



# TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium  
601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471

**November 24, 2015**  
**4:00 PM**

## PUBLIC HEARING

1. CALL TO ORDER AND ROLL CALL
2. PROOF OF PUBLICATION
3. YEAR 2040 LONG RANGE TRANSPORTATION PLAN PRESENTATION
4. PUBLIC COMMENT (Limited to 5 minutes)
5. CLOSE OF PUBLIC HEARING

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352)629-8297 forty-eight (48) hours in advance so arrangements can be made.



**November 19, 2015**

**TO: TPO Board Members**

**FROM: Kenneth Odom, Transportation Planner**

**RE: 2040 Long Range Transportation Plan**

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Attached you will find the Executive Summary for the 2040 Long Range Transportation Plan (LRTP). The Executive Summary outlines the development of the LRTP which will serve as a guide for Marion County's regional transportation needs for the next twenty-five years.

Within the document you will find descriptions of the public involvement process, employment and population projections, financial resources assumptions and development of the Needs Assessment and the Cost Feasible Plans as well as explanations as to how each of these components was developed.

The Executive Summary was submitted to and reviewed by both the Technical and Citizen's Advisory Committees (TAC & CAC) at their regularly scheduled meetings on November 10<sup>th</sup>, 2015. The TAC has approved and recommends approval of the document as it was presented. The CAC has approved the document, but recommends that the I-75 interchange at SW 95<sup>th</sup> Street be removed from the Cost Feasible Plan and only be included in the Needs Assessment Plan.

Staff is recommending the adoption of the 2040 LRTP as presented. Once adopted, the LRTP will be transmitted to the Florida Department of Transportation and the Federal Highway Administration for review. Should you have any questions during your review of the Executive Summary, please contact staff at (352) 629-8297.

# OCALA/MARION TPO

2040 Long Range Transportation Plan

## Adoption Summary Report

November 20, 2015

*Prepared for*



121 Southeast Watula Avenue  
Ocala, FL 34471

*Prepared by*



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Tampa, FL 33602

### **Revision Summary**

10/9/15 – Initial draft version made available for review of LRTP website ([www.planocalamarion.com](http://www.planocalamarion.com)).

10/13/15 – Addressed formatting consistency for readability. Removed funding from US 27 operational improvements at I-75 and added funding for ROW purchase on US 301 from CR 42 to SE 143<sup>rd</sup> Place.

10/20/15 – Updated project costs to show PDC equivalent instead of YOE for readability and document consistency. Revised the funding of the 25<sup>th</sup> Street overpass to include additional statewide TRIP revenues. Revised the cost feasible listing of projects to be grouped on impact fee districts. Added funding for construction of US 301 from CR 42 to SE 143<sup>rd</sup> Place.

11/3/15 – Revised funding for widening of SR 200 from Citrus County to CR 484 and operational improvements on CR 484 at I-75 to reflect current priorities and funding through the Transportation Improvement Program.

11/20/15 – Corrected scrivener’s error omitting SR 40 from SW 60<sup>th</sup> Ave to SR 35 from the list of Cost Feasible ITS and Corridor Management Projects. Incorporated public comment and responses received during public comment period.

The preparation of this report has been financed, in part, through grants from the Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA) of the United States Department of Transportation (USDOT) under the State Planning and Research Program, Section 505, or Metropolitan Planning Program, Section 104(f) of Title 23, US Code. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or familial or income status. It is a priority for the TPO that all citizens of Marion County be given the opportunity to participate in the transportation planning process, including low-income individuals, older adults, persons with disabilities, and persons with limited English proficiency. You may contact the TPO’s Title VI Specialist at (352) 629-8297 if you have any discrimination complaints.

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## Section 1: Introduction and Overview

This report was prepared to summarize the 2040 Long Range Transportation Plan (LRTP) developed by the Ocala/Marion County Transportation Planning Organization (TPO). This summary documents and illustrates the 2040 Cost Feasible Long Range Transportation Plan components in both map and tabular formats.

### Public Comment

During the development of the LRTP, public comments were received through a series of grassroots outreach meetings and interviews with key community stakeholders. Public participation during the plan development occurred as part of the public comment portion of advertised TPO meetings when updates to the LRTP were made. Additional opportunity for public input is being provided during the months of October and November 2015. A public comment period began on October 1 and will run through November 24 when the TPO Board takes action on the LRTP. Additional comments received at the TPO Board meeting will be discussed and addressed at the meeting. Public comments received during the comment period will be evaluated by TPO staff and presented to the TPO Board prior to any action. During the comment period, TPO staff will conduct additional grassroots outreach meetings and will hold a Telephone Town Hall to solicit feedback and comments on the proposed 2040 Cost Feasible LRTP.

During the first phase of the LRTP public outreach, TPO staff conducted grassroots meetings with 10 organizations, at which more than 271 individuals provided guidance on the plan's development. These meetings are detailed in Table 1-1 and highlight the number of participants per meeting. As part of the TPO's charge for engaging the community, all public outreach efforts are subject to the requirements of Title VI of the Civil Rights Act of 1964 and reinforced by the Executive Order on Environmental Justice, #12898 (February 11, 1994). Table 1-1 indicates which meetings were conducted to engage the traditionally-underserved portions of the population in compliance with the Executive Order. Approximately 51% of the comments were received at meetings located in traditionally-underserved areas.

In addition to the grassroots meetings, the TPO conducted four pre-meetings prior to the start of the LRTP update to provide input about the development and update of the LRTP. These meetings were conducted with the Governor's West Side Steering Committee, the North Magnolia Merchant's Association, the Belleview Chamber and Economic Partnership, and the Marion County Health Department-Safe Kids Meeting. In total, 52 individuals participated in these events. To supplement the public input, interviews were held with key stakeholders representing local governments, civic associations, business owners, and the development industry. Including citizens, stakeholders, TPO committee members, and TPO Board members, a total of 377 people participated in providing guidance and direction for developing the 2040 LRTP.

**Table 1-1: Phase I Grassroots Meetings**

Community Group	Location	Number of Participants	Environmental Justice Area?
<b>SR 200 Coalition</b>	SR 200 Corridor	32	No
<b>Florida Engineering Society – Forest Chapter</b>	TPO Offices	14	No
<b>Silver Springs Shores Resident Association</b>	Silver Springs Shores Community Center	52	Yes
<b>Marion Oaks Civic Association</b>	Marion Oaks Community Center	66	Yes
<b>Marion County Community Traffic Safety Team</b>	Ocala PD Community Room	22	No
<b>City of Dunnellon Residents</b>	Dunnellon City Hall	8	Yes
<b>Shady Conservation Society</b>	Olivet Baptist Church	54	No
<b>City of Belleview Residents</b>	Belleview City Hall	0	No
<b>Governor's West Side Steering Committee</b>	Lillian Bryant Community Center	12	Yes
<b>Marion County Health – Safe Kids Marion Chapter</b>	Marion County Health Department	11	No
<b>Total Participants</b>		<b>271</b>	

Citizens were asked during the first phase of the public outreach to provide input and feedback on a range of topics that included identifying preference for one project type compared with another type of project, the use of public funds for certain types of projects, and the desired allocation of funds for intersection safety projects and walk/bike projects. A comprehensive summary of these results is being prepared and will be included in the Public Participation Plan Summary Report.

Key highlights of the input received from these meetings includes the following:

- > 74% believed that safety and intersection projects are more important than roadway capacity projects.
- > 82% believed that maintaining existing roads is more important than expanding existing roads.
- > When asked about preferences between roadway capacity improvements and expanding transit service, 47% selected roadway capacity as the priority and 43% selected transit as the priority.
- > More than 75% believed that fuel taxes should be used to fund roadway maintenance and operations and that transportation impact fees should be used for funding capital projects.
- > 77% did not support the use of ad valorem property taxes for funding transportation projects.
- > 53% believed that up to 2% of the transportation budget should be spent on walk/bike projects.
- > 64% believed that 5–10% of the transportation budget should be spent on intersection safety and congestion projects.



During the public comment period, the TPO requested input on the identification of transportation needs and the funding of those projects that are included in the Cost Feasible Plan, as described in the Summary Report.

Comments were made directly to the TPO on the 2040 LRTP through the LRTP website at [www.planocalmarion.com](http://www.planocalmarion.com) or by contacting TPO staff by telephone at (352) 629-8297. The TPO also conducted a Telephone Town Hall Meeting on October 28<sup>th</sup>, held three community meetings during the week of November 2<sup>nd</sup>, and presented to the Governor's West Side Steering Committee on November 10<sup>th</sup>.

In total, more than 500 people were involved in reviewing the 2040 Cost Feasible LRTP during the public comment period. During the Telephone Town Hall, 21 people asked questions. While not all who were contacted to participate in the Telephone Town Hall, 509 people were on the phone call at the peak and more than 100 participated for the entire time. Many of the questions asked during the town hall dealt with the timing and completion of existing projects. However, specific questions related to the LRTP projects included the NW 49<sup>th</sup> Street interchange, expansion of Sun Tran services to Marion Oaks and along SR 200, the widening of CR 42 and future projects that would provide parallel relief to I-75.

A consistent theme that was discussed during the community meetings as well as the Telephone Town Hall was the current condition of roadway maintenance and safety issues. Comments received addressed the need for roadway resurfacing and addressing auto safety as well as bicycle and pedestrian safety in an integrated transportation system.

## Activities to Date

This stage of the 2040 LRTP development process has resulted from significant efforts over the past year. Efforts undertaken to develop the plan include:

- > Review of planning assumptions and the most current federal and State metropolitan planning requirements.
- > Development of population and employment projections to support transportation demand projections.
- > Review of current traffic volumes and changes in future growth rates since the adoption of the 2035 LRTP.
- > Public meetings to receive citizen input on transportation needs from a broad range of citizens, including the traditionally-underserved population.
- > An evaluation and review of the Goals for the LRTP based on a vision for the future of Marion County and the municipalities.
- > Identification of transportation needs, including highway, transit, multi-use trail, intersection/safety improvements, and Intelligent Transportation System (ITS) projects.

- > Prioritization of transportation projects into priority tiers for inclusion in the 2040 Cost Feasible Plan.
- > Conducting a Public Comment Period initiated at the September 29<sup>th</sup> TPO Board Meeting and concluded at a Public Hearing to adopt the 2040 Cost Feasible LRTP on November 24<sup>th</sup>.

## Report Overview

This report has been designed to document the process used by the TPO in developing a list of needed transportation projects into a financially-feasible plan that meets the developed goals. The report has been produced in draft format to allow for public review and comment prior to the TPO Board taking action to adopt the 2040 Cost Feasible LRTP at the November 24, 2015, meeting. The three major sections of this summary report are as follows:

- > This sections provides an **Introduction and Overview** of the 2040 LRTP process by illustrating the activities that have led to the development of the LRTP as well as a summary of the financial investment anticipated through 2040 that is needed to fund the projects included in the LRTP.
- > The second section covers the **Needs Assessment** that was conducted in developing the transportation projects needed to address the growth anticipated through 2040. This assessment includes a series of tables and maps listing the projects that were identified during the LRTP development process
- > The last section covers the **2040 Cost Feasible Plan**. Based on the identified transportation needs and the availability of future revenues, not all projects can be completed by 2040; only projects that can be funded with available revenues are identified in this section.

## Section 2: 2040 Needs Assessment

The 2040 Needs Assessment was developed to continue the direction of the 2035 LRTP with revisions based on current federal and State law as well as changes in travel patterns and desires over the past five years.

### Future Population and Employment

Defining transportation needs through 2040 is based on the development of future population and employment data. Using countywide growth totals provided through the University of Florida’s Bureau of Economic and Business Research (BEBR), more than 490,000 people will call Marion County home by 2040, representing a growth of approximately 165,000 people when compared with the results of the 2010 Census. This growth is distributed throughout the county based on areas targeted for growth consistent with Local Government Comprehensive Plan future land use policies. Based on the distribution of this growth, population growth south of SR 40 will be approximately 142,000 and growth north of SR 40 will be approximately 23,000.

Projections of future employment are based on factors such as the current number of jobs compared to the population and the unemployment ratios. Using countywide growth as a basis, the number of jobs by 2040 is anticipated to be more than 203,000. For purposes of determining future travel patterns and traffic volumes, these jobs were divided into the three broad categories—Industrial, Commercial, and Service. Table 2-1 shows the 2010 population and employment data based on the Census and the forecasts of growth through 2040.

**Table 2-1: 2010 and 2040 Population and Employment**

Data Attribute	2010	2040	Growth
Population	325,199	490,204	165,005
Employment	116,365	203,412	87,047

Compared to the 2035 LRTP, these growth projections reflect the downturn in the economy that occurred during the 2008 to 2013 timeframe. The 2035 population projection exceeded 525,000 people for Marion County. Although the population is anticipated to grow at a slower rate between 2010 and 2040 than was projected for the 2035 LRTP, the growth in jobs through 2040 is expected to slightly exceed the 199,500 jobs included in the 2035 LRTP.

Additional details regarding the growth forecasted through 2040 is included in the Planning Assumptions Summary Report.

## Projection of Future Traffic

The TPO maintains a comprehensive database of historic and current traffic counts for the Federal Functionally Classified collector and arterial roadways in Marion County. Future traffic volumes were developed using a combination of traffic volume trends and forecasted volumes from the Central Florida Regional Planning Model. Using this hybrid approach, the TPO developed future traffic volumes based on travel demand forecasts associated with the forecasted growth rates and that are reflective of current trends and observations made from historic traffic counts.

Using this methodology, TPO staff reviewed the roadway network on a segment-by-segment basis in selecting the appropriate growth rate to apply to current traffic counts in developing the 2040 traffic volumes. These future traffic volumes were then compared against the current roadway characteristics to identify future roadway construction projects. This analysis used the capacity of current roadways to determine if future volumes would result in congested conditions using a three-tier approach that categorized roadway segments into one of the following categories:

- > Low Congestion – future traffic is less than 85% of roadway capacity
- > High Congestion – future traffic is 85–125% of roadway capacity
- > Severe Congestion – future traffic is greater than 125% of roadway capacity

This allowed TPO staff to review each roadway segment in selecting the appropriate project for the needs assessment. When comparing the projects included in the 2035 LRTP for this analysis, many previously-identified needs were not included in the 2040 Needs Assessment as a result of lower traffic volumes today and a lower projection of the future population.

## Needs Assessment Projects

In developing the projects, roadway capacity projects are only one consideration; the TPO also identifies multimodal transportation projects that include future transit service, multiuse trails, and walk/bike projects. The TPO recently completed a comprehensive Bicycle and Pedestrian Master Plan that was used as the basis for the walk/bike projects in the LRTP.

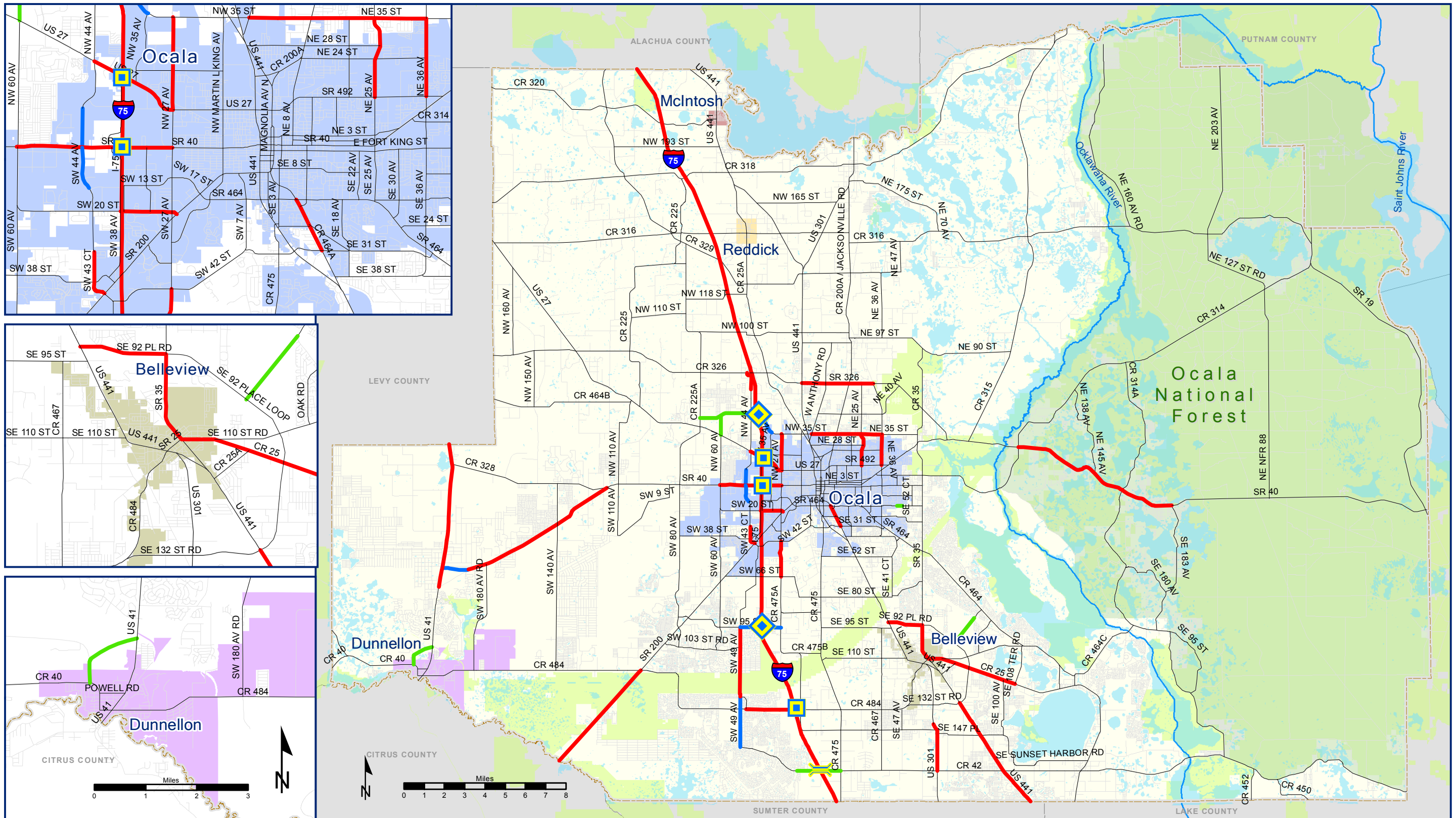
Illustrated in the maps on the following pages and described below are the projects developed for the Needs Assessment:

- Map 2-1 – 2040 Roadway Needs Assessment Projects
- Map 2-2 – 2040 Needs Assessment Number of Lanes
- Map 2-3 – 2040 Needs Assessment ITS/Corridor Management Projects
- Map 2-4 – 2040 Transit Needs Assessment Projects
- Map 2-5 – 2040 Multiuse Trails Needs Assessment Projects

Using current cost estimates for project construction, the total cost in current year dollars of the transportation needs exceed \$1.5 billion. Table 2-2 illustrates the cost of the Needs Assessment projects by mode in Present Day Cost (PDC). A complete list of the transportation needs assessment projects is included and described in the following section.

**Table 2-2: 2040 Needs Assessment Project Costs**

Mode	Project Cost (\$ millions, PDC)
Road Widening / New Construction	\$1,234.6
Interchange Operational Projects	\$122.8
ITS/Corridor Management	\$26.0
Transit (Capital)	\$8.6
Multiuse Trails	\$121.0
<b>Total Cost</b>	<b>\$1,513.0</b>

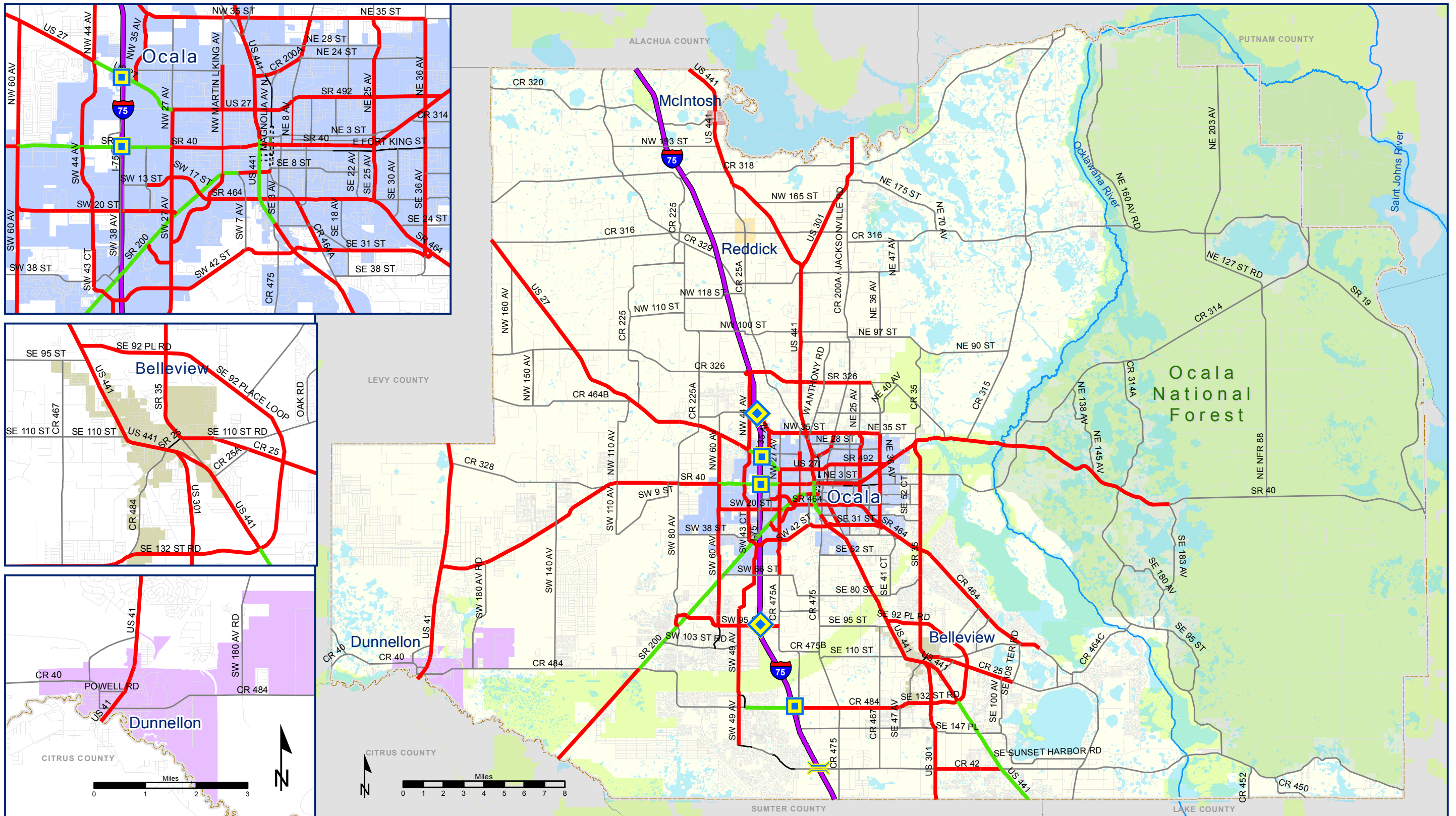


**Map 2-1**

**2040 Roadway Needs Assessment Projects**

- Add 2 Lanes
- New 4 Lane
- New 2 Lane
- Roadway Study Network
- ◆ New Interchange
- ◆ Interchange Operational Improvements
- || New Overpass



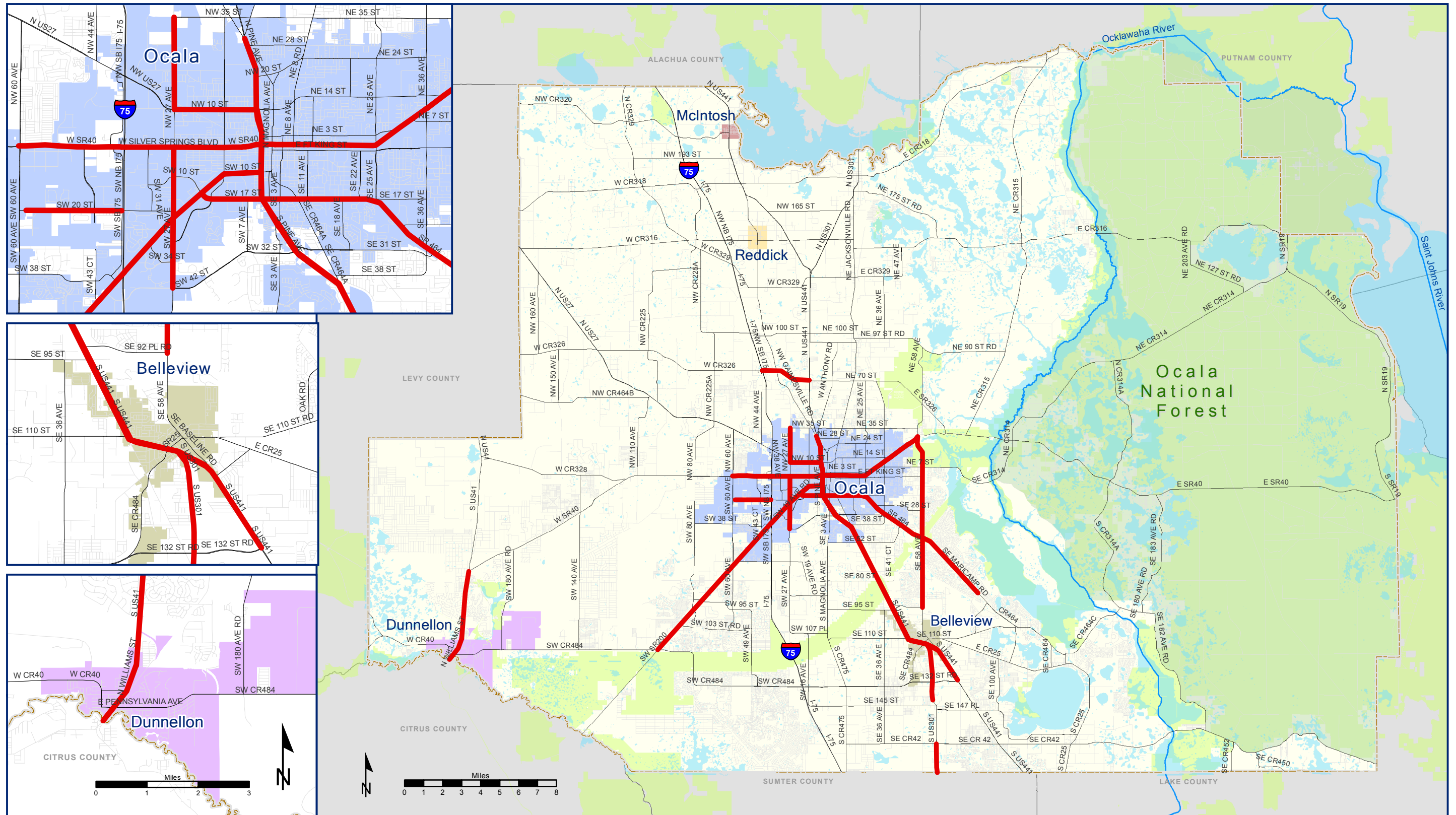


**Map 2-2**

**2040 Needs Assessment Number of Lanes/Road Type**

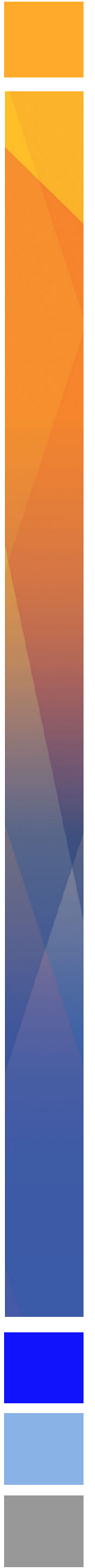
- |                      |                      |  |
|----------------------|----------------------|--|
| — 2 Lanes, Undivided | — 4 Lanes, Undivided | ◆ New Interchange                      |
| — 2 Lanes, Divided   | — 3 Lanes, One-way   | ◻ Interchange Operational Improvements |
| — 2 Lanes, One-way   | — 4 Lanes, Divided   | — New Overpass                         |
|                      | — 6 Lanes, Divided   |  |
|                      | — 8 Lanes, Freeway   |  |



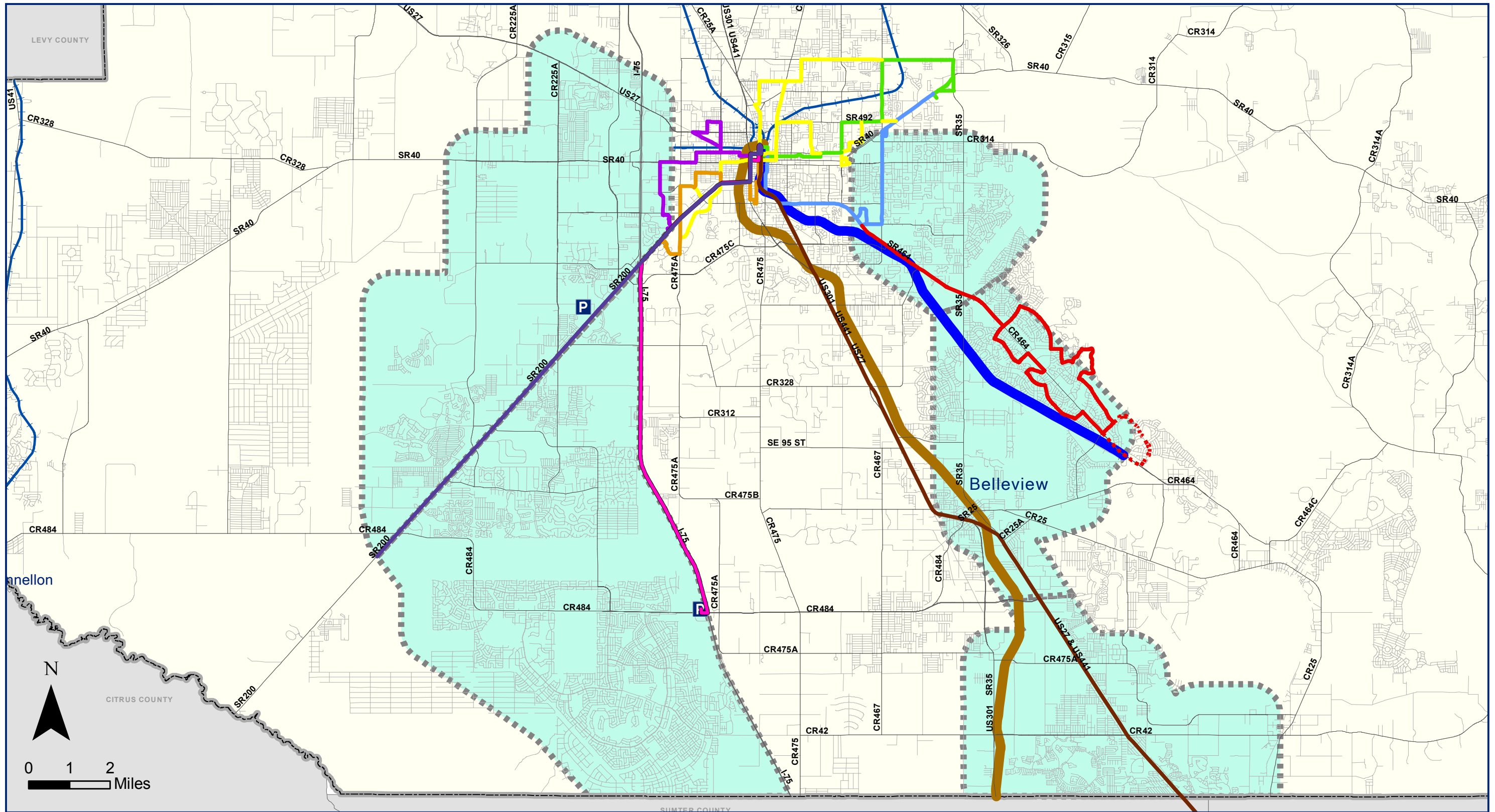


**Map 2-3**  
**2040 Needs Assessment ITS/Corridor Management Projects**

— ITS and Traffic Management Corridors



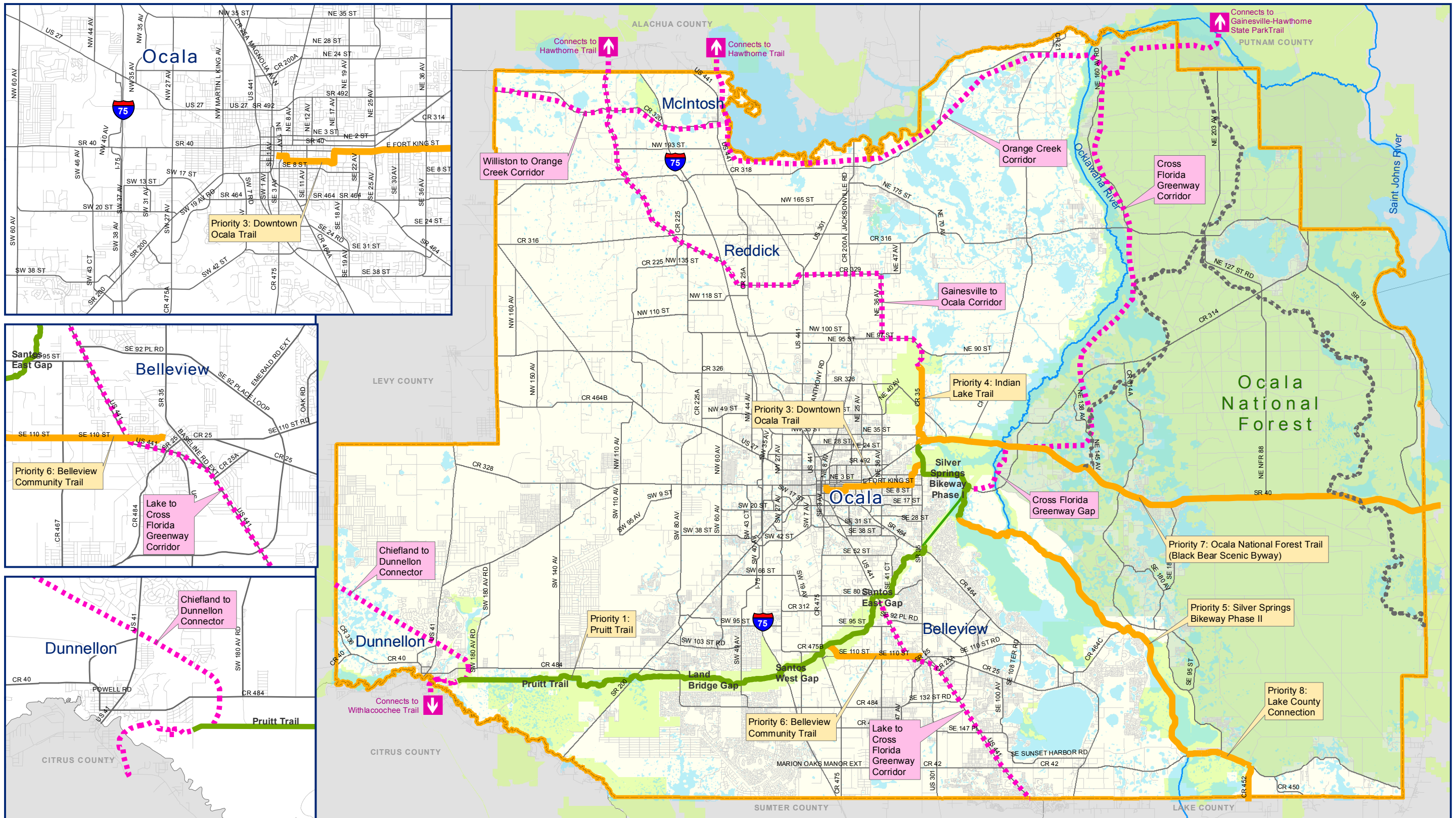




**Map 2-4**  
**2040 Transit Needs Assessment Projects**

- |                         |                    |                              |                |                                   |
|-------------------------|--------------------|------------------------------|----------------|-----------------------------------|
| <b>Existing Service</b> | Orange             | <b>Proposed Alternatives</b> | Park-and-Ride  | Community Circulator Service Area |
| Green                   | Red                | Intercity Connector          | Intercity Rail |                                   |
| Blue                    | Red-Lake Weir H.S. | Marion Oaks Express          | Light Rail     |                                   |
| Purple                  | Yellow             | SR 200                       |                |                                   |





**Map 2-5**

**2040 Multiuse Trails Needs Assessment Projects**

- E+C Trails
- TPO Needs Trails
- Existing Multi Use Trails
- - - - DEP Opportunity Trails
- - - - Existing Hiking Trail, Unpaved



## Section 3: 2040 Cost Feasible Plan

In identifying the projects to include in the Cost Feasible Plan, the TPO has taken a two-step approach to selecting projects from the Needs Assessment:

- > Identify priority projects for each mode.
- > Evaluate project costs based on available revenues.

### Prioritization of Projects

Continuing to build on the work completed during the 2035 LRTP, the prioritization of the roadway projects was grouped into two categories, which allows the TPO to coordinate with local governments and the Florida Department of Transportation (FDOT) on implementing projects through the annual update of the Transportation Improvement Program (TIP). The projects also are grouped into state and local projects. Projects in the local system are further reported by impact fee district to aid in their evaluation while assessing the availability of revenues. Of the 54 roadway capacity and interchange modification projects identified in the needs assessment, 27 are identified as a Tier 1 Priority.

Prioritization of the ITS/Corridor Management Projects was done in the same manner as the Roadway Projects. Of the 22 ITS/Corridor Management Projects, 21 projects are included in the Tier 1 priority group. Table 3-1 shows the breakdown of costs for the highway widening and ITS/Corridor Management projects by jurisdiction and priority tier.

**Table 3-1: Cost of Highway Projects by Priority Tier**

Tier	Widening Cost (\$ million, PDC)	ITS Cost (\$ million, PDC)	Total Cost (\$ million, PDC)
State Project – Tier 1	\$683.3	\$21.0	\$735.3
State Project – Tier 2	\$213.2	\$ 0	\$213.2
Local Project – Tier 1	\$208.9	\$4.2	\$213.1
Local Project – Tier 2	\$221.0	\$0.8	\$221.8

### Revenue Availability

Revenues estimates for the LRTP were developed into multiple year time bands consistent with guidance developed jointly with FDOT and the MPOs and TPOs statewide. The time bands used for the 2040 LRTP are 2021–2025, 2026–2030, and 2031–2040. The estimates in these years have been deflated from expected future year dollars that will be available for each of these periods back to current year dollars for comparison with project costs. This conversion of future Year of Expenditure (YOE) to PDC, was based on inflation rates provide by FDOT for developing the LRTP. Table 3-2 provides the revenue sources and estimates used in developing the 2040 LRTP.

**Table 3-2 2040 LRTP Revenue Estimates (PDC)**

Revenue Source	2021–2025	2026–2030	2031–2040	Total
<b>Federal Transportation Management Area (TMA)</b>	\$20.0 million	\$25.0 million	\$50.0 million	\$95.0 million
<b>Federal Transportation Alternatives (TA)</b>	\$3.2 million	\$2.8 million	\$4.3 million	\$10.3 million
<b>State Strategic Intermodal System (SIS)</b>	\$87.8 million	\$0	\$0	\$87.8 million
<b>State Other Arterial (OA)</b>	\$52.2 million	\$42.0 million	\$72.3 million	\$166.5 million
<b>State Transportation Regional Incentive Program (TRIP)</b>	\$687,000	\$582,000	\$915,000	\$2.2 million
<b>Local Fuel Tax*</b>	\$18.4 million	\$12.0 million	\$38.0 million	\$68.4 million
<b>County Impact Fees</b>	\$53.4 million	\$75.5 million	\$137.7 million	\$266.7 million
<b>Federal, State, Local Transit Revenues</b>	\$17.4 million	\$16.6 million	\$31.7 million	\$65.6 million
<b>Total Revenues</b>	<b>\$253.1 million</b>	<b>\$174.5 million</b>	<b>\$334.9 million</b>	<b>\$762.5 million</b>
* Fuel Taxes shown represent only the portion anticipated to be available for capacity and are net of current debt service obligations.				

### Cost Feasible Roadway Projects

Based on the prioritization of the Needs Assessment and the availability of revenues through 2040, all Tier 1 local priorities and all but two Tier 1 state priority projects were included in the Cost Feasible Plan. Table 3-3 lists the state roadway projects by providing a description of the improvement type, project cost by phase and funding source, and anticipated timeframe for completion. Also included are state projects from the Needs Assessment that were not determined to be cost feasible. These projects are listed as unfunded. Table 3-4 provides the same level of information for local projects. A total of \$412.6 million of roadway construction projects are funded through the 2040 LRTP.

Following these tables are two maps that illustrate the 2040 Cost Feasible Highway Projects:

Map 3-1 – 2040 Roadway Cost Feasible Projects

Map 3-2 – 2040 Cost Feasible Number of Lanes

**Table 3-3: Cost Feasible and Unfunded State Roadway Projects**

Project Name	Improvement Type	Project Length (miles)	Committed Funding	Project Phase and Cost (PDC)
<b>East Impact Fee District</b>				
2026-2030				
SR 40 from CR 314 to CR 314A	Add 2 lanes	5.8	PE: Committed	ROW: \$30.39 million (SIS; OA) CST: \$77.25 million (SIS)
2031-2040				
SR 40 from CR 314A to Levy Hammock Rd	Add 2 lanes	2.7	PE: Committed	ROW: 15.20 million (OA)* CST: \$87.50 million (OA)
US 301 from CR 42 to SE 143rd PI	Add 2 lanes	2.3		ROW: \$8.09 million (OA) CST: \$12.33 million (TMA)
<b>Unfunded</b>				
I-75 from Sumter County Line to SR 326	Add 2 lanes	21.5		PE: \$20.96 million ROW: \$83.85 million CST: \$160.71 million
I-75 from SR 326 to CR 318	Add 2 lanes	10.2		PE: \$9.97 million ROW: \$39.90 million CST: \$76.47 million
I-75 from CR 318 to Alachua County Line	Add 2 lanes	5.9		PE: \$5.75 million ROW: \$23.01 million CST: \$44.10 million
I-75 at US 27	Operational Improvements	N/A		ROW: \$7.50 million CST: \$5.50 million
SR 326 from US 441 to CR 200A	Add 2 lanes	2.3		PE: \$1.46 million ROW: \$5.85 million CST: \$11.21 million
SR 326 from CR 200A to NE 26th Ave	Add 2 lanes	1.2		PE: \$749,700 ROW: \$3.00 million CST: \$5.75 million

Project Name	Improvement Type	Project Length (miles)	Committed Funding	Project Phase and Cost (PDC)
SR 35 from CR 25 to SE 92nd Place Rd	Add 2 lanes	1.8		PE: \$1.11 million ROW: \$4.46 million CST: \$8.35 million
US 27 from I-75 to NW 27th Ave	Add 2 lanes	0.6		PE: \$851,598 ROW: \$6.81 million CST: \$6.53 million
SR 40 from I-75 to SW 27th Ave	Add 2 lanes	1.0		PE: \$696,762 ROW: \$2.79 million CST: \$5.34 million
US 441 from Sumter County Line to CR 42	Add 2 lanes	2.0		ROW: \$5.10 million CST: \$15.27 million
US 441 from CR 42 to SE 132nd Street Rd	Add 2 lanes	4.0		PE: \$281,500 ROW: \$11.26 million CST: \$21.58 million
<b>West Impact Fee District</b>				
2021-2025				
I-75 at SR 40	Operational Improvements	N/A	ROW: Committed	CST: \$5.51 million (OA; IFwest)
I-75 at CR 484	Operational Improvements	N/A		ROW: \$8.49 million (OA; IFwest) CST: \$4.05 million (OA; IFwest)
SR 200 from Citrus Line to CR 484	Add 2 lanes	6.0		CST: \$35.00 million (OA)
Unfunded				
SR 40 from US 41 to SW 140th Ave	Add 2 lanes	3.9		ROW: \$3.36 million CST: \$10.16 million
SR 40 from SW 140th Ave to CR 328	Add 2 lanes	2.0		ROW: \$1.69 million CST: \$5.11 million
SR 40 from SW 60th Ave to I-75	Add 2 lanes	2.1		PE: \$1.45 million ROW: \$5.80 million CST: \$11.12 million

Project Name	Improvement Type	Project Length (miles)	Committed Funding	Project Phase and Cost (PDC)
US 41 from SR 40 to Levy County Line	Add 2 lanes	1.0		PE: \$3.63 million ROW: \$14.50 million CST: \$27.80 million
US 27 from NW 44th Ave to I-75	Add 2 lanes	0.6		PE: \$450,432 ROW: \$3.60 million CST: \$3.45 million
* includes \$9.16M funded for ROW in 2026-2030				

**Phase Definitions:**

**PE: Preliminary Engineering**

**ROW: Right-of-Way**

**CST: Construction**

**Revenue Sources:**

TMA: Federal Transportation Management Area

SIS: State Strategic Intermodal System

OA: State Other Arterials

TRIP: State Transportation Regional Incentive Program

IFeast: County Impact Fees –East District

IFwest: County Impact Fees –West District

**Table 3-4: Cost Feasible and Unfunded Local Roadway Projects**

Project Name	Improvement Type	Project Length (miles)	Committed Funding	Project Phase and Cost (PDC)
<b>East Impact Fee District</b>				
<b>2021-2025</b>				
NE 36th Ave from NE 14th St to NE 20th Pl	Add 2 lanes	0.5	PE: Committed	ROW: \$3.42 million (IFeast) CST: \$2.66 million (IFeast)
NE 36th Ave from NE 25th St to NE 35th St	Add 2 lanes	0.7	PE: Committed	ROW: \$4.40 million (IFeast) CST: \$3.29 million (IFeast)
NE 25th Ave from NE 14th St to NE 24th St	Add 2 lanes	1.6	PE:	ROW: \$8.86 million (TRIP; IFeast) CST: \$18.59 million (TRIP; IFeast)
<b>2026-2030</b>				
NE 25th Ave from NE 24th St to NE 35th St	Add 2 lanes	0.9	PE: Committed	ROW: \$3.29 million (IFeast)* CST: \$5.37 million (IFeast)
NE 35th St from W Anthony Rd to CR 200A	Add 2 lanes	1.2		PE: \$411,400 (IFeast) ROW: \$4.44 million (IFeast) CST: \$4.32 million (IFeast)
NE 35th St from CR 200A to NE 25th Ave	Add 2 Lanes	1.2		PE: \$421,600 (IFeast) ROW: \$4.55 million (IFeast) CST: \$4.43 million (IFeast)
NE 35th St from NE 25th Ave to NE 36th Ave	Add 2 Lanes	1.0		PE: \$343,400 (IFeast) ROW: \$3.09 million (IFeast) CST: \$3.61 million (IFeast)
* ROW funded in 2021-2025				



Project Name	Improvement Type	Project Length (miles)	Committed Funding	Project Phase and Cost (PDC)
<b>2031-2040</b>				
CR 25 from SR 35 to SE 92nd Loop	Add 2 lanes	1.5		PE: \$499,800 (IFeas) ROW: \$3.0 million (IFeas) CST: \$5.25 million (IFeas)
CR 25 from SE 92nd Loop to SE 108 Tr Rd	Add 2 lanes	3.0		PE: \$1.01 million (IFeas) ROW: \$3.08 million (IFeas) CST: \$10.64 (IFeas)
Emerald Rd Ext from SE 92nd Loop to Emerald Rd	New 2-lane	0.5		PE: \$183,800 (IFeas) ROW: \$1.10 million (IFeas) CST: \$1.93 million (IFeas)
<b>Unfunded</b>				
CR 475A from SW 66th St to SW 42nd St	Add 2 lanes	1.8		PE: \$595,000 ROW: \$3.57 million CST: \$6.25 million
SE 17th St from SE 44th Ave to SE 47th Ave	New 2-lane	0.3		PE: \$95,576 ROW: \$573,456 CST: \$1.00 million
CR 484 from SW 20th Ave Rd to CR 475A	Add 2 lanes	0.6		PE: \$1.73 million ROW: \$20.73 million CST: \$18.14 million
SW 20th St from I-75 to SR 200	Add 2 lanes	1.1		PE: \$370,600 ROW: \$2.22 million CST: \$3.89 million
Lake Weir Ave from SE 31st St to SR 464	Add 2 lanes	1.1		PE: \$384,200 ROW: \$2.31 million CST: \$4.03 million

Project Name	Improvement Type	Project Length (miles)	Committed Funding	Project Phase and Cost (PDC)
SE 92nd Pl Rd from US 441 to SR 35	Add 2 lanes	1.7		PE: \$574,600 ROW: \$3.45 million CST: \$6.03 million
<b>West Impact Fee District</b>				
2021-2025				
NW 49th St Ext at I-75	New interchange	N/A		PE: \$3.50 million (OA; IFwest) CST: \$34.50 million (OA; IFwest)
NW 49th St Ext from NW 44th Ave to NW 35th Ave	New 4-lane	0.8		PE: \$415,120 (IFwest) ROW: \$2.49 million (IFwest) CST: \$4.36 million (IFwest)
2026-2030				
SW 44th Ave from SR 200 to SW 20th St	New 4-lane	1.8		CST: \$4.90 million (IFwest)
SW 44th Ave from SW 13th St to SR 40	New 4-lane	0.9		CST: \$4.74 million (IFwest)
SW 44th Ave from SR 40 to NW 10th St	New 4-lane	0.8		PE: \$389,175 (IFwest) ROW: \$2.34 million (IFwest) CST: \$4.09 million (IFwest)
2031-2040				
Marion Oaks Manor Ext from SW 18th Ave Rd to CR 475	New 2-lane	2.4		PE: \$863,860 (IFwest)* ROW: \$5.18 million (IFwest)* CST: \$9.07 million (IFwest)
Marion Oaks Manor Ext at I-75	New overpass	N/A		CST: \$8.50 million (IFwest) CST: \$6.30 million (TMA)

Project Name	Improvement Type	Project Length (miles)	Committed Funding	Project Phase and Cost (PDC)
SW 49th Ave from SW 95th St to Marion Oaks Tr	Add 2 lanes	3.4		PE: \$1.17 million (IFwest)* ROW: \$7.00 million (IFwest)* CST: \$12.25 million (IFwest)
SW 49th Ave from Marion Oaks Tr to CR 484	New 4-lane	0.7		PE: \$342,474 (IFwest)* ROW: \$2.05 million (IFwest)* CST: \$3.60 million (IFwest)
SW 49th Ave from CR 484 to Marion Oaks Manor	New 4-lane	1.9		PE: \$996,288 (IFwest)* ROW: \$5.98 million (IFwest) CST: \$10.46 million (IFwest)
SW 95th St from SW 60th Ave to I-75	New 4-lane	1.0		PE: \$340,000 (IFwest; IFeast) ROW: \$2.04 million (IFwest; IFeast) CST: \$3.56 million (IFwest; IFeast)
SW 95th St from I-75 to CR 475A	Add 2 lanes	1.0		PE: \$413,711 (IFwest; IFeast) ROW: \$3.08 million (IFwest; IFeast) CST: \$5.40 million (IFwest; IFeast)
SW 95th St at I-75	New interchange	N/A		PE: \$4.50 million (IFwest; IFeast) CST: \$34.5 million (TMA; TRIP; IFwest; IFeast)

\* ROW funded 2021-2025

Project Name	Improvement Type	Project Length (miles)	Committed Funding	Project Phase and Cost (PDC)
<b>Unfunded</b>				
NW 44th Ave from NW 60th St to SR 326	Add 2-lanes	1.1		PE: \$462,400 ROW: \$2.78 million CST: \$4.86 million
NW 49th Ave from NW 80th Ave to NW 44th Ave	New 2-lane	2.5		PE: \$922,676 ROW: \$5.54 million CST: \$9.69 million
NW 60th Ave from US 27 to NW 49th St	New 2-lane	1.1		PE: \$400,684 ROW: \$2.40 million CST: \$4.21 million
CR 484 from SW 49th Ave to SW 20th Ave Rd	Add 2 lanes	2.4		PE: \$915,318 ROW: \$10.98 million CST: \$9.61 million
Dunellon Bypass from CR 40 to US 41	New 2-lane	1.3		PE: \$477,880 ROW: \$2.87 million CST: \$5.02 million

**Phase Definitions:**

PE: Preliminary Engineering

ROW: Right-of-Way

CST: Construction

**Revenue Sources:**

TMA: Federal Transportation Management Area

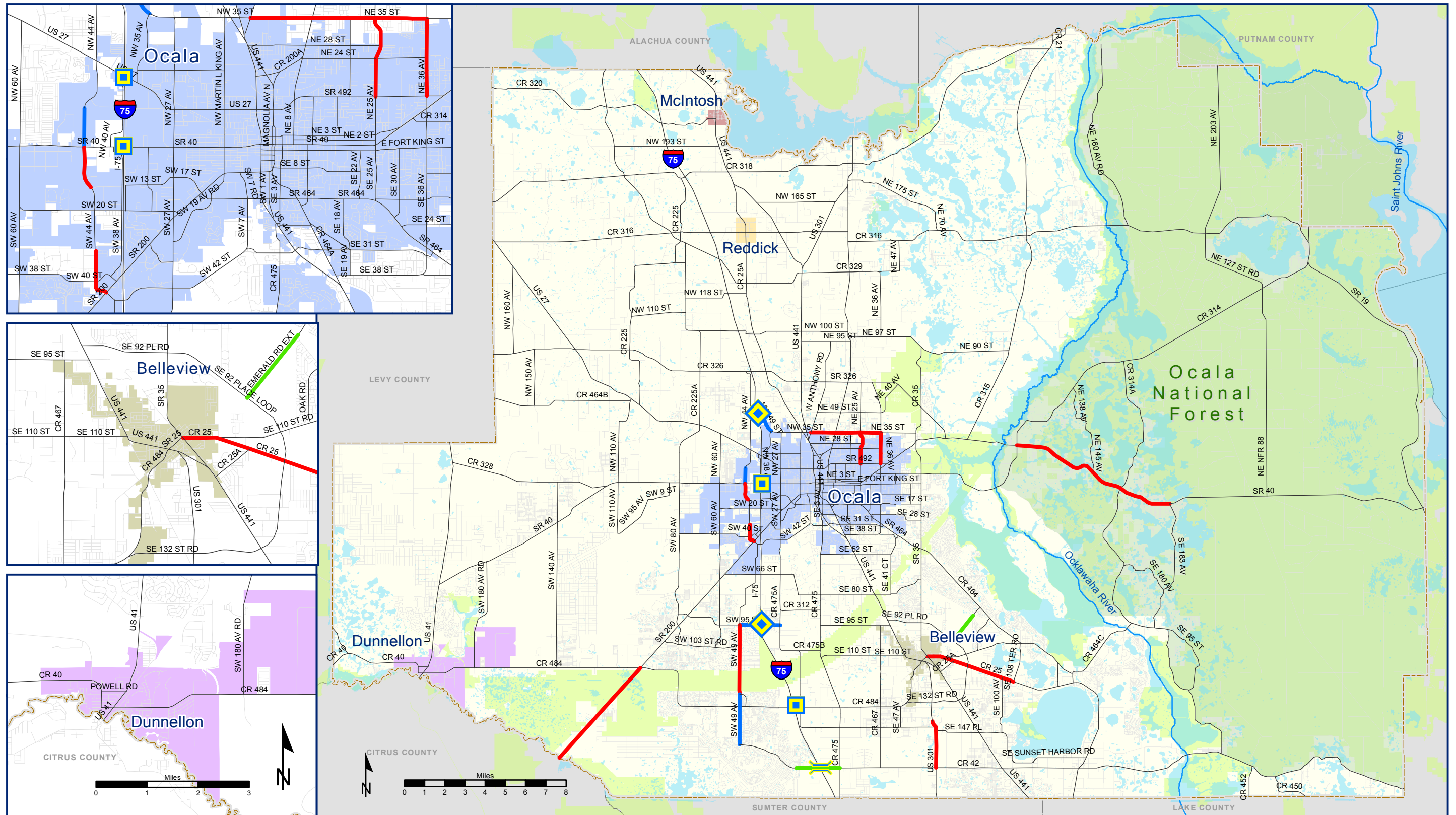
SIS: State Strategic Intermodal System

OA: State Other Arterials

TRIP: State Transportation Regional Incentive Program

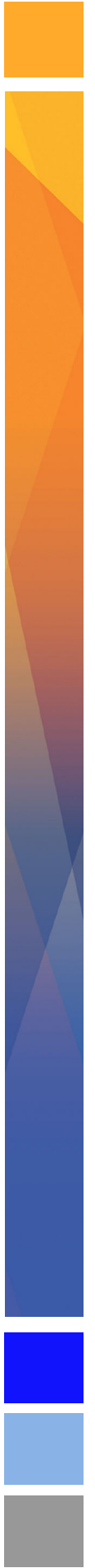
IFeast: County Impact Fees –East District

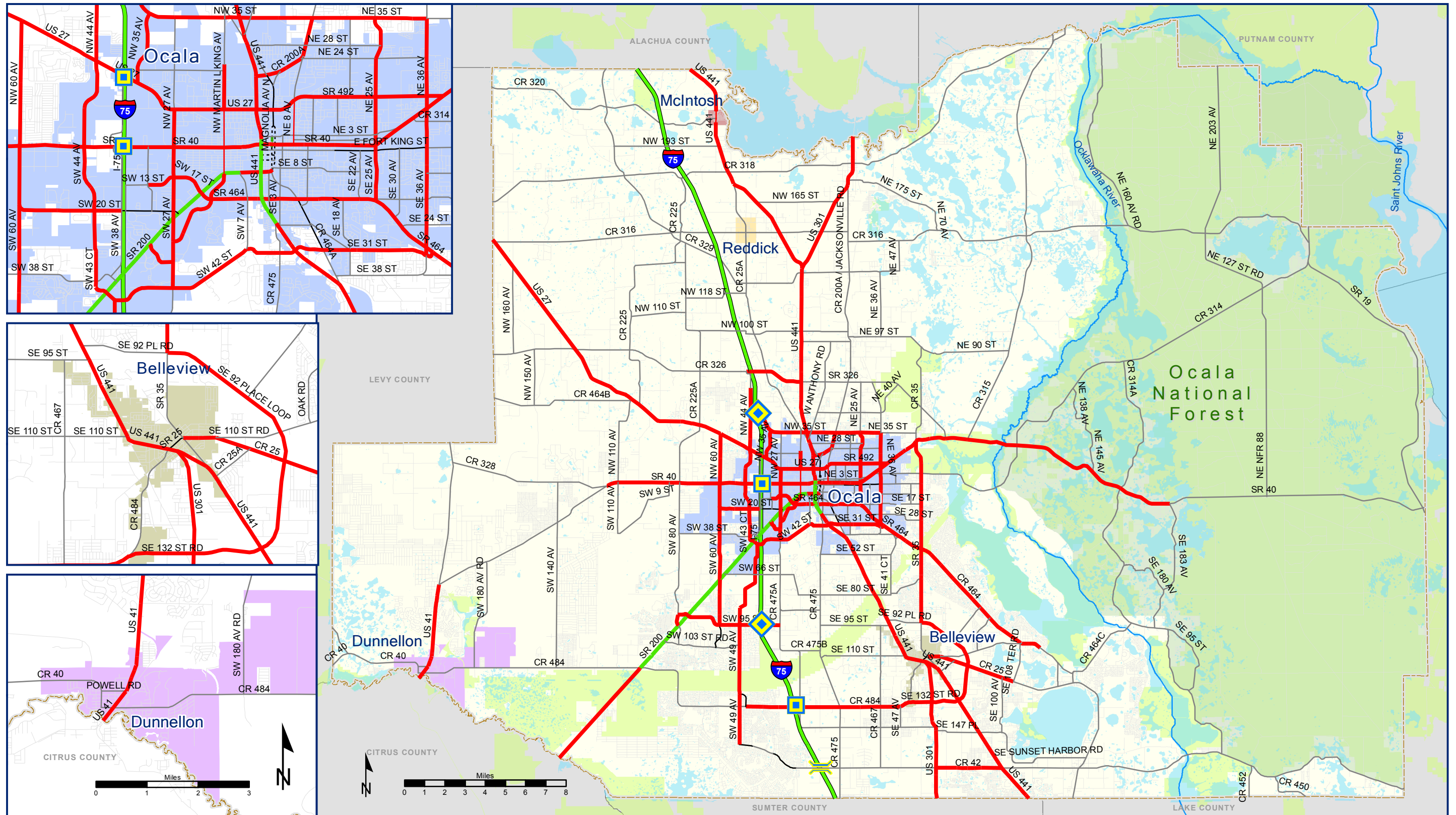
IFwest: County Impact Fees –West District



**Map 3-1**  
**2040 Roadway Cost Feasible Projects**

- Projects**
- New 2 Lane
  - New 4 Lane
  - Add 2 Lanes
  - Roadway Study Network
  - New Interchange
  - Interchange Operational Improvements
  - New Overpass



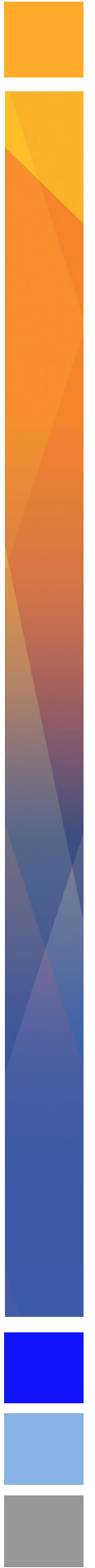


**Map 3-2**

**2040 Cost Feasible Number of Lanes/Road Type**

- |                    |                    |
|--------------------|--------------------|
| 2 Lanes, Undivided | 4 Lanes, Undivided |
| 2 Lanes, Divided   | 6 Lanes, Divided   |
| 2 Lanes, One-way   | 6 Lanes, Freeway   |
| 3 Lanes, One-way   | 4 Lanes, Divided   |

- New Interchange
- Interchange Operational Improvements
- New Overpass



## Cost Feasible ITS and Corridor Management Projects

Because ITS and corridor management projects typically provide a lower cost solution to addressing congestion while optimizing existing available capacity, all projects identified in the Needs Assessment have been funded in the Cost Feasible Plan. Listed in Table 3-5 are the state and local corridors included in the 2040 LRTP. In addition to funding the 148 signalized intersections on these corridors at a cost of \$175,000 per intersection, or \$26 million through 2040, an additional \$7.3 million of federal TMA revenues have been set aside for implementation of ITS on future corridors.

**Table 3-5 Cost Feasible ITS and Corridor Management Projects**

Corridor Description	Number of Signalized Intersections
<b>State Corridors</b>	
SR 200 from CR 484 to I-75	9
SR 200 from I-75 to US 441	11
SR 326 from I-75 to US 441	3
SR 35 from SE 92nd Pl Rd to SR 464	3
SR 35 from SR 464 to SR 40	5
SR 40 from SW 60 <sup>th</sup> Avenue to SR 35	20
SR 464 from SR 200 to SR 35	19
US 27 from NW 27th Ave to US 441	2
US 27 from SW 27th Ave to SR 35	18
US 301 from SE 143rd Pl to US 441	2
US 301 from Sumter line to CR 42	1
US 441 from SE 132nd St Rd to US 301	3
US 441 from US 301 to CR 475	11
US 441 from CR 475 to SR 200	2
US 441 from SR 200 to CR 25A	9
US 41 from Citrus line to SW 111th Place Ln	3
US 41 from SW 111th Place Ln to SR 40	4
<b>Local Corridors</b>	
CR 464 from SR 35 to Midway Rd	4
CR 464 from Midway Rd to Oak Rd	6
NW/SW 27th Ave from SW 42nd St to SR 200	4
NW/SW 27th Ave from SR 200 to SR 40	3
NW/SW 27th Ave from US 27 to NW 35th St	2
SW 20th St from SW 60th Ave to I-75	4

## Cost Feasible Transit Service Improvements

Service Improvements were considered for all existing SunTran routes that would reduce the headway to 30 minutes. However, due to limited funding, service improvements included in the Cost Feasible Plan are limited to reducing the frequency to 45 minutes on the four routes shown in Table 3-6. These routes are illustrated in Map 3-3. In addition to the service improvements listed below, the Cost Feasible Plan also includes continued operation of the existing fixed route and ADA service and an annual set-aside of \$75,000 for ADA bus shelter accessibility improvements. In total, the capital costs for the SunTran system are \$69.6 million and the operations costs are \$83.7 million through 2040.

**Table 3-6 Cost Feasible Transit Service Improvements**

Project Name	Improvement Type	Project Cost (PDC)	Timeframe
<b>#2 Blue Route – Southeast Ocala</b>	45-min frequency	\$429,000 (CAP) \$1.19 million (OP)	2031–2040
<b>#1 Green Route – Silver Springs</b>	45-min frequency	\$429,000 (CAP) \$3.16 million (OP)	2031–2040
<b>#4 Orange Route – Southwest Ocala</b>	45-min frequency	\$429,000 (CAP) \$1.19 million (OP)	2031–2040
<b>#3 Purple Route – Northwest Ocala</b>	45-min frequency	\$429,000 (CAP) \$1.19 million (OP)	2031–2040

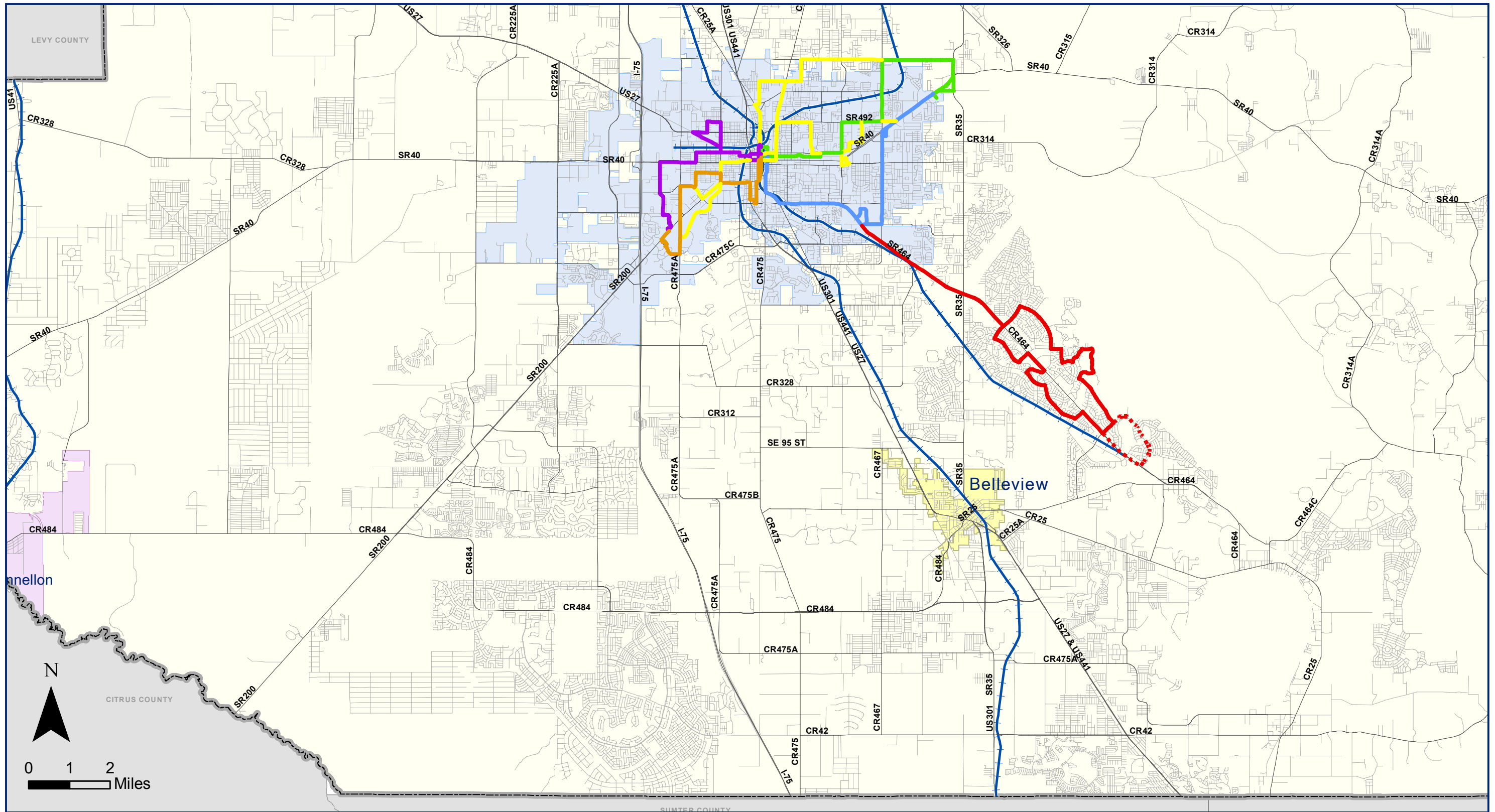
## Cost Feasible Multiuse Trail and Sidewalk Projects

Funding for the multiuse trails identified in the Needs Assessment are based on an allocation of revenues for projects. Prioritization and implementation of these projects are based on the priorities established through the annual TIP update. The Trails listed in Table 3-7 represent those on which the TPO has been focused through statewide coordination to construct the Heart of Florida Loop Trail as well as trails within Marion County that provide connections to the Heart of Florida Trail and destinations within the county. To fund those trails in the Cost Feasible Plan, \$4.8 million of the State OA revenue and \$24.7 million of Federal TMA revenue has been set aside. In addition to the multiuse trails listed below, the TPO recently adopted a comprehensive Bicycle and Pedestrian Plan. In support of that Plan, the LRTP allocates \$10.3 million in Transportation Alternatives (TA) revenues for priority projects identified in the Bicycle and Pedestrian Plan. Map 3-4 shows the Cost Feasible Multiuse Trail projects.



**Table 3-7 Cost Feasible Multiuse Trail Projects**

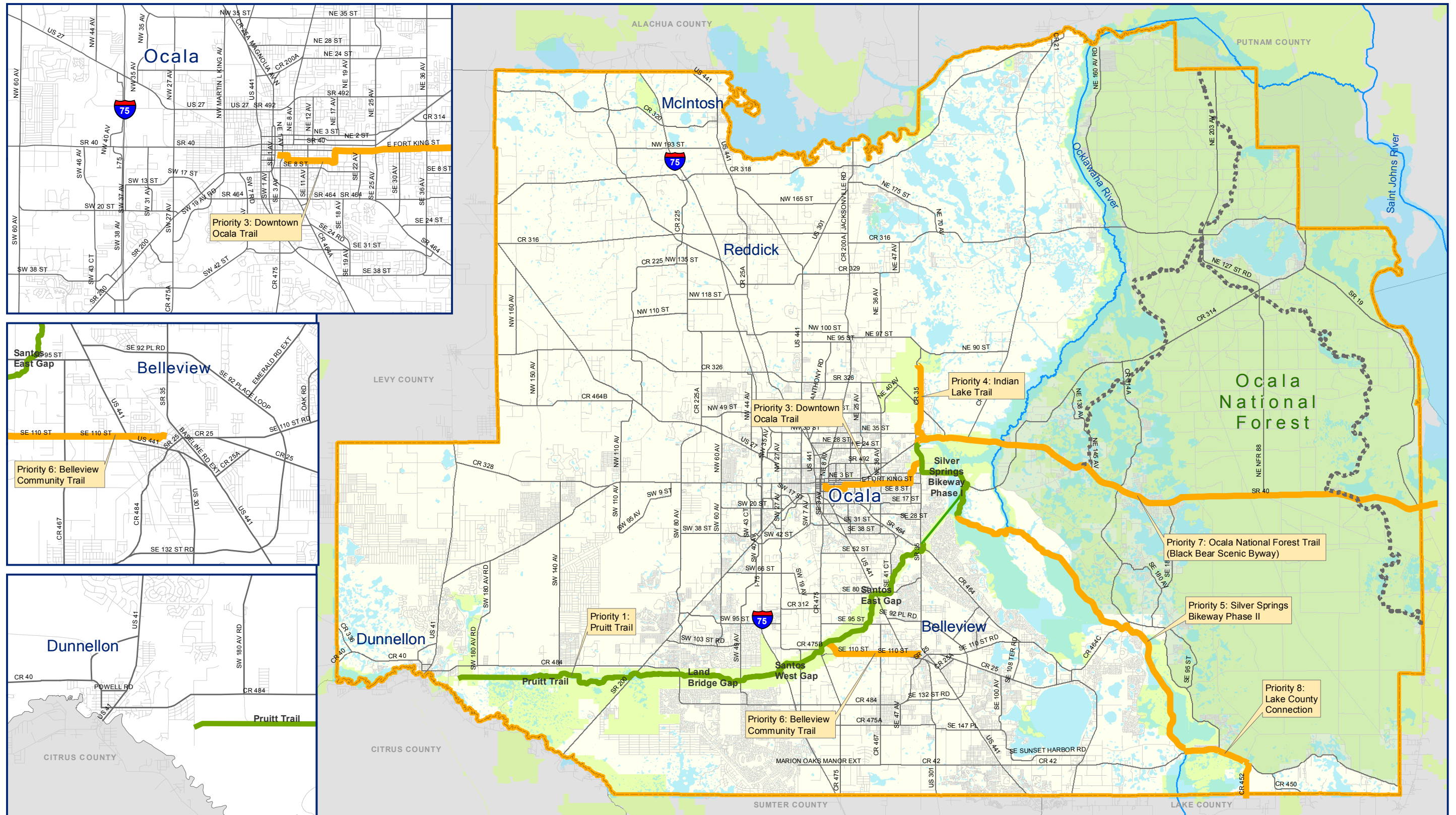
Trail Name	From	To	Miles	Total Costs (PDC)
<b>TPO Trail Needs (funded through 2040)</b>				
<b>Downtown Ocala Trail</b>	Ocala City Hall	Silver Springs State Park	6.0	\$3.3 million
<b>Indian Lake Trail</b>	Silver Springs State Park	Indian Lake Trailhead	5.0	\$2.2 million
<b>Silver Springs Bikeway – Phase II</b>	Baseline Paved Trail – North Trailhead	CR 42	18.5	\$5.7 million
<b>Bellevue Greenway Trail</b>	Lake Lillian Park	Cross Florida Greenway	5.3	\$3.3 million
<b>Ocala National Forest Trail</b>	Silver Springs State Park	Wildcat Lake Boat Ramp, 1 mi east of SR 19	27.0	\$11.6 million
<b>Lake County Connection</b>	Final alignment TBD along SE HWY 42 and SE HWY 452		4.8	\$2.0 million
<b>Cost Feasible Trails Sub-total</b>				<b>\$28.1 million</b>



**Map 3-3**  
**2040 Transit Cost Feasible Projects**

- |                  |                    |
|------------------|--------------------|
| Existing Service | Orange             |
| Green            | Red                |
| Blue             | Red-Lake Weir H.S. |
| Purple           | Yellow             |





**Map 3-4**  
**2040 Multi-Use Trails Cost Feasible Plan**

- E+C Trails
- Existing Multi Use Trails
- TPO Needs Trails
- - - - - Existing Hiking Trail, Unpaved



## Cost Feasible Plan Funding Summary

The 2040 Cost Feasible Plan is illustrated in Figure 3-1 and shows the multimodal spending plan in current year dollars. The total cost of the Plan is \$687.8 million. Highway capacity and interchanges/overpasses account for approximately 77% of the total cost. Transit capital and operating, multiuse trails and sidewalks, and ITS/corridor management account for the remaining 23% of the total cost.

**Figure 3-1: Cost Feasible Projects Funding (\$millions, PDC)**

