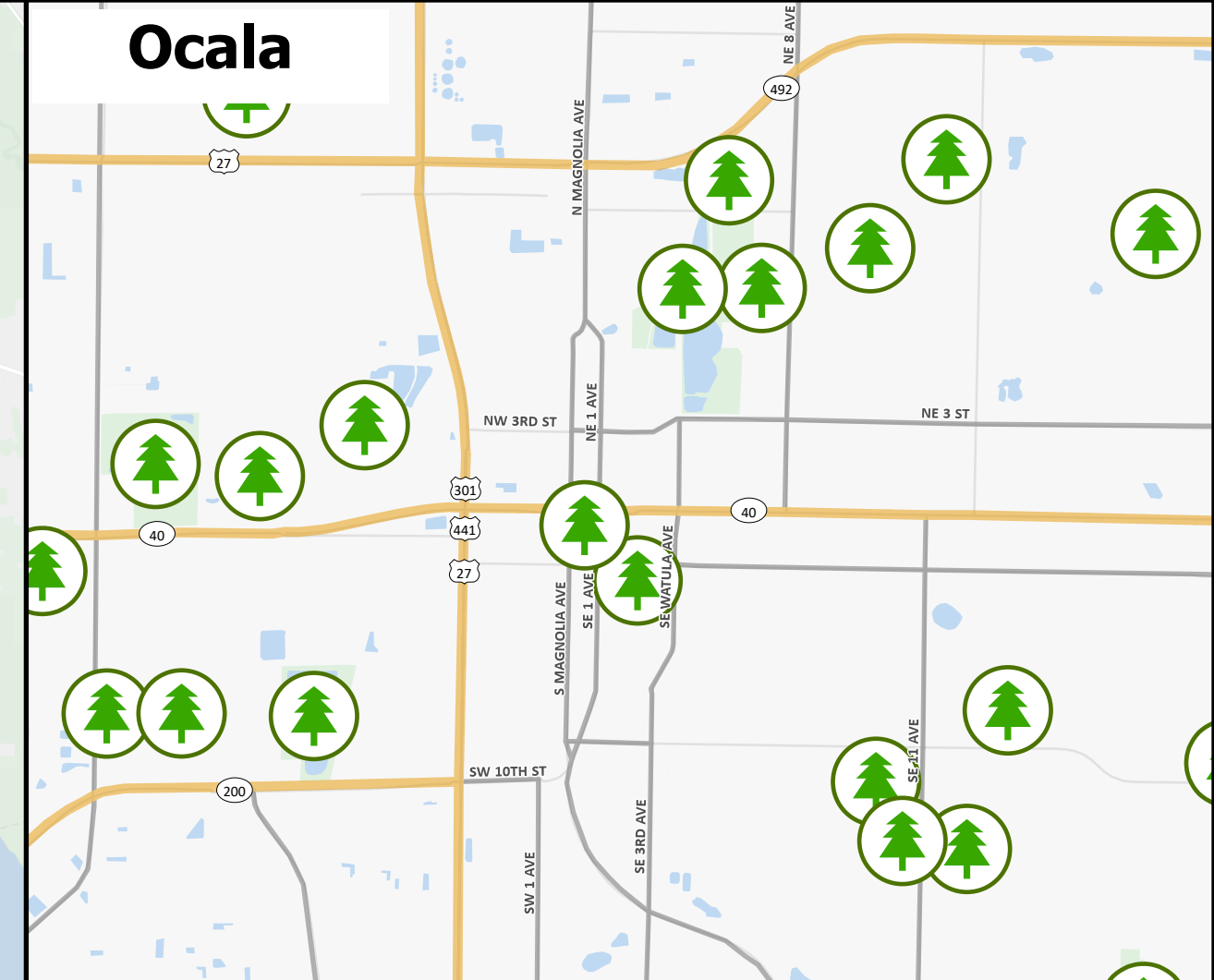
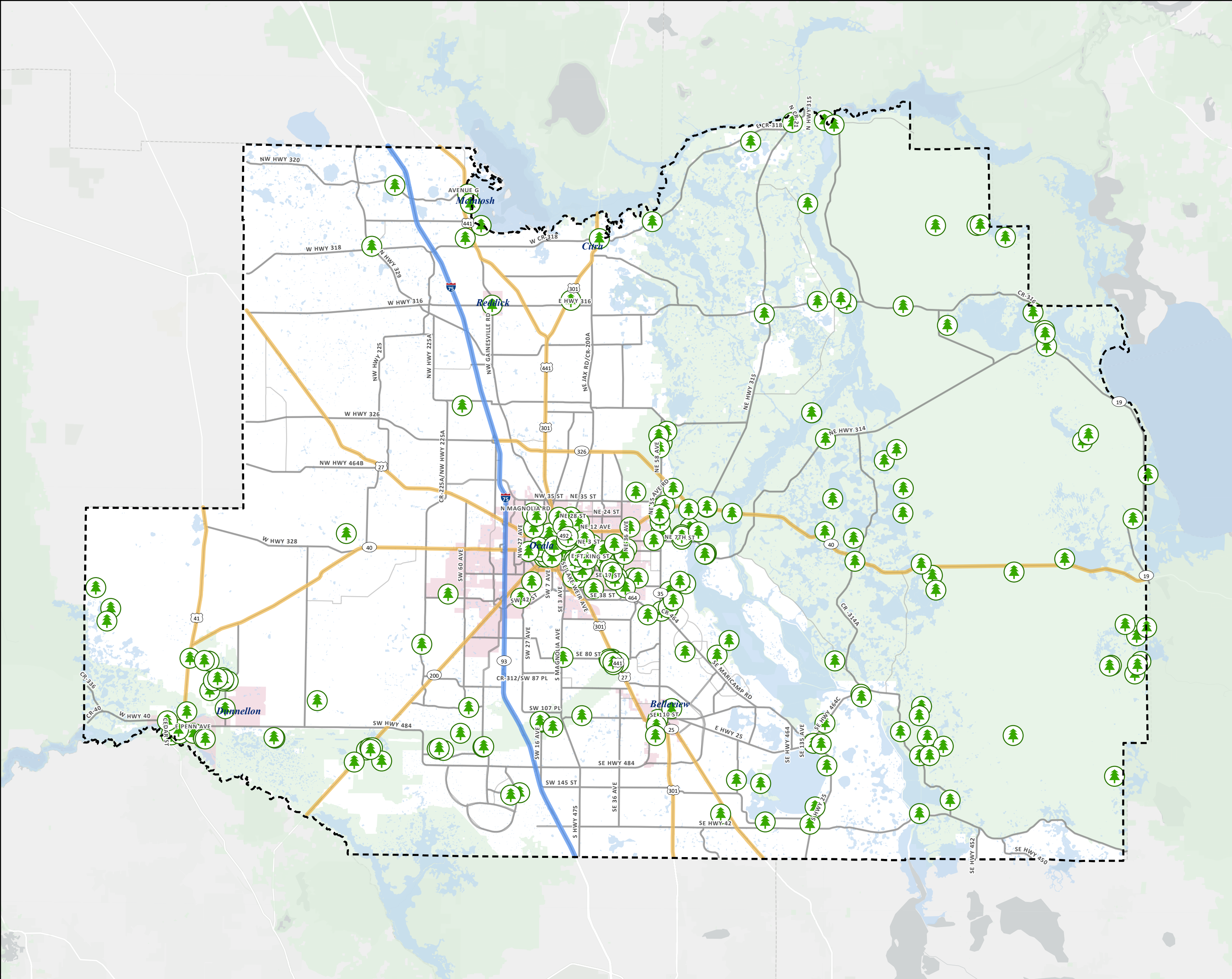
Other Roadway

Municipalities

County Boundaries



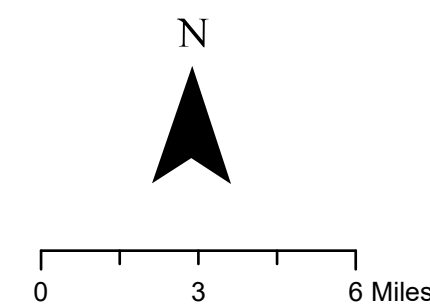




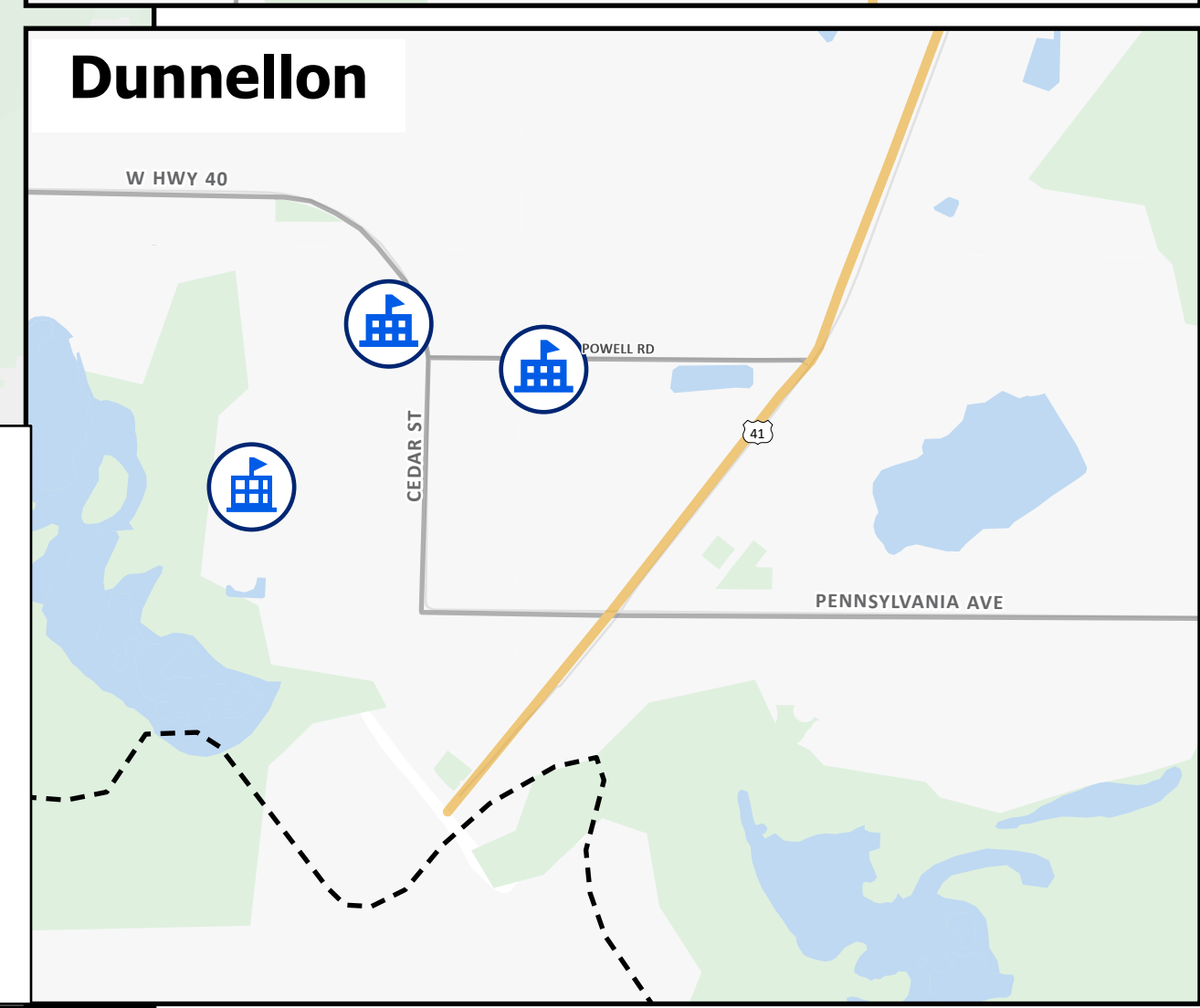
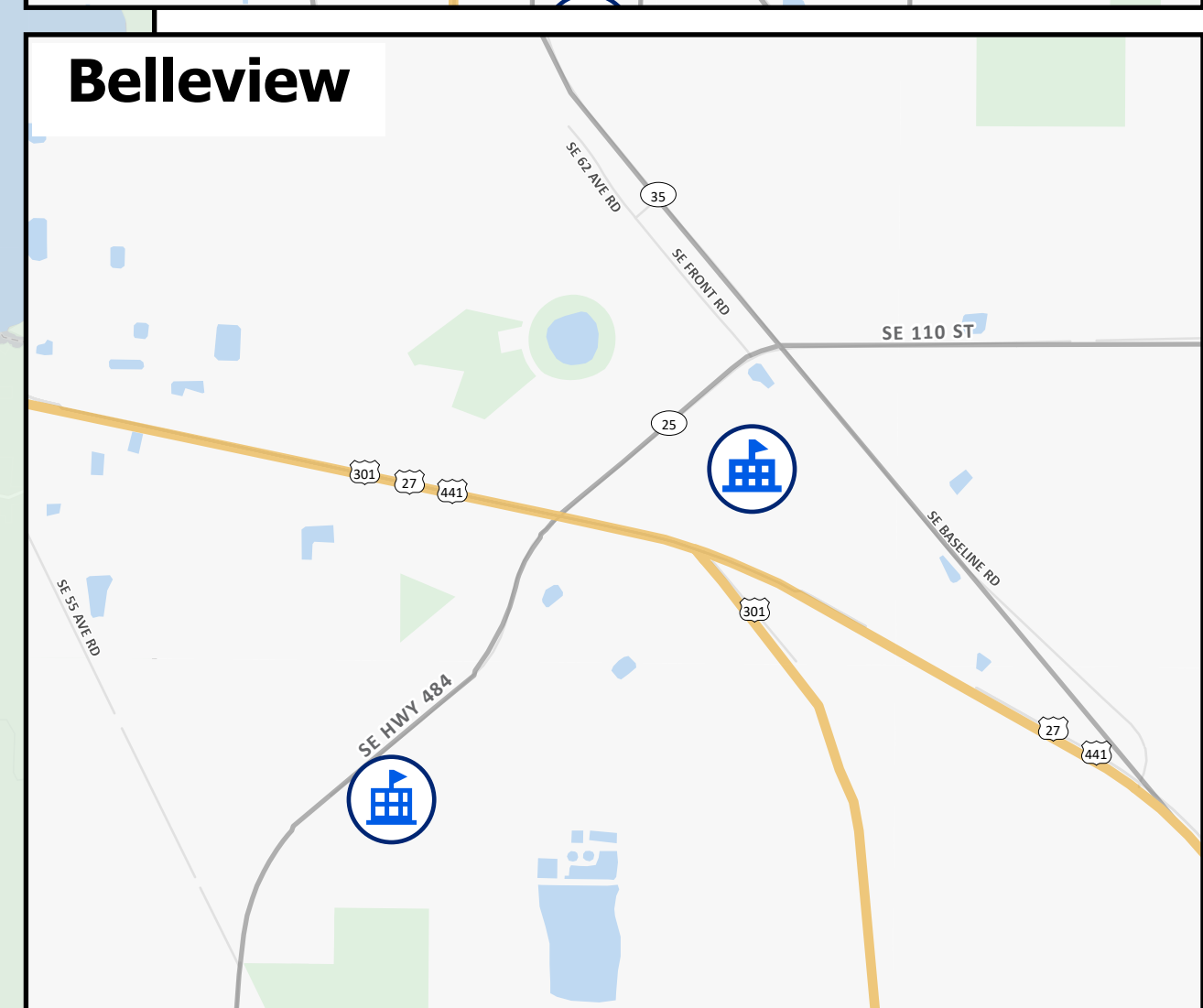
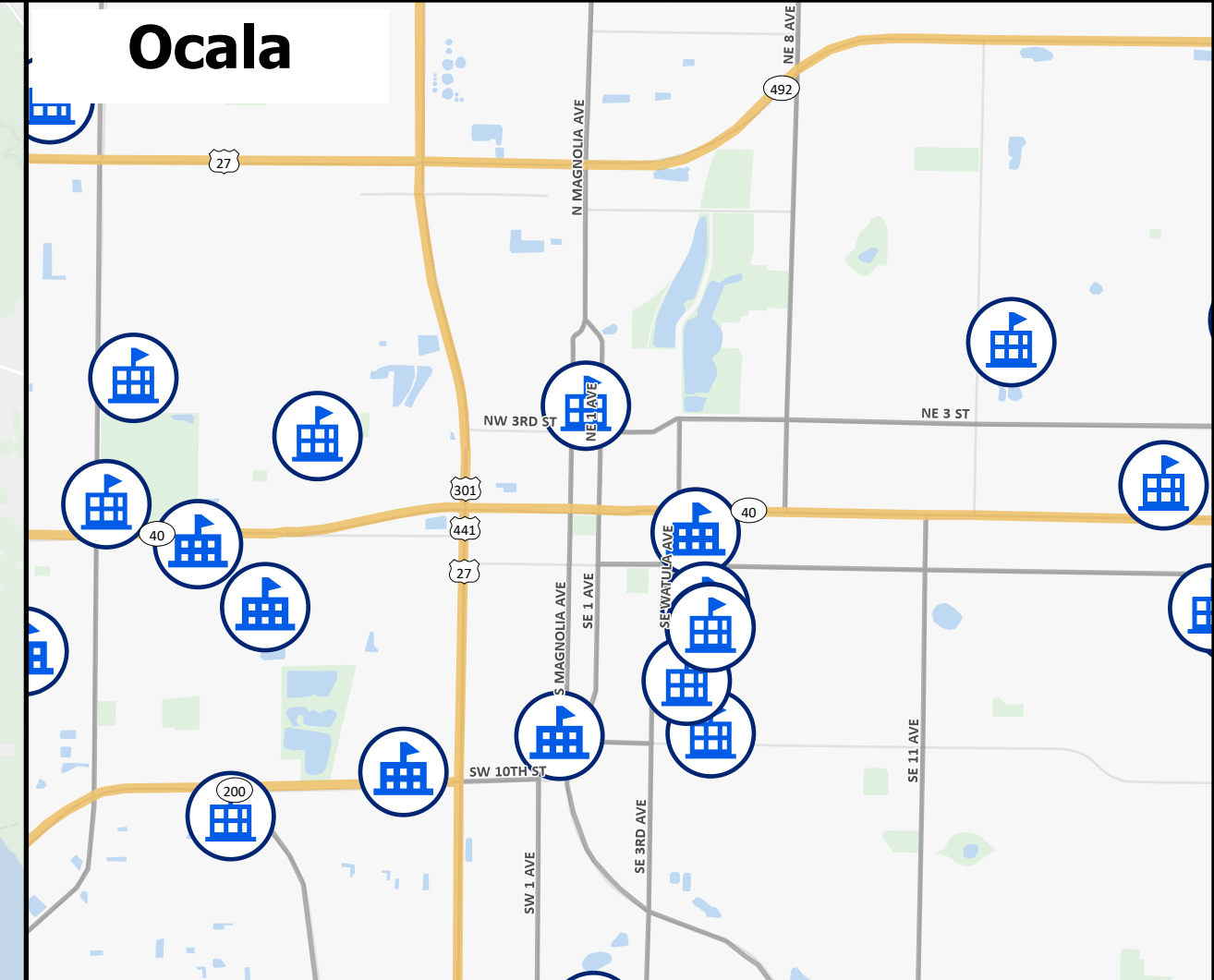
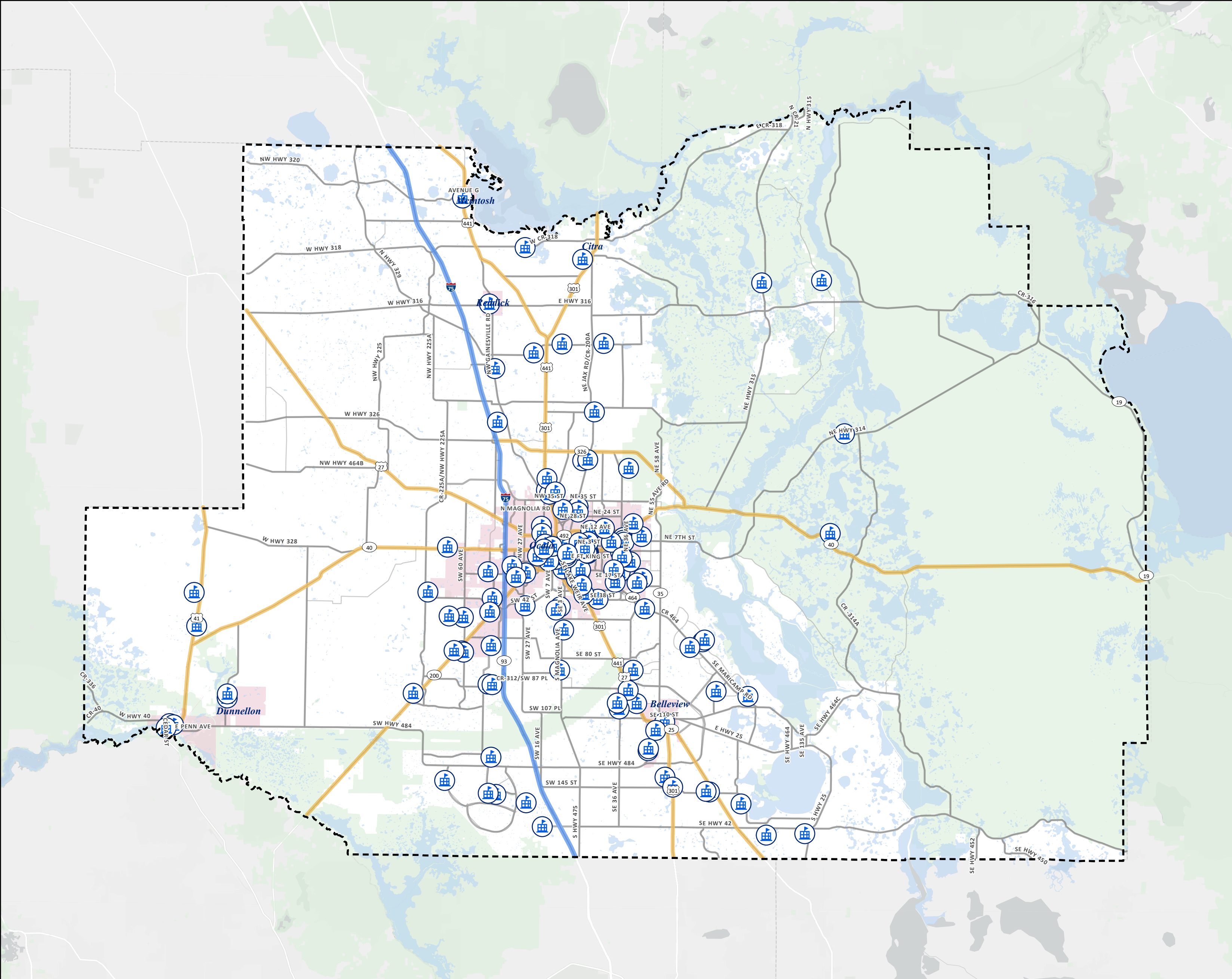
## Ocala/Marion TPO Active Transportation Plan

### Figure X: Destination--Parks

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



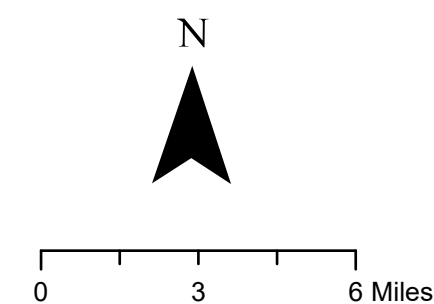




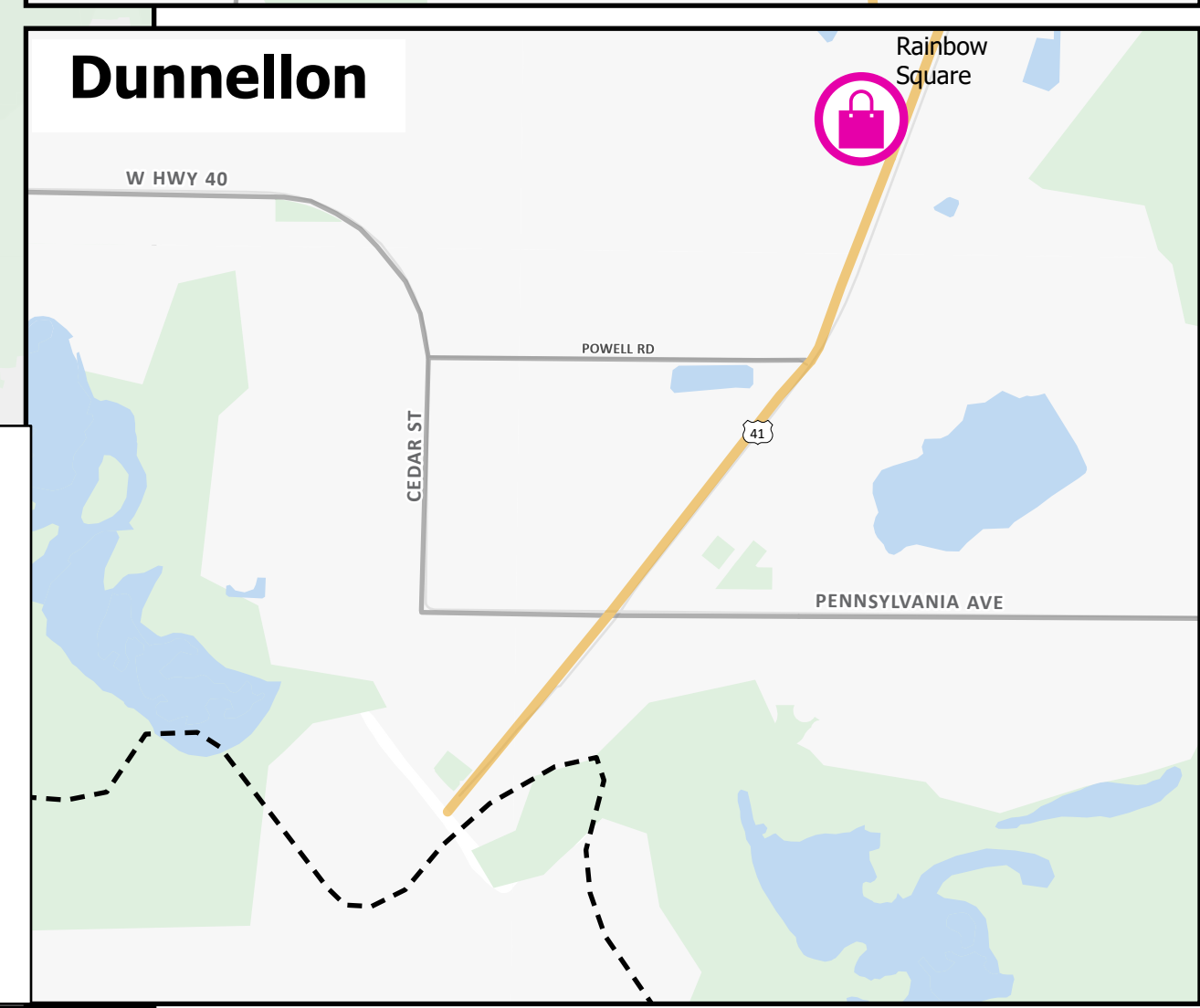
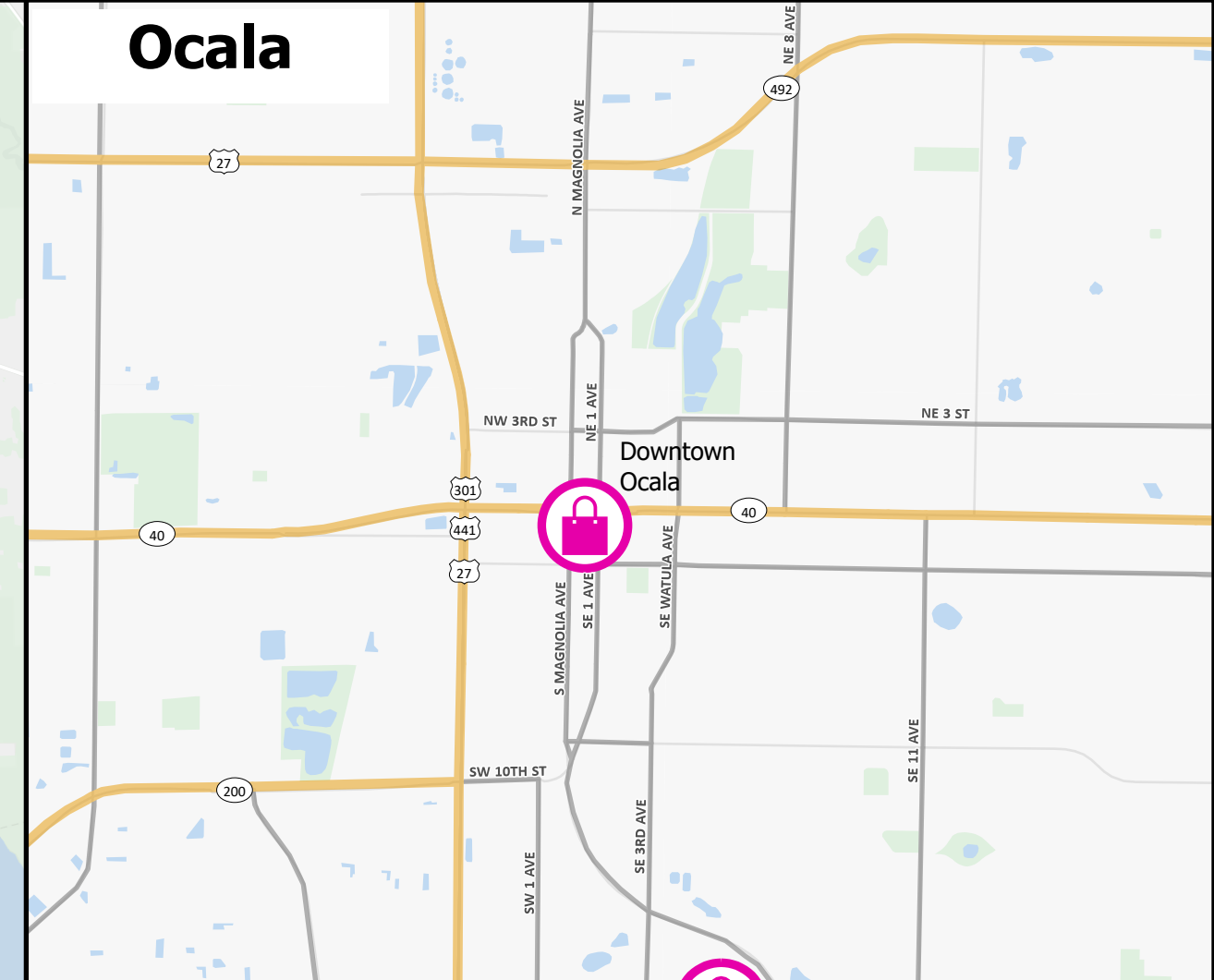
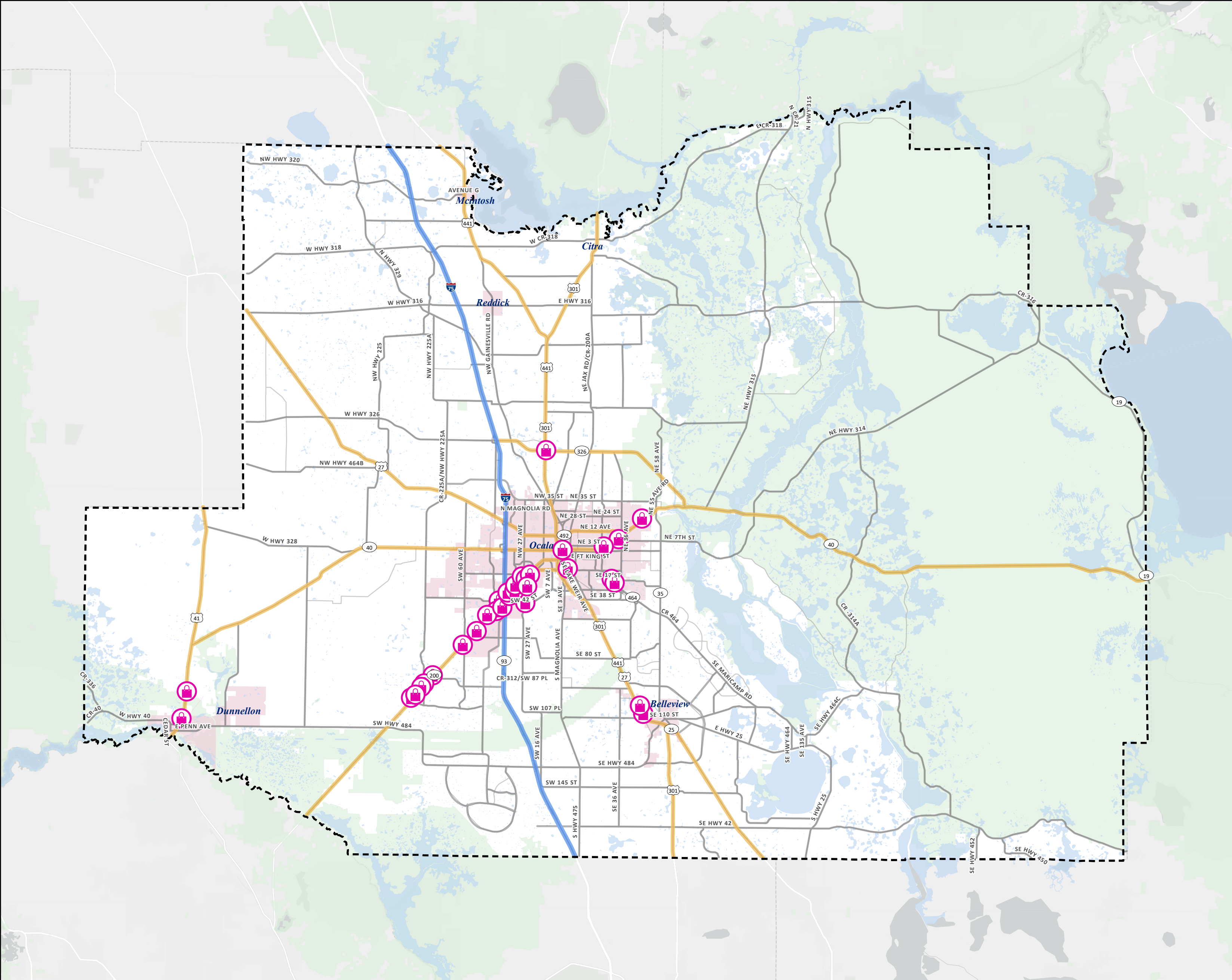
Ocala/Marion TPO Active Transportation Plan

**Figure X: Destination--Schools**

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







Ocala/Marion TPO Active Transportation Plan

**Figure X: Destination--Shopping Center**

Shopping Center

Shopping Center

Marion County Roadway Network

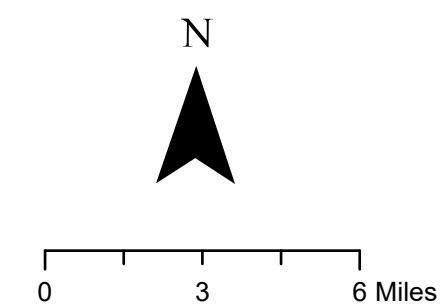
NHS Interstate

NHS - Non-Interstate Roadway

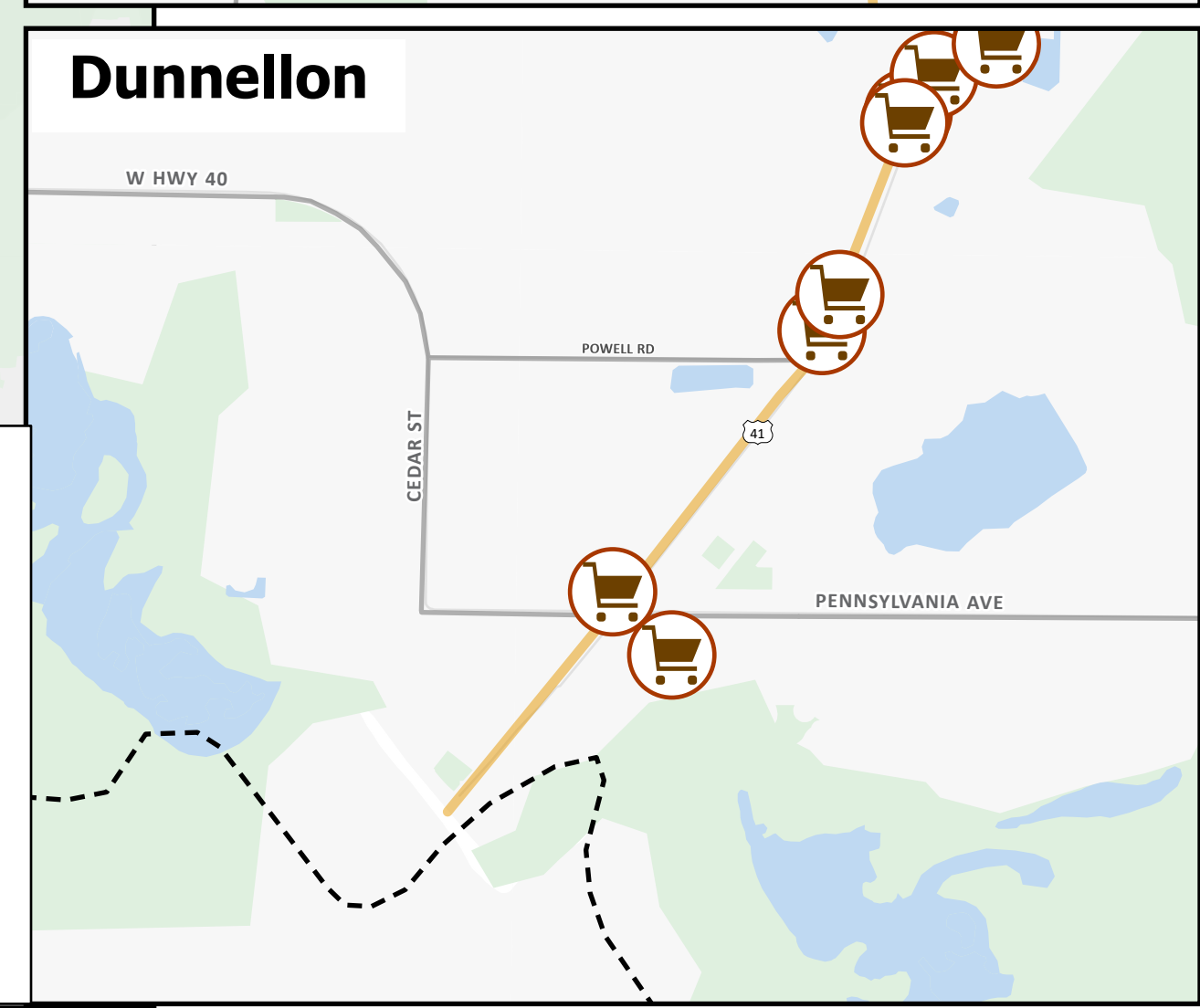
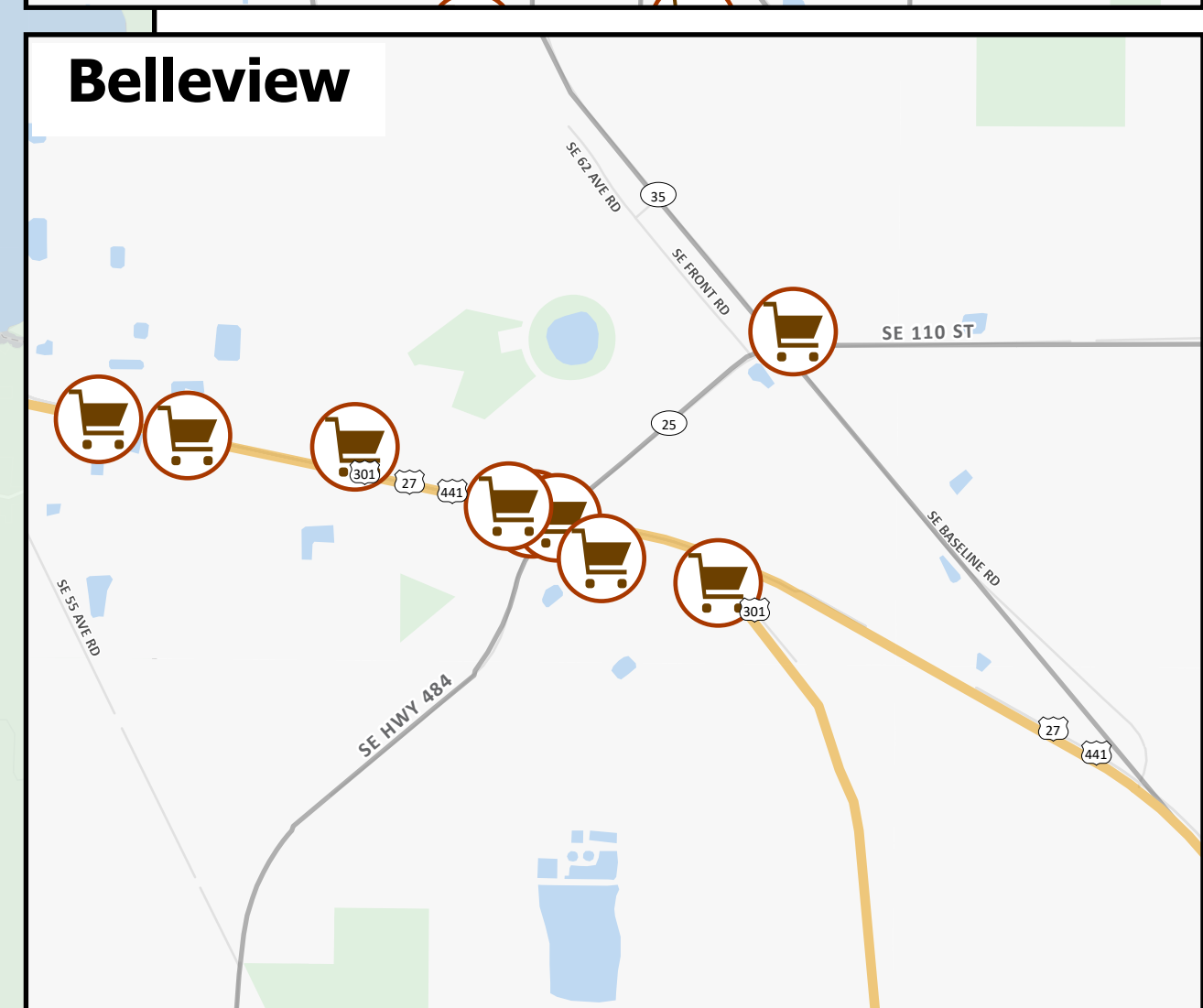
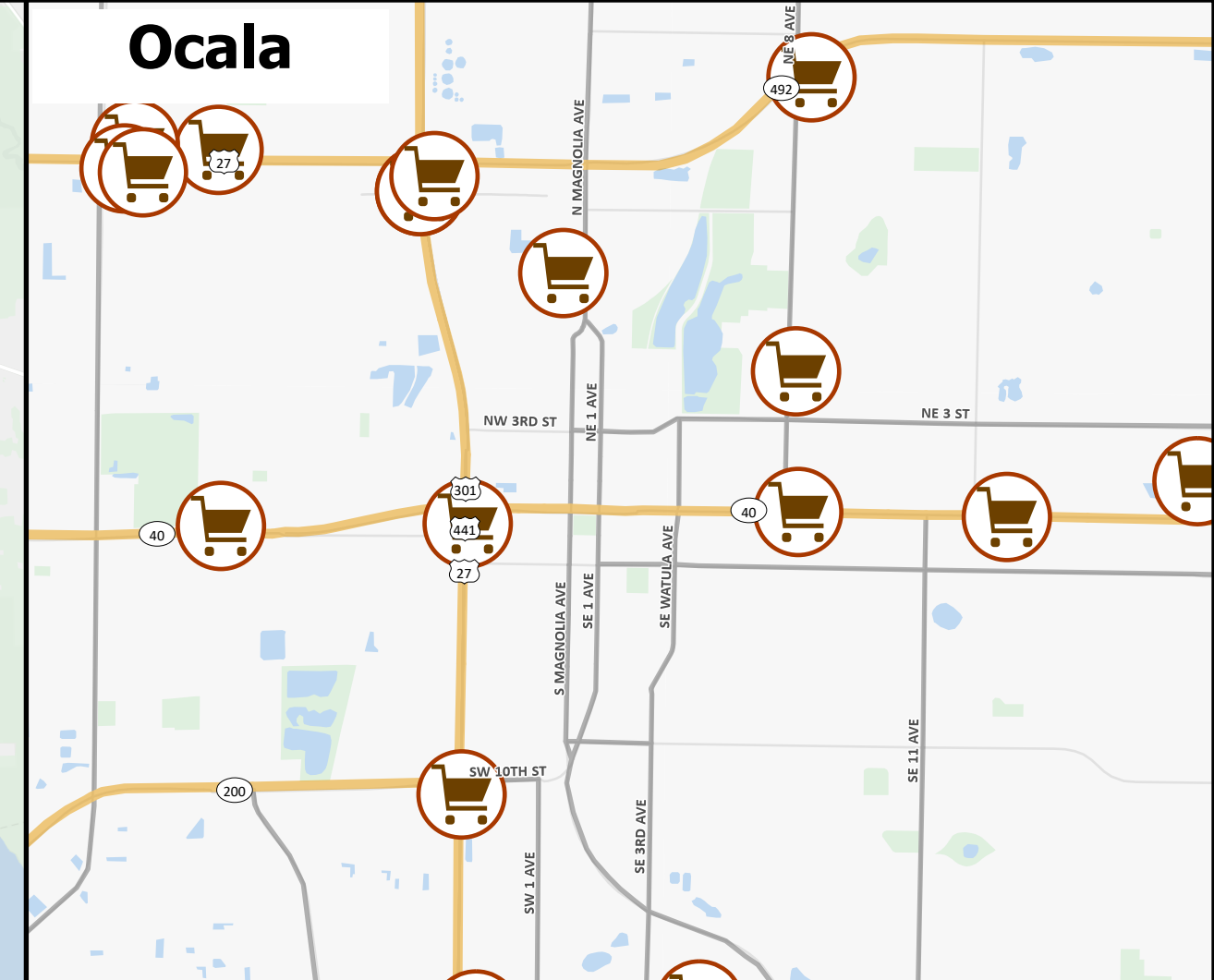
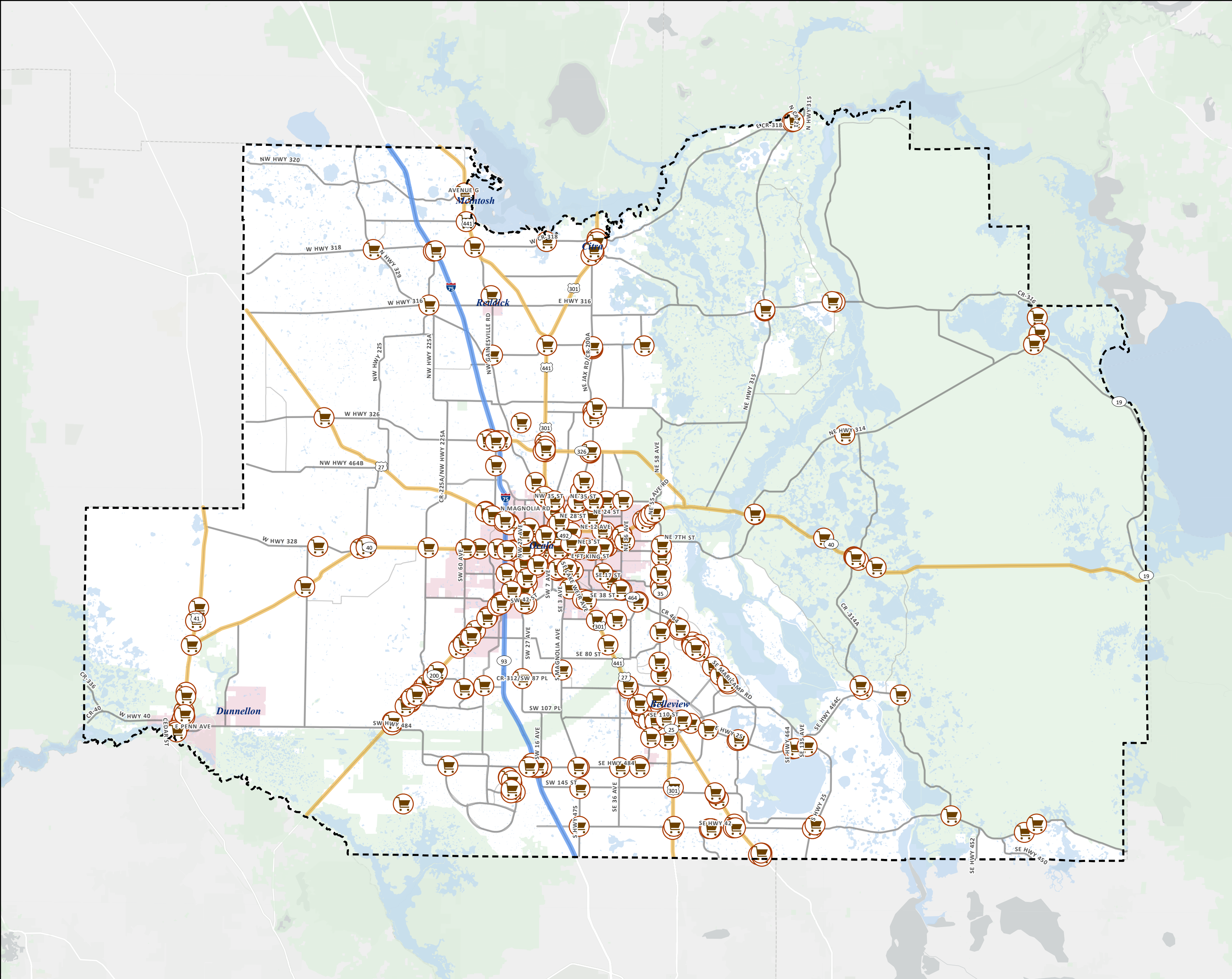
Other Roadway

Municipalities

County Boundaries



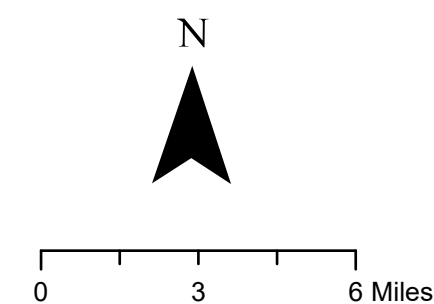




Ocala/Marion TPO Active Transportation Plan

**Figure X: Destination--SNAP Retail**

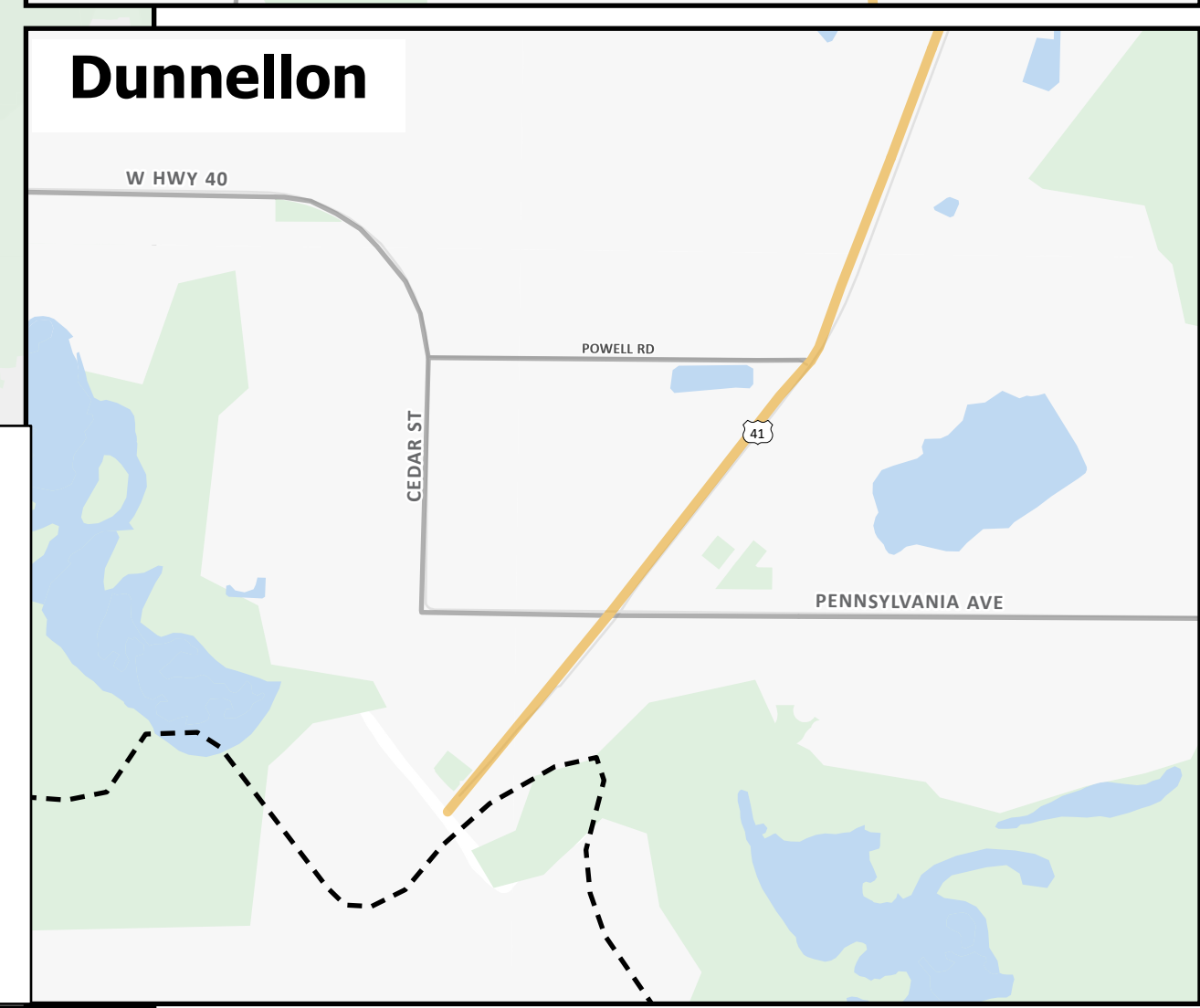
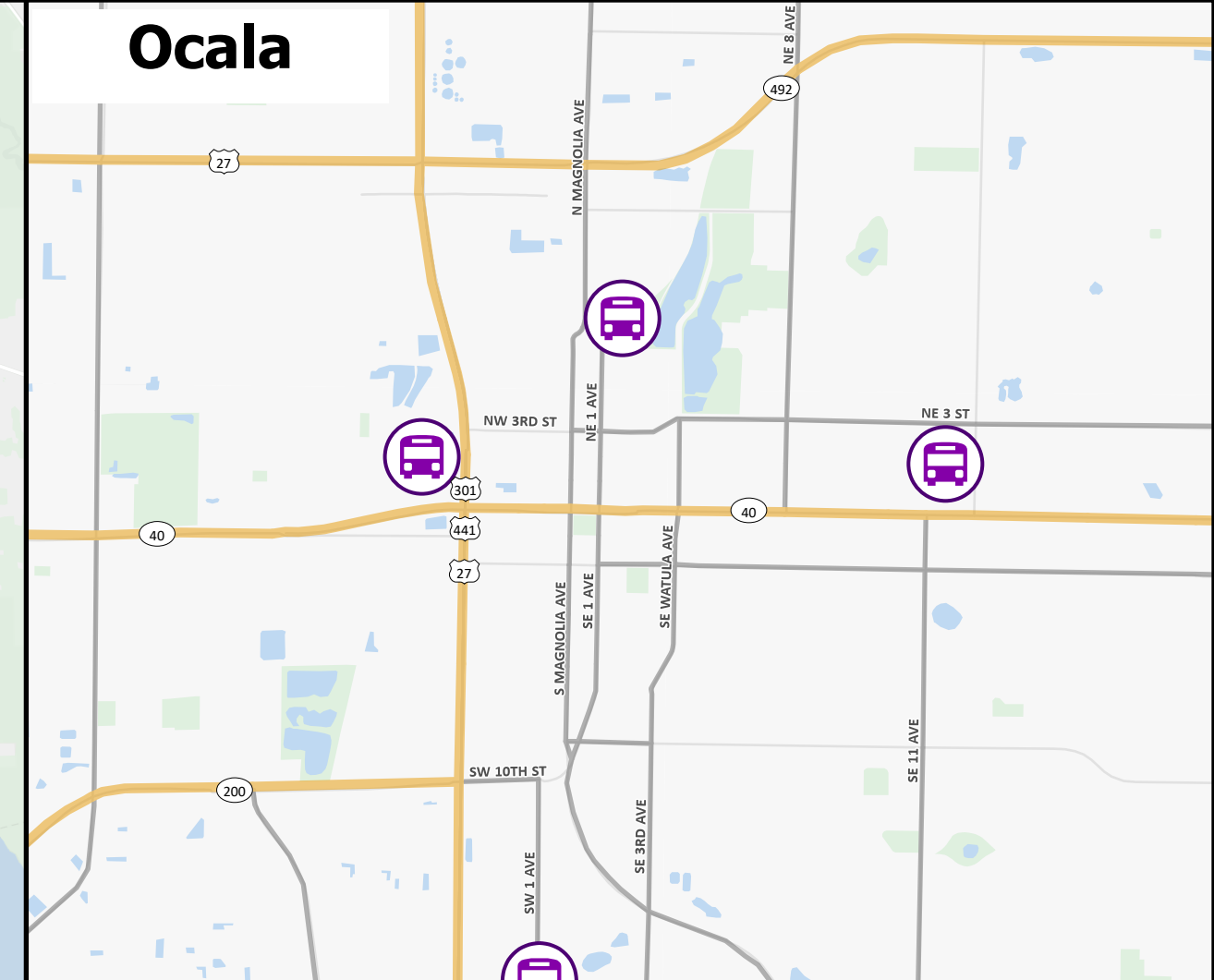
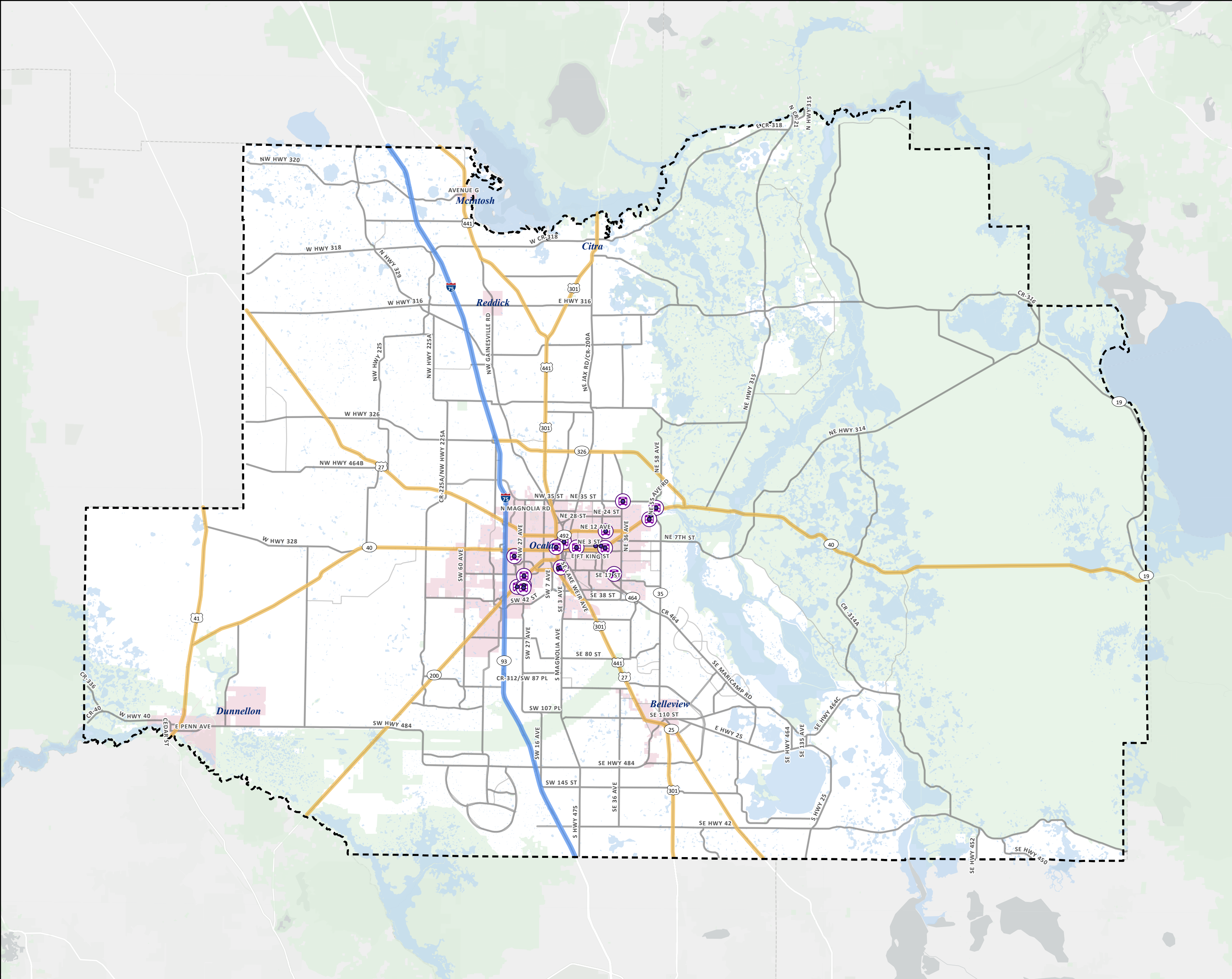
- SNAP Retail
- Marion County Roadway Network
- NHS Interstate
  - NHS - Non-Interstate Roadway
  - Other Roadway
  - Municipalities
  - County Boundaries












Ocala/Marion TPO Active Transportation Plan


**Figure X: Destination--Top 15 Bus Stops**

SunTran Top 15 Bus Stops

 SunTran Top 15 Bus Stops

Marion County Roadway Network

 NHS Interstate

 NHS - Non-Interstate Roadway

 Other Roadway

 Municipalities

 County Boundaries

