



Ocala/Marion Transportation Planning Organization
2040 Long Range Transportation Plan



FINAL REPORT
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Prepared for



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INTRODUCTION

01

Who is the TPO?

The Ocala/Marion County Transportation Planning Organization (TPO) is responsible for the planning and implementation of several modes of transportation including highway, transit, bicycle, pedestrian, and paratransit. The purpose of the TPO is to provide a forum for a coordinated, comprehensive, and continual transportation planning process. This process is critical in providing a safe, effective, and cost efficient transportation system.

The TPO was established in 1981 after the 1980 Census determined the urbanized area of the City of Ocala exceeded a 50,000 population threshold. Initially, the TPO planning area was limited to the Ocala Urbanized Area and the TPO was comprised of elected officials from Marion County and the City of Ocala. In response to tremendous growth outside the urbanized area, the planning boundaries were expanded to include the entire county in the late 1980s. At the same time, representatives from the Cities of Belleview and Dunnellon were also added. Today, the TPO board comprises 12 voting members, as shown in Figure 1-1. Membership includes the City of Ocala Mayor and four members of the City Council, all five County Commissioners, and one representative each from the Belleview City Commission and the Dunnellon City Council.

In order to receive a broad and diverse review of the transportation planning process, the TPO relies on several committees to provide input from various points of view.

Technical Advisory Committee (TAC) - comprises professional planners, engineers, and school officials who review projects primarily from a technical standpoint based on their professional experience. Members of the TAC represent Marion County, the Cities of Belleview, Dunnellon, and Ocala, the Ocala/Marion County Chamber of Commerce, the Marion County School Board, and the Office of Greenways and Trails.

Citizens Advisory Committee (CAC) - comprises citizens from all areas of Marion County and its municipalities. Its primary function is to advise the TPO on local transportation issues based on the input of citizens in the area they represent. The TPO strives to keep the composition of the CAC diverse in terms of geographical location and professions represented.

Transportation Disadvantaged Local Coordinating Board (TDLCB) - serves as the oversight board for the local Community Transportation Coordinator (CTC) and ensures that transportation services are coordinated as efficiently as possible. The TDLCB comprises representatives from several state and local social service organizations which serves clients who are eligible for transportation through the Florida Transportation Disadvantaged Program.

Figure 1-1: TPO Board Membership

Ocala/Marion County TPO Board Members

Earl Arnett, Chairman <i>Marion County</i>	Kathy Bryant <i>Marion County</i>
Penny Fleeger <i>City of Dunnellon</i>	Michael Goldman <i>City of Belleview</i>
Kent Guinn <i>City of Ocala</i>	James Hilty <i>City of Ocala</i>
Brent Malever <i>City of Ocala</i>	Stan McClain <i>Marion County</i>
John McLeod <i>City of Ocala</i>	David Moore <i>Marion County</i>
Mary S. Rich <i>City of Ocala</i>	Carl Zalak <i>Marion County</i>

What is the LRTP?

The Long Range Transportation Plan (LRTP) prepared by the Ocala/Marion County TPO is a comprehensive, multimodal “blueprint” developed to meet the transportation needs of Marion County, including the incorporated cities of Belleview, Dunnellon, and Ocala, over the next 25 years. The LRTP has been developed consistent with the Comprehensive Plans of the County and incorporated cities, which identify the goals, objectives, and policies that guide future growth within the county. The LRTP also complies with the Federal and state requirements guiding the development of metropolitan transportation plans. A checklist outlining these requirements is used to indicate the sections of this report where those requirements are addressed. This checklist is included as Appendix A.

As a multimodal transportation plan, the LRTP considers not only needed road improvements, but also public transportation, bicycle, pedestrian, freight, and other transportation projects. The LRTP was developed with a reliance on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan.

Additionally, the LRTP

- > recognizes the tie between land use and transportation
- > supports the economic development goals of Marion County
- > supports regional coordination and collaboration
- > places emphasis on maintenance and preservation of the existing transportation system
- > provides safe, convenient, and accessible transportation options for all
- > analyzes and evaluates the potential social, economic, and environmental impacts and benefits of the plan

- > is consistent with all applicable federal and State planning requirements
- > is a performance-based plan that identifies results-oriented measurements to monitor and evaluate the LRTP goals and objectives
- > provides a fiscally-constrained financial plan to meet future transportation needs through 2040

What is included in the LRTP?

The LRTP includes numerous components, each important to the development of the overall plan. In addition to this introductory chapter, the remainder of the plan consists of five major chapters and a series of appendices, as indicated below.

Chapter 2: Guiding the LRTP Development

This chapter presents the overall Vision for the TPO and the 2040 LRTP. Connecting this vision with the outcomes of the plan is accomplished through a series of Goals & Objectives intended to guide the plan and the continued implementation of the transportation projects in meeting the expectations of federal transportation requirements. The forecasted growth of population and employment in the TPO area over the next 25 years also is presented, as areas of high growth will have an impact on the future transportation needs. This chapter also documents the approach and outcomes from the public participation process that occurred as part of the LRTP.

Chapter 3: Defining the 2040 Transportation Needs

Chapter 3 documents the development of the 2040 Needs Assessment for 2021–2040, including:

- > documenting the need for future transportation projects to meet travel demand and identifying transportation projects needed for improving quality of life and future economic development
- > incorporating the committed transportation projects funded through 2020
- > evaluating the projects for highways, transit, multiuse trails, bicycle facilities, sidewalks, safety improvements, technology investments, and other transportation-related needs
- > assessing the potential impacts transportation projects could have on the environment and established communities
- > evaluating the costs for the transportation needs

Chapter 4: Funding the Plan

Chapter 4 presents revenue forecasts from existing transportation revenues. Existing State and federal revenue forecasts were provided by the Florida Department of Transportation (FDOT). Forecasts for existing local revenue sources were based on information provided by local governments and include gas taxes, and transportation impact fees. This chapter documents the assumptions used in identifying revenues for future transportation projects and for funding maintenance of the current transportation system.

Chapter 5: 2040 Cost Feasible Plan

Chapter 5 presents the transition of the multimodal transportation needs to a fiscally-constrained cost feasible plan using the revenues identified in the previous chapter. The adopted Cost Feasible Plan and the factors that guided the selection of transportation projects—technical criteria, policy input, citizen input, and available financial resources—are discussed. This chapter concludes with an assessment of potential impacts to the environment and an evaluation of how the transportation projects included

in the Cost Feasible Plan enhance and provide improved connectivity for Environmental Justice Areas.

Chapter 6 Plan Summary and Implementation Actions

Chapter 6 concludes the report with a review of future transportation system performance and an identification of the key next steps that must be taken to ensure that the projects identified in the plan transition to implementation. Progress in meeting these steps will be captured through the implementation of performance measures and the TPO's future updates of the Transportation Improvement Program (TIP), Congestion Management Process (CMP), and Unified Planning Work Program (UPWP). Also incorporated into the implementation actions is a series of emerging issues identified in MAP-21 that are key to the implementation of 2040 LRTP Cost Feasible Projects.

Appendices

A series of appendices is included at the conclusion of this report that further support or clarify information included in the six chapters discussed above. These appendices include:

- > **Appendix A: LRTP Checklist** provides a crosswalk between federal and state requirements for metropolitan planning and the locations within this report where each component is discussed.
- > **Appendix B: Glossary of Terms and Acronyms** included to aid the readers understanding and familiarity with transportation terms.
- > **Appendix C: 2040 Revenue Forecast for Ocala-Marion Metropolitan Area** outlines the revenue assumptions provided by FDOT and provides the methodology for determining revenue programs used by the TPO for the Cost Feasible Plan.
- > **Appendix D: Summary Reports** includes a list of separately bound supporting documents covering the development of the 2040 LRTP.

How was the LRTP Developed?

Federal Requirements

The Ocala/Marion County TPO is the federally-designated metropolitan planning organization (MPO) and was formed as a cooperative decision-making organization meeting the federal requirements for urbanized areas having a population greater than 50,000. Created with the designation of a Transportation Planning Organization more clearly communicates the role and mission of the Ocala/Marion County TPO in meeting the requirements outlined for an MPO. Federal funds for transportation projects and programs are channeled through the TPO's planning process and subsequently are awarded to local agencies and jurisdictions to address planned transportation needs. To demonstrate that the 2040 LRTP has met federal requirements, a checklist was completed to relate the requirements with the report sections. This checklist has been included as Appendix A.

The metropolitan planning process must be accomplished through a “continuing, cooperative, and comprehensive” (“3-C”) transportation planning process to be eligible to receive federal funding for transportation projects, planning, and programs. This process requires the TPO to work directly with local, State, and federal agencies and the public to develop and administer transportation programs, including the development of LRTP.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

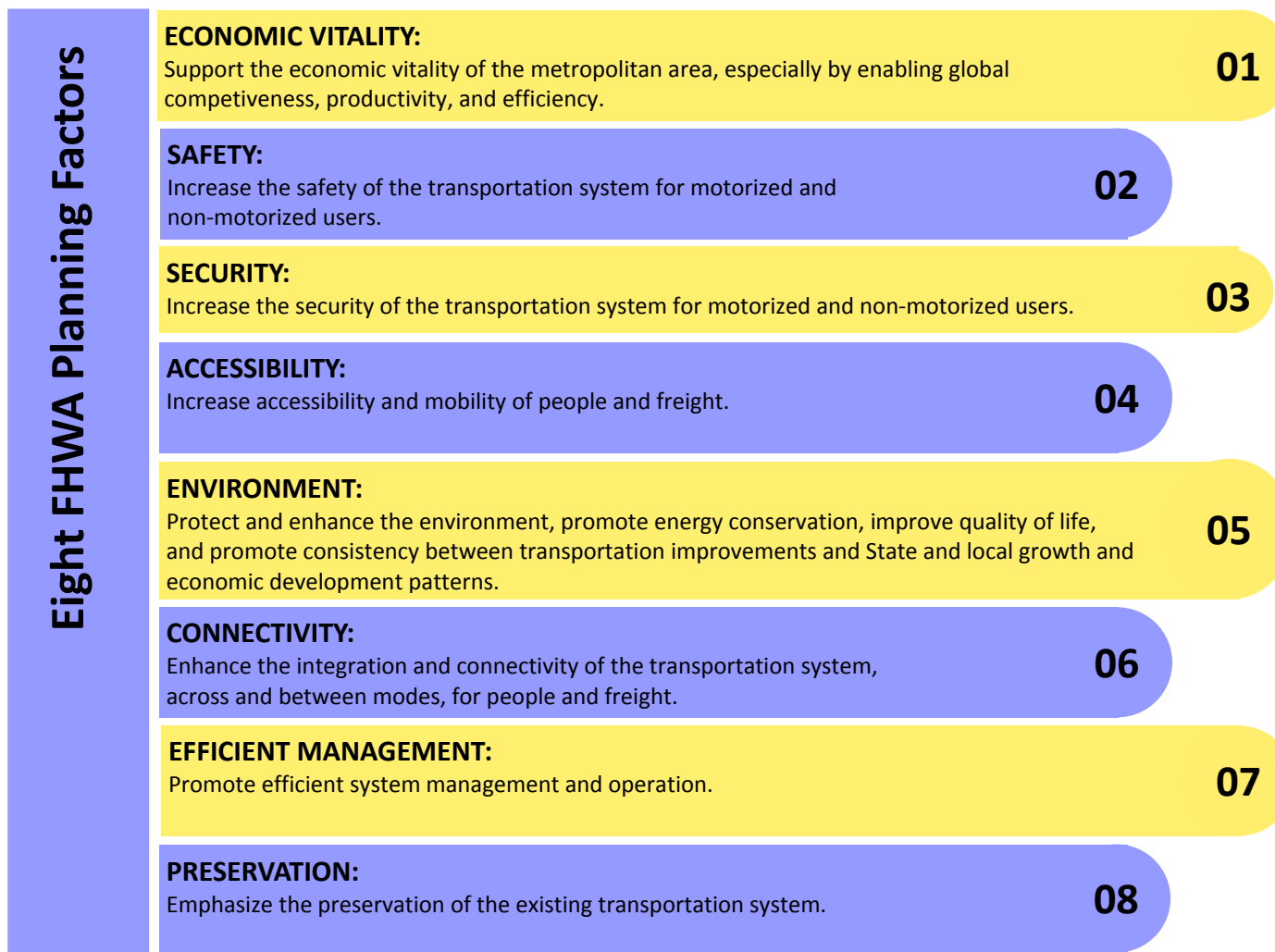
Signed into law by President Obama on July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141) is the first highway authorization enacted since the Safe, Accountable, Flexible,

Efficient Transportation Equity Action: A Legacy for Users (SAFETEA-LU) act became law in 2005.

MAP-21 is a milestone for the U.S. economy and the nation's surface transportation program because it creates a streamlined and performance-based program building on many of the highway, transit, bike, and pedestrian programs and policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance and outcome-based program requires states to invest financial resources in projects that collectively will make progress toward achieving national multimodal transportation goals. This 2040 LRTP has been developed to ensure compliance with the requirements of MAP-21 and includes a performance-based approach to the transportation decision-making process. It also continues many of the previous requirements contained in SAFETEA-LU, including eight planning factors that illustrate the need to recognize and address the relationship between transportation, land use, and economic development. These federal planning factors form the cornerstone for the 2040 LRTP, as shown in Figure 1-2.

Guiding future updates to the LRTP will be the recently-signed Fixing America's Surface Transportation (FAST) Act signed into law by the President on December 4, 2015. A review of the initial summaries of this Act indicate continued emphasis and focus on highway safety, strengthening the relationship between planning and the National Environmental Policy Act (NEPA), federal grants for highway freight movement, restoration of bus and bus facilities cuts from MAP-21, and the inclusion of discretionary grant programs. Given the timing for developing and implementing the regulations for the FAST Act, it likely will be at least 2–3 years before any final rules for the FAST Act are promulgated.

Figure 1-2: Federal Planning Factors



State Requirements

The FDOT Office of Policy Planning coordinates with Florida MPOs and TPOs to publish the *MPO Program Management Handbook*. This handbook is used to provide guidance on State and federal legislation; applicable legislation on how the TPO is formed; how its membership is apportioned in metropolitan areas; the establishment of transportation planning boundaries, areas, and designations; and requirements for cooperative agreements between the FDOT and the TPOs. The 2040 LRTP was developed consistent with the guidance provided in this handbook.

The TPO coordinates with FDOT on an ongoing basis to plan, develop, and program transportation projects. In addition to the handbook providing guidance for the TPO's planning activities, FDOT coordinated with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in developing a set of expectations for meeting the requirements of the LRTP. These expectations also have been included as part of the checklist included in Appendix A, covering the following topics:

- > Project consistency between the TPO's planning documents
- > Fiscal constraint of the LRTP
- > 20-year timespan covered by the LRTP
- > Environmental mitigation of transportation project impacts
- > Transit projects and studies

The 2060 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation investments in Florida over the next 50 years to make the economy more competitive, communities more livable, and the environment more sustainable for future generations. The goals of the FTP were compared with the LRTP goals and are illustrated in Chapter 2.

The Strategic Intermodal System (SIS) is designated by FDOT as a network of high-priority transportation facilities. To plan for the regional transportation

needs of people and freight, the SIS includes the highways of I-75, SR 326 from I-75 to US 301 and US 301 from SR 326 to Alachua County. The CSX Railroad that runs the entire length of Marion County from Sumter County to Alachua County has been designated as a SIS Railway Corridor. US 27 west of I-75 and SR 326 / SR 40 east US 301 have been designated as part of the Emerging SIS Network.

During the development of the 2040 LRTP, FDOT began an update to the FTP and SIS Policy Plan. This update will result in a unified approach to ensuring consistency in the development of these two critical state plans. In addition to developing an LRTP consistent with these FDOT plans, the TPO engaged in staff-level coordination activities with FDOT throughout the LRTP development, which provided an opportunity to receive feedback from a variety of FDOT departments at key points, such as the development of goals and performance measures. Expected to be finalized in 2016, the FTP and SIS Policy Plan will form the basis of the FDOT update to the SIS Multimodal Needs Plan and Cost Feasible Plan in the coming years.

Consistency Regional and with County Plans

Key to the development of 2040 LRTP was identifying and ensuring consistency with various plans and development goals within Marion County. The documents listed below were reviewed to identify the elements for consistency. Details from this review are provided in Chapter 2 as related to the identified goals of the 2040 LRTP.

- > City of Ocala Comprehensive Plan
- > City of Ocala 2035 Vision Plan
- > Dunnellon Bicycle, Pedestrian, and Blueways Facilities Master Plan
- > Marion County Comprehensive Plan
- > Belleview Comprehensive Plan
- > West Ocala Vision and Community Plan
- > 2035 Bicycle/Pedestrian Master Plan

GUIDING THE LRTP DEVELOPMENT

02

Three components were key in guiding the development of the 2040 LRTP. These included:

- > Engaging the public in a variety of ways throughout the plan process;
- > Reviewing the existing population and employment characteristics in order to anticipate the expected growth through 2040; and
- > Identifying a vision statement and a set of goal statements for guiding the transportation projects of the LRTP.

In addition to the following information, additional details can be found in the separately bound Public Involvement Summary Report and the Planning Assumptions Summary Report. Appendix D contains a full list of the supplemental reports that support the LRTP.

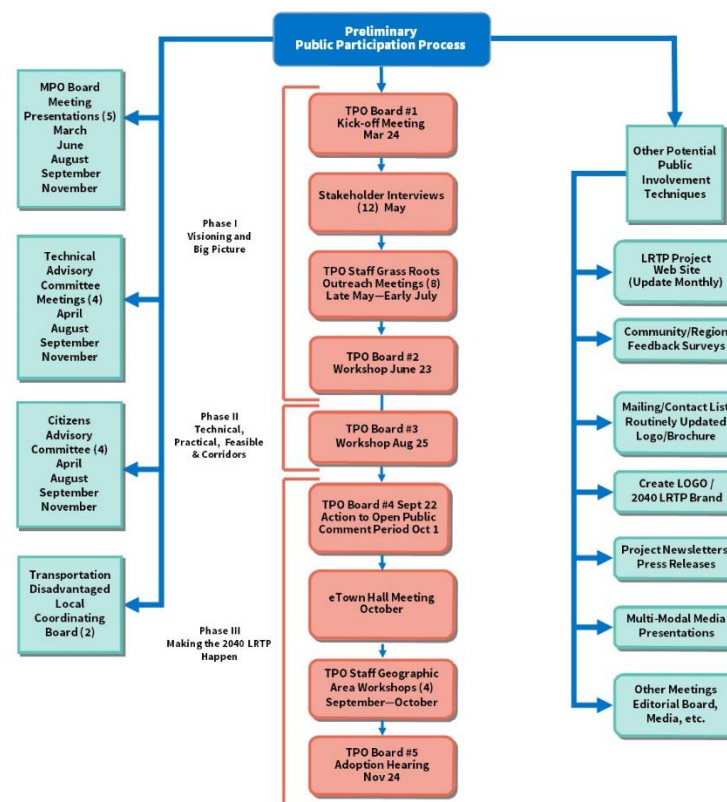
Public Involvement

Following the Public Participation Plan outlined by the TPO for engaging citizens in the planning process, The TPO utilized a variety of methods for receiving input and feedback from the public. This included stakeholder interviews, in-person meetings, use of social media, a project website, and a telephone based virtual town hall meeting.

Public Outreach Strategies

As shown in Figure 2-1, the guiding plan for engaging the public was continual through the plan development and incorporated multiple opportunities and methods. This included engaging the public through community based meetings that were held in key geographic areas throughout the county as well as broad communication through email, social-media, and a telephone based eTown Hall. Presentations were also made throughout the plan development to the TPO Board as well as the TAC, CAC and TDLCB. Discussed below are highlights from these efforts and methods.

Figure 2-1: Public Participation Process



Community Geographic Meetings

Partnering with community groups resulted in holding meetings during two phases of the LRTP development. These meetings were held during the initial visioning and big picture phase and also during the end of the plan development when the TPO was identifying cost feasible projects for the LRTP. Participants at these meetings also were informed of updates during the plan development through coordination with the community groups and email communication provided by the TPO. In total, more than 270 people were involved in the LRTP through these meetings.



During the first round of meetings, handheld devices like the one shown to the left were used by participants to provide input on questions dealing with the big picture topics of funding preferences, importance of roadway maintenance versus new or expanded roadway projects, and the desire to identify new revenue sources for funding transportation projects. A complete listing of the questions and results from these meetings has been included in the Public Participation Plan Summary Report listed in Appendix D.

Electronic Communication

The TPO maintains a Facebook Page where announcements, like the one shown below, informed the public of opportunities for participating in the TPO planning process. The use of Facebook has become a routine method of communicating for the TPO. Announcements of upcoming meetings and updates on transportation projects are just a few examples.

A website dedicated to the LRTP, www.planocalamarion.com, was used to inform the public of the plans progress. This became a location for directing the public to find information about the update of the LRTP and progress towards developing a Cost Feasible Plan.

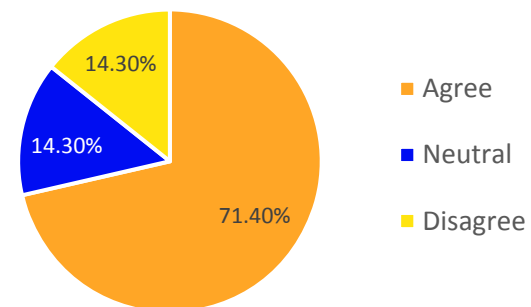
Using email addresses provided to the TPO, email announcements also were used to inform more than 80 people about upcoming meetings and development of the LRTP.



TPO Board and Committee Meetings

At the onset of the LRTP update, a kickoff meeting was held with the TPO Board as well as the TAC and CAC. These meetings provided the opportunity for members to provide input on developing the vision and direction the LRTP would take. A series of preference questions were asked during these meetings using electronic polling devices which allowed for direct feedback. These were for the same questions used during the community meetings. Figure 2-2 is a sample of how the participants were able to see a direct response to the questions. These results were combined and used in developing the Vision, Goals and funding decisions during development of the Cost Feasible Plan.

Figure 2-2: Sample Polling Results from TPO Board Meeting



Because of the success of this polling exercise, the TPO used this approach during the first round of community meetings to gain broader input on developing the Vision and Goals for the LRTP.

Additional meetings with the TPO Board and committees occurred during the plan development at which a status report was presented on topics such as the Vision and Goals, the Needs Assessment, and the Cost Feasible Plan. Ultimately, the Cost Feasible Plan was adopted by the TPO during an

advertised Public Hearing on November 24, 2015. The adoption of the Cost Feasible Plan was preceded by a public comment period.

Stakeholder Interviews

Early in the LRTP development, key stakeholders were identified that represented a variety of groups throughout Marion County, including business and chamber representatives, community and civic leaders, representatives of public safety and local government. These interviews included identifying the current best features of Marion County and the greatest concerns for the County in the next 25 years. Input from the stakeholders was integrated with other comments received during the development of the LRTP to form the guiding Vision and Goals.

eTown Hall

Coinciding with the public comment period, the TPO held a virtual eTown Hall meeting. Designed to reach the community more broadly than the community meetings, the format of the eTown Hall included the use of telephone and internet connections. The event engaged the community in a series of polling questions and provided a question-and-answer session about transportation in the community. Polling question topics included ranking the most critical transportation issues, identifying the relative importance of walking and biking, and gauging the level of support for increased local revenues to fund transportation projects. One



Announcement of TPO eTown Hall Meeting sent via email.

of the key statistics resulting from this meeting was the overwhelming participation by first-time participants in the LRTP. When asked, 96% indicated that the eTown Hall was their first involvement in the LRTP Public Involvement Process. Participation resulted in more than 500 participants listening or commenting during the first half-hour and more than 100 still engaged at the end of 45-minutes.

Outreach to Environmental Justice Areas

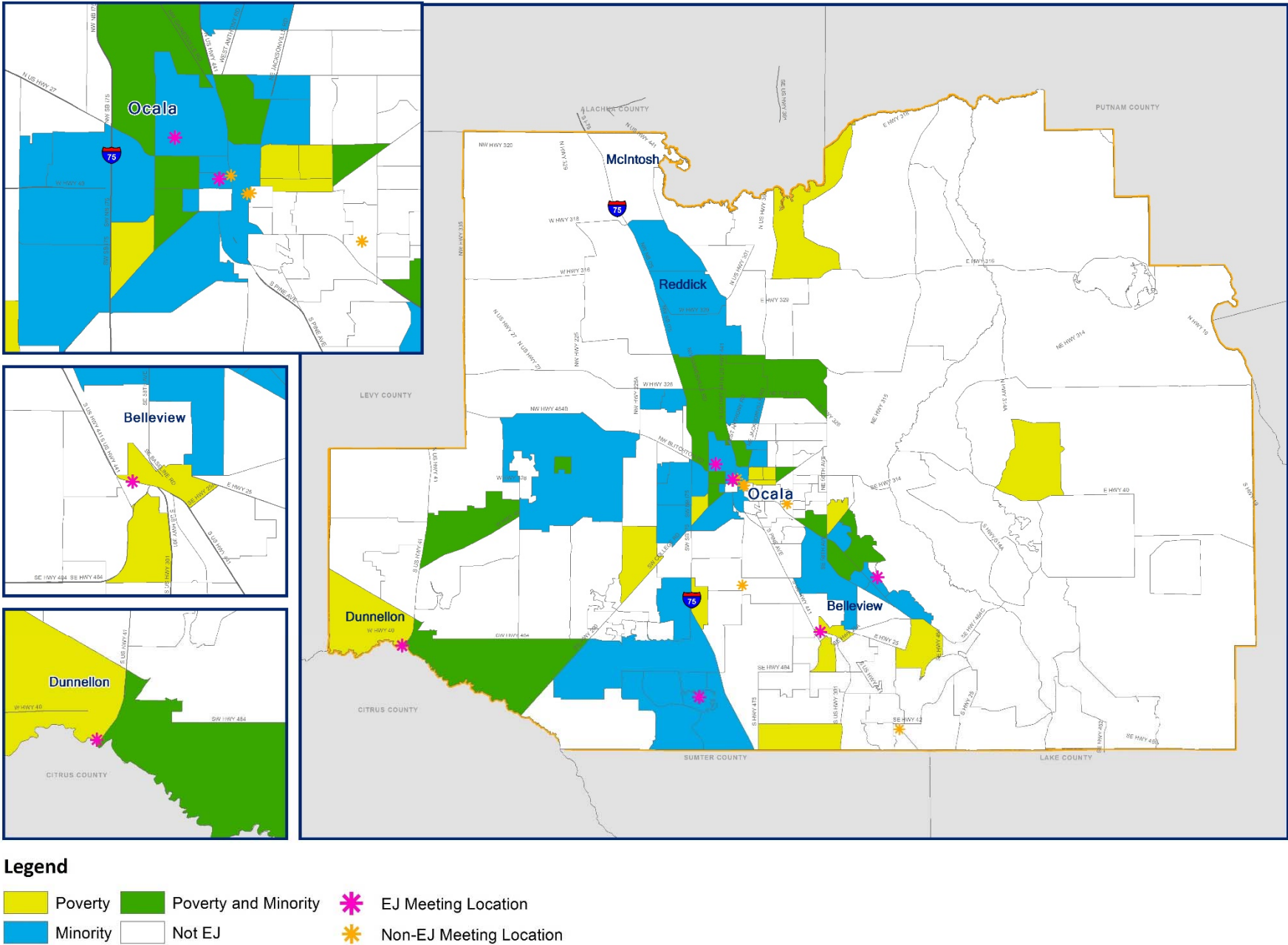
Defined as a result of Executive Order 12898, the TPO ensured that communities located in areas that have been traditionally under-served in the transportation decision-making process were involved in the development of the 2040 LRTP. Described in further detail in Chapter 3, the population meeting minority and income thresholds were identified to meet the expectations of the Environmental Justice (EJ) executive order. Map 2-1 shows the location of the community meetings held as part of the LRTP Public Involvement Process, emphasizing those held in EJ areas.



Below is a list of the meetings held in EJ areas:

- > Silver Springs Shores Resident's Association;
- > Marion Oaks Civic Association;
- > City of Dunnellon Residents;
- > City of Belleview Residents; and
- > Governor's West Side Steering Committee.

Map 2-1: Community Meetings in Environmental Justice Areas



Demographic Trends and Growth Forecast

Determining the location of where people will live and work in 2040 is key to determining the future transportation system needs. Reviewing historic trends and current conditions helps to better understand how future growth can be accommodated. Data from the 2000 and 2010 Census were used to determine historic and current demographic trends in Marion County. Using these trends, the TPO completed a forecast of population and employment from 2010 to 2040. This forecast was used to estimate needed improvements in transportation infrastructure.

Developing the projected population and employment estimates through 2040 relied upon two major factors: an assessment of the changes that have occurred since the population and employment projections were completed for the 2035 LRTP and an updated countywide estimate of population provided by the Bureau of Economic and Business Research (BEBR) at the University of Florida and employment forecasts from Woods & Poole.

Shown in Table 2-1, population is expected to grow by more than 165,000 people by 2040 and employment is expected to increase by more than 87,000 jobs. Map 2-1 shows the population growth in Marion County and Map 2-2 shows the employment growth. Although more growth is forecasted to occur south of SR 40 for both employment and population, areas of high employment growth also are concentrated along the I-75 corridor in areas being targeted by Marion County for economic development.

Reflective of updated Census information and the recent economic downturn, the 2040 county-wide projection for population is 25,000 less than the 2035 estimate. In projecting a strong recovery and the efforts of local government to encourage economic growth, the 2040 job forecast is nearly 4,000 more than the 2035 estimates.

Table 2-1: Forecasted Population and Employment, 2010-2040

Time Period	Population	Employment
2010	325,199	116,365
2040	490,204	203,412
Total Growth	165,005	87,047
Percent Growth	51%	75%

Vision, Goals and Objectives

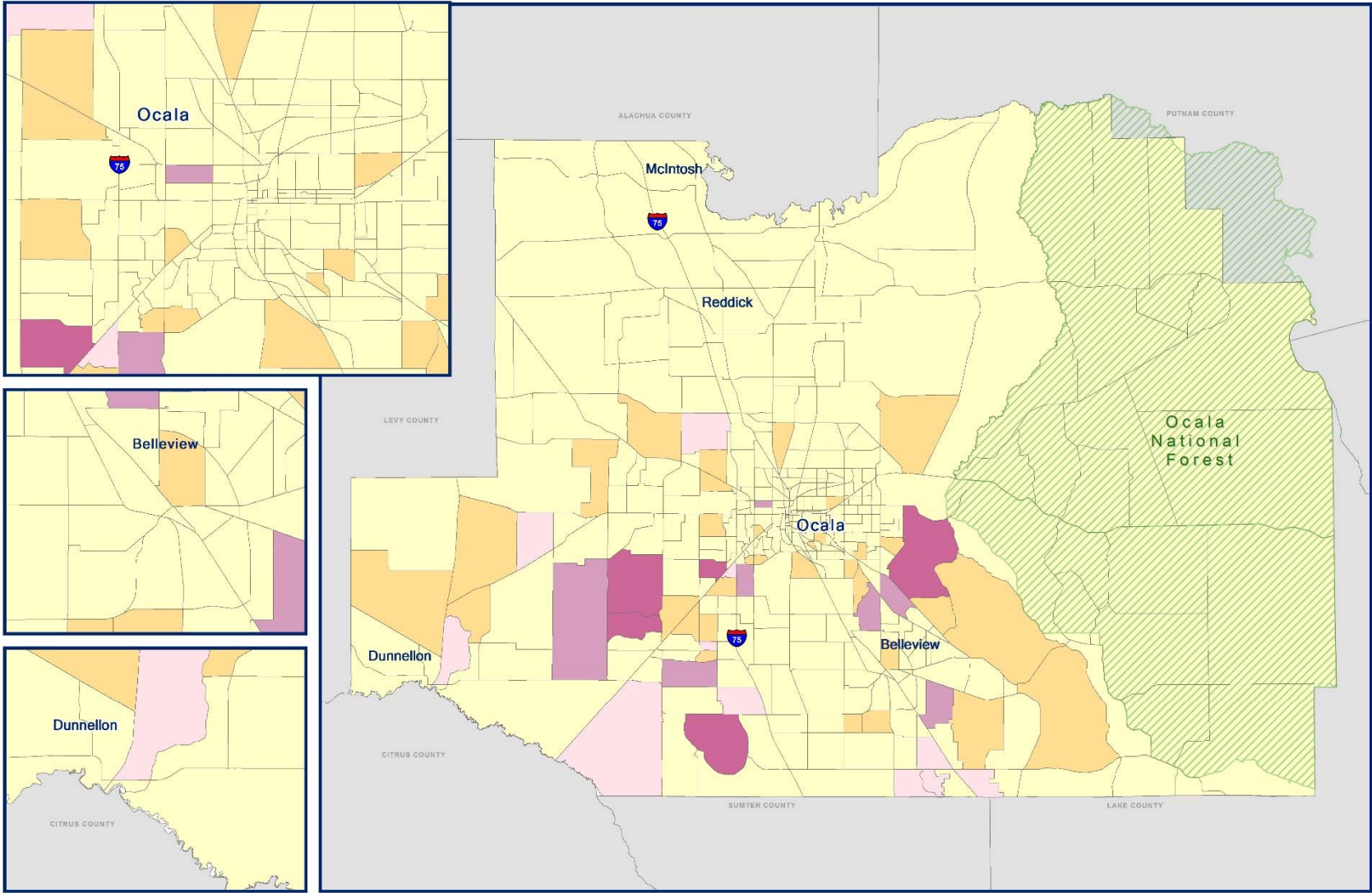
Vision Statement

The *Model Long-Range Transportation Plans* guidebook developed by the U.S. Department of Transportation (DOT) states that the first step in a planning process is to develop a vision that provides an overarching statement of desired outcomes and leads to well-defined goals and objectives. The Ocala/Marion TPO has developed a vision for the 2040 LRTP as the result of feedback provided by TPO Board members, stakeholder interviews, input from the public at community meetings, and a review of the planning and community documents. This vision captures the desire of the TPO for developing a multi-modal transportation system.

2040 LRTP Vision

“Develop a transportation system that provides safe, convenient, and accessible options to support the built environment and preserve the natural environment.”

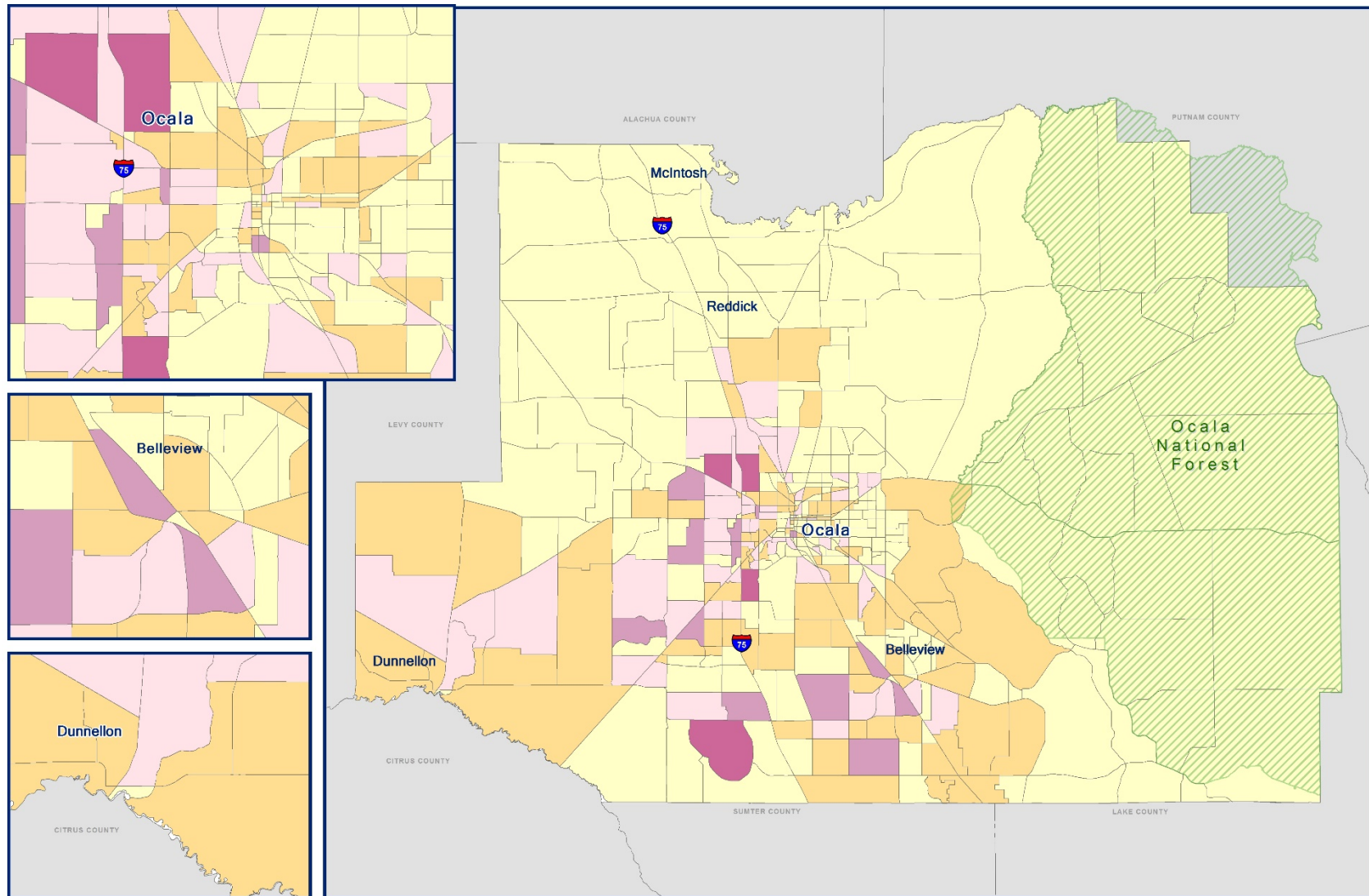
Map 2-2: Population Growth, 2010-2040



Legend

Population growth 2010-2040		
0 - 500	1,901 - 4,000	Ocala National Forest
501 - 1,900	4,001 - 7,200	
	7,201 - 12,982	

Map 2-3: Employment Growth, 2010-2040



Legend

Employment Growth 2010-2040

0 - 150

151 - 300

301 - 700

701 - 1500

1501 - 4332

Ocala National Forest

Goals and Objectives

The primary step in developing the 2040 LRTP Goals was to review the existing Goals developed for the 2035 LRTP to determine their relevancy to the planning requirements under MAP-21 and consistency with countywide comprehensive plans. Since the Goals set the foundation for the entire planning effort, it is important that they reflect the direction of the community as a whole. The remainder of this section provides an overview of each goal and their consistency with local, state, and Federal plans.

Goal 1 – Multimodal Choices

Goal 1 and its four related objectives are listed in Table 2-2. These objectives were developed to be consistent with the following local plans:

- > The Marion County Comprehensive Plan includes provisions for a multimodal transportation system that includes transit service.
- > The County Comprehensive Plan also includes provisions for Complete Streets design.
- > The City of Dunnellon has developed a plan for blueways, bicycle infrastructure and pedestrian infrastructure.
- > The Ocala Vision 2035 Plan calls for more walkable areas, especially in the downtown, as well as greater connectivity to the urban core via transit.
- > The Ocala Comprehensive Plan has provisions for Complete Streets design standards and “Road Diet” programs to accommodate alternative modes of transportation.
- > The City of Belleview provides for a multimodal transportation system, including transit, and supports a multimodal system to coordinate future land use and transportation.
- > The West Ocala community encourages walkable and connected neighborhoods and a variety of mobility options.

Table 2-2: Goal 1

Goal 1	Provide a transportation system that encourages the use of all modes by offering travel choices that are accessible to County residents, visitors, and businesses.
Objective 1	Increase transit ridership by providing more frequent and convenient service.
Objective 2	Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county.
Objective 3	Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population.
Objective 4	Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.

Goal 2 – Economic Growth and Development

Goal 2 and its three related objectives are listed in Table 2-3. These objectives were developed to be consistent with the following local plans.

- > The Marion County Comprehensive Plan identifies a planning principle of recognizing freight needs and challenges and how they interact with the Florida Freight Network.
- > The County Comprehensive Plan includes provisions to enhance the freight transportation network by ensuring that industry and manufacturing entities have access to the freight transportation network.

- > The West Ocala Vision Plan identifies the city's largest industrial and distribution employment center and the planned Ocala Marion County Commerce Park.

Table 2-3: Goal 2

Goal 2	Provide for efficient transportation that serves local and regional needs and stimulates economic development and growth.
Objective 1	Improve access to and from areas identified for employment development and growth.
Objective 2	Foster greater economic competitiveness through enhanced, efficient movement of freight.
Objective 3	Support transportation projects that promote economic development and job creation.

Goal 3 – Safety and Security

Goal 3 and its five related objectives are listed in Table 2-4. These objectives were developed to be consistent with the following local plans.

- > Marion County coordinates land use decisions and access locations to maintain and improve safety of the transportation system for effective movement of all modes.
- > Marion County has specific policies regarding increased bicycle and pedestrian access to schools.
- > Marion County has established a goal of improving accessibility for people who are transportation disadvantaged through transit service.
- > The City of Ocala includes provisions for providing a safe and aesthetic transportation system to reduce vehicular accidents by

identifying high accident intersections and producing accident summaries on selected streets.

- > The City is pursuing Complete Streets design to promote safety and "Road Diets" to promote bicycle and pedestrian safety.
- > The City of Belleview is promoting the reduction in accidents by requiring all development proposals to include provisions for the safe flow of traffic.

Table 2-4: Goal 3

Goal 3	Improve the safety and security of the multimodal transportation system for motorized and non-motorized users.
Objective 1	Provide safe access to and from schools.
Objective 2	Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.
Objective 3	Increase the accessibility and mobility of people and freight within the region and to other areas.
Objective 4	Improve safety and security by enhancing the evacuation route network for natural events and protecting access to military assets.
Objective 5	Reduce the number of fatal and severe injury crashes.

Goal 4 – Cooperation

Goal 4 and its four related objectives are listed in Table 2-5. These objectives were developed to be consistent with the following local plans.

- > Marion County policies emphasize coordination between future land use and transportation decisions.

- > The City of Ocala emphasizes consistency among the LRTP, the Ocala 2035 Vision Plan, and the Ocala Comprehensive Plan Future Land Use Map and Element.
- > The City of Belleview supports coordination with plans and programs of the TPO and FDOT.

Table 2-5: Goal 4

Goal 4	Ensure that the transportation system reflects the needs of the community, including the traditionally underserved, through public engagement, community participation, and intergovernmental cooperation.
Objective 1	Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations.
Objective 2	Support community education and involvement in transportation planning.
Objective 3	Coordinate with local government to consider local land use plans when identifying future transportation projects.
Objective 4	Collaborate with various agencies including FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel to create strategies for developing a multimodal transportation system.

Goal 5 – Create Quality Places

Goal 5 and its three related objectives are listed in Table 2-6. These objectives were developed to be consistent with the following local plans.

- > Marion County has incorporated protection of the unique assets, character, and quality of life into one of the goals of the Comprehensive Plan.
- > The City of Belleview has an objective of providing an energy-efficient multimodal transportation system by maintaining the existing transportation network.

Table 2-6: Goal 5

Goal 5	Create quality places through coordination of transportation and land use planning between the County and cities that facilitates healthy, active living and protects natural resources through proactive environmental stewardship.
Objective 1	Limit impacts to existing natural resources, such as parks, preserves, and protected lands.
Objective 2	Avoid or minimize negative impacts of projects and disruption to residential neighborhoods.
Objective 3	Support community social values by developing facilities that are user-friendly, multimodal, and encourage healthy and active lifestyles.

Goal 6 – System Preservation

Goal 6 and its three related objectives are listed in Table 2-7. These objectives were developed to be consistent with the following local plans.

- > The Marion County Comprehensive Plan employs a benefit-cost based approach to developing transportation infrastructure that evaluates all feasible alternatives.

- > Marion County also ensures that minimum peak hour level-of-service standards are met for County and State roadways in unincorporated Marion County.
- > The City of Ocala has a goal to provide an efficient transportation system including transit.
- > The City of Belleview seeks to provide an efficient transportation system, including convenient multimodal systems, by maintaining the existing network and by maintaining an acceptable LOS.

Table 2-7: Goal 6

Goal 6	Optimize existing revenues by emphasizing preservation of the existing transportation system and selection of cost-effective projects
Objective 1	Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other management and operational improvements.
Objective 2	Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.
Objective 3	Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.

Consistency with Federal and State Plans

Consistency with the National Planning Factors and Goals of the 2060 Florida Transportation Plan are critical components of the TPO's LRTP. Demonstrating this consistency is a major milestone in conducting the LRTP

and ensuring that the planning conducted by the TPO for the Ocala Urbanized Area meets and supports the expectations of the Federal and State requirements.






















Table 2-8 provides the correlation between the Goals of the Florida Transportation Plan and the Goals of the 2040 LRTP.

Table 2-8: 2060 FTP Goals and 2040 LRTP Goals

2060 FTP Goals	2040 LRTP Goals
Invest in transportation systems to support a prosperous, globally competitive economy.	Goal 2 – Economic Growth and Development Goal 4 – Cooperation
Make transportation decisions to support and enhance livable communities.	Goal 2 – Economic Growth and Development Goal 5 – Create Quality Places
Make transportation decisions to promote responsible environmental stewardship.	Goal 5 – Create Quality Places
Provide a safe and secure transportation system for all users.	Goal 3 – Safety and Security
Maintain and operate Florida's transportation system proactively.	Goal 6 – System Preservation
Improve mobility and connectivity for people and freight.	Goal 1 – Multimodal Choices Goal 2 – Economic Growth and Development

Demonstrating consistency with the eight National Planning Factors listed in MAP-21, is shown in Table 2-9. These factors outline the federal position on planning as presented in Chapter 1. The Goals identified by the TPO were aligned with these factors.

Table 2-9: 2040 LRTP Goals and MAP-21 Planning Factors

2040 LRTP Goals \ MAP-21 Planning Factors	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration and Connectivity	System Management and Operation	System Preservation
1. Multimodal Choices								
2. Economic Development and Growth								
3. Safety and Security								
4. Cooperation								
5. Create Quality Places								
6. System Preservation								

DEFINING THE 2040 TRANSPORTATION NEEDS

03

Development of the Multimodal Needs

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 demographics, travel patterns and preferences over the past five years.

In developing the needed transportation projects, the TPO identified a set multimodal transportation projects that include future transit service, multiuse trails, and walk/bike projects along with roadway widening and Corridor Management / Intelligent Transportation System (ITS) 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.

Roadway Projects

Developing the list of roadway projects for the Needs Assessment was based on the future expected roadway congestion. Using the Central Florida Regional Planning Model (CFRPM) to estimate future travel demand based on future population and employment and historic trends in traffic volumes, the TPO evaluated locations where additional roadway travel lanes would be needed. Additional projects identified along the roadways in Marion County included the continued implementation of ITS or traffic signal coordination improvements and operational improvements at the interchanges with Interstate 75. Collectively, these roadway projects identified in the Needs Assessment are estimated to cost nearly \$1.39 billion dollars in present day costs.

Defining future capacity projects was built upon projects currently underway with funding commitments listed in the TPO's adopted Transportation Improvement Program (TIP). These projects are considered to be committed projects by 2020.

A unique component to the development of the Needs Assessment was an update to the Congestion Management Process (CMP) that focused on safety improvements. This included the review and analysis of nine targeted intersections within Marion County identified for evaluation through a Roadway Safety Audit (RSA) approach.

E+C Roadway Projects

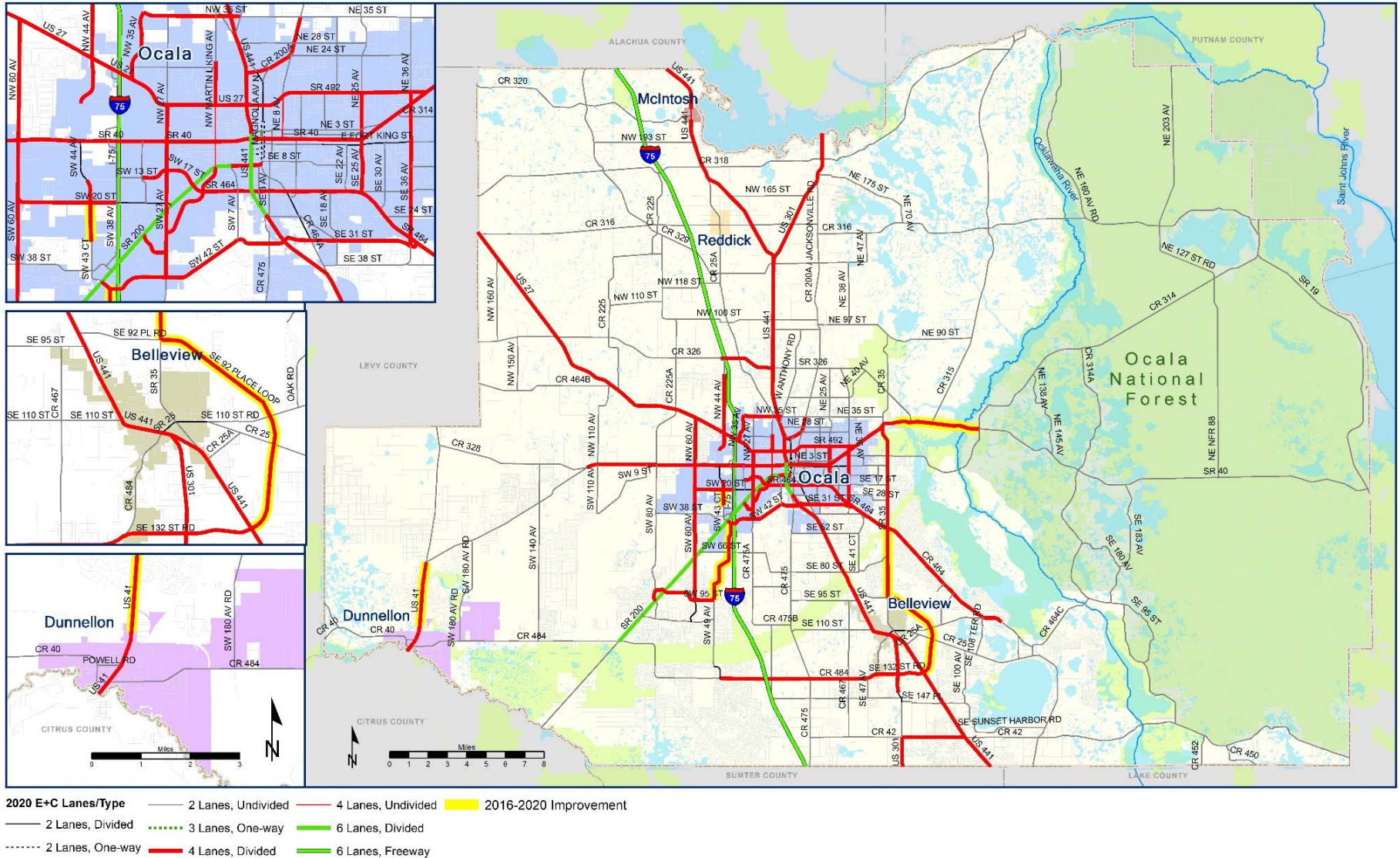
The Existing plus Committed (E+C) Roadway Network was developed by adding the projects in the FY15/16 adopted TIP that are expected to be completed by FY 19/20 to the roadway network that existed at the end of 2014. These projects comprise the first five years (2016 to 2020) of the Cost Feasible Plan and are illustrated on Map 3-1 as the E+C Roadway Network. A list of the projects from the TIP is included as part of the Cost Feasible Plan discussion in Chapter 5.

Future Roadway Capacity Projects

Based on the E+C Roadway Network, the CFRPM, and a database of historic traffic volumes, the TPO estimated future Level of Service (LOS) conditions. The definition of LOS conditions is based on a measurement of the amount of traffic each roadway can carry, called capacity, and the volume of traffic desiring to use that roadway. Defined as a ratio of the volume to capacity (V/C ratio), a value greater than 1.0 indicates congested conditions. The TPO identified three categories of congestion levels for selecting roadway projects for the 2040 Needs Assessment:

- Low Congestion: V/C ratio less than 0.85;
- High Congestion: V/C ratio between 0.85 and 1.25; and
- Severe Congestion: V/C ratio greater than 1.25.

Map 3-1: 2020 Existing plus Committed Projects and Number of Lanes



The TPO used an iterative process to estimate future demand that included a review of traffic volumes from the CFRPM on the E+C network with 2040 population and employment and a review of trends in annual traffic volume growth over the past 23 years. Based on the resulting congestion levels, appropriate projects were developed for future road widening. Listed in Table 3-1 are the roadway capacity projects included in the 2040 Needs Assessment and the corresponding congestion level. The addition of these projects to the E+C network number of lanes is illustrated on Map 3-2.

ITS / Operational Projects

In addition to identifying projects in the Needs Assessment that address congestion issues, the TPO has also identified the need for intersection/operational projects and ITS projects/corridor projects which typically

provide a lower cost solution to addressing congestion while optimizing existing available capacity. A total of 23 roadway segments were identified which include 148 signalized intersections. As part of the 2040 Roadway Needs Assessment, these projects are listed in Table 3-1 and illustrated on Map 3-3.

Prioritizing the Roadway Needs Assessment Projects

The Needs Assessment projects were initially grouped into three priority tiers. This was further refined and only two priority tiers were used in the final needs assessment. This grouping of projects was conducted in order to identify the projects necessary to address current and anticipated congestions issues. Further categorization of projects was done based on jurisdictional ownership of the roadways.

Table 3-1: 2040 Needs Assessment Roadway Projects

Project Location	Project Description	2040 Congestion Level	Cost (\$ millions PDC)
State Roads			
Priority 1			
SR 200: Citrus County Line to CR 484 ¹	Add 2 Lanes	Severe	\$35.000
SR 200: CR 484 to I-75	ITS/Corridor Management	High	\$1.575
SR 200: I-75 to US 441 ²	ITS/Corridor Management	High	\$1.925
I-75 @ US 27	Operational Improvements	N/A	\$13.000
I-75 @ SR 40 ¹	Operational Improvements	N/A	\$5.500
I-75 @ CR 484	Operational Improvements	N/A	\$12.500
SR 40: CR 314 to CR 314 A	Add 2 Lanes	High	\$107.600
SR 40: CR 314 A to Levy Hammock Rd	Add 2 Lanes	High	\$59.600
US 301: Sumter County Line to CR 42 ²	ITS/Corridor Management	High	\$0.175
US 301: CR 42 to SE 143 rd Place	Add 2 Lanes	Severe	\$16.400
US 301: SE 143 rd Place to US 441 ²	ITS/Corridor Management	Low	\$0.350

Project Location	Project Description	2040 Congestion Level	Cost (\$ millions PDC)
I-75: Sumter County Line to SR 326	Add 2 Lanes	High	\$265.500
I-75: SR 326 to CR 318	Add 2 Lanes	Severe	\$126.300
I-75: CR 318 to Alachua County Line	Add 2 Lanes	Severe	\$72.900
US 441: SE 132 Street Rd to US 301 ²	ITS/Corridor Management	Low	\$0.525
US 441: US 301 to CR 475 ²	ITS/Corridor Management	Low	\$1.925
US 441: CR 475 to SR 200 ²	ITS/Corridor Management	Low	\$0.350
US 441: SR 200 to CR 25A ²	ITS/Corridor Management	High	\$1.575
SR 326: I-75 to US 441	ITS/Corridor Management	Low	\$0.525
US 27: NW 27 th Avenue to US 441 ²	ITS/Corridor Management	Low	\$0.350
SR 35: SE 92 nd Place Rd to SR 464	ITS/Corridor Management	Low	\$0.525
SR 35: SR 464 to SR 40	ITS/Corridor Management	Low	\$0.875
SR 40: SW 60 th Avenue to SR 35	ITS/Corridor Management	High	\$3.500
US 27: SW 27 th Avenue to SR 35 ²	ITS/Corridor Management	High	\$3.150
SR 464: SR 200 to SR 35	ITS/Corridor Management	High	\$3.325
US 41: Citrus County Line to SW 111 th Place Ln ²	ITS/Corridor Management	High	\$0.525
US 41: SW 111 th Place Ln to SR 40 ²	ITS/Corridor Management	Low	\$0.700
Priority 2			
US 441: Sumter County Line to CR 42	Add 2 Lanes	Severe	\$20.300
US 441: CR 42 to SE 132 nd Street Rd	Add 2 Lanes	High	\$35.700
SR 326: US 441 to CR 200A	Add 2 Lanes	High	\$18.500
SR 326: CR 200A to NE 36 th Avenue	Add 2 Lanes	High	\$9.500
US 27: NW 44 th Avenue to I-75	Add 2 Lanes	Low	\$7.500
US 27: I-75 to NW 27 th Avenue	Add 2 Lanes	High	\$14.200
SR 35: CR 25 to SE 92 nd Place Rd	Add 2 Lanes	High	\$14.100
SR 40: US 41 to SW 140 th Avenue	Add 2 Lanes	Low	\$13.500
SR 40: SW 140 th Avenue to CR 328	Add 2 Lanes	High	\$6.800
SR 40: SW 60 th Avenue to I-75	Add 2 Lanes	High	\$18.400

Project Location	Project Description	2040 Congestion Level	Cost (\$ millions PDC)
SR 40: I-75 to SW 27 th Avenue	Add 2 Lanes	High	\$8.800
US 41: SR 40 to Levy County Line	Add 2 Lanes	Severe	\$45.900
Local Roads			
Priority 1			
NW 49 th St. Ext.: NW 44 th Ave. to NW 35 th Ave.	New 4 Lane	N/A	\$7.300
NW 49 th St. Ext. @ I-75	New Interchange	N/A	\$38.000
SW 44 th Avenue: SR 200 to SW 20 th Street	New 4 Lane	N/A	\$4.900
SW 44 th Avenue: SW 13 th Street to SR 40	Add 2 Lanes	Low	\$4.700
SW 44 th Avenue: SR 40 to NW 10 th Street	New 4 Lane	N/A	\$6.800
SW 49 th Ave: SW 95 th St. to Marion Oaks Trail	Add 2 Lanes	High	\$20.400
SW 49 th Ave: Marion Oaks Trail to CR 484	New 4 Lane	N/A	\$6.000
SW 49 th Ave: CR 484 to Marion Oaks Manor	New 4 Lane	N/A	\$17.400
NE 36 th Avenue: NE 14 th Street to NE 20 th Place	Add 2 Lanes	Severe	\$6.100
NE 36 th Avenue: NE 25 th Street to NE 35 th Street	Add 2 Lanes	High	\$7.700
NE 25 th Avenue: NE 14 th Street to NE 24 th Street	Add 2 Lanes	Severe	\$27.400
NE 25 th Avenue: NE 24 th Street to NE 35 th Street	Add 2 Lanes	Low	\$8.600
NE 35 th Street: W Anthony Rd to CR 200A	Add 2 Lanes	High	\$9.200
NE 35 th Street: CR 200A to NE 25 th Avenue	Add 2 Lanes	High	\$9.400
NE 35 th Street: NE 25 th Ave. to NE 36 th Ave.	Add 2 Lanes	Low	\$7.000
Emerald Rd. Ext.: SE 92 nd Loop to Emerald Rd.	New 2 Lane	Low	\$3.200
CR 25: SR 35 to SE 92 nd Loop	Add 2 Lanes	High	\$8.700
CR 25: SE 92 nd Loop to SE 108 th Terrace Rd	Add 2 Lanes	High	\$17.700
NW/SW 27 th Avenue: SW 42 nd Street to SR 200	ITS/Corridor Management	High	\$0.700
NW/SW 27 th Avenue: SR 200 to SR 40	ITS/Corridor Management	Low	\$0.525
NW/SW 27 th Avenue: US 27 to NW 35 th Street	Corridor Enhancement	Low	\$0.750
CR 464: SR 35 to Midway Rd	ITS/Corridor Management	High	\$0.700
CR 464: Midway Rd to Oak Rd	ITS/Corridor Management	Low	\$1.050

Project Location	Project Description	2040 Congestion Level	Cost (\$ millions PDC)
Priority 2			
Marion Oaks Manor Ext: SW 18 th Ave Rd to CR 475	New 2 Lane	N/A	\$15.100
Marion Oaks Manor Ext @ I-75	New Overpass	N/A	\$14.800
SW 95th Street: SW 60 th Avenue to I-75	Add 2 Lanes	Low	\$6.000
SW 95th Street @ I-75	New Interchange	N/A	\$39.000
SW 95th Street: I-75 to CR 475A	New 4 Lane	N/A	\$9.000
CR 484: SW 49 th Avenue to SW 20 th Ave Road	Add 2 Lanes	High	\$21.500
CR 484: SW 20 th Ave Road to CR 475A	Add 2 Lanes	High	\$40.600
NW 49th Street: NW 80 th Ave to NW 44 th Ave	New 2 Lane	N/A	\$16.100
NW 60th Avenue: US 27 to NW 49 th Street	New 2 Lane	N/A	\$7.000
NW 44 th Avenue: NW 60 th Street to SR 326	Add 2 Lanes	Low	\$8.100
Dunnellon Bypass: CR 40 to US 41	New 2 Lane	Low	\$8.400
SW 20th Street: SW 60 th Avenue to I-75	ITS/Corridor Management	Low	\$0.700
SW 20th Street: I-75 to SR 200	Add 2 Lanes	High	\$6.500
SE 92 nd Place Rd: US 441 to SR 35	Add 2 Lanes	High	\$10.100
Lake Weir Avenue: SE 31 st Street to SR 464	Add 2 Lanes	High	\$6.700
SE 17 th Street: SE 44 th Avenue to SE 47 th Avenue	New 2 Lane	N/A	\$1.700
CR 475A: SW 66 th Street to SW 42 nd Street	Add 2 Lanes	High	\$10.400

1 - Construction Only - all other phases complete

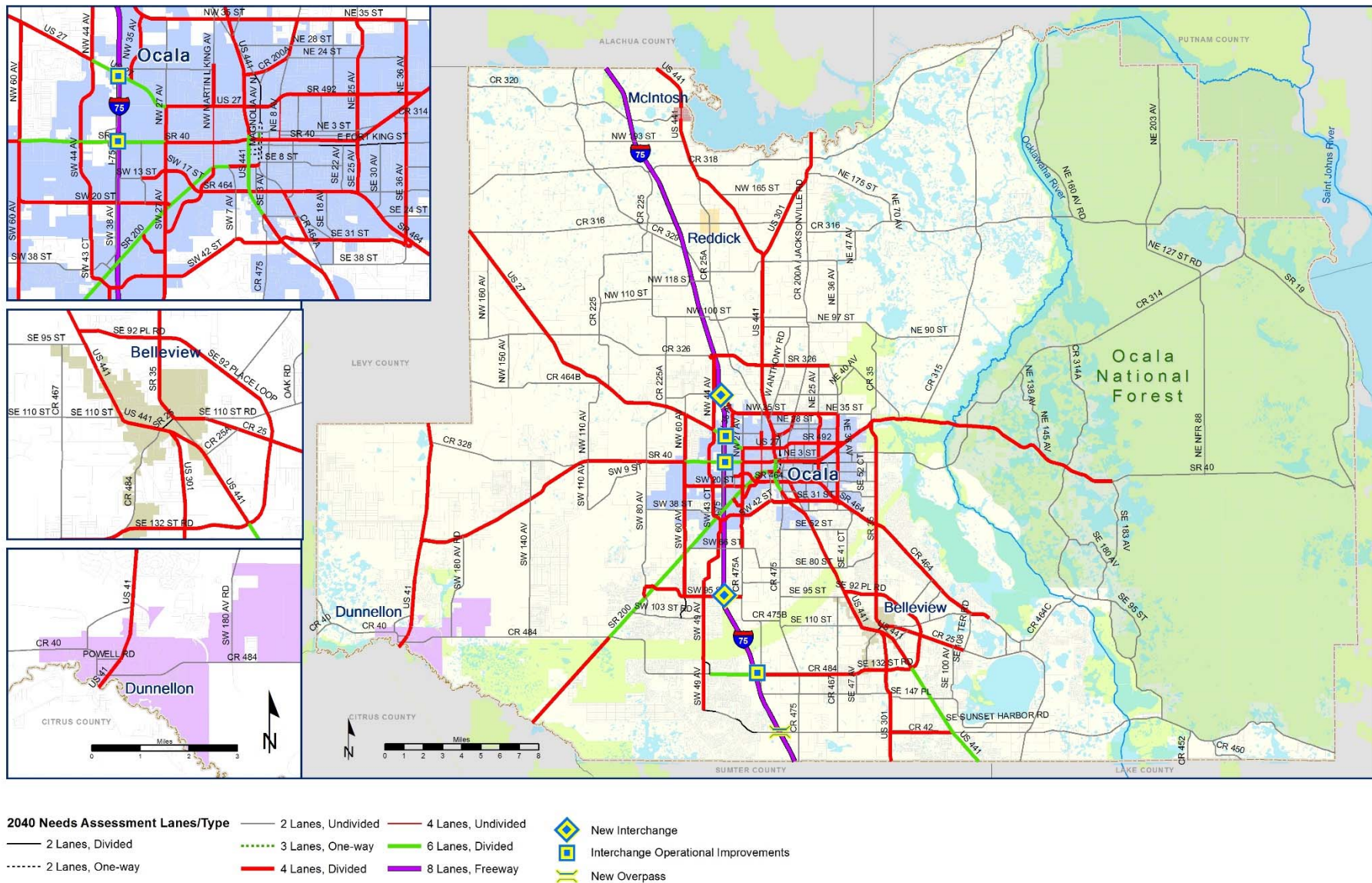
2 - Constrained Corridors

Roadway Needs Assessment Cost

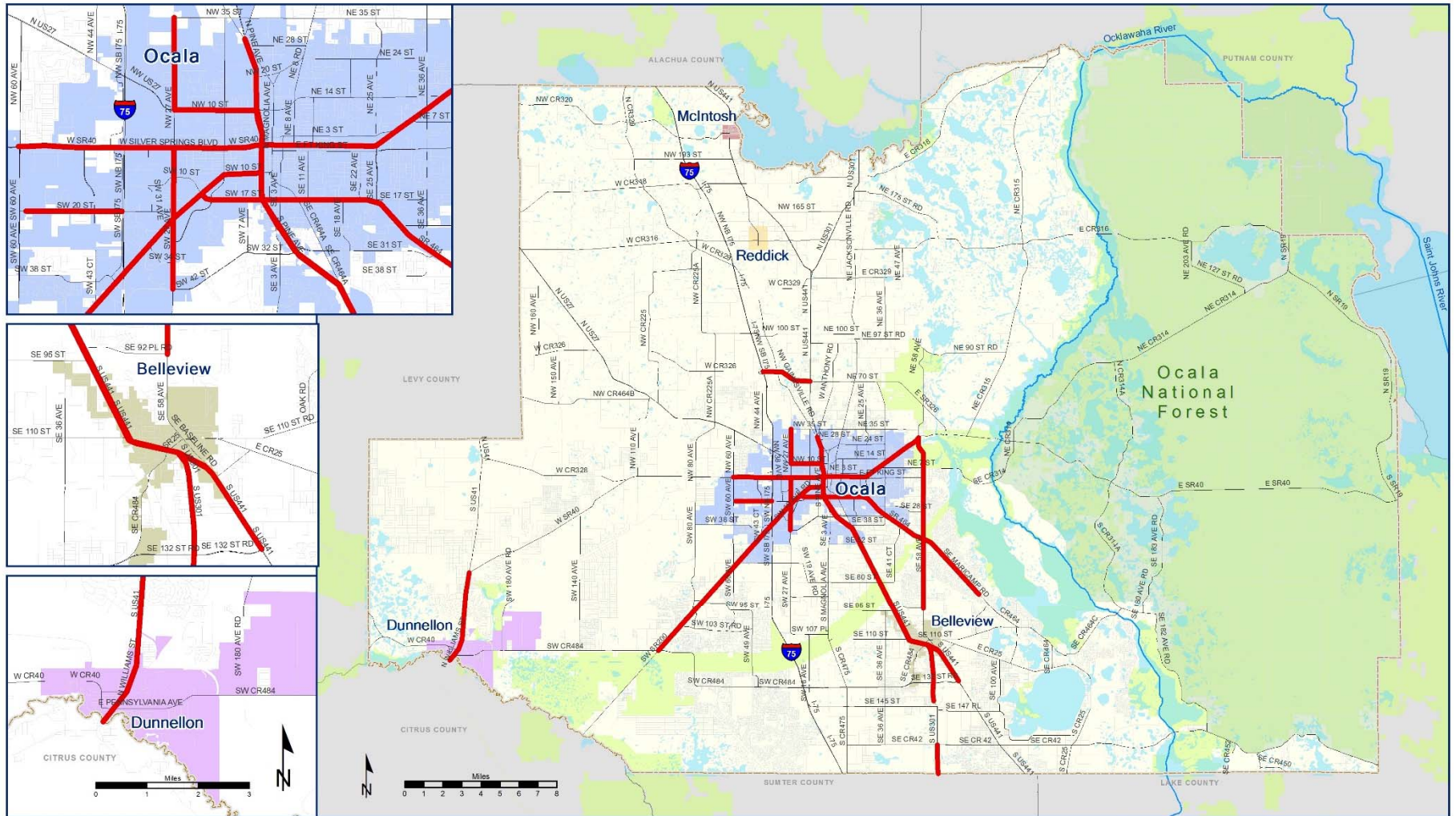
Capital roadway needs costs total \$1.39 billion. Capacity projects form the greatest portion of this cost at nearly \$1.24 billion. Interchange operational improvements and the construction of an interstate overpass on Marion Oaks Manor are estimated to cost \$91.8 million. Continued implementation

of the Intelligent Transportation System and Corridor Management Program will cost \$26 million.

Map 3-2: 2040 Needs Assessment Number of Lanes



Map 3-3: 2040 Needs Assessment ITS/Corridor Management Projects



— ITS and Traffic Management Corridors

Road Safety Audits

Road Safety Audit Process

The FHWA Safety Office established the Road Safety Audits (RSA) process as a way to further enhance the overall safety performance of roadways for all users. An RSA is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in Engineering, Education, Enforcement, and Emergency response to improve safety for all road users. The goal of an RSA is to save money and time and reduce the number and severity of crashes. RSAs are a low-cost, proactive approach to safety that considers all road users and identifies opportunities to enhance safety and reduce the number and severity of crashes.

The RSA process used in this work effort consisted of the following steps:

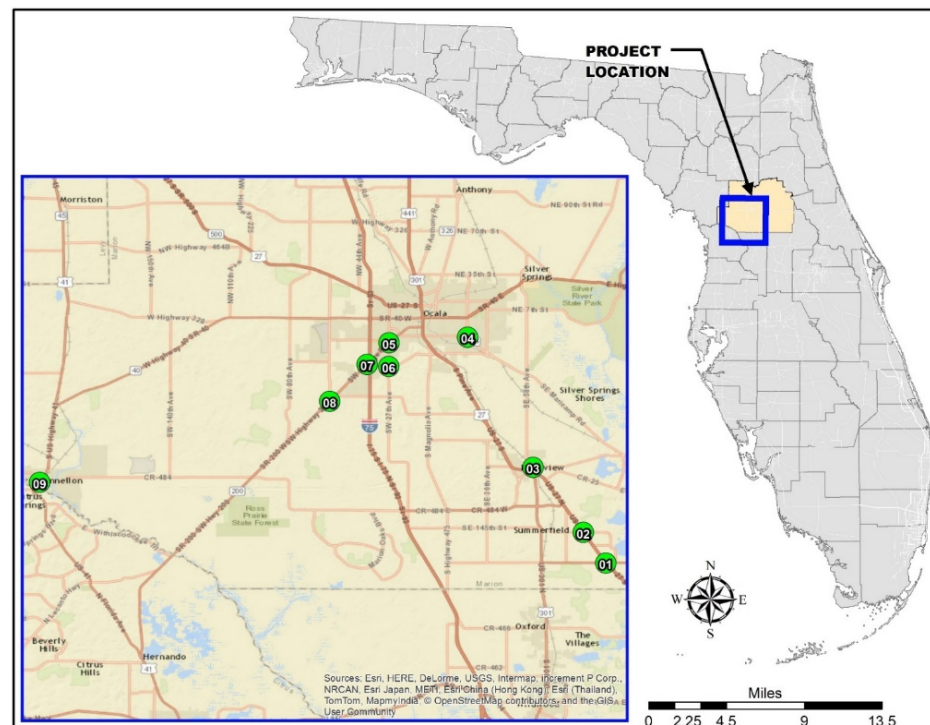
- > Identify project or road in service to be audited.
- > Select RSA team.
- > Conduct pre-audit meeting to review project information.
- > Perform field observations under various conditions.
- > Conduct audit analysis and prepare report of findings.
- > Present audit findings to Project Owner/Design Team.
- > Project Owner/Design Team prepares formal response.

Incorporate findings into project when appropriate.

Targeted Intersections

Nine intersections in Marion County were identified for conducting a mini RSA. These locations are illustrated in Figure 3-1 and discussed in further detail in the following sections.

Figure 3-1: Road Safety Audit Locations



Road Safety Audit Team Members and Stakeholder Coordination

A pre-audit coordination with stakeholders was conducted to familiarize and engage potential partners with the RSA process and expected outcomes and to provide the participants with an opportunity to exchange information and ideas and ask questions. Stakeholders in the audit included representatives from FDOT Traffic Operations, Marion County, TPO staff, the City of Ocala, the City of Belleview, and the City of Dunnellon.

Road Safety Audit Stakeholders

- > Tony Nosse, P.E., FDOT D5 District, Traffic Safety Engineer
- > Joan Carter, FDOT, Traffic Safety Specialist
- > Don Atwell, P.E., Marion County, Assistant County Engineer
- > Brian Snyder, P.E., Marion County, Project Manager
- > Masood Mirza, P.E., Marion County Public Works, Traffic Engineer
- > Kellie Smith, FDOT D5, MPO Liaison
- > Wendy Patterson, Marion County, Project Manager
- > Greg Slay, AICP, Ocala/Marion County TPO, Director
- > John Voges, Ocala/Marion County TPO, Sr. Transportation Planner
- > Ken Odom, Ocala/Marion County TPO, Transportation Planner
- > Darren Park, City of Ocala, Assistant Director Public Works
- > Winston Schuler, City of Ocala, Engineering Technician
- > Oscar Tovar, P.E., City of Ocala, Transportation Engineering Division Head
- > Tony Chau, City of Ocala, Transportation Engineer I
- > Bruce Phillips, P.E., City of Belleview, Public Works Director/City Engineer
- > Eddie Esch, City of Dunnellon, City Manager

Observations and Recommendations

A Mini-Road Safety Audit Summary Report was prepared as a standalone technical support documentation to the LRTP. This report includes the location, observation overview, suggestions for consideration, and responsible agency for each of the nine locations.

Observations and corresponding recommendations identified for each location were assigned one of three level-of-effort categories:

- > “Low” improvements – basic improvements such as signs and pavement markings that generally can be done with in-house maintenance forces.
- > “Medium” improvements – more involved, typically can be done through push-button contracts and/or internal staff resources.
- > “High” improvements – most involved in scope, may require right-of-way and public involvement, typically will require a work program project to complete.

Observations also are assigned one of three time frame categories:

- > “Short-term” recommendations can take weeks to implement.
- > “Mid-term” recommendations can months to implement.
- > “Long-term” recommendations can take years to implement.

The following is an overview of the observations and recommendations for each location.

US 441 / US 27 AT CR 42

A complete list of the observations and recommendations for the intersection of US 441/US 27 at CR 42 is shown in Table 3-2. Several of the highlighted observations from the field review include the following:

- > Signal heads do not have backplates.
- > Westbound street name sign is missing.
- > No lighting provided.
- > Channelized right-turns are very wide.
- > Both eastbound and westbound approaches appear to have poor pavement and pavement markings.
- > Eastbound right-turn movement has high vehicle volumes.

Table 3-2: US-441/US-27 at CR-42 RSA Recommendations

Spot Observation Overview:		Suggestions for Consideration:
01	51 rear-end crashes at intersection	Consider installing signal backplates
02	Westbound street name sign is missing	Install westbound street name sign and consider illuminated street name signs
03	Concern of short clearance and all-red times	Analyze clearance and all-red times
04	21 southbound, 11 northbound rear-end crashes	Consider installing "COUNTY ROAD 42 NEXT SIGNAL" (D3-2)
05	Lack of lighting	Consider installing quadrant lighting if nighttime crashes increase
06	"KEEP RIGHT" (R4-7) signs are inconsistently used along US-27/US-441	Consider installing "KEEP RIGHT" (R4-7) signs
07	Wide right-turn lanes and driver's visibility is low	Consider modifying southbound/northbound right-turn lanes
08	Pavement and markings in poor condition for eastbound/westbound approaches	Consider milling, resurfacing, and restriping the eastbound/westbound approaches
09	Eastbound right-turn lane is heavily used	Consider eastbound right-turn lane overlap with 4-section signal head and blank-out sign
10	2 southbound crashes with northbound left- turns	Consider northbound/southbound left-turn movements running concurrently
11	21 southbound, 11 northbound rear-end crashes	Install flashing beacons
12	Lane drop of eastbound right-through lane	Add "RIGHT TURN ONLY" (R3-5) signs and "ONLY" pavement markings

US 441 / US 27 at Sunset Harbor Road / SE 147th Place

A complete list of the observations and recommendations for the intersection of US-441/US-27 at Sunset Harbor Road/SE 147th Place is below in Table 3-3. Several of the highlighted observations from the field review include the following:

- > Signal heads do not have backplates.
- > No lighting provided.
- > Channelized right-turns are very wide.
- > Both eastbound and westbound approaches have poor pavement and pavement markings.
- > Evidence of westbound right-turning vehicles off-tracking to turn right onto northbound US-441/US-27.
- > Evidence of westbound right-turning vehicles off-tracking to turn right into the gas station to bypass the signal.

Table 3-3: US-441/US-27 at Sunset Harbor Road/SE 147th Place RSA Recommendations

<i>ID</i>	<i>Spot Observation Overview:</i>	<i>Suggestions for Consideration:</i>
01	29 rear-end crashes at intersection	Consider installing signal backplates
02	Street name signs are ground mounted	Consider installing internally-illuminated sign
03	Concern about short clearance and all-red times	Analyze clearance and all-red times
04	11 southbound and 7 northbound rear-end crashes	Consider installing “SE 147 PLACE/SE SUNSET HARBOR ROAD NEXT SIGNAL” (D3-2) sign with arrows
05	Lack of lighting	Consider installing quadrant lighting if nighttime crashes increase
06	“KEEP RIGHT” (R4-7) signs are used inconsistently along US-27/US-441	Consider installing “KEEP RIGHT” (R4-7) signs
07	Wide right-turn lane; low driver visibility	Consider tightening southbound/northbound right-turn lane
08	Pavement and markings in poor condition for eastbound/westbound approaches	Consider milling, resurfacing, restriping eastbound and westbound approaches
09	Acceleration lane for westbound right-turning vehicles	Consider removing acceleration lane
10	Pedestrian path	Consider installing sidewalk
11	Pavement markings are worn; lane assignment unclear	Add “MANDATORY MOVEMENT LANE CONTROL” (R3-5) and “OPTIONAL MOVEMENT LANE CONTROL” (R3-6) with supplemental “LEFT LANE” (R3-5bP) and “RIGHT LANE” (R3- 5fP) plaques
12	Poor pavement from right-turns	Consider installing right-turn lane
13	Westbound lanes	Consider installing westbound left-turn lane and right-turn lane
14	3 left-turn crashes occurred at intersection	Signal phasing improvements

SR 35 (SE Baseline Road) at SR 25 / CR 25 (SE 110th Street)

A complete list of the observations and recommendations for the intersection SR-35 at SE 110th Street is shown below in Table 3-4. Several of the highlighted observations from the field review include the following:

- > Signal heads did not have backplates.

- > Lighting is provided.
- > The southbound approach becomes blocked by right turns when a train is passing.
- > Large trucks were observed at the intersection.
- > The eastbound vehicles appeared to be speeding.

Table 3-4: SR 35 at SE 110th Street RSA Recommendations

ID	Spot Observation Overview:	Suggestions for Consideration:
01	23 rear-end crashes at intersection	Consider installing signal backplates
02	Concern about short clearance and all-red times	Analyze clearance and all-red times
03	Lack of lighting	Consider installing quadrant lighting if nighttime crashes increase
04	Poor visibility of signal for eastbound approach	Extend eastbound striping and consider additional signal heads
05	Large trucks turning quickly	Install "TRUCK ROLLOVER" (W1-13) sign
06	Speeding observed along 35 mph posted speed zone	Coordinate with law enforcement to enforce posted speed
07	Need for right-turn lane, as vehicles block through traffic	Consider installing dedicated southbound right-turn lane
08	Northbound left-turn phase is permissive	Install blank-out signs and 4-section signal heads
09	Pedestrians walking at intersection	Install pedestrian features
10	Driveway is within intersection	Close or modify driveway

SR 464 (SE 17th Street) at SE 25th Avenue

A complete list of the observations and recommendations for the intersection of SR 464 at SE 25th Avenue is shown in Table 3-5. Several of the highlighted observations from the field review include the following:

- > Signal heads do not have backplates.

- > Eastbound left-turn movement is heavy; vehicles cut through the business in the northwest quadrant to bypass the signal.
- > Traffic signal operates with InSync, an adaptive signal system.
- > Crosswalk on the west side has a bend.
- > Northbound approach pavement markings are worn.

Table 3-5: SR 464 (SE 17th Street) at SE 25th Avenue RSA Recommendations

ID	Spot Observation Overview:	Suggestions for Consideration:
01	51 rear-end crashes at intersection	Consider installing signal backplates
02	Concern about short clearance and all-red times	Analyze clearance and all-red times
03	Lane drop southbound right through lane	Add "RIGHT TURN ONLY" (R3-5) signs and "ONLY" pavement markings
04	Southbound right-turning vehicle conflicts with pedestrians	Install "YIELD TO PEDESTRIANS" (R10-15R) sign, 4-section signal head
05	Crosswalk not straight	Restripe crosswalk
06	Curb ramps appear to not meet ADA requirements	Reconstruct curb ramps and install new contrasting detectable warning surfaces
07	Large queue, eastbound approach, cut-through traffic	Remove eastbound right-turn lane to accommodate dual eastbound left-turn lanes
08	Vehicles cutting through business	Coordinate with law enforcement to enforce vehicles that use the business as a cut-through
09	Westbound approach appears to have right-of-way for a dedicated right-turn lane	Consider installing westbound right-turn lane
10	Pavement markings in poor condition for northbound approach	Restripe northbound pavement markings

SR 200 (SW College Road) at CR 475A (SW 27th Avenue)

A complete list of the observations and recommendations for the intersection of SR 200 at CR 475A is shown in Table 3-6. Several of the highlighted observations from the field review include the following:

- > Signal heads do not have backplates.
- > Southbound vehicles were observed driving through the striped gore area prior to the start of the right-turn lane.

- > The driveway to the Burger King within the southeast quadrant has a "NO EXIT" sign.
- > Southbound right-turning vehicles do not yield to pedestrians and were observed turning quickly.

Table 3-6: SR 200 at CR 475A RSA Recommendations

ID	Spot Observation Overview:	Suggestions for Consideration:
01	49 rear-end crashes at intersection	Consider installing signal backplates
02	Small overhead street name signs	Consider installing larger overhead street name signs and internally-illuminated street name signs
03	Concern about short clearance and all-red times	Analyze clearance and all-red times
04	Southbound vehicles driving through gore striping	Construct concrete bulb-out
05	Wide right-turn lane; low driver visibility	Consider tightening eastbound/westbound right-turn lanes
06	Burger King driveway is entrance-only	Consider closing or reconstructing driveway
07	8 southbound left-turn crashes at Gateway Plaza driveway on SR-200 (SW College Road)	Close southbound left-turn exit of Gateway Plaza to SR-200 (SW College Road)
08	Southbound right-turning vehicle conflicts with pedestrians	Install 'YIELD TO PEDESTRIANS' (R10-15R) sign and install 4-section signal head
09	Minimal Pedestrian Warning (W11-2) signs at intersection	Add Pedestrian Warning (W11-2) signs and supplemental plaques
10	Crosswalks are long	Relocate crosswalks
11	STOP bars are skewed	Relocate STOP bars
12	SW 20th Street connects CR-475A (SW 27th Avenue) to SR-200 (SW College Road)	Modify to jughandle intersection

CR 475A (SW 27th Avenue) at CR 475C (SW 42nd Street)

A complete list of the observations and recommendations for the intersection of CR 475A at CR 475C is shown in Table 3-7. Several of the highlighted observations from the field review include the following:

- > Signal heads did not have backplates.

- > Intersection appeared to have new signal features.
- > Eastbound left-turn movement could be modified to a dual left, if needed.
- > Southbound right-turn lane could be modified to a shared through/right-turn lane. This improvement would require widening to the south.

Table 3-7: CR 475A at CR 475C RSA Recommendations

ID	Spot Observation Overview:	Suggestions for Consideration:
01	30 rear-end crashes at intersection	Consider installing signal backplates
02	Concern about short clearance and all-red times	Analyze clearance and all-red times
03	Concrete on westbound CR-475C (SW 42nd Street)	Remove concrete
04	Pedestrian push buttons not separated	Separate pedestrian push buttons
05	18 southbound rear-end crashes; few southbound right-turning vehicles	Modify southbound right-turn lane to a shared through/right-turn lane
06	Pavement available for dual left-turn lanes for eastbound approach	Add dual left-turn lanes for eastbound approach

SR 200 (SW College Road) and SW 38th Court / SW 40th Street

A complete list of the observations and recommendations for the intersection of SR 200 at SW 38th Court/SW 40th Street is shown in Table 3-8. Several of the highlighted observations from the field review include the following:

- > Signal heads do not have backplates.
- > Large northbound right-turn queues were observed. The northbound approach has a shared through/right-turn lane that is often blocked by one through vehicle.
- > Intersection is approximately 830 feet southwest of I-75.
- > Proximity to I-75 combined with high side-street volumes results in significant congestion at this intersection.

Large platoons were observed along SR-200 (SW College Road).

SR 200 and SW 60th Avenue

A complete list of the observations and recommendations for the intersection of SR 200 at SW 60th Avenue is shown in Table 3-9. Several of the highlighted observations from the field review include the following:

- > Signal heads do not have backplates.
- > Northbound right-turn movement is heavy.
- > Southbound left-turn movement has a tight radius due to the median nose on the east side of the intersection.
- > West side crosswalk is long.
- > Eastbound STOP bar is far from the intersection.

Table 3-8: SR 200 at SW 38th Court/SW 40th Street RSA Recommendations

<i>ID</i>	<i>Spot Observation Overview:</i>	<i>Suggestions for Consideration:</i>
01	30 rear-end crashes at intersection	Consider installing signal backplates
02	Small overhead street name signs	Consider installing larger overhead street name signs and internally-illuminated street name signs
03	Concern about short clearance and all-red times	Analyze clearance and all-red times
04	Lack of lighting	Consider installing quadrant lighting if nighttime crashes increase
05	Sidewalk ends, pedestrians observed walking on grass	Connect sidewalk
06	Northbound through vehicles block right turns	Modify northbound striping to shared left- turn/through lane and dedicated right-turn lane
07	Southbound through vehicles block right turns	Modify southbound striping to dedicated left-turn lane, shared left-turn/through lane, and dedicated right-turn lane
08	Consider relocating sign and adding right-turn lane	Consider relocating median and sign and adding northbound right-turn lane
09	Signal is 800 feet southwest of I-75 off-ramp	Consider modifying intersection to directional median opening
10	412 westbound right turns during PM peak hour	Consider installing westbound right-turn lane
11	Evidence of vehicle off-tracking	Increase turning radius of northeast corner of SR-200 (SW College Road) and SW 38th Court/SW 40th Street
12	Bicycle markings on sidewalk facing against traffic	Remove bike markings

Table 3-9: SR 200 at SW 60th Avenue RSA Recommendations

ID	Spot Observation Overview:	Suggestions for Consideration:
01	80 rear-end crashes at intersection	Consider installing signal backplates
02	Small overhead street name signs	Consider installing larger overhead street name signs, internally-illuminated street name signs
03	Concern about short clearance and all-red times	Analyze clearance and all-red times
04	Proposed development coming to area	Consider capacity improvements to intersection
05	Wide right-turn lane, low driver visibility	Consider tightening westbound right-turn lane
06	Pavement and markings in poor condition for southbound approach	Consider milling, resurfacing, and restriping southbound right-turn lane
07	Bicyclist traveling against traffic	Add bicycle markings
08	Median nose damaged	Reconstruct median nose
09	Long crosswalk	Relocate crosswalk
10	Minimal Pedestrian Warning (W11-2) signs at intersection	Add Pedestrian Warning (W11-2) signs and supplemental plaques
11	Stop bar far from signal	Relocate eastbound STOP bar 50 feet east
12	Guide striping gives appearance right turns may continue straight	Remove guide striping
13	Right-turn overlap, heavy right turns observed, no crosswalk on east side, no westbound U-turns, right turns allowed during pedestrian phase	Consider displaying "NO RIGHT ON RED" or "YIELD TO PEDS" symbol on the blank-out sign during pedestrian calls
14	Tight radius for southbound left-turning vehicles	Reconstruct median and restripe larger turning radius guide striping
15	Large queues for eastbound/westbound left-turn movement	Consider installing dual eastbound/westbound left-turn lanes

SR-45 / US-41 (Williams Street) at CR-484 / CR-40 (Pennsylvania Avenue)

A complete list of the observations and recommendations for the intersection of US 41 at CR 484 is shown below in Table 3-10. Several of the highlighted observations from the field review include the following:

- > Signal heads do not have backplates.
- > Signal features are old and outdated.
- > Eastbound right-turn lane intersects SR-45/US-41 (Williams Street) at a sharp angle.

Table 3-10: US 41 at CR 484 RSA Recommendations

ID	Spot Observation Overview:	Suggestions for Consideration:
01	6 rear-end crashes at intersection	Consider installing signal backplates
02	Confusing street name signs	Consider replacing street name signs with format similar to CR-40 (Pennsylvania Ave)
03	Concern about short clearance and all-red times	Analyze clearance and all-red times
04	Southbound county road sign visible to westbound traffic	Fix sign
05	"YIELD TO PEDESTRIANS" signs outdated	Replace signs with "TURNING VEHICLES YIELD TO PEDESTRIANS" (R10-15) sign
06	Pedestrian signal obscured by pole	Relocate pedestrian signal
07	Broken pedestrian signal	Replace pedestrian signal and refurbish all pedestrian features
08	Outdated pedestrian crossing signs	Refurbish pedestrian signs
09	Curb ramp appears to resemble a driveway and appears not to meet ADA	Reconstruct curb ramp and install contrasting detectable warning surfaces
10	Curb is trip hazard, curb ramp appears not to meet ADA	Reconstruct curb ramp and install contrasting detectable warning surfaces
11	Curb ramp appears not to meet ADA	Reconstruct curb ramp and install contrasting detectable warning surfaces
12	Curb ramp appears to resemble a driveway and appears not to meet ADA	Reconstruct curb ramp and install contrasting detectable warning surfaces
13	No pedestrian crosswalk	Stripe a pedestrian crosswalk
14	No crosswalk, and curb ramps appear to not meet ADA	Stripe a pedestrian crosswalk, reconstruct curb ramps, and install contrasting detectable warning surfaces

ID	Spot Observation Overview:	Suggestions for Consideration:
15	Westbound striping appears to have two lanes	Modify westbound striping
16	"DO NOT STOP ON TRACKS" (R8-8) sign is 35 feet from railroad tracks	Relocate "DO NOT STOP ON TRACKS" (R8-8) sign
17	Signs of people turning right at railroad	Install Type 3 Object Markers (OM3-R) signs or add landscaping
18	Driveway cross slopes appear steep move sidewalk to back	Upgrade driveway and sidewalk to be ADA accessible
19	Driveway no longer used	Close driveway
20	Two driveways no longer used	Close driveway
21	Right-turn lane intersects at sharp angle	Reconstruct northeast quadrant of intersection
22	Right-turn lane intersects at sharp angle	Review strategies for the northeast property's driveway; review alternative for the westbound right-turn lane
23	Intersection outdated	Reconstruct intersection

RSA Next Steps

The Mini Road Safety Audit Summary Report provides a series of study observations and suggestions for each of the nine study locations. RSA stakeholders included representatives from FDOT District 5, Marion County, the cities of Ocala, Belleview and Dunnellon, and the Ocala/Marion County TPO. Steps toward the development of projects for short term immediate implementation and/or inclusion in the TPO's Congestions Management Process (CMP) include the following:

- > The Mini Road Safety Audit Summary Report will be provided to the RSA stakeholders for final review and comment.
- > A final stakeholder meeting will be scheduled to discuss location observations and suggestions, priority of project location improvements and types of improvements, confirmation of level of

effort and timeframe to complete suggestions, assignment of project suggestion contact/responsibility and identification of projects for inclusion in the TPO CMP and/or governmental work program as project funding is available.

- > The TPO will proactively coordinate with FDOT District 5 concerning potential State and federal grants and other funding options, including the commitment of local matching funds for project improvements.
- > The Mini Road Safety Audit Summary Report will be used to develop a presentation to the TPO Committees and the TPO Board for action as appropriate.
- > The TPO will document completed projects annually. Based on the availability of new data and/or studies, the TPO may change the order of projects included for funding in the CMP.

Transit Projects

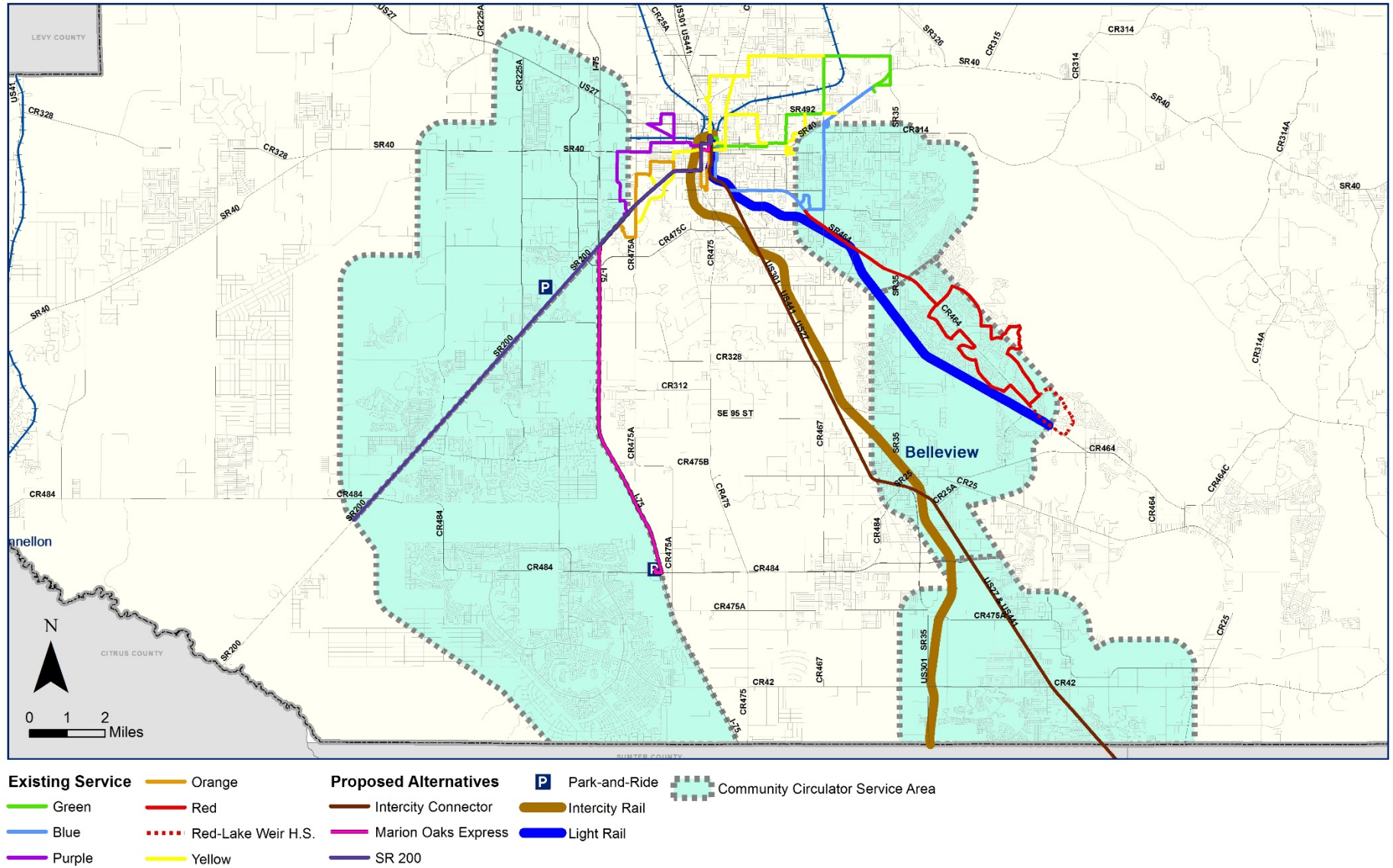
Based on a review of the SunTran Transit Development Plan (TDP) and an evaluation of the 2035 LRTP, transit service improvements were identified for the Needs Assessment. These service improvements were divided into two categories for service expansion – existing route improvements and new service. The identification of ADA accessibility improvements also was included as part of the Transit Needs Assessment.

Table 3-11 lists the transit service improvements included in the 2040 Needs Assessment and Map 3-4 illustrates their locations. The initial capital cost of the Transit Needs Assessment was estimated to be \$8.6 million. If all the transit needs were implemented, the annual operating cost would be \$7.4 million.

Table 3-11: 2040 Needs Assessment Transit Projects

Route #	Route Name	Existing Weekday Service		2040 LRTP Needs Assessment		Annual Operating Cost	Initial Capital Cost (PDC)
		Service Hours	Frequency (minutes)	Service Hours	Frequency (minutes)		
Existing Route Improvements							
1	Green Route	17:00	70	17:00	45	\$395,000	\$429,000
2	Blue Route	17:00	70	17:00	45	\$395,000	\$429,000
3	Purple Route	17:00	70	17:00	45	\$395,000	\$429,000
4	Orange Route	17:00	70	17:00	45	\$395,000	\$429,000
5	Red Route	17:00	120	17:00	60	\$445,000	\$429,000
6	Yellow Route	17:00	120	17:00	60	\$445,000	\$429,000
Proposed New Services							
New Express Services							
NE01	Intercity Connector			8:00	75	\$401,000	\$858,000
NE02	Marion-Ocala Express			8:00	30	\$761,000	\$1,287,000
New Local Services							
NL01	SR 200			17:00	60	\$1,041,000	\$858,000
New Circulator Service							
NC01	SR 200 North Circulator			12:00		\$788,000	\$858,000
NC02	SR 200/Marion Oaks Circulator			12:00		\$788,000	\$858,000
NC03	East Ocala Circulator			12:00		\$394,000	\$429,000
NC04	Bellevue Circulator			12:00		\$394,000	\$429,000
NC05	South Ocala Circulator			12:00		\$358,000	\$429,000

Map 3-4: 2040 Transit Needs Assessment



The transit service improvements selected for the Needs Assessment provide improved service on the seven existing routes operated by SunTran serving downtown Ocala and the surrounding areas, expand service along SR 200 and provide express service from the Marion Oaks area to Ocala. Circulator service areas were also included in the Needs Assessment which provide on-call transit service and access to the fixed-route system. In addition to specifically identified service improvements, the TPO has also identified potential opportunities for future passenger rail as depicted on Map 3-4.

Walk/Bike Projects

In developing the Walk/Bike projects for the Needs Assessment, the TPO used the existing Bicycle and Pedestrian Master Plan and the list of multiuse trail priorities developed through the TIP annual prioritization process. The list of multiuse trails in the Needs Assessment also includes future opportunity trails defined by the Florida Department of Environmental Protection (DEP). The ultimate goal of the Master Plan was to develop a network of interconnected sidewalks and bicycle facilities that provide a safe and efficient alternative transportation system.

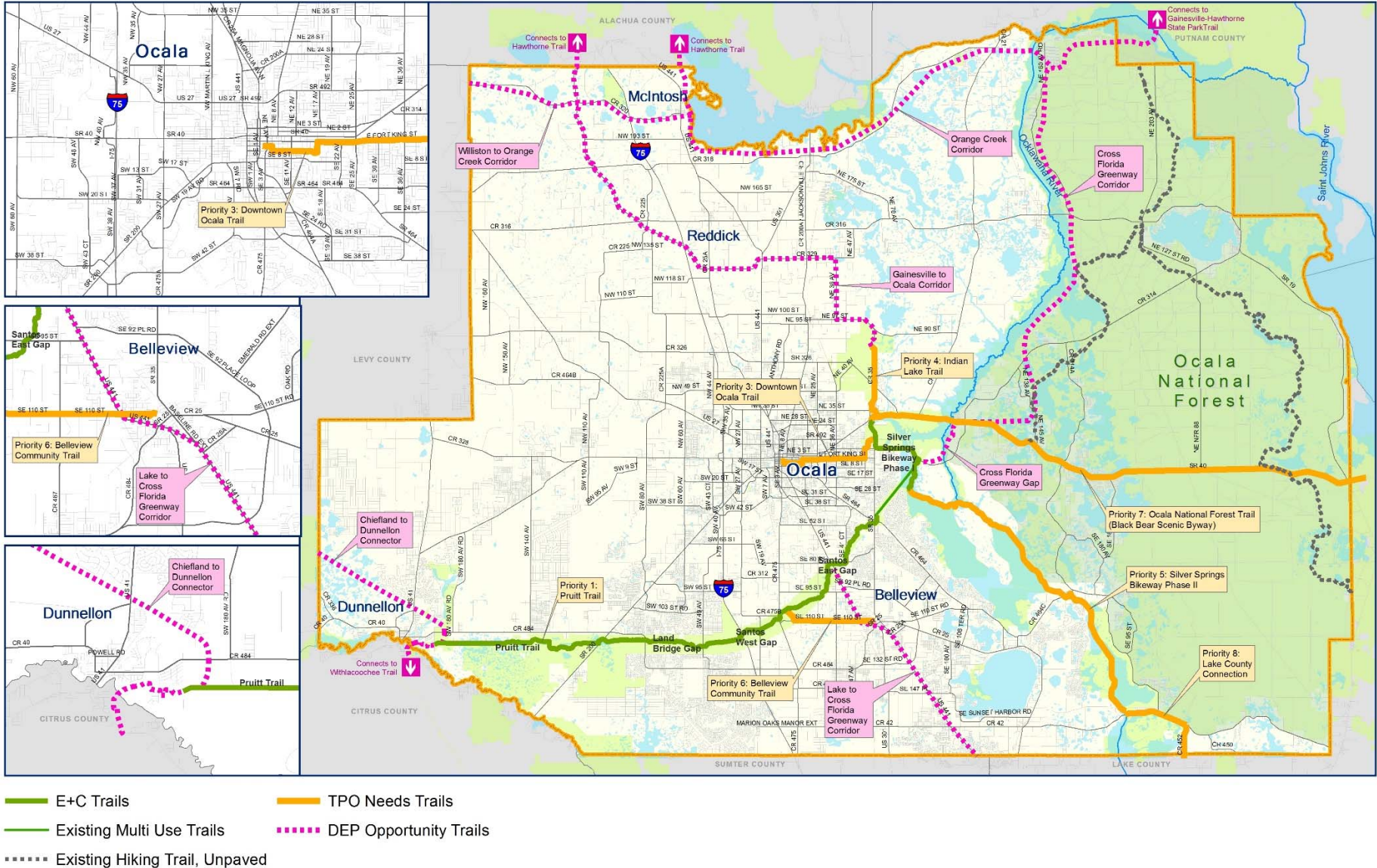
Table 3-12: 2040 Needs Assessment Multiuse Trails Projects

Trail Segment	Length (mi)	Cost (\$ millions PDC)
Downtown Ocala Trail: Ocala City Hall to Silver Springs State Park	6.0	\$3.30
Indian Lake Trail: Silver Springs State Park to Indian Lake Trailhead	5.0	\$2.2
Silver Springs Bikeway - Phase II: Baseline Paved Trail - North Trailhead to CR 42	18.5	\$5.7
Bellevue Greenway Trail: Lake Lillian Park to Cross Florida Greenway	5.3	\$3.3
Ocala National Forest Trail: Silver Springs State Park to Wildcat Lake Boat Ramp	27.0	\$11.6
Lake County Connection: along SE HWY 42 and SE HWY 452	4.8	\$2.0
Cross Florida Greenway Gap: Silver Springs Bikeway to E HWY 40	3.7	\$23
Chiefland to Dunnellon Corridor: Levy County Line to Citrus County Line	8.6	\$5.4
Cross Florida Greenway Corridor: East HWY 40 to Putnam County Line	32.5	\$20.5
Gainesville to Ocala Corridor: Alachua County Line to NE 58th Ave	26.5	\$16.7
Lake to Cross Florida Greenway Corridor: Santos Gap Trail to Sumter County	12.7	\$8.0
Orange Creek Corridor: Alachua County Line to Ocklawaha River	24.0	\$15.1
Silver River to Bronson Corridor: Levy County Line to NE 58th Ave	27.7	\$17.5
Williston to Orange Creek Corridor: Levy County to Alachua County Line	12.1	\$7.6
Total	214.4	\$121.2

The Master Plan capitalizes on Marion County's position within Florida's rapidly growing trail network by planning for a series of paved trails that connect to other regional trails in Florida, including the Coast-to-Coast Trail and the Heart of Florida Loop. The recommendations from the Master Plan are incorporated as part of the Needs Assessment.

The multiuse trail projects identified for the Needs Assessment are shown on Map 3-5 and listed in Table 3-12.

Map 3-5: 2040 Multiuse Trail Needs Assessment



Needs Assessment Cost

The total cost of projects included in the Needs Assessment exceed \$1.5 billion as shown in Table 3-13.

Table 3-13: 2040 Needs Assessment Project Costs

Mode	Project Cost (\$ millions, PDC)
Road Widening / New Construction	\$1,236.2
Interchange Operational Projects	\$122.8
ITS/Corridor Management	\$26.3
Transit (Capital)	\$8.6
Multiuse Trails	\$121.2
Total Cost	\$1,515.1

Evaluating Environmental Impacts

Evaluating the potential for environmental impacts of the projects included in the Needs Assessment was conducted based on coordination and consultation with environmental resource and permitting agencies. After identifying the potential areas for impact and the environmental features in Marion County, coordination of the identified needs projects was conducted with the Florida Geologic Survey, the Florida Department of Environmental Protection (DEP), Southwest Florida Water Management District (SWFWMD), and Marion County Engineering.

Environmental Impacts and Mitigation from a Statewide Perspective

Transportation projects can significantly impact many aspects of the environment, including wildlife and their habitats, wetlands, and groundwater resources. In situations in which impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental

mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation, and/or preservation projects that serve to offset unavoidable environmental impacts.

The Ocala/Marion County TPO is committed to minimizing the negative impacts of transportation projects on the natural and built environment to preserve and enhance the quality of life. In Florida, environmental mitigation for transportation projects is completed through a partnership between the MPO/TPO, FDOT, and State and Federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida DEP. These activities are directed through Section 373 Florida Statutes (F.S.), which establishes the requirements for mitigation requirements of habitat impacts. Under this statute FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impacts identified in the annual inventory of environmental impacts produced by FDOT.

Section 373.4137, F.S., establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a

great benefit to MPOs/TPOs because it offers an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, MPOs/TPOs, and local agencies.

When addressing mitigation the general rule is to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when MPOs/TPOs are identifying areas of potential environmental concern due to the development of a transportation project. A typical approach to mitigation that MPOs/TPOs can follow is to:

- > Avoid impacts altogether;
- > Minimize a proposed activity/project size or its involvement;
- > Rectify the impact by repairing, rehabilitating, or restoring the affected environment;
- > Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action;
- > Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site.

Florida Statutes require that impacts to habitat be mitigated through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered by the TPO are listed in Table 3-14.

Planning for specific environmental mitigation strategies over the life of the Long Range Transportation Plan can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the county, local,

state and federal regulatory agencies. These challenges can be lessened when MPOs engage their stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process which provides MPOs with an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

Table 3-14: FDOT Potential Environmental Mitigation Opportunities

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	<ul style="list-style-type: none"> • Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve storm water management • Purchase credits from a mitigation bank
Forested and Other Natural Areas	<ul style="list-style-type: none"> • Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	<ul style="list-style-type: none"> • Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	<ul style="list-style-type: none"> • Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	<ul style="list-style-type: none"> • Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buff areas around existing habitat

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary and documentation. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida and

its MPO/TPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

Needs Assessment and Land Resources

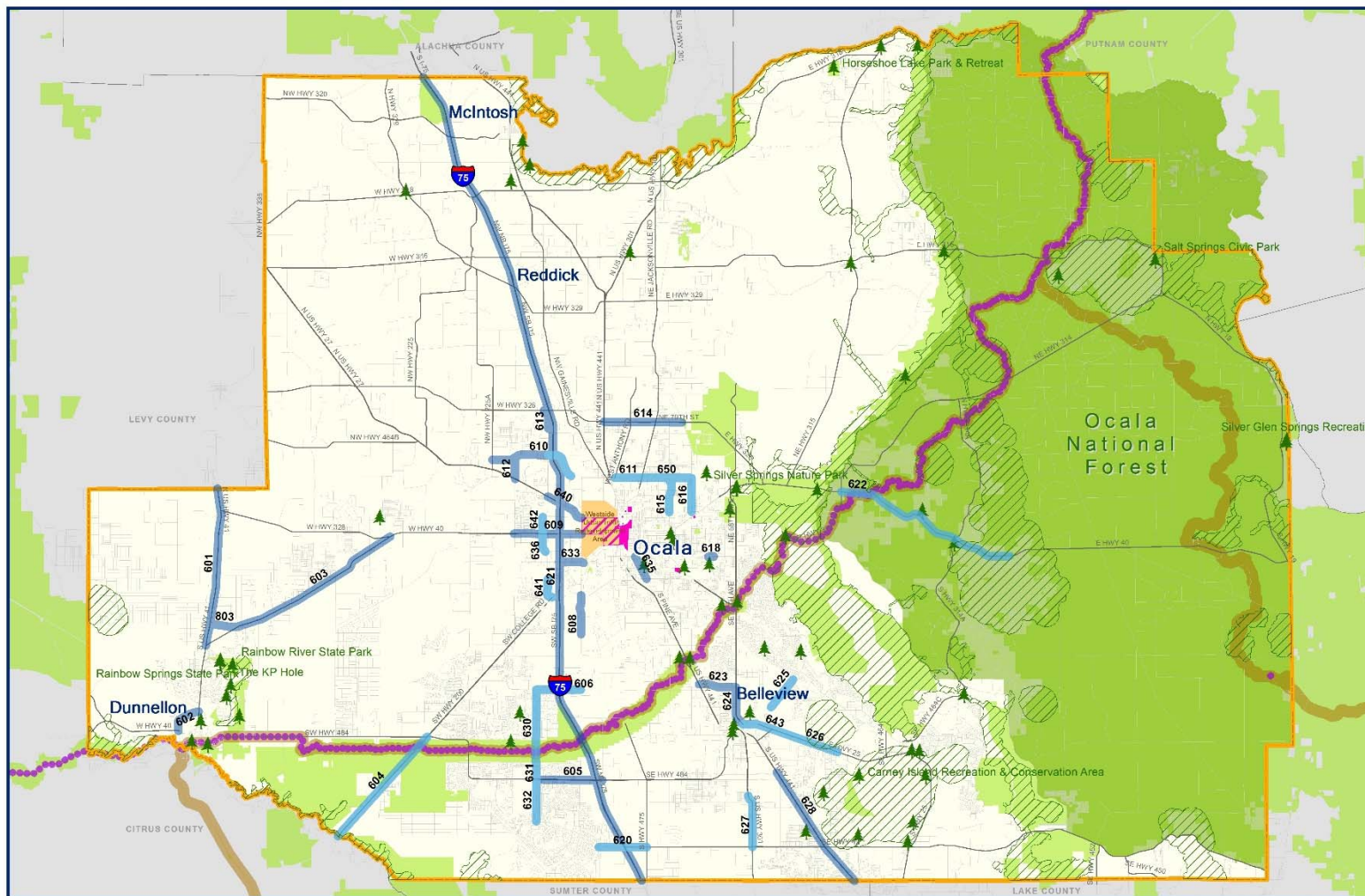
The 2040 Needs Assessment projects were overlaid with the Land Resources as shown in Map 3-6. Major land patterns in Marion County include the Ocala National Forest, public lands, parks, and the Florida National Scenic Trail. Potential impacts and their magnitude and severity were identified as shown in Table 3-15. The magnitude of the impacts were determined by what percent of the project length was affected by the impact, whereas severity was determined by the relative ease of accommodating the impact. Possible mitigation strategies are also listed in Table 3-15.

Several projects identified in the Needs Assessment could potentially have conflicts with the Cross Florida Greenway/Florida Trail. Projects Identified in Table 3-15 should be reviewed during design to ensure safe crossings for all users of the trail as well as potential wildlife crossings. The widening of SR 40 from SR 314 to SR 19 is located completely within the Ocala National Forest; additional coordination on this project should be done early to identify permitting and mitigation requirements. Finally the Sabal Trail Natural Gas Pipeline will cross several major roadway projects identified in the Needs Assessment. As this pipeline project progresses, provisions should be considered regarding the future right of way needs for the widened roadway.

Table 3-15: Potential Land Resource Impacts and Mitigation Strategies

Needs Project	Cost Feasible	Conflict	Magnitude	Severity	Mitigation Strategies
SR 200 from County line to CR 484, 2 to 4 lanes (Project 604)	2021-2025	Crosses Florida Trail	Minor	Moderate	Coordinate safe crossings for trail users.
I-75 from Sumter County to Alachua County, 6 to 8 lanes (Project 621)	Needs Only	Crosses Florida Trail	Minor	Moderate	Coordinate safe crossings for trail users.
SR 40 from CR 314 to Levy Hammock, 2 to 4 lanes (Project 622)	2026-2030 2031-2040	Located entirely within Ocala National Forest, crosses Florida Trail	Minor	Minor	Additional regulations regarding construction may apply. Coordinate safe crossings for trail users.
SW 49 th Ave from Marion Oaks Trail to CR 484 (Project 630) SW 49 th Ave from CR 484 to Marion Oaks Manor (Project 631)	2031-2040	Crosses Florida Trail	Minor	Moderate	Coordinate safe crossings for trail users.
US 41 from SR 40 to Levy County Line (Projects 601) SR 40 from SW 140 th Ave to CR 328 (Project 603) SR 200 from Citrus County Line to CR 484 (Project 604)	Needs Only Need Only 2021-2025	Will cross Sabal Trail Natural Gas pipeline	Minor	Minor	Pipe will be within 50–100 ft of permanent easement and buried as little as 3 ft below grade.

Map 3-6: Needs Projects and Land Resources



Land Patterns Environmental Map

- | | | |
|---|------------------------|--------------------------------|
| Cost Feasible Projects
(19 projects) | Marion Boundary | Public Land |
| Needs Projects
(18 additional projects) | Ocala National Forest | Westside Urban Infill |
| Environmentally Sensitive
Overlay Zones (ESOV) | Cross Florida Greenway | West Expansion Area Brownfield |
| | Florida Trail | Other Brownfields |

Needs Assessment and Surface Water / Wetlands

In Florida, impacts to surface waters and wetlands are regulated by Water Management Districts (WMD). Permitting for these impacts are from the main offices of each WMD. Marion County is divided into two districts along I-75. Therefore, a single roadway project could be in multiple watersheds and/or multiple WMD jurisdictions. Extra care will need to be taken when permitting these projects to contact the correct agency when multiple jurisdictions and/or multiple watersheds are involved. Maps 3-7 and 3-8 show the transportation projects overlaid with surface water resources and wetland. Table 3-16 lists the projects that may intersect with surface water

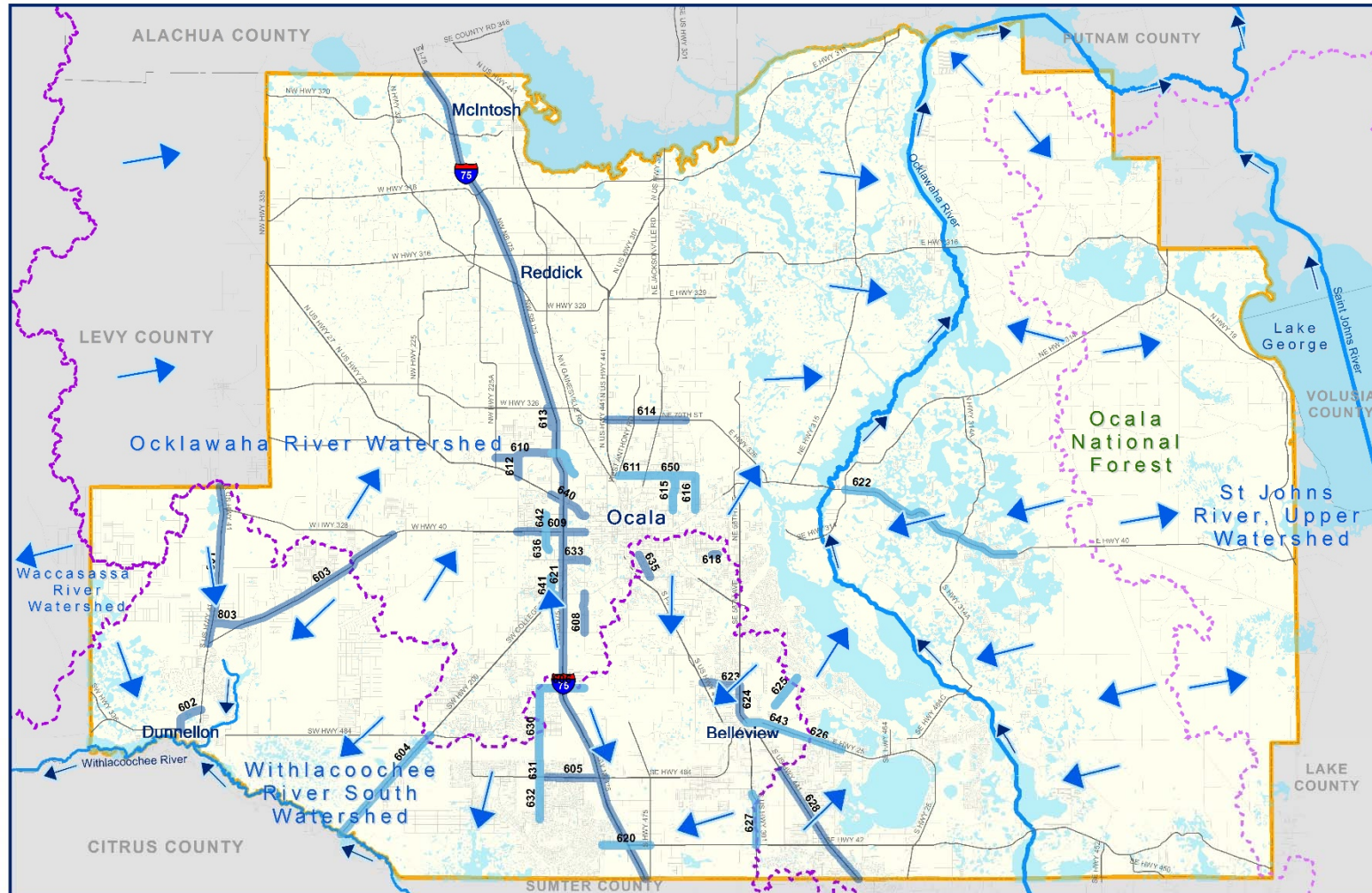
and or wetlands. The magnitude was considered moderate if wetland impacts were probable based on the GIS analysis and agency coordination. Potential Impacts were considered to be minor when a project crosses the WMD boundaries. This determination was made due to the coordination required for permitting. Impact severity was considered moderate if a significant amount of the conceptual alignment overlaid wetlands or surface waters. Impact severity, like magnitude, was considered minor when a project crosses the WMD boundaries.

Table 3-16: Potential Wetland Impacts and Mitigation Strategies

Needs Project	Cost Feasible	Conflict	Magnitude	Severity	Mitigation Strategies
SR 200 from Citrus County to CR 484, 2-4 lanes (Project 604)	2021-2025	Wetland conflict at north end of project	Moderate	Minor	Wetland mitigation cost may be expensive
SW 95 th Street from SW 49 th Ave to CR 475A, new 4 lanes (Project 606)	2031-2040	Project extents are within both SWFWMD and SJRWMD jurisdictions, within St. John's River watershed	Minor	Minor	Take care to contact appropriate permitting agency
NW 49 th Street from CR 225A to NW 35 th Ave, new 4 lanes (Project 610)	2021-2025	Project extents are within both SWFWMD and SJRWMD jurisdictions, within St John's River watershed	Minor	Minor	Take care to contact appropriate permitting agency
Marion Oaks Manor Ext from SW 18 th Ave Rd to CR 475, new 2 lanes (Project 620)	2031-2040	Project extents are within both SWFWMD and SJRWMD jurisdictions, within Peace-Tampa Bay watershed	Minor	Minor	Take care to contact appropriate permitting agency
SR 40 from CR 314 to Levy Hammock Rd, 2 to 4 lanes (Project 622)	2026-2030 2031-2040	Crosses several wetland and surface water systems	Moderate	Moderate	Permitting for impacts may be extensive and costly
Emerald Rd Ext from SE 92nd Place Loop to Emerald Rd, New 2 lane (Project 625)	2031-2040	In two watersheds	Minor	Minor	Construction impacts will affect both watersheds
CR 25 from SE 108 TERR RD to SE 92nd Place Loop, 2-4 lanes (Project 626)	2031-2040	In two watersheds	Minor	Minor	Construction impacts will affect both watersheds

Needs Project	Cost Feasible	Conflict	Magnitude	Severity	Mitigation Strategies
US 301 from CR 42 to 143rd Place, 2 to 4 lanes (Project 627)	2031-2040	Project extents along border between Peace-Tampa Bay and St John's Watershed, within jurisdiction of SJRWMD	Minor	Minor	Construction impacts will affect both watersheds
US 41 from SR 40 to Levy County, 2-4 lanes (Project 601)	Needs Only	Wetlands at North End	Minor	Minor	Wetland mitigation cost may be expensive
Dunnellon Bypass, CR 40 to US 41, New road (Project 602)	Needs Only	Lake obstacle to project alignment	Moderate	Minor	Alignment may need to avoid existing lake
SR 40 from US 41 to CR 328, 2 to 4 lanes (Project 603)	Needs Only	Project extents are within SWFWMD jurisdiction, within both watersheds	Minor	Minor	Construction impacts will affect both watersheds
CR 484 from SR 200 to CR 475A, 2 to 4 lanes (Project 605)	Needs Only	Project extents are within SWFWMD jurisdiction, within both watersheds	Minor	Minor	Construction impacts will affect both watersheds
SR 40 from SW 60 Ave to SW 27th Ave, 2-4 lanes (Project 609)	Needs Only	Project extents are within both SWFWMD and SJRWMD jurisdictions	Minor	Minor	Take care to contact appropriate permitting agency
I-75 from Sumter County line to Alachua County line, 6 to 8 lanes (Project 621)	Needs Only	Project extents are along border between SWFWMD and SJRWMD jurisdiction	Moderate	Minor	Take care to contact appropriate permitting agency
US 27 from NW 44th Ave to NW 27th Ave, 2-4 lanes (Project 640)	Needs Only	Project extents are within both SWFWMD and SJRWMD jurisdictions	Minor	Minor	Take care to contact appropriate permitting agency

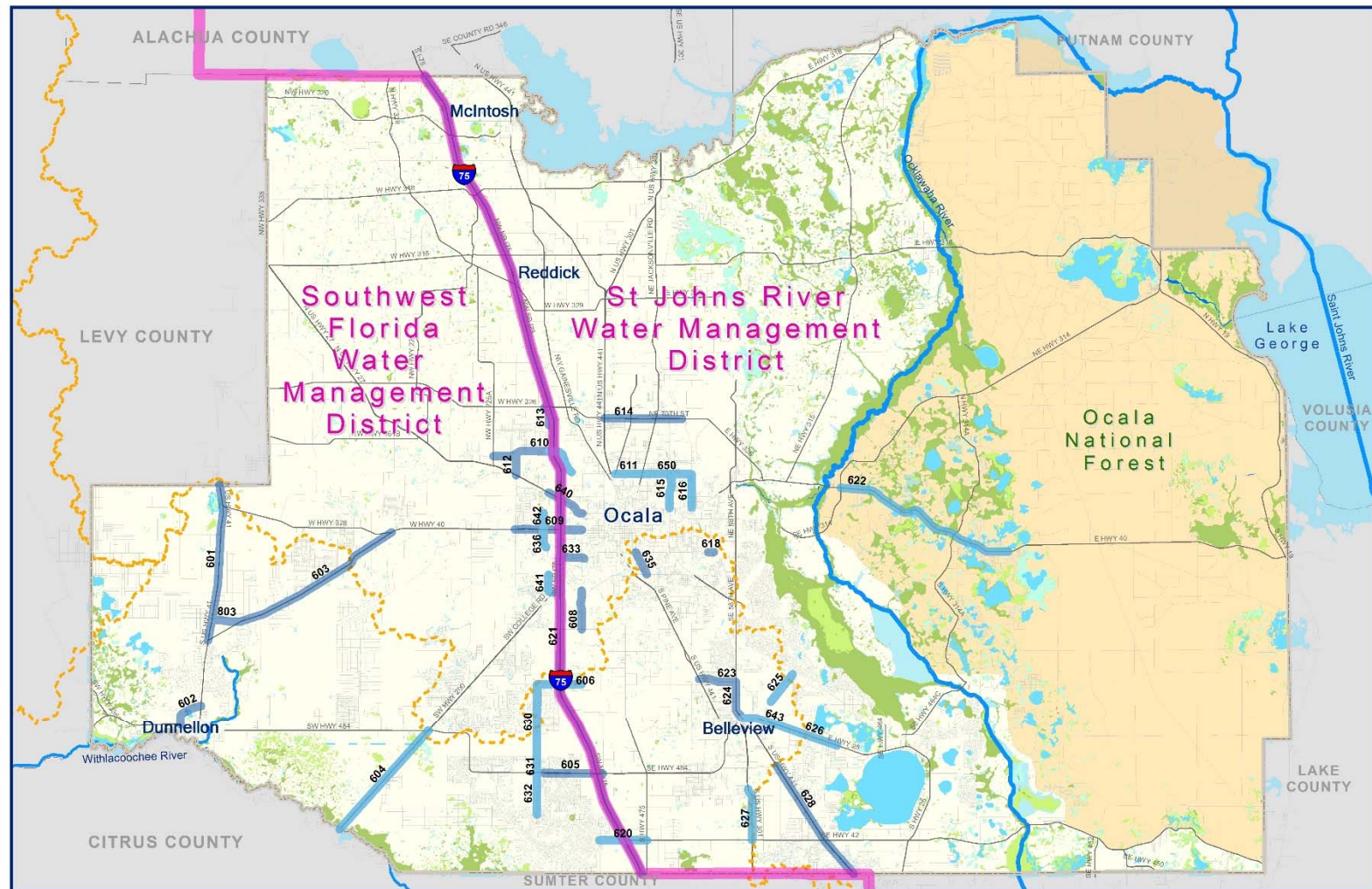
Map 3-7: Needs Projects and Surface Water



Surface Water Patterns Environmental Map

- Cost Feasible Projects (19 projects)
- Needs Projects (18 projects)
- Major Watershed Boundaries
- St Johns Watershed Rivers
- Small arrows indicate river flow direction
- Large arrows indicate surface water flow direction. Surface water generally flows away from watershed boundaries and towards rivers
- Water

Map 3-8: Needs Projects and Wetlands



Wetland Patterns Environmental Map

-  Saint John's River WMD boundary
-  Major Watershed Boundaries
-  Major Rivers
-  Ocala National Forest
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Riverine
-  Other
-  Other Water Body

Environmental Justice Analysis

Defining Environmental Justice (EJ) Areas

The 2040 LRTP development process included efforts to identify areas with a high concentration of minority, low-income, and other traditionally underserved and under-represented populations. The effort to identify EJ areas was made to ensure these areas can be accounted for when assessing impacts, seeking public involvement, and providing services and benefits in conjunction with the LRTP's implementation.

To determine the EJ areas, block group data on income levels and on people who identify themselves as "minorities" from the 2013 American Community Survey (ACS) five-year estimates were used. For each block group, the percentage of households below the poverty line was determined. The block groups with more than the countywide average of households below poverty (18.1%) were identified. Likewise, the population of each block group was reviewed to identify the people who identify themselves as minority. Block groups where the population identifying as minority exceeded the countywide average of 16.9% were identified.

To identify the higher priority areas for evaluation, a review of population density was conducted regarding the initially identified EJ areas since impacts might be felt more in the more densely populated block groups. Block groups containing 175 or more households below the poverty level were considered to have a high number of households below poverty. Block groups that had a total minority population of 500 or more were considered to have high total minority populations. Block groups with both high percentages of the population identifying as minority and high total minority populations were retained as the final EJ areas, as shown in the Map 3-9.

Assessing the Transportation Impacts

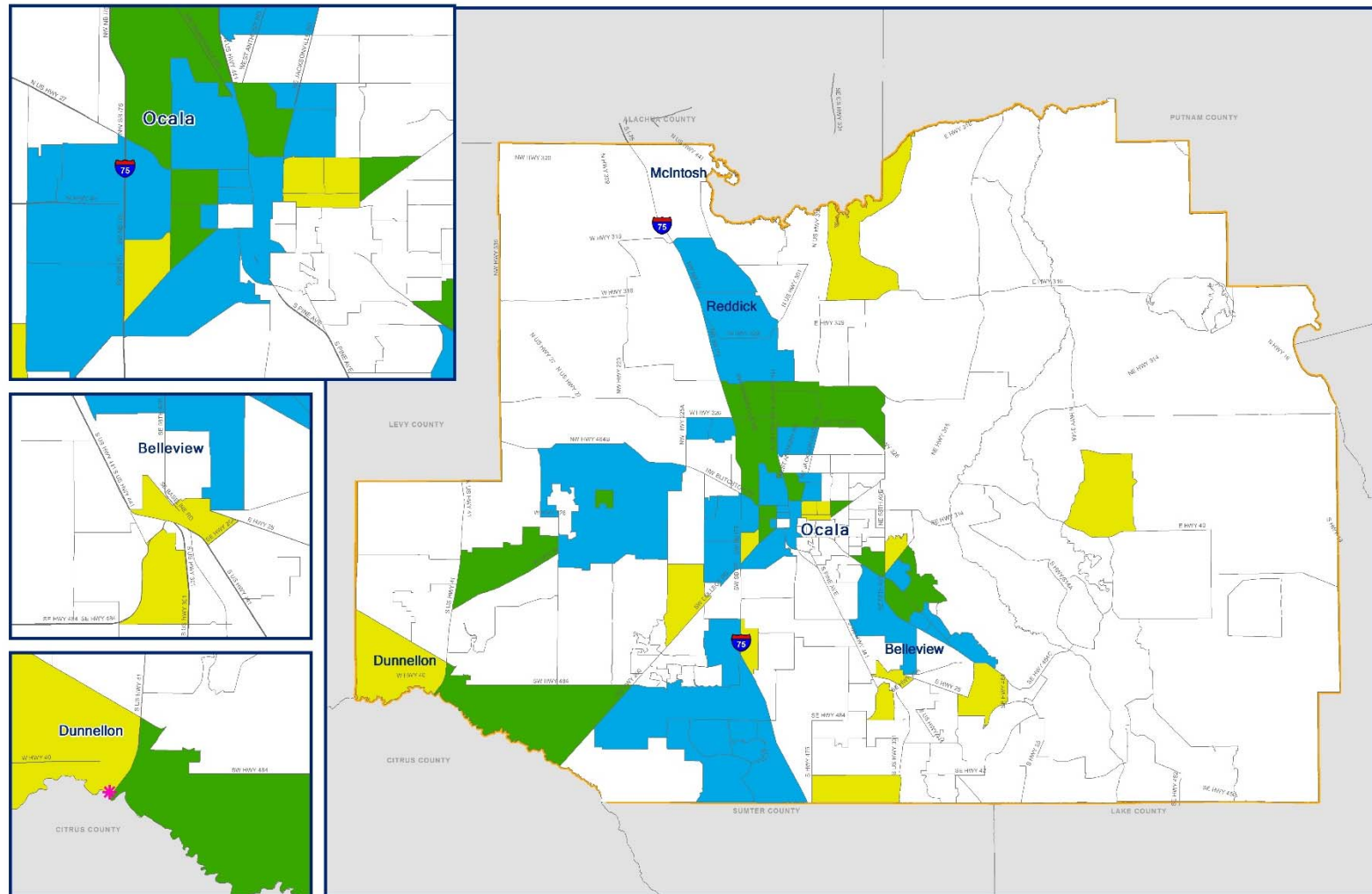
The needs plan projects were overlaid with the EJ areas to determine the proportion of projects located within or outside of the defined EJ areas. An analysis of the projects was then conducted to ensure that the needs plan projects do not disproportionately or adversely impact human health in the identified areas.

Table 3-17 provides a distribution of future spending on roadway, transit, walking and cycling projects in areas designated as meeting the criteria for EJ and the remainder of the county. Costs are shown in PDC format.

Table 3-17: EJ Assessment of Transportation Projects

	EJ Areas	Non-EJ Areas	Total
Population	140,848	192,655	333,503
Percent of Population	40.4%	59.6%	100%
Cost Feasible Roadway Projects	\$142,975,000	\$278,445,000	\$421,420,000
Per Capita	\$1,015	\$1,445	\$1,264
Mileage	22.2	21.4	43.6
Interchanges/Overpasses	\$84,838,000	\$38,000,000	\$122,834,000
Unfunded Needs Roadways	\$426,760,000	\$388,311,000	\$815,082,000
Per Capita	\$3,030	\$2,016	\$2,444
Mileage	38.9	36.2	75.1
Transit Plan (All Capital and Operating Costs 2020–2040)	\$114,534,000	\$38,766,000	\$153,300,000
Per Capita	\$813	\$201	\$460
Mileage	52.0	17.6	69.6
Cost Feasible Trails (2020–2040)	\$3,406,000	\$24,693,000	\$28,100,000
Per Capita	\$24	\$128	\$84
New Trails Mileage	8	58	66
Existing Mileage, All Trails	19	19	38

Map 3-9: Environmental Justice Areas



Legend

- Poverty
- Poverty and Minority
- Minority
- Not EJ

Poverty status and minority data from 2013 American Community Survey 5-year estimates.

FUNDING THE PLAN

04

Introduction

The availability of revenues is a key component in identifying the individual projects from the Needs Assessment that comprise the Cost Feasible Plan. Consistent with State and federal requirements for LRTPs, three multi-year bands were used to report available revenues. The connection of these time bands in the LRTP to the programming of projects through the TPO's TIP is shown in Figure 4-1.

Figure 4-1: 2040 LRTP Time Bands

Ocala/Marion County TPO 2040 LRTP				
Funding Document	TIP	LRTP Cost Feasible Plan		
Time Band	Present–2020	2021–2025 (5 years)	2026–2030 (5 years)	2031–2040 (10 years)

Also consistent with federal rules for the LRTP, the revenues and all of the cost feasible project costs are shown in Year of Expenditure (YOE) dollars to reflect inflation. This chapter summarizes the revenues identified to fund the 2040 LRTP and identifies the gap of revenue needed to fund the projects listed in the Needs Assessment. Because the cost of the projects included in the Needs Assessment are listed as Present Day Cost (PDC), the LRTP revenues are presented in both PDC and YOE formats. Additional information regarding the details of these revenues can be found in the Financial Resources Technical Report referenced in Appendix D.

Financial Methodology

The 2040 LRTP includes revenue projections from federal, State, and local sources. Developed in coordination with FDOT, Appendix C provides the

methodology used for developing statewide estimates of federal and State revenues for use in the metropolitan planning process. The 2040 LRTP is based on future expected revenues from federal, State, and local sources.

Available Revenues

The development of a Cost Feasible LRTP is built upon an assumption of reasonably-available revenues for transportation projects. The following provides a discussion of each sub-component of the revenues projected to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and multi-use trails.

Federal/State Revenue Sources

Projections of federal and State revenues for use in LRTPs are generated by FDOT. Through enhanced federal, State, and TPO cooperation and guidance provided by the MPO Advisory Council, FDOT has provided a long-range revenue estimate through 2040. At a statewide level, these forecasts are allocated to the seven FDOT Districts. FDOT District 5 has further subdivided the forecast of annual federal and State revenue projections by Urbanized Area for use in the 2040 LRTP. The district sub-allocation of federal and State revenues is documented Appendix C.

Table 4-1 presents a summary of the total projected revenues available from existing sources in millions of dollars that are anticipated to be available for the 2040 LRTP. Historically, the funding of transportation projects in Marion County has included the use of local fuel taxes, impact fees and State and Federal revenues. For the LRTP, it was assumed that funding from these revenues would continue. Revenues through 2040 are estimated to exceed \$1.5 billion dollars from local, state and federal sources in future YOE dollars. This is equivalent to \$977.7 million dollars in PDC format.

Table 4-1: LRTP Available Revenues – Existing Sources

Jurisdiction	Revenue Source	Total Revenues (\$ millions)	2021-2025 (\$ millions)	2026-2030 (\$ millions)	2031-2040 (\$ millions)	Total Revenues (\$ millions)*
Revenues for highway projects		PDC	YOE	YOE	YOE	YOE
State	Strategic Intermodal System (SIS)	\$87.8	\$108.4	\$0.0	\$0.0	\$108.4
State	Other Arterial & Construction (OA)	\$166.5	\$66.6	\$62.9	\$137.7	\$267.2
Local	Transportation Impact Fees (TIF)	\$266.7	\$68.4	\$112.9	\$262.7	\$444.1
Local	Fuel Taxes (FT) ⁽¹⁾	\$260.5	\$113.5	\$106.7	\$189.8	\$410.1
<i>Total highway revenues</i>		<i>\$781.5</i>	<i>\$356.9</i>	<i>\$282.5</i>	<i>\$590.2</i>	<i>\$1,229.8</i>
Revenues dedicated to transit projects						
Federal	Transit Section 5307	\$35.2	\$12.0	\$13.5	\$32.1	\$57.6
State	Transit Block Grant	\$10.4	\$3.6	\$4.0	\$9.5	\$17.0
Local	Brock Grant Match	\$10.4	\$3.6	\$4.0	\$9.5	\$17.0
Local	Farebox	\$9.7	\$3.0	\$3.4	\$9.8	\$16.2
<i>Total transit revenues</i>		<i>\$65.7</i>	<i>\$22.2</i>	<i>\$24.9</i>	<i>\$60.9</i>	<i>\$107.8</i>
Revenues for Bike Lanes, Sidewalks, Multi-Use Trails						
Federal	Transportation Alternatives (TA)	\$10.3	\$4.1	\$4.1	\$8.3	\$16.5
Flexible revenues for all projects						
Federal	Transportation Management Area (TMA)	\$95.0	\$26.0	\$37.5	\$96.1	\$159.6
State	Transportation Regional Incentive Program (TRIP)	\$2.2	\$0.87	\$0.87	\$1.74	\$3.5
State	TRIP revenues through the Florida Rail Enterprise ⁽²⁾	\$23.0	\$30.1	\$0.0	\$0.0	\$30.1
<i>Total flexible revenues</i>		<i>\$120.2</i>	<i>\$57.0</i>	<i>\$38.4</i>	<i>\$97.8</i>	<i>\$193.2</i>
Total all modes, All sources:		\$977.7	\$440.2	\$349.9	\$757.2	\$1,547.3

* Totals may not add due to rounding.

⁽¹⁾ Estimates are for the total amount fuel taxes projected to be collected, including revenues currently spent to retire existing debt service and maintenance activities

⁽²⁾ Competitive statewide revenues anticipated for construction of the railroad overpass on NE 25th Avenue.

Strategic Intermodal System

This capacity program provides funds for construction, improvements, and associated land acquisition on the State Highway System (SHS) roadways that are designated as part of the Strategic Intermodal System (SIS). Using the current SIS Cost Feasible Plan, approximately **\$108.4 million** is included for 2021–2040.

Other Arterial Construction/ROW

This capacity program provides funds for construction, improvements, and associated ROW on SHS roadways that are not designated as part of the SIS. Pursuant to the *Supplement to the FDOT 2040 Revenue Forecast Handbook*, approximately **\$267.2 million** in future revenues will be available for roadway infrastructure projects for the 2021–2040 timeframe. In addition to this amount, FDOT has reserved additional future revenues for the Design, Engineering, and Environmental product support activities.

Transportation Management Area

Federal funds are distributed to an urban area that has an urbanized population greater than 200,000, as designated by the U.S. Census Bureau following the decennial census. An Urbanized Area with greater than 200,000 population is referred to as a Transportation Management Area (TMA). The Ocala Urbanized Area in the 2010 Census had a population of 156,909. The Lady Lake - The Villages Urbanized Area also encompassed part of Marion County in 2010. However, since these two urbanized areas were not joined, Marion County did not reach the TMA threshold for a combined Urbanized Area. With the growth that is expected to occur before the 2020 Census, it was assumed that Ocala Urbanized Area will be joined with The Lady Lake - The Villages and will exceed the TMA threshold. Therefore a decision was made to include \$5.0 million per year (PDC) of TMA revenue beginning in 2022 as a result of the 2020 Census. This decision was based upon a review of current TMA revenues received by

other MPOs in Florida based on population and was coordinated with staff from FDOT District 5. The result is an estimate of **\$159.6 million** for the LRTP.

Transportation Alternatives Program

Created as a new funding program under MAP-21, the Transportation Alternatives Program (TAP) combines three previous programs—Transportation Enhancements, Safe Routes to School, and Recreational Trails Program. Revenue estimates for the TA Program are developed into categories based on population. Designed solely to fund projects that are non-auto-based, nine eligible project types can be funded by these revenues, as outlined in 23 U.S.C. Sections 213(b) and 101(a)(29). Approximately **\$16.5 million** in future transportation alternatives revenues are estimated to be available to the Ocala/Marion TPO from 2021–2040.

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) was established as part of the State's major growth management legislation enacted with Senate Bill (SB) 360. The program is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. The Ocala/Marion County TPO has partnered with other MPOs in District 5 to develop a regional transportation plan that identifies regional facilities that are eligible for TRIP funding. For long-range planning purposes, it is assumed that this District-allocated revenue could be divided among the counties of District 5 based on population. A population-based distribution of the TRIP funds within FDOT District 5 results in **\$3.5 million** in future revenues during the 2021–2040 planning horizon that could be available for TPO identified projects.

In addition to the district allocation of TRIP revenues, **\$30.1 million** in future revenues during the 2015-2025 time frame were considered to be available

to the TPO. These revenues are assumed based on statewide competitive funds available through the Florida Rail Enterprise. Use of these funds are specifically identified for the construction of a rail overpass on NE 25th Avenue. FDOT is currently completing the PD&E study for the widening of NE 25th Avenue including a rail overpass. Parallel to NE 25th Avenue is NE 36th Avenue where the TPO has successfully received these competitive funds for the purchase of land and construction listed in the TIP and Table 5-1. Therefore, it is reasonable to assume that these revenues could be successfully awarded for the project on NE 25th Avenue.

Federal/State Transit Revenue

Estimates of federal and State transit revenues are based on the information provided in the *FDOT 2040 Revenue Forecast Handbook*. These estimates are further refined through coordination with the TPO's Transportation Improvement Program (TIP) and the SunTran Transit Development Plan (TDP). Using the most current information from these sources, it was determined that federal 5307 revenues starting in 2021 would be \$2.3 million annually and adjusted for inflation. SunTran currently receives an FDOT Block Grant, matched with local revenues, which is expected to be \$680,000 in 2021 and adjusted for inflation through 2040. For the 2021–2040 planning timeframe **\$74.6 million** are estimated for future transit service.

Existing Local Revenue Sources

In addition to federal and state funding, the TPO considered local revenue sources that could be available for building and maintaining the countywide transportation network.

Transportation Impact Fees (TIF)

Transportation impact fees (TIFs) are assessed to provide revenue for financing the addition and expansion of roadway facilities needed to accommodate new growth and development. To project TIF revenues through 2040, historical TIF collections, historical permitting, and population growth projections were taken into consideration. All potential revenues were projected using the proposed impact fee rates reviewed and adopted on September 1, 2015, by the Marion County Board of County Commissioners; it was assumed that these rates will be phased in to 100% by 2031 and that the County will continue to collect transportation impact fees through 2040. A total of **\$444.1 million** is estimated to be collected from impact fees between 2021 and 2040.

Fuel Taxes

Historically, fuel taxes have represented a major portion of Ocala/Marion County's local transportation revenues. Currently, the County charges 12 cents of Local Option Fuel Tax (LOFT) in addition to the 3 cents of State fuel tax for local use. Fuel tax revenue per capita has decreased by an annual average of 0.6% since 1989 and 1.2% since 2000. Since 1980, fuel efficiency has increased by approximately 0.50% each year, but due to recent government standards for new vehicles, the fleet-wide fuel efficiency is expected to increase by more than 5.0% each year through 2025. Based on this trend, new government fuel efficiency standards, and deflation trends used by FDOT, it was assumed that fuel tax per capita revenue levels will decrease by approximately 3.0% annually through 2040. The total local fuel tax expected to be collected through 2040 is **\$410.1 million**.

Local Transit Revenues

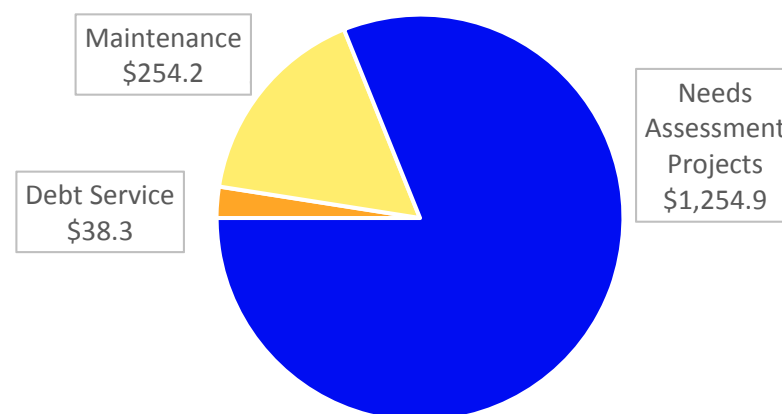
Estimates of locally-generated transit revenues have been prepared for the LRTP consistent with the SunTran TDP and the TPO's TIP. Two sources of local revenues are currently used to fund SunTran—the local match for the FDOT State Block Grant program and fares paid by users of the SunTran system. It was assumed that the local match for the State Block Grant would continue through 2040 and is estimated to be **\$17 million** from 2021 to 2040. The 2013 TDP Annual Update report indicated that the farebox recovery rate is 16.16% of the transit operating cost. Since the farebox revenue is a function of the actual transit system, the revenue estimate of **\$16.2 million** is based on the cost feasible transit system anticipated to be in place by 2040.

Funding Challenge

Costs presented in Chapter 3 for the Needs Assessment were developed in present day costs (PDC). As shown earlier in this chapter, revenues and project costs must be in year of expenditure (YOE) format to meet federal requirements. However, for comparison of the needed transportation projects, revenues have also been presented in PDC format. As shown in Table 4-1, the total revenues anticipated to be available for transportation is **\$1.5 billion**. A portion of that revenue has existing commitments and therefore is not available for funding projects identified in the Needs Assessment. Figure 4-2 shows the commitments for maintenance and debt service through the local fuel tax, which when subtracted from the total

leaves \$1,254.9 million in revenues available for the Needs Assessment projects in future YOE dollars. When the \$1,254.9 in YOE dollars is converted back to PDC, the result is \$798.3 million.

Figure 4-2: Needs Assessment Revenues (YOE)



With an estimated PDC cost of \$1,515 million for projects included in the Needs Assessment, the resulting overall funding shortfall for the 2040 Needs Assessment is \$717 million in PDC. Therefore, revenues anticipated to be available for the 2040 LRTP will fund just over 50% of the total costs of the needed transportation projects.



2040 COST FEASIBLE PLAN

05

Introduction

This chapter provides a tabular listing of projects and maps that illustrate the adopted multimodal projects included in the Cost Feasible Plan. The TPO's adopted TIP is included in the Cost Feasible Plan as the first time frame of 2016-2020. The remainder of the Cost Feasible Plan covers the time frame of 2021-2040 and is the result of the 2040 LRTP development process.

2016-2020 Cost Feasible Projects

As previously identified in Chapter 3, projects included in the currently adopted TIP with funding commitments through the 2019/2020 Fiscal Year were included in the E+C Network. Documentation concerning the funding of these projects is shown in Table 5-1.

2021-2040 Cost Feasible Projects

Developed to meet the federal requirements, the Cost Feasible Plan for 2021-2040 considers the future cost of transportation projects. This means that the current year cost estimates for construction were inflated to future Year of Expenditure (YOE) dollars.

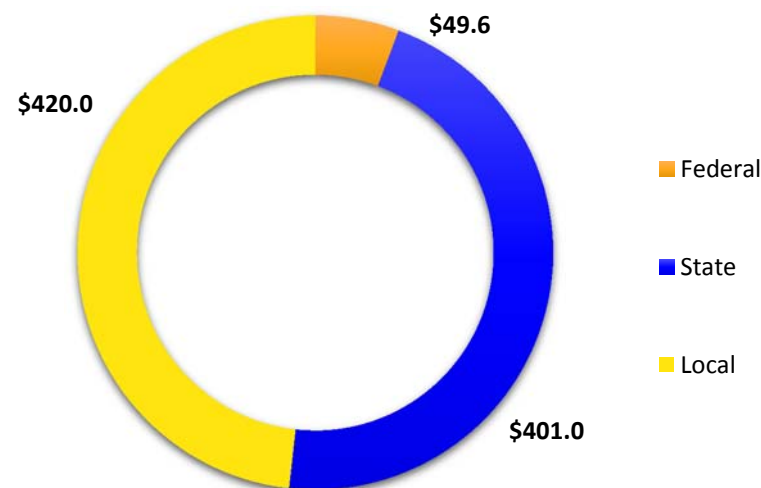
Roadway Projects

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 5-2 lists the state roadway projects by providing a description of the improvement type, project cost by phase in YOE format and funding source, and anticipated timeframe for completion. The projects also have been grouped by Impact

Fee Districts for reference purposes. Also included are the state projects from the Needs Assessment that were not determined to be cost feasible. These projects are listed as unfunded. Cost information for the unfunded projects are listed in PDC. Local projects included in the Cost Feasible Plan have been included in Table 5-3.

A total of \$870.6 million of roadway construction projects are funded through the 2040 LRTP. Figure 5-1 illustrates the breakdown of Federal, State and Local revenues used to the fund the Cost Feasible Roadway Projects.

Figure 5-1: Funding for Cost Feasible Roadway Projects (2021-2040)



Two maps illustrate the 2040 Cost Feasible roadways. Map 5-1 illustrates the location of the 2021-2040 Roadway Cost Feasible Projects and Map 5-2 depicts the 2040 Number of Lanes resulting from the Cost Feasible Plan.

Table 5-1: TIP Funded Projects (2016-2020)

Project #	Project Limits	Project Description	Phase	Funding
4352091	I-75 @ NW 49 th Street	New Interchange	PD&E – FY 2017–2018	\$2,040,000
4317971	NE 25 th Ave from NE 14 th St to NE 35 th St	Widen to 4 lanes	PE – FY 2016	\$1,755,000
4317984	NE 36 th Ave from NE 14 th St to NE 35 th St	Widen to 4 lanes	PE – FY 2106	\$1,375,000
4317983	NE 36 th Ave from NE 20 th Place to NE 25 th St	Construct grade-separated rail crossing	PE – FY 2016 ROW – FY 2017–2020 CST – FY 2019	\$2,000,000 \$11,488,000 \$11,545,443
2386511	SR 200 from Citrus County to CR 484	Widen to 4 lanes	ENV – FY 2016	\$220,000
2386931	SR 35 from SE 92 nd Place to CR 464	Widen to 4 lanes	ROW – FY 2016 DSB – FY 2018	\$7,872,510 \$160,000
2387191	SR 40 from CR 328 to SW 80 th Ave	Widen to 4 lanes	CST – FY 2016–2017	\$595,124
4106742	SR 40 from NE 60 th Ct to CR 314	Widen to 4 lanes	PE – FY 2016 ROW – FY 2016–2019 CST – FY 2020	\$1,140,000 \$8,184,630 \$105,371,872
4106743	SR 40 from CR 314 to CR 314A	Widen to 4 lanes	PE – FY 2016	\$1,090,000
4336521	SR 40 @ I-75 (SW 27 th Ave to SW 40 th Ave)	Interchange operational improvements	ROW – FY 2018–2020	\$10,848,976
2386481	US 41 from SW 111 th Place Ln to SR 40	Widen to 4 lanes	PE – FY 2016–2017 ROW – FY 2016–2018 CST – FY 2019	\$905,000 \$15,561,036 \$29,495,120
4367561	Downtown Ocala to Silver Springs Trail	Multiuse trail	PE – FY 2020	\$253,000
434861	Silver Springs Bikeway	Multiuse trail	PE – FY 2016 CST – FY 2018	\$525,000 \$3,475,044

PE- Preliminary Engineering; ROW- Right-of-Way; ENV – Environmental; CST - Construction

Table 5-2: Cost Feasible and Unfunded State Roadway Projects

Project Name	Improvement Type	Project Length (miles)	Funding Timeframe	Project Phase and Cost (YOE)
East Impact Fee District				
2026-2030				
SR 40 from CR 314 to CR 314A	Add 2 lanes	5.8	2016 2021-2025 2026-2030	PE: \$1.09 million ROW: \$39.81 million (SIS) CST: \$118.96 million (SIS; OA)
2031-2040				
SR 40 from CR 314A to Levy Hammock Rd	Add 2 lanes	2.7	2031-2040 2031-2040	PE: Underway ROW: \$29.94 million (OA) CST: \$87.50 million (OA)
US 301 from CR 42 to SE 143rd Pl	Add 2 lanes	2.3	2031-2040 2031-2040	ROW: \$8.09 million (OA) CST: \$24.29 million (TMA)
Unfunded				
I-75 from Sumter County Line to SR 326	Add 2 lanes	21.5		PE: \$20.96 million (PDC) ROW: \$83.85 million (PDC) CST: \$160.71 million (PDC)
I-75 from SR 326 to CR 318	Add 2 lanes	10.2		PE: \$9.97 million (PDC) ROW: \$39.90 million (PDC) CST: \$76.47 million (PDC)
I-75 from CR 318 to Alachua County Line	Add 2 lanes	5.9		PE: \$5.75 million (PDC) ROW: \$23.01 million (PDC) CST: \$44.10 million (PDC)
I-75 at US 27	Operational Improvements	N/A		ROW: \$7.50 million (PDC) CST: \$5.50 million (PDC)
SR 326 from US 441 to CR 200A	Add 2 lanes	2.3		PE: \$1.46 million (PDC) ROW: \$5.85 million (PDC) CST: \$11.21 million (PDC)

Project Name	Improvement Type	Project Length (miles)	Funding Timeframe	Project Phase and Cost (YOE)
SR 326 from CR 200A to NE 26th Ave	Add 2 lanes	1.2		PE: \$750,000 (PDC) ROW: \$3.00 million (PDC) CST: \$5.75 million (PDC)
SR 35 from CR 25 to SE 92nd Place Rd	Add 2 lanes	1.8		PE: \$1.12 million (PDC) ROW: \$4.46 million (PDC) CST: \$8.35 million (PDC)
US 27 from I-75 to NW 27th Ave	Add 2 lanes	0.6		PE: \$852,000 (PDC) ROW: \$6.81 million (PDC) CST: \$6.53 million (PDC)
SR 40 from I-75 to SW 27th Ave	Add 2 lanes	1.0		PE: \$697,000 (PDC) ROW: \$2.79 million (PDC) CST: \$5.34 million (PDC)
US 441 from Sumter County Line to CR 42	Add 2 lanes	2.0		ROW: \$5.10 million (PDC) CST: \$15.27 million (PDC)
US 441 from CR 42 to SE 132nd Street Rd	Add 2 lanes	4.0		PE: \$282,000 (PDC) ROW: \$11.26 million (PDC) CST: \$21.58 million (PDC)
West Impact Fee District				
2021-2025				
I-75 at SR 40	Operational Improvements	N/A	2018-2020 2021-2025	ROW: \$10.85 million CST: \$7.21 million (OA; IFwest)
I-75 at CR 484	Operational Improvements	N/A	2021-2025 2021-2025	ROW: \$11.12 million (OA; IFwest) CST: \$5.31 million (OA; IFwest)
SR 200 from Citrus Line to CR 484	Add 2 lanes	6.0	2021-2025 2026-2030	CST: \$32.75 million (OA) CST: \$15.40 million (OA)
Unfunded				

Project Name	Improvement Type	Project Length (miles)	Funding Timeframe	Project Phase and Cost (YOE)
SR 40 from US 41 to SW 140th Ave	Add 2 lanes	3.9		ROW: \$3.36 million (PDC) CST: \$10.16 million (PDC)
SR 40 from SW 140th Ave to CR 328	Add 2 lanes	2.0		ROW: \$1.69 million (PDC) CST: \$5.11 million (PDC)
SR 40 from SW 60th Ave to I-75	Add 2 lanes	2.1		PE: \$1.45 million (PDC) ROW: \$5.80 million (PDC) CST: \$11.12 million (PDC)
US 41 from SR 40 to Levy County Line	Add 2 lanes	1.0		PE: \$3.63 million (PDC) ROW: \$14.50 million (PDC) CST: \$27.80 million (PDC)
US 27 from NW 44th Ave to I-75	Add 2 lanes	0.6		PE: \$450,000 (PDC) ROW: \$3.60 million (PDC) CST: \$3.45 million (PDC)

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 5-3: Cost Feasible and Unfunded Local Roadway Projects

Project Name	Improvement Type	Project Length (miles)	Funding Timeframe	Project Phase and Cost (YOE)
East Impact Fee District				
2021-2025				
NE 36th Ave from NE 14th St to NE 20th Pl	Add 2 lanes	0.5	2016 2021-2025 2021-2025	PE: \$1.38 million (combined with below) ROW: \$4.48 million (IFeas) CST: \$3.49 million (IFeas)
NE 36th Ave from NE 25th St to NE 35th St	Add 2 lanes	0.7	2016 2021-2025 2021-2025	PE \$1.38 million (combined with above) ROW: \$5.77 million (IFeas) CST: \$4.31 million (IFeas)
NE 25th Ave from NE 14th St to NE 24th St	Add 2 lanes	1.6	2016 2021-2025 2021-2025	PE: \$1.76 million (combined with below) ROW: \$11.61 million (TRIP; IFeas) CST: \$24.32 million (TRIP; IFeas)
2026-2030				
NE 25th Ave from NE 24th St to NE 35th St	Add 2 lanes	0.9	2016 2021-2025 2026-2030	PE: \$1.76 million (combined with above) ROW: \$4.23 million (IFeas) CST: \$8.27 million (IFeas)
NE 35th St from W Anthony Rd to CR 200A	Add 2 lanes	1.2	2026-2030 2026-2030 2026-2030	PE: \$634,000 (IFeas) ROW: \$6.84million (IFeas) CST: \$6.65 million (IFeas)
NE 35th St from CR 200A to NE 25th Ave	Add 2 Lanes	1.2	2026-2030 2026-2030 2026-2030	PE: \$649,000 (IFeas) ROW: \$7.01 million (IFeas) CST: \$6.82 million (IFeas)
NE 35th St from NE 25th Ave to NE 36th Ave	Add 2 Lanes	1.0	2026-2030 2026-2030 2026-2030	PE: \$529,000 (IFeas) ROW: \$4.76 million (IFeas) CST: \$5.55 million (IFeas)

Project Name	Improvement Type	Project Length (miles)	Funding Timeframe	Project Phase and Cost (YOE)
2031-2040				
CR 25 from SR 35 to SE 92nd Loop	Add 2 lanes	1.5	2031-2040 2031-2040 2031-2040	PE: \$985,000 (IFeas) ROW: \$5.91 million (IFeas) CST: \$10.34 million (IFeas)
CR 25 from SE 92nd Loop to SE 108 Tr Rd	Add 2 lanes	3.0	2031-2040 2031-2040 2031-2040	PE: \$2.00 million (IFeas) ROW: \$11.98 million (IFeas) CST: \$20.96 million (IFeas)
Emerald Rd Ext from SE 92nd Loop to Emerald Rd	New 2-lane	0.5	2031-2040 2031-2040 2031-2040	PE: \$362,000 (IFeas) ROW: \$2.18 million (IFeas) CST: \$3.80 million (IFeas)
Unfunded				
CR 475A from SW 66th St to SW 42nd St	Add 2 lanes	1.8		PE: \$595,000 (PDC) ROW: \$3.57 million (PDC) CST: \$6.25 million (PDC)
SE 17th St from SE 44th Ave to SE 47th Ave	New 2-lane	0.3		PE: \$96,000 (PDC) ROW: \$573,000 (PDC) CST: \$1.00 million (PDC)
CR 484 from SW 20th Ave Rd to CR 475A	Add 2 lanes	0.6		PE: \$1.73 million (PDC) ROW: \$20.73 million (PDC) CST: \$18.14 million (PDC)
SW 20th St from I-75 to SR 200	Add 2 lanes	1.1		PE: \$371,000 (PDC) ROW: \$2.22 million (PDC) CST: \$3.89 million (PDC)
Lake Weir Ave from SE 31st St to SR 464	Add 2 lanes	1.1		PE: \$384,000 (PDC) ROW: \$2.31 million (PDC) CST: \$4.03 million (PDC)

Project Name	Improvement Type	Project Length (miles)	Funding Timeframe	Project Phase and Cost (YOE)
SE 92nd Pl Rd from US 441 to SR 35	Add 2 lanes	1.7		PE: \$575,000 (PDC) ROW: \$3.45 million (PDC) CST: \$6.03 million (PDC)
West Impact Fee District				
2021-2025				
NW 49th St Ext at I-75	New interchange	N/A	2021-2025 2021-2025	PE: \$4.58 million (OA; IFwest) CST: \$45.19 million (OA; IFwest)
NW 49th St Ext from NW 44th Ave to NW 35th Ave	New 4-lane	0.8	2021-2025 2021-2025 2021-2025	PE: \$544,000 (IFwest) ROW: \$3.26 million (IFwest) CST: \$5.71 million (IFwest)
2026-2030				
SW 44th Ave from SR 200 to SW 20th St	New 4-lane	1.8	2026-2030	CST: \$7.55 million (IFwest)
SW 44th Ave from SW 13th St to SR 40	New 4-lane	0.9	2026-2030	CST: \$7.30 million (IFwest)
SW 44th Ave from SR 40 to NW 10th St	New 4-lane	0.8	2026-2030 2026-2030 2026-2030	PE: \$599,000 (IFwest) ROW: \$3.60 million (IFwest) CST: \$6.29 million (IFwest)
2031-2040				
Marion Oaks Manor Ext from SW 18th Ave Rd to CR 475	New 2-lane	2.4	2026-2030 2026-2030 2031-2040	PE: \$1.33 million (IFwest) ROW: \$7.98 million (IFwest) CST: \$17.87 million (IFwest)
Marion Oaks Manor Ext at I-75	New overpass	N/A	2031-2040 2031-2040	CST: \$16.75 million (IFwest) CST: \$12.41 million (TMA)
SW 49th Ave from SW 95th St to Marion Oaks Tr	Add 2 lanes	3.4	2026-2030 2026-2030 2031-2040	PE: \$1.80 million (IFwest) ROW: \$10.78 million (IFwest) CST: \$24.12 million (IFwest)

Project Name	Improvement Type	Project Length (miles)	Funding Timeframe	Project Phase and Cost (YOE)
SW 49th Ave from Marion Oaks Tr to CR 484	New 4-lane	0.7	2026-2030 2026-2030 2031-2040	PE: \$527,000 (IFwest) ROW: \$3.16 million (IFwest) CST: \$7.08 million (IFwest)
SW 49th Ave from CR 484 to Marion Oaks Manor	New 4-lane	1.9	2026-2030 2026-2030 2031-2040	PE: \$1.53 million (IFwest) ROW: \$9.21 million (IFwest) CST: \$20.61 million (IFwest)
SW 95th St from SW 60th Ave to I-75	New 4-lane	1.0	2031-2040 2031-2040 2031-2040	PE: \$670,000 (IFwest; IFeast) ROW: \$4.02 million (IFwest; IFeast) CST: \$7.03 million (IFwest; IFeast)
SW 95th St from I-75 to CR 475A	Add 2 lanes	1.0	2031-2040 2031-2040 2031-2040	PE: \$815,000 (IFwest; IFeast) ROW: \$6.07 million (IFwest; IFeast) CST: \$10.63 million (IFwest; IFeast)
SW 95th St at I-75	New interchange	N/A	2031-2040 2031-2040	PE: \$8.86 million (IFwest; IFeast) CST: \$67.96 million (TMA; TRIP; IFwest; IFeast)
Unfunded				
NW 44th Ave from NW 60th St to SR 326	Add 2-lanes	1.1		PE: \$462,000 (PDC) ROW: \$2.78 million (PDC) CST: \$4.86 million (PDC)
NW 49th Ave from NW 80th Ave to NW 44th Ave	New 2-lane	2.5		PE: \$923,000 (PDC) ROW: \$5.54 million (PDC) CST: \$9.69 million (PDC)
NW 60th Ave from US 27 to NW 49th St	New 2-lane	1.1		PE: \$401,000 (PDC) ROW: \$2.40 million (PDC) CST: \$4.21 million (PDC)

Project Name	Improvement Type	Project Length (miles)	Funding Timeframe	Project Phase and Cost (YOE)
CR 484 from SW 49th Ave to SW 20th Ave Rd	Add 2 lanes	2.4		PE: \$915,000 (PDC) ROW: \$10.98 million (PDC) CST: \$9.61 million (PDC)
Dunnellon Bypass from CR 40 to US 41	New 2-lane	1.3		PE: \$478,000 (PDC) ROW: \$2.87 million (PDC) CST: \$5.02 million (PDC)

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

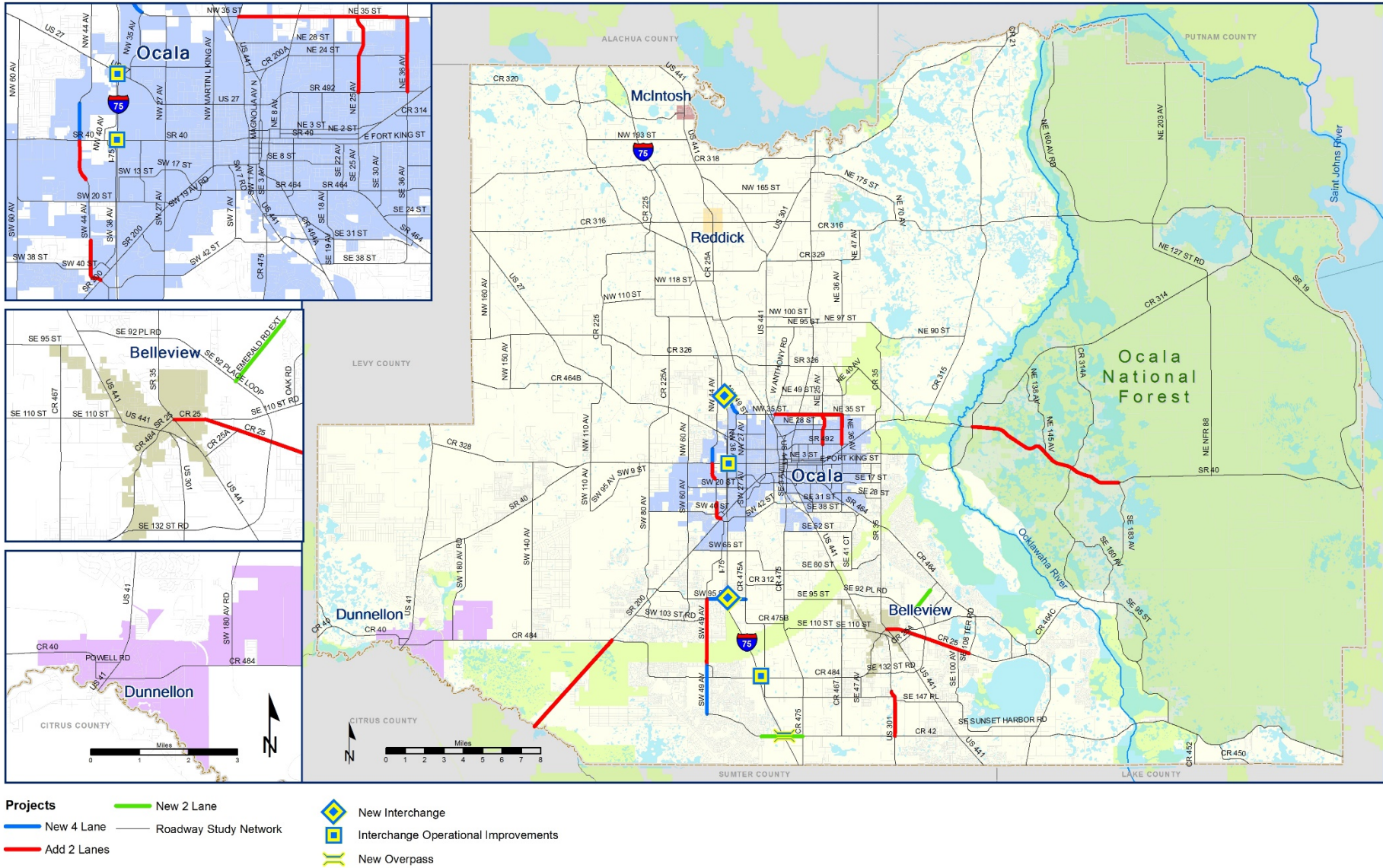
IFeast: County Impact Fees –East District

IFwest: County Impact Fees –West District

Major Roadway Capacity Projects

- > **NE 25th Avenue and NE 36th Avenue** – Widening of these two north/south roads between NE 14th Street and NE 35th Street from 2 to 4 lanes will provide additional north to south capacity. These projects also include grade separated crossings of the CSX line.
- > **SR 40** – As part of the Emerging SIS east of SR 326, the widening of SR 40 east of CR 314 will improve regional access from Central Florida to I-95 and Florida's East Coast.
- > **NW 49th Street** – This new east/west connection will extend from NW 35th Avenue across I-75 to NW 44th Avenue. Providing connectivity to the commercial and industrial land uses, this project along with the new interchange at I-75 will allow quicker and easier access for freight and businesses.
- > **NW/SW 44th Avenue** – Filling in the gaps of the 44th Avenue corridor between SR 200 to US 27 will provide a continuous parallel corridor to I-75.
- > **Marion Oaks Manor Ext** – Constructing a new East/West connection with an overpass over I-75 will provide additional travel options for the Marion Oaks Community and relieves congestion on CR 484.
- > **SR 200** – Widening the remainder of SR 200 south of CR 484 will provide for a better regional connection between Ocala and Inverness.
- > **US 301** – Widened to four lanes between CR 42 to SE 143rd Pl, this completes the final two lane gap between Wildwood and Belleview.

Map 5-1: 2021-2040 Cost Feasible Roadway Projects





Roadway Maintenance

In funding the projects for the LRTP, the decision was made to set-aside all local fuel tax revenues for maintenance activities. In addition to the \$254.2 million (YOE) revenues initially allocated to maintenance, the remaining \$117.7 million (YOE) of fuel taxes not obligated for retiring existing bonds has been designated for operations and maintenance of the local roadway system. This means a total of \$371.9 million dollars in local fuel tax revenues have been set aside for maintenance and operational needs.

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 5-4 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, an additional \$12.1 million (YOE) of federal TMA revenues have been set aside. This amount can be used for ITS implementation on future identified corridors or other CMP related projects. Other options for this funding include the recommendations listed from the Road Safety Audits described in the Needs Assessment. The total YOE estimate for funding the ITS and Corridor Management projects is included in the Funding Summary at the conclusion of this chapter. The map depicting these corridors is included Chapter 3 as Map 3-3.

Table 5-4: Cost Feasible ITS and Corridor Management Projects

Corridor Description	Number of Signalized Intersections	Cost (\$ millions PDC)
State Corridors		
SR 200 from CR 484 to I-75	9	\$1.575
SR 200 from I-75 to US 441	11	\$1.925
SR 326 from I-75 to US 441	3	\$0.525
SR 35 from SE 92nd Pl Rd to SR 464	3	\$0.525
SR 35 from SR 464 to SR 40	5	\$0.875
SR 40 from SW 60 th Avenue to SR 35	20	\$3.500
SR 464 from SR 200 to SR 35	19	\$3.325
US 27 from NW 27th Ave to US 441	2	\$0.350
US 27 from SW 27th Ave to SR 35	18	\$3.150
US 301 from SE 143rd Pl to US 441	2	\$0.350
US 301 from Sumter line to CR 42	1	\$0.175
US 441 from SE 132nd St Rd to US 301	3	\$0.525
US 441 from US 301 to CR 475	11	\$1.925
US 441 from CR 475 to SR 200	2	\$0.350
US 441 from SR 200 to CR 25A	9	\$1.575
US 41 from Citrus line to SW 111th Place Ln	3	\$0.525
US 41 from SW 111th Place Ln to SR 40	4	\$0.700
Local Corridors		
CR 464 from SR 35 to Midway Rd	4	\$0.700
CR 464 from Midway Rd to Oak Rd	6	\$1.050
NW/SW 27th Ave from SW 42nd St to SR 200	4	\$0.700
NW/SW 27th Ave from SR 200 to SR 40	3	\$0.525
NW/SW 27th Ave from US 27 to NW 35th St	2	\$0.350
SW 20th St from SW 60th Ave to I-75	4	\$0.700

Walk/Bike and Multiuse Trail Projects

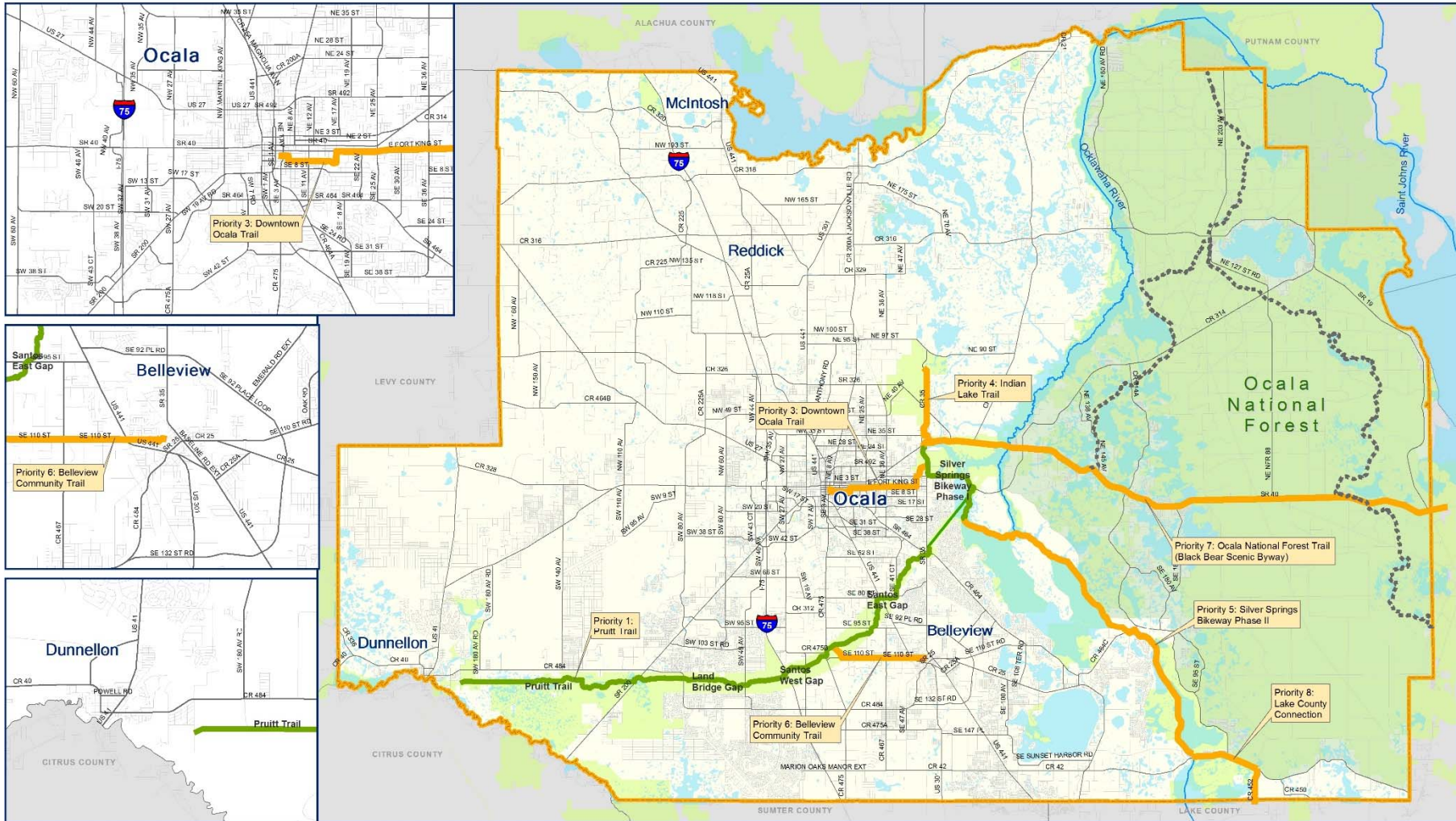
Funding for the multiuse trails identified in the Needs Assessment are based on an allocation of revenues for projects. Prioritization and implementation of these projects are based on the priorities established through the annual TIP update. The Trails listed in Table 5-5 represent those on which the 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, \$6.1 million (YOE) of the State OA revenue and \$42.4 million (YOE) of Federal TMA revenue have been set aside. Map 5-3 shows the Cost Feasible Multiuse Trail projects. Also identified on Map 5-3 is the existing network of trails in Marion County and the projects that are included in the TIP.

In addition to the multiuse trails listed in Table 5-5, the TPO recently adopted a comprehensive Bicycle and Pedestrian Plan. In support of that Plan, the LRTP allocates \$16.5 million (YOE) in federal Transportation Alternatives revenues for priority projects identified in the Bicycle and Pedestrian Plan. On-road bicycle and pedestrian improvements also will be completed in conjunction with the roadway capacity projects included in the Cost Feasible Plan.

Table 5-5: Cost Feasible Multiuse Trail Projects

Trail Segment	Length (miles)	Cost (\$ millions PDC)	Cost (\$ millions YOE)
Downtown Ocala Trail: Ocala City Hall to Silver Springs State Park	6.0	\$3.30	\$4.32
Indian Lake Trail: Silver Springs State Park to Indian Lake Trailhead	5.0	\$2.20	\$2.88
Silver Springs Bikeway - Phase II: Baseline Paved Trail - North Trailhead to CR 42	18.5	\$5.70	\$8.78
Bellevue Greenway Trail: Lake Lillian Park to Cross Florida Greenway	5.3	\$3.30	\$5.08
Ocala National Forest Trail: Silver Springs State Park to Wildcat Lake Boat Ramp	27.0	\$11.60	\$22.85
Lake County Connection: along SE HWY 42 and SE HWY 452	4.8	\$2.00	\$3.94
Total	66.6	\$28.10	\$47.85

Map 5-3: 2040 Cost Feasible Multiuse Trails



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 5-6. These routes are illustrated in Map 5-4. 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 \$2.41 million for ADA bus shelter accessibility improvements.

Table 5-6 Cost Feasible Transit Service Improvements

SunTran Route	Improvement Type	Project Cost (YOE)	Service Begins
Continue Existing Fixed-Route Service		\$15.85 million (CAP) \$74.95 million (OP)	Continuous
Continue Existing Paratransit Service		\$2.55 million (CAP) \$14.10 million (OP)	Continuous
#2 Blue Route – Southeast Ocala	45-min frequency	\$822,000 (CAP) \$2.05 million (OP)	2031–2040
#1 Green Route – Silver Springs	45-min frequency	\$709,000 (CAP) \$5.16 million (OP)	2031–2040
#4 Orange Route – Southwest Ocala	45-min frequency	\$822,000 (CAP) \$2.05 million (OP)	2031–2040
#3 Purple Route – Northwest Ocala	45-min frequency	\$822,000 (CAP) \$2.05 million (OP)	2031–2040
ADA bus shelter accessibility improvements		\$2.41 million (CAP)	Ongoing
Total Cost		\$23.98 million (CAP) \$100.36 million (OP)	

CAP – Capital Purchases including vehicle replacements; OP –Operating Costs

Funding Summary

Multimodal spending in the Cost Feasible Plan through 2040 is illustrated in Figure 5-2. The total cost of the Plan is \$1,108.9 million. Highway capacity and interchanges/overpasses account for approximately 78% of the total cost. Transit capital and operating, multiuse trails and sidewalks, and ITS/corridor management account for the remaining 22% of the total cost.

Figure 5-2: Cost Feasible Projects Funding (\$millions, YOE)

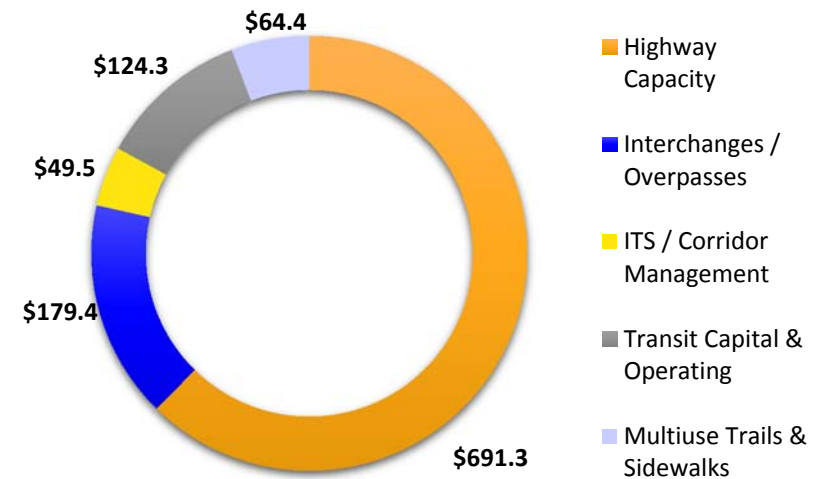
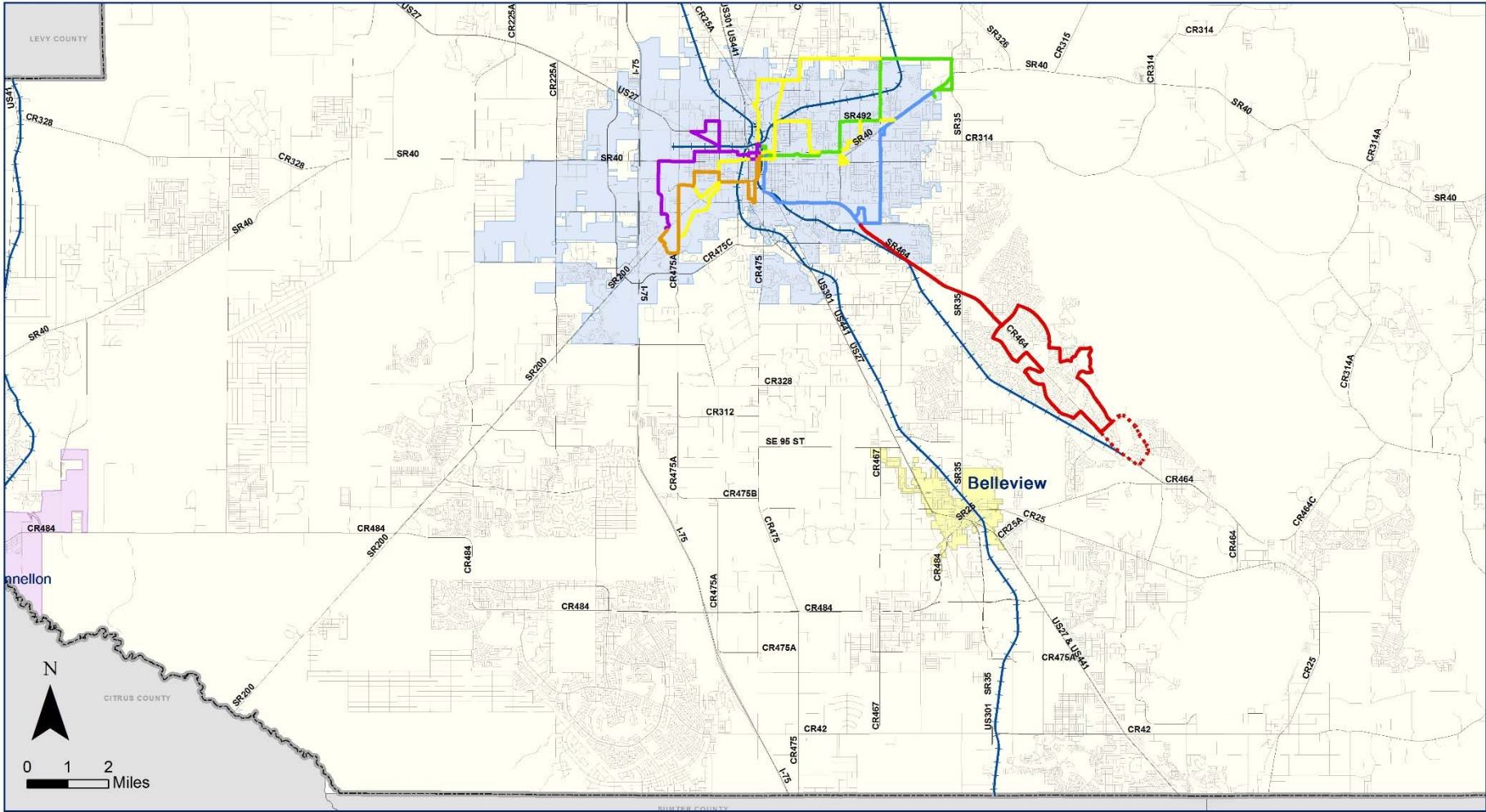


Table 5-7 shows how the revenues used to fund the LRTP were allocated to the multimodal transportation projects listed in the Cost Feasible Plan.

Map 5-4: 2040 Cost Feasible Transit System



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

Table 5-7: Cost Feasible Plan Revenue and Cost Summary

Revenue Source	2021-2025 (\$ millions YOY)	2026-2030 (\$ millions YOY)	2031-2040 (\$ millions YOY)	Total Revenues (\$ millions YOY)*
Federal Revenues (TMA)	\$26.011	\$37.508	\$96.075	\$159.594
Highway Capacity / Interchanges	\$0	\$0	\$49.603	\$49.603
ITS/CMP Projects	\$20.032	\$20.922	\$9.000	\$49.954
Walk/Bike Projects	\$6.812	\$10.010	\$25.610	\$42.432
Transit Capital and Operating	\$0	\$6.319	\$11.277	\$17.596
Balance	-\$0.833	\$0.257	\$0.585	\$0.009
State Revenues (SIS)	\$108.370	\$0.00	\$0.00	\$108.370
Highway Capacity	\$39.814	\$68.556	\$0.0	\$108.370
Balance	\$68.556	-\$68.556	\$0.0	\$0.0
State Revenues (OA)	\$66.600	\$62.900	\$137.700	\$267.200
Highway Capacity / Interchanges	\$69.455	\$65.802	\$125.529	\$260.787
Walk/Bike Projects	\$0.983	\$1.155	\$3.940	\$6.078
Balance	-\$3.838	-\$4.057	\$8.231	\$0.335
State Revenues (TRIP)	\$30.974	\$0.871	\$1.742	\$33.587
Highway Capacity	\$30.103	\$0	\$1.742	\$31.845
Balance	\$0.871	\$0.871	\$0	\$1.742
Local Revenues (TIF, FT)	\$181.943	\$219.627	\$452.552	\$854.122
Debt Service	\$21.265	\$17.004	\$0	\$38.269
Roadway Maintenance	\$92.273	\$89.691	\$189.823	\$371.787
Highway Capacity/Interchanges	\$74.335	\$109.371	\$236.339	\$420.045
Balance	\$5.930	\$3.561	\$26.390	\$24.021
Dedicated Revenue	\$26.282	\$28.951	\$69.061	\$123.294
Walk/Bike Projects (Federal TA)	\$4.116	\$4.116	\$8.232	\$16.464
Transit (Federal FTA 5307)	\$12.041	\$13.491	\$32.052	\$57.584
Transit (State Block Grant)	\$3.558	\$3.986	\$9.470	\$17.014
Transit (Local)	\$6.567	\$7.358	\$19.307	\$32.232

PLAN SUMMARY AND IMPLEMENTATION ACTIONS

06

The final chapter of the 2040 LRTP provides a discussion of the next steps that must be undertaken to ensure that the projects identified in the plan transition to implementation. Topics covered in this section include the following:

- > **LRTP Amendment process** – The LRTP may require amendment before the next five year update. The Amendment process covers both the administrative modification and amendment procedures.
- > **Emerging Focus Areas** – During the development of the LRTP several topics were discussed that need to be monitored and evaluated for future actions and implementation.
- > **Plan Performance** – The FAST Act continues the emphasis on LRTP performance and will require performance measures and targets that can be used to assess the benefits of completed projects.

LRTP Amendment Process

The TPO may find it necessary to revise the adopted 2040 LRTP. The Code of Federal Regulations defines two types of revisions. They include administrative modifications and amendments. Guidelines for these revisions are provided in the FDOT Metropolitan Planning Organization Program Management Handbook and are summarized as follows.

An **administrative modification** is a minor revision to the LRTP. It includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Changes to project/phase initiation years can be within the existing 5 year time band or an adjacent time band. An administrative modification does not require public review and comment or re-demonstrating fiscal constraint.

An **amendment** is a major revision to the LRTP and includes adding or deleting projects from the plan, major changes to project costs (changes by more than 50 percent of the current project costs), initiation dates, or design

concepts and scopes for existing projects. An amendment requires public review and comment in accordance with TPO's adopted Public Involvement Process and re-demonstrating fiscal constraint. Demonstrating fiscal constraint requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars and is based on reasonable financial principles and information. The most current available revenues forecasting document prepared by FDOT should be consulted.

The LRTP can be revised at any time. Florida Statute requires that the TPO Board adopt any amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present.

FDOT is in the process of updating the SIS Cost Feasible Plan. Once that Plan is updated, it will be necessary to amend the LRTP Cost Feasible Plan. The handling of any changes to the LRTP Cost Feasible Plan will be coordinated with FDOT District 5.

Emerging Focus Areas

During the development of the LRTP several existing and emerging focus areas were discussed that are worthy of mention and are summarized below.

- > The transition to Performance-Based Planning and Programming initiated in MAP-21 continues. The TPO continues to evaluate data needs, measures of evaluation and time related targets associated with this transition.
- > Federal rule making has been delayed multiple times, but eventually the TPO will need to implement performance based targets to measure the success and benefits of completed projects. This emphasis is continued in the new FAST Act. The basis for implementing performance based targets should be based on the

performance of the Cost Feasible Plan and monitored through the inclusion of projects in the TIP.

- > Guiding future updates to the LRTP will be the recently-signed FAST Act. A review of the initial summaries of this Act indicate the following:
 - continued emphasis and focus on highway safety
 - Strengthening the relationship between planning and NEPA
 - Federal grant opportunities for highway freight movement
 - Restoration of bus and bus facilities budgetary cuts from MAP-21, and the inclusion of discretionary grant programs.
- > Several TPOs/MPOs in Florida and nationwide, including the Ocala/Marion County TPO develop LRTPs that include the commitment of local government revenue sources to fund projects and to leverage additional federal and state funding. During the development of the LRTP, public surveys asked questions about the willingness of the public to invest in transportation infrastructure and multiple options had a support level of greater than 50 percent of responses. Because of the gap between existing funding and the funding needed for the Needs Assessment, the TPO developed projections of alternative revenue sources that could be used for multimodal capital projects, pavement maintenance and bus operating and maintenance costs. The TPO Board provides an ideal forum to discuss potential countywide funding initiatives for transportation capital and operating and maintenance costs.

- > With the growth that is expected to occur before the 2020 Census, the Ocala Urbanized Area will likely be joined with The Lady Lake - The Villages Urbanized Area and will exceed the 200,000 population threshold required for a TMA designation. It will be important for the TPO to monitor population increases and to coordinate with FDOT District 5 concerning the establishment of the TMA designation.
- > The need exists to continue to identify transportation connectivity gaps in access to essential services such as housing, employment, health care, schools/education and recreation.

The above existing and emerging issues should be monitored and evaluated for subsequent actions and implementation as appropriate.

Plan Performance

Table 6-1 presents performance results of the Needs Assessment and the Cost Feasible Plan for 2040. Where data were available, these measures were compared with a baseline measurement of current conditions. These measures were based on current available data. Where data were not available, N/A is indicated. The TPO will continue to monitor these measures and evaluate additional data collection efforts that are required to identify any of the data that are presently unavailable.

Table 6-1: 2040 LRTP Report Card

MEASURE	Existing	2040 Needs Assessment	2040 Cost Feasible Plan
MULTIMODAL TRANSPORTATION SYSTEM			
Overall cost (PDC)	N/A	\$1.54 billion	\$688 million
Delay	N/A	N/A	N/A
% of roadway miles congested	0.45%	8.78%	31.31%
% of emergency evacuation route miles congested	0.00%	10.88%	37.23%
# of projects providing access to designated employment centers	N/A	23*	11*
# of projects screened through ETDM with potential impacts	N/A	N/A	N/A
HIGHWAY			
Miles of roadway widened or added	N/A	154.69	69.41
% of road miles meeting LOS criteria with access to activity centers	100.0%	88.0%	63.1%
\$ allocated to roadway maintenance	N/A	\$254 million	\$322 million
Miles of roadways widened within 2 miles of an employment center	N/A	37.7%*	49.4%*
SAFETY/ITS			
\$ allocated for safety or CMP projects	N/A	\$26 million	\$33 million
% of crashes reduced in 5-year time period	N/A	N/A	N/A
# of intersections with ITS capabilities	N/A	148	148

*TAZs with more than 1000 employees in 2015 were used to determine an "employment center"

MEASURE	Existing	2040 Needs Assessment	2040 Cost Feasible Plan
FREIGHT			
Miles of truck routes improved	N/A	104.72	35.12
% of Congested truck route miles	N/A	N/A	N/A
Overall \$ spent on truck routes	N/A	\$903,800,000	\$225,900,000
TRANSIT			
Miles of transit routes with sidewalks	49.34	81.25	52.54
Annual transit ridership	436,000 (2014)	N/A	N/A
Jobs within ¼-mile of transit	45,306	75,448	61,846
Population within ¼-mile of transit	39,752	75,967	51,453
Transit route miles with 45-minute headway or less	0	5	4
WALK/BIKE			
Miles of multi-use trails	110.27	297.82	177.69
Miles of bike lanes (Total in EJ Areas % in EJ Areas)	295.4 149.2 51%	698.2 310.1 44%	363.7 187.9 52%
Miles of sidewalks (Total in EJ Areas % in EJ Areas)	292.9 209.0 71%	421.8 284.2 67%	361.2 247.7 69%
Jobs within ¼-mile of trails	1500	17,712	12,519
Population within ¼-mile of trails	7922	32,943	21,563
New miles of sidewalks within 2 miles of a school	N/A	111.7	43.1

COORDINATION/ENGAGEMENT	2040 Needs Assessment	2040 Cost Feasible Plan
Stakeholder Interviews, Advisory Committees and TPO Board Meetings	16 Stakeholder Interviews 2 CAC and TAC Meetings. 3 TPO Board Meetings	3 CAC and TAC Meetings- 3 TPO Board Meetings
Attendance at public meetings	300+	500+
Attendance at public meetings for traditionally underserved populations	111	N/A
% of projects in EJ areas	57.6%	52.9%



L RTP CHECKLIST

Appendix A

L RTP Checklist – November 2014
MPOs for Transportation Management Areas in Air Quality Attainment
Date Completed: February 22, 2016

About This Checklist

The checklist has been updated to reflect passage of MAP-21 in 2012 and incorporate expectations and guidelines from federal agencies and the MPOAC regarding 2040 LRTPs for MPOs in Florida. Its intended use is for documenting, in one place, where and how a 2040 LRTP does the following: (1) meets requirements in federal code and regulation and state statute, and (2) addresses expectations and guidelines from the federal agencies and the MPOAC.

- > The “A” items relate to MAP-21 metropolitan transportation planning requirements in 23 U.S.C. 134 and 49 U.S.C. 5303.
- > The “B” items relate to the regulations on metropolitan transportation plans and on interested parties, participation, and consultation codified in the C.F.R. following passage of SAFETEA-LU. The process for codifying regulations to administer MAP-21 is under way.
- > The “C” items are state statutory requirements for long-range transportation plans not otherwise addressed in federal code or regulation.
- > The “D” items relate to *Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* (November 2012). FHWA and FTA distributed this document to highlight notable areas for improvement and assist MPOs in meeting federal planning requirements. The unnumbered items allow for reporting on topics in the *Emerging Issues* and *Proactive Improvements* sections. The MPO has the option of deleting them since MPOs are not required to include consideration of these topics in their current planning processes and plans.
- > The “E” items are from the MPOAC-adopted *Financial Guidelines for MPO 2040 Long Range Plans* (January 2013). The MPO is encouraged to report on these items but has the option of deleting them since guidelines rather than requirements in code, regulation, or statute are involved.

To the extent there is overlap among items, references to responses to other items can be made instead of repeating information.

Regionally significant project, as defined in 23 CRF 450.104 and this checklist, means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

Requirements in United States Code (MAP-21)		Where and How Addressed
http://www.gpo.gov/fdsys/pkg/USCODE-2013-title23/pdf/USCODE-2013-title23-chap1-sec134.pdf http://www.gpo.gov/fdsys/pkg/USCODE-2013-title49/pdf/USCODE-2013-title49-subtitleIII-chap53-sec5303.pdf		
A-1	<p>Is the plan performance-driven and outcome-based, including to support national goals for the Federal-aid highway program (23 U.S.C. 150) and general purposes for public transportation systems (49 U.S.C. 5301)?</p> <p>23 U.S.C 134(c)(1)&(h)(2)(A), 49 U.S.C. 5303(c)(1) &(h)(2)(A)</p>	Yes. Table 2-9
A-2	<p>Does the plan provide for the development and integrated management and operation of a transportation system and facilities (including accessible pedestrian and bicycle facilities) that will function as an intermodal transportation system for the MPO's metropolitan planning area and as an integral part of an intermodal transportation system for the State and the nation?</p> <p>23 U.S.C 134(c)(2), 49 U.S.C. 5303(c)(2)</p>	Yes.
A-3	<p>Did the process for developing the plan consider all modes of transportation and is it a continuing, cooperative, and comprehensive process?</p> <p>23 U.S.C. 134(c)(3), 49 U.S.C. 5303(c)(3)</p>	Yes.
A-4	<p>Did the MPO coordinate its plan with the plans of other MPOs for the same metropolitan (urbanized) area, including any transportation improvements/projects located within the boundaries of more than one MPO metropolitan planning area?</p> <p>23 U.S.C. 134 (g)(1)&(2), 49 U.S.C. 5303(g)(1)&(2)</p>	The Urbanized Area is completely planned for by the Ocala/Marion TPO. Coordination through the Central Florida Regional Planning Model occurred with other Central Florida MPOs
A-5	<p>Were other related planning activities within the metropolitan area considered in developing the plan (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements)?</p> <p>23 U.S.C. 134(g)(3), 49 U.S.C., 5303(g)(3)</p>	Yes. Chapter 2 outlines the plans used in guiding the LRTP development. See also the Planning Assumptions Summary Report.

Requirements in United States Code (MAP-21)		Where and How Addressed
A-6	Were the eight planning factors considered as they relate to a 20-year forecast period? 23 U.S.C. 134(h)(1)&(i)(2)(A)(ii), 49 U.S.C. 5303(h)(1)&(i)(2)(A)(ii)	Yes. Table 2-9
A-7	Was the requirement to update the plan at least every five years met? 23 U.S.C. 134(i)(1)(B)(ii), 49 U.S.C. 5303(i)(1)(B)(ii)	Cost Feasible LRTP was adopted November 24, 2015
A-8	Does the plan identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, non-motorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions? 23 U.S.C. 134 (i)(2)(A)(i), 49 U.S.C. 5303(i)(2)(A)(i)	Yes. Objectives for Goal 2
A-9	Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry them out, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan? Was this discussion developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies? 23 U.S.C. 134(i)(2)(D), 49 U.S.C. 5303(i)(2)(D)	Yes. Tables 3-14 and Table 3-15. See the Environmental Mitigation Summary Report for additional information.
A-10	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented, indicates public and private resources reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs? Does the financial plan include any additional projects for illustrative purposes? Did the MPO, the transit operator(s), and the State cooperatively develop estimates of funds that will be available to support plan implementation? 23 U.S.C. 134 (i)(2)(E), 49 U.S.C. 5303(i)(2)(E)	Yes. Table 4-1; Table 5-7 Illustrative projects have been identified for the CMP/ITS and walk/bike programs Yes. The revenue estimates were developed cooperatively.

Requirements in United States Code (MAP-21)		Where and How Addressed
A-11	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? 23 U.S.C. 134 (i)(2)(F), 49 U.S.C. 5303(i)(2)(F)	Yes. Specifically identified are operational improvements at the I-75 interchanges.
A-12	Does the plan include capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? 23 U.S.C. 134 (i)(2)(G), 49 U.S.C. 5303(i)(2)(G)	Yes. Table 3-1 includes ITS/Corridor Management and Operation Improvements.
A-13	Does the plan include proposed transportation and transit enhancement activities? 23 U.S.C. 134 (i)(2)(H), 49 U.S.C. 5303(i)(2)(H)	Yes. Table 3-1 and Table 3-12
A-14	In developing the plan, did the MPO consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? 23 U.S.C. 134(i)(5), 49 U.S.C. 5303(i)(5)	Yes.

Requirements in United States Code (MAP-21)		Where and How Addressed
A-15	<p>Were citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian and bicycle facilities, representatives of the disabled, and other interested parties provided with a reasonable opportunity to comment on the plan?</p> <p>Was a participation plan developed in consultation with all interested parties? Did this plan provide that all interested parties have reasonable opportunities to comment on the contents of the plan?</p> <p>Did the MPO hold any public meetings at convenient and accessible locations and times, employ visualization techniques, and make public information available in electronically accessible formats and means?</p> <p>23 U.S.C. 134(i)(6), 49 U.S.C. 5303(i)(6)</p>	<p>Yes, a 45-day comment period was conducted prior to adoption. The adoption summary report was made available online. An eTownHall was conducted during the 45-day comment period.</p> <p>A Public Participation Plan was developed and made available on the LRTP project website (www.planocalamarion.com)</p> <p>Meetings were held at convenient and accessible locations. See the Public Participation Summary Report for meeting location details. Scheduled TPO Committee and Board meetings were noticed and agenda materials made available in advance of the meeting.</p>
A-16	<p>Was the approved plan published or otherwise made readily available for public review including, to the maximum extent practicable, in electronically accessible formats and means?</p> <p>23 U.S.C. 134 (i)(7), 49 U.S.C. 5303(i)(7)</p>	<p>Yes. Adoption Summary Report was made available on the LRTP project website (www.planocalamarion.com) prior to plan adoption. The full LRTP report and summary reports are also provided on the TPO and LRTP project websites.</p>

Requirements in Federal Regulations (SAFETEA-LU)		Where and How Addressed
http://www.eC.F.R..gov/cgi-bin/retrieveEC.F.R.?gp=&SID=5fc7946b772f5f6b1177c7eebb0fc39&r=PART&n=23y1.0.1.5.11		
B-1	Does the plan cover a 20-year horizon from the date of adoption? 23 C.F.R. 450.322(a)	Yes. The horizon year is 2040.
B-2	Does the plan include both long-range and short-range strategies/actions? 23 C.F.R. 450.322(b)	Yes. CMP/ITS and operational improvements as well as capacity expansion – Table 3-1
B-3	Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? 23 C.F.R. 450.322(e)	Yes. Table 2-1
B-4	Does the plan identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? 23 C.F.R. 450.322(f)(1)	Yes. Table 3-1
B-5	Are the results of the congestion management process considered in the plan and how? 23 C.F.R. 450.322(f)(4), see also 23 U.S.C. 134(k)(3)(A), 49 U.S.C. 5303(k)(3)(A)	Yes. Continued implementation of ITS/Corridor Management projects; development of road safety audit recommendations for future CMP/Safety projects.
B-6	Does the plan describe proposed improvements in sufficient detail to develop cost estimates? 23 C.F.R. 450.322(f)(6)	Yes Table 5-2 and Table 5-3
B-7	Does the plan identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g) and transportation and transit enhancement activities as appropriate? 23 C.F.R. 450.322(f)(8)&(9)	Yes. Table 5-5; Table 5-6; Map 5-3 and Map 5-4

Requirements in Federal Regulations (SAFETEA-LU)		Where and How Addressed
B-8	Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? 23 C.F.R. 450.322(f)(10)(i)	Yes. Appendix C; Page 5-13; Table 5-7
B-9	Are the plan's revenues and project costs reflected in year of expenditure dollars? 23 C.F.R. 450.322(f)(10)(iv)	Yes. Table 4-1 and Table 5-2 through Table 5-7
B-10	Was the plan developed in consultation, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? Did the consultation involve, as appropriate, a comparison of transportation plans with State conservation plans or maps, or a comparison of transportation plans to inventories of natural or historic resources? 23 C.F.R. 450.322(g)	Yes. Documentation of coordination can be found in Chapter 3. Yes. Maps 3-6; 3-7; 3-8.
B-11	Does the plan include a safety element consistent with the State's Strategic Highway Safety Plan, and (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security? 23 C.F.R. 450.322(h)	Yes. The Safety Summary Report includes the findings of the analysis of the SHSP emphasis area. Additional safety related recommendations in the LRTP were the result of 9 road safety audits.
B-12	Did the MPO use its participation plan developed under 23 C.F.R. 450.316(a) to provide a reasonable opportunity for interested parties to comment on the plan? 23 C.F.R. 450.322(i)	Yes. A 45-day comment period was held from October 1 through November 24. An eTown Hall was conducted on October 28 th .
B-13	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? 23 C.F.R. 450.316(a)(1)(vii)	Yes. Significant outreach to EJ areas was conducted during the LRTP development. See Map 2-1.X

Requirements in Federal Regulations (SAFETEA-LU)		Where and How Addressed
B-14	<p>Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan?</p> <p>23 C.F.R. 450.316(a)(1)(vi)&(2)</p>	Comments received have been included in the Public Participation Summary Report
B-15	<p>Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts?</p> <p>23 C.F.R 450.316(a)(1)(viii)</p>	The plan was not changed from what was made available during the public comment period.

State Statutory Requirements Not Otherwise Addressed in Federal Code or Regulation		Where and How Addressed
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0339/Sections/0339.175.html		
C-1	Are the prevailing principles in ss. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan? Subsection 339.175(1), (5)&(7), F.S.	Yes. Goal 2 and Goal 6.
C-2	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities? Subsection 339.175(1)&(7)(a), F.S.	Yes. Specifically addressed are the funding of rail overpasses of NE 25 th and NE 36 th Avenue and operational improvements at the I-75 interchanges. TMA revenues are also anticipate to being in 2022 as a result of the 2020 Census Urbanized Area designation.
C-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO’s metropolitan planning area? Subsection 339.175(5)&(7), F.S.	Yes. Development of the LRTP Goals listed in Chapter 2 were developed in cooperation with local comprehensive plans.
C-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? Subsection 339.175(1) & (7) F.S.	Yes. Goal 4 addresses coordination with land use plans and Goal 5 addresses environmental protection.
C-5	Were the goals and objectives identified in the Florida Transportation Plan considered? Subsection 339.175(7)(a), F.S.	Yes. Table 2-8

State Statutory Requirements Not Otherwise Addressed in Federal Code or Regulation		Where and How Addressed
C-6	<p>Does the plan assess capital investment and other measures necessary to</p> <p>(1) ensure the preservation of the existing metropolitan transportation system including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and</p> <p>(2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?</p> <p>Subsection 339.175(7)(c), F.S.</p>	<p>Yes, Goal 6.</p> <p>ITS/Operational improvements listed in Table 3-1</p>
C-7	<p>Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?</p> <p>Subsection 339.175(13) F.S.</p>	<p>Yes. The TPO Board adopted the LRTP 11/24/15 on a recorded roll call vote.</p>

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
http://www.dot.state.fl.us/planning/policy/metrosupport/lrtp/LRTPExpectations2012.pdf		
D-1	<p>Were the requirements for inclusion of projects in the MPO's transportation improvement program (TIP) considered when developing the LRTP?</p>	<p>Yes. Table 5-1 includes the project funding in the FY 15/16 – FY 19/20 TIP.</p>

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
D-2	<p>Projects in the LRTP: Does the plan include:</p> <ul style="list-style-type: none"> • Projected transportation demand in the planning area, • Existing (E+C) and proposed transportation facilities that function as an integrated system, • Operational and management strategies, • Consideration of results of the Congestion Management Plan, • Strategies to preserve existing and projected future transportation infrastructure, • Pedestrian and bicycle facilities, and • Transportation and transit enhancement activities? <p>Are projects that meet the definition of regionally significant in 23 CRF 450.104 included in the Cost Feasible LRTP?</p>	<p>Table 3-1 Map 3-1 Table 3-1 Map 3-3 Map 3-5; Table 3-12 Map 3-4; Table 3-11</p> <p>Yes.</p>
D-3	<p>Grouped Projects in the LRTP: If non-regionally significant projects have been grouped in the LRTP, are the groups specific enough to determine consistency between the LRTP and the TIP? Are the grouped projects similar in function, work type, and/or geographic area?</p>	<p>Yes. Grouped projects have been used for ITS, multiuse trails, and projects listed in the Bicycle and Pedestrian Master Plan.</p>
D-4	<p>Fiscal Constraint/Operations and Maintenance: Does the LRTP provide system level cost estimates for O&M activities using each of the five-year cost bands or as a total estimate for the entire timeframe of the LRTP? Are O&M cost estimates included for state- and locally-maintained facilities covered in the LRTP? Is the general source of funding for O&M activities identified? Is there a clear separation of costs for O&M activities and for capital investment projects?</p>	<p>State guidance on O&M is included as Appendix C. Local revenues have been documented in the Financial Resource Summary Report.</p>

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
D-5	Fiscal Constraint/Total Project Costs: For each capacity expansion and regionally significant project, are all phases described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented? For any projects that will go beyond the horizon year, does the LRTP explain what and when phases/work will be performed beyond the horizon year with costs estimated using year of expenditure methodologies?	Table 5-2 and 5-3 includes the funding, YOE cost and phasing for all cost feasible projects. Projects not cost feasible have cost estimates included in PDC format. YOE estimates are not possible as the year of implementation is unknown.
D-6	Fiscal Constraint/Cost Feasible Plan: Has an estimate of the cost and source of funding for each phase been provided for projects included in the CFP? (Phases are PD&E and Design or Preliminary Engineering, ROW, and Construction.) If boxed funds are utilized, are individual projects that will utilize them listed or described in bulk in the LRTP?	Yes. Table 5-2 and Table 5-3. ITS/CMP candidate projects have been included as Table 5-4 Candidate multiuse trail projects are listed in Table 5-5 Reference to the Bicycle and Pedestrian Master Plan has been included for future TA funding.
D-7	Fiscal Constraint/New Revenue Sources: If any new revenue source is assumed as part of the CFP, is it clearly explained? Also, is the following covered: why the new revenue source is considered to be reasonably available, when it will be available, what actions would need to be taken for it to be available, and what would happen if it does not become available?	Additional revenues (\$30.1 million YOE) available through the Florida Rail Enterprise were included for the construction of the rail overpass on NE 25 th Avenue. Table 4-1.
D-8	Fiscal Constraint/Federal Revenue Sources: Are projects within the first 10 years planned to be implemented with federal funds notated or flagged? Beyond the first 10 years, is project funding clearly labeled as a combined Federal/State source in the CFP?	Revenue sources for all projects have been defined in Table 5-2 and Table 5-3

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
D-9	Full Time Span of the LRTP: As a planning document, does the LRTP show all the projects and project funding for the entire period covered by the LRTP (base year to horizon year)?	Yes. Table 5-1, Table 5-2 and Table 5-3
D-10	<p>Environmental Mitigation: For highway projects, does the LRTP include a discussion of types of potential environmental mitigation activities and opportunities at a system-wide level developed in consultation with Federal, State and tribal wildlife, land management, and regulatory agencies (beyond project-specific ETDM screenings)? Does the MPO maintain documentation of the consultation with the relevant agencies?</p> <p>Was there a need to state transit environmental benefits, such as reduction in single occupant vehicle trips and vehicle miles traveled, reduction in greenhouse gases, pedestrian and bicycle linkages and transit oriented/compact development, within the broad parameters in the LRTP?</p> <p>Are phases for transit capital projects listed in the LRTP?</p>	<p>Yes. Tables 3-13; 3-14; 3-15</p> <p>No.</p> <p>Transit capital projects only include reduced headways. Timeframes have been identified in Table 5-6 for these improvements</p>
D-11	LRTP Documentation/Final Board Approval: Was a substantial amount of the LRTP analysis and documentation completed at the time of MPO board adoption? Will all final documentation/documents be posted online and available through the MPO office no later than 90 days after plan adoption?	Yes. The LRTP Adoption Summary Report was prepared in advance of the public comment period. All documentation was made available prior to the 90-day limit.
D-12	Documented LRTP Modification Procedures: Does the MPO have procedures that document how modifications to the adopted LRTP are to be addressed? These procedures can be included as part of the LRTP, the public participation plan, or provided elsewhere as appropriate.	Yes. Chapter 6 includes provisions for future amendments or modifications to the LRTP.
Transit Projects and Studies		

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
D-13	<p>Major Transit Capital Projects</p> <p>In order to plan for a transit “New Start” in the LRTP, the MPO must assume it will be successful in competing for discretionary FTA New Starts program dollars. Grantees may be proposing use of a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan or other loan to help bridge the gap in capital financing for a New Start.</p> <p>With regard to planning of a major capital facility other than a New Start, the MPO must assume that FTA program funds such as “State of Good Repair” and “Bus and Bus Facilities” will be awarded to the transit system based on formula.</p>	No New Start projects have been included in the LRTP.
D-14	<p>Transit Facility</p> <p>Transit facilities eligible for FTA 5307, 5309, 5337, and 5339 funds or FLEX funds from FHWA should be contained within the TIP and the STIP and be consistent with the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific facilities and their general location if known. Inclusion might also mention feasibility studies, preliminary engineering, appraisals, final design, property acquisition and relocation and NEPA documents, and perhaps the intent to seek local, state, or federal funding for same. The award of such funds may require an LRTP amendment to show such funds in the constrained LRTP.</p>	Service expansions included in the Cost Feasible Plan have been limited to existing routes. New routes are proposed as part of the Needs Assessment.
D-15	<p>Transit Service Including Fixed Route Bus, Deviated Route, Para-transit, Enhanced or Express Bus</p> <p>Specific new transit service proposed by a transit grantee for a new area or corridor should, at a minimum, be consistent with the LRTP. For example, that might mean a general statement, paragraph, line item or section on the specific service improvements to be undertaken (and the general location if known). Inclusion might also mention feasibility studies, operational plans, strategic plans, and perhaps the intent to seek local, state, or federal funding for same. The award of such funds may require an LRTP amendment to show such funds.</p>	Service expansions included in the Cost Feasible Plan have been limited to existing routes. New routes are proposed as part of the Needs Assessment.

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
D-16	<p>Transit Service Including BRT, LRT, HRT, CRT, Streetcar Through New Starts/Small Starts Program</p> <p>Specific new fixed guideway transit service proposed by a transit grantee to serve a new area or corridor as part of the FTA New Starts/Small Starts or Core Capacity Program should, at a minimum, be consistent with the LRTP. As such service may be a large capital expenditure, the project, termini, and cost would need to be specified in the constrained LRTP. Inclusion might also mention feasibility studies, NEPA studies, preliminary engineering and final design, right of way acquisition, operational plans, modeling improvements, strategic plans, and perhaps the intent to seek local, state, or federal funding for same. The award of such funds would require an LRTP amendment to show such funds in the constrained LRTP.</p>	<p>No fixed guideway or New/Small Start projects have been introduced in the LRTP.</p>
Emerging Issues – Not Current Required/New Requirements May Have Short Timeframe for Compliance		
<p>Safety and Transit Asset Management: MAP-21 includes significant additions to safety planning and transit asset management on the part of transit grantees and the States.</p>		<p>A system-wide evaluation was conducted for the SHSP Emphasis Areas.</p> <p>The Road Safety Audit process was conducted at 9 intersections as part of the LRTP to identify potential future safety/CMP projects.</p>

FHWA/FTA 2040 LRTP Expectations (November 2012)	Where and How Addressed
<p>Performance Measurement: MPOs are encouraged to consider ways to incorporate performance measures/metrics for system-wide operation as well as more localized measures/metrics in their LRTPs. Measures to assess the plan's effectiveness in increasing transportation system performance will be needed. State and MPO target setting will follow establishment of performance measures under MAP-21 by USDOT.</p> <p><i>Related but not yet codified provisions in MAP-21:</i></p> <p>Each MPO shall establish performance targets that address the performance measures described in 23 U.S.C. 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the MPO. [23 U.S.C. 134(h)(2)(B)(i)(I), 49 U.S.C. 5303(h)(2)(B)(i)(I)]</p> <p>Selection of performance targets by an MPO shall be coordinated with the State to ensure consistency, to the maximum extent practicable. [23 U.S.C. 134(h)(2)(B)(i)(II), 49 U.S.C. 5303(h)(2)(B)(i)(II)]</p> <p>Selection of performance targets by an MPO shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with 49 U.S.C. 5326(c) and 5329(d). [23 U.S.C. 134(h)(2)(B)(ii), 49 U.S.C. 5303(h)(2)(B)(ii)]</p> <p>Each MPO shall establish performance targets under 23 U.S.C. 134(h)(2)(B) and 49 U.S.C. 5303(h)(2)(B) not later than 180 days after the date on which the State or provider of public transportation establishes performance targets. [23 U.S.C. 134(h)(2)(C), 49 U.S.C. 5303(h)(2)(C)]</p> <p>An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as plans developed by providers of public transportation, required as part of a performance-based program. [23 U.S.C. 134(h)(2)(D), 49 U.S.C. 5303(h)(2)(D)]</p> <p>In the transportation plan for the MPO's metropolitan planning area, describe the performance measures and performance targets used in assessing the performance of the transportation system and include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets. [23 U.S.C. 134 (i)(2)(B)&(C), 49 U.S.C. 5303(i)(2)(B)&(C)]</p>	<p>Performance Measures were included to measure the LRTP Goals listed in Table 6-1</p> <p>Targets for the Performance Measures were not identified.</p> <p>A Comparison of the LRTP Goals to the FTP goals is shown in Table 2-8</p>

FHWA/FTA 2040 LRTP Expectations (November 2012)	Where and How Addressed
Freight: Careful consideration should be given on how to address the eight planning factors (see A-6). Special emphasis should be given to the freight factor as it is anticipated to play a more prominent role in future planning requirements.	Performance Measures were included to evaluate freight routes in Chapter 6 (Table 6- 1)
Sustainable Transportation and Context Sensitive Solutions: MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors and promote livability.	The 2040 LRTP identifies constrained roadways (Table 3-1) and includes corridor management treatments.
Proactive Improvements – Not Currently Required/Positive Strides in Long Range Planning	
Linking Planning and NEPA: MPOs should strongly consider including purpose and need statements for regionally significant projects in their LRTP cost feasible plans.	The 2040 LRTP did not include purpose and needs statement.
Climate Change: MPOs may wish to consider climate change and strategies which minimize impacts to the transportation system. State legislation encourages MPOs to consider strategies that integrate transportation and land use planning in their LRTPs to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional, and local planning.	The 2040 LRTP did not consider climate change strategies.
<p>Scenario Planning: If an MPO elects to do scenario planning as part of development of its LRTP, it is encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, revenue constrained scenarios, and estimated costs and potential revenue available to support each scenario.</p> <p><i>Related but not yet codified provisions in MAP-21:</i></p> <p>An MPO may voluntarily elect to develop and evaluate multiple scenarios for consideration as part of development of its transportation plan. [23 U.S.C. 134(i)(4), 49 U.S.C. 5303(i)(4)]</p> <p>For an MPO that voluntarily elects to develop multiple scenarios, its system performance report and subsequent updates are to include an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. [23 U.S.C. 134(i)(2)(C)(ii), 49 U.S.C. 5303(i)(2)(C)(ii)]</p>	The 2040 LRTP did not consider scenario planning.

MPOAC Financial Guidelines for MPO 2040 LRTPs (January 2013)		Where and How Addressed
http://www.mpoac.org/documents/AdoptedGuidelines.pdf		
Guidelines for Defining and Reporting Needs		
E-1	Does the plan include a cost estimate of needs in base year dollars and report estimated needs by mode? Does the needs estimate include all costs associated with all modes?	Yes, Table 3-1, Table 3-11, Table 3-12 Transit Operating costs are expressed as annual costs. Walk/Bike improvements are referenced to the TPO's Bicycle and Pedestrian Master Plan.
E-2	Does the plan include only transportation projects that are necessary to meet identified future transportation demand or advance the goals, objectives, and policies of the MPO, the region, and the State?	Yes
E-3	Does the plan exclude projects that are extremely unlikely to be implemented and unnecessarily inflate the estimated transportation needs in the metropolitan area?	Yes. The Needs Assessment projects were limited to realistic projects. One specific example is the identification of passenger rail as a potential opportunity rather than a costed need.
E-4	Does the plan include an estimate of unfunded project costs in base year dollars?	Yes. Chapter 5 includes the funded and unfunded projects in Table 5-2 and Table 5-3
Guidelines for Financial Reporting for Cost Feasible Long Range Transportation Plans		
E-5	Is reasonably available revenue reported in year of expenditure (YOE) dollars?	Yes. Table 4-1 and Figure 4-2
E-6	Is an estimate of the cost of all projects and all phases, regardless of mode, included in the cost feasible plan?	Yes. Table 5-2 and Table 5-3 includes a list of project costs by phase.

MPOAC Financial Guidelines for MPO 2040 LRTPs (January 2013)		Where and How Addressed
E-7	Are the costs of operating and maintaining the existing and future transportation system clearly stated in the cost feasible plan?	Revenues identified for maintenance of the transportation system are documented in Chapter 4 (Figure 4-2) and Chapter 5 (Table 5-7).
E-8	Did the MPO include full financial information for all years covered by the LRTP, including information from its transportation improvement program?	Yes. Chapter 6 includes all years from 2016-2040.
Guidelines for Revenue Estimates and Developing Project Costs		
E-9	Did the MPO use State FY 2013/2014 as the base year and State FY 2039/2040 as the horizon year for its plan (for financial reporting purposes)?	FY 14/15 was used as the base year for the LRTP.
E-10	Has the MPO presented revenue estimates and project costs using five-year periods to the year 2030 and a 10-year period for the remaining years of the plan (2031-2040)?	Yes. Chapter 4 documents the revenues estimates. (Table 4-1)
E-11	Has the MPO included FDOT's revenue estimates for operating and maintaining the State Highway System at the district level in its plan documentation?	Yes. The revenue guidance provide by FDOT has been included as Appendix C.
E-12	Does the plan adjust project cost estimates expressed in Present Day Cost dollars to YOE using FDOT inflation factors? If alternative inflation factors were used, has an explanation of assumptions used to develop them been provided?	Yes. FDOT inflation factors have been used and are included in the Financial Resources Summary Report.
E-13	Does the plan incorporate 2040 SIS Cost Feasible Plan projects as provided by FDOT?	Yes. The SIS Cost Feasible Plan includes the widening of SR 40 east to CR 314. This project has been advanced to the TIP and is shown in Table 5-1. Future SIS revenues were contemplated for the continued widening of SR 40 east of CR 314 (Table 5-2)

BRT – Bus Rapid Transit

CFP – Cost Feasible Plan

C.F.R. – Code of Federal Regulations

CRT – Commuter Rail Transit

FHWA – Federal Highway Administration

F.S. – Florida Statutes

FTA – Federal Transit Administration

HRT – Heavy Rail Transit

LRT – Light Rail Transit

LRTP – Long Range Transportation Plan

MAP-21 – Moving Ahead for Progress in the 21st Century

MPOAC – Metropolitan Planning Organization Advisory Council

O&M – Operations and Maintenance

TIP – Transportation Improvement Program

TRIP – Transportation Regional Incentive Program

SIS – Strategic Intermodal System

STIP – State Transportation Improvement Program

U.S.C. – United States Code

SAFETEA-LU is the Safe, Affordable, Flexible, Efficient Transportation Equity Act – A Legacy for Users.

GLOSSARY OF TERMS AND ACRONYMS

Appendix B

A

Advanced Traffic Management Systems (ATMS) – A system that employs a variety of detectors, cameras, and communication systems to monitor traffic, optimize signal timings on major arterials, and control the flow of traffic.

Americans With Disabilities Act (ADA) – Federal legislation that directs that the needs of older adults and persons with disabilities be integrated into all projects involving public access and transportation enhancement projects, particularly those involving pedestrian access.

B

Bicycle/Pedestrian Advisory Committee (BPAC) – A TPO advisory committee to the TPO Board composed of appointed community members that provide input on TPO studies, projects and reports and community issues and concerns with emphasis on bicycle and pedestrian plans and programs.

Bureau Of Economic And Business Research (BEBR) – An entity at the University of Florida responsible for the publication of population projections used in the development of socio-economic data for long range transportation planning.

C

Citizen's Advisory Committee (CAC) – A TPO advisory committee to the TPO Board composed of appointed community members that provide input on TPO studies, projects and reports and community issues and concerns.

Congestion Management Process (CMP) – A systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

Constrained Roadway – A road that cannot be widened by two or more through-lanes because of physical (prohibitively-expensive right-of-way immediately adjacent to a highway) or environmental or policy constraints (ecological, historical, archaeological, aesthetic, or social impacts that prevent the highway's expansion).

E

E+C network – A network that contains the road, transit and/or bicycle & sidewalk network for the existing, on the ground facilities plus the facilities that are planned to be completed in the next 5 years.

Efficient Transportation Decision Making (ETDM) – An FDOT initiative intended to improve and streamline the environmental review and permitting process by involving resource protection agencies and concerned communities from the first step of planning. Agency interaction continues throughout the life of the project, leading to better quality decisions and an improved linkage of transportation decisions with social, land use and ecosystem preservation decisions.

Environmental Justice – A process requiring the inclusion of minority and low-income populations in the transportation planning process and prohibiting discrimination based on race, color, and national origin. Designed to ensure participation by minority and low-income populations in the decision-making process, prevent the denial or receipt of benefits to minority and low-income populations, and minimize or mitigate disproportionately high or adverse impacts on minority and low-income populations.

F

Federal Highway Administration (FHWA) – Federal agency in charge of managing the Federal Highway System and the Federal Plan.

Federal Transit Administration (FTA) – Federal agency that administers federal transit planning and implementation funds.

Fixing America's Surface Transportation (Fast) Act Of 2015 – an act signed into law by President Obama on December 4, 2015, designed to continue MAP-21 policies with a continued emphasis on highway safety, strengthening the relationship between planning and NEPA, federal grants for Highway freight movement, restoration of bus and bus facilities cut from MAP-21, and the inclusion of discretionary grant programs.

Florida Department Of Transportation (FDOT) – State agency responsible for the Florida transportation system.

Florida Transportation Plan (FTP) – FDOT's component of the State Comprehensive Plan; includes FDOT goals, objectives, and policies for developing Florida's Transportation System.

G

Geographical Information System (GIS) – A system of hardware, software data, people, organizations, and institutional arrangements for collecting, storing, analyzing, and disseminating information about areas of the earth.

Goals, Objectives, And Measure of Effectiveness (MOE) – Goals are generalized statements that articulate a community's needs that can be addressed through the allocation of resources. Objectives are specific actions developed to obtain the stated goals. MOE's are tools to determine the extent to which the objectives have been accomplished can be measured.

I

Intelligent Transportation Systems (ITS) – Encompass a broad range of communications-based information, control, and electronics technologies. When integrated into the transportation system infrastructure and vehicles, help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and respond to incidents, adverse weather, or other road capacity constricting events.

L

Local Government Comprehensive Plan (LGCP) – Any county or municipal plan that meets the requirements of subsections 163.3177 and 163.3178 of the Florida Statutes.

Long Range Transportation Plan (LRTP) – A plan with a minimum 20-year horizon that forecasts future transportation needs and estimates potential transportation revenues. Developed as a broad guideline for local transportation decision-making using a combination of complex statistical analysis and sound judgment. Updated periodically (approximately every 3–5 years) to reflect urban growth and development and ensure proper representation of community transportation needs. Input from local government staffs and citizens is critical in the development of this plan.

M

MAP-21 (Moving Ahead for Progress In The 21st Century) – Federal transportation legislation enacted in 2012 as the reauthorization of SAFETEA-LU and continues to allocate federal funds for surface transportation.

Measures of Effectiveness – Parameters describing the quality of a highway's service to drivers (or passengers), including average travel speed, density, delay, and others.

Metropolitan Planning Organization (MPO) – A federally-mandated decision-making body for an urbanized area over 50,000 in population to serve as the transportation planning agency for the area.

Metropolitan Planning Organization Advisory Council (MPOAC) – A council composed of representatives of Florida's MPOs; makes recommendations on the Florida Transportation Plan.

Multimodal – Any planning process, capital improvement, or transportation system which takes into account all available modes of travel including vehicle, mass transit, rail, aviation, bicycle, and pedestrian activity.

Multiuse Trail – Facility separated from motor vehicle traffic by an open space or barrier, either within the road right-of-way or within an independent right-of-way. Paths are designed for a variety of users (bicyclists, pedestrians, rollerbladers). Width varies from 10–15 ft depending on projected use of path with common standard of 12 ft and minimum width of 8 ft when used primarily for one direction of traffic.

P

PEA (Planning Emphasis Areas) – FHWA guidance to MPOs/TPOs for implementing the requirements of MAP-21 identified three PEAs: transition to performance based planning and programming, promotion of regional cooperation, and ladders of opportunity.

Performance Standard – The level of service adopted as the poorest level acceptable for the 100th highest hour of traffic during the year, estimated by multiplying the AADT (and a factor called K100; K100 developed by reviewing one full year of daily counts and determining the relationship of the 100th highest daily count for the year to the average for the year. All analyses undertaken for this LRTP are tied to the 100th highest hour operating conditions as estimated by the AADT times K100.

Public Involvement Process (PIP) – The procedures and processes used to actively solicit public comments and concerns during transportation plan development.

S

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) – Federal transportation legislation enacted in 2005 that allocated funds for surface transportation.

Scenario Planning – a strategic planning method that organizations use to make flexible long term plans.

SEDATA – Socio-Economic data. A key input into the transportation model to estimate future population and employment growth. Usually presented in TAZs (traffic analysis zones) and based in Census data.

Segment – A length of roadway being evaluated, usually the distance from one signalized intersection to the next on an arterial; a series of arterial segments make up an analysis section.

Sidewalk – A portion of a highway designed for preferential use by pedestrians. Sidewalk widths range from 3–8 ft, with standards at least 4–5 ft and a buffer of 2–3 ft from the edge of the road or a minimum of 6 ft when there is no buffer.

State Highway System (SHS) – All roads and highways that FDOT operates and maintains; includes the Florida Intrastate Highway System and all other State-maintained roads.

Strategic Intermodal System (SIS) – Composed of transportation facilities and services of statewide and interregional significance, including facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida.

Surface Transportation Program (STP) – A new federal block grant program that may be used by state and local governments for any roads (including the National Highway System) that are not functionally classified as local or rural minor collectors.

T

TEA 21 (Transportation Equity Act For The 21st Century) – The reauthorization of ISTEA that provides updated metropolitan transportation requirements. See Intermodal Surface Transportation Efficiency Act.

Technical Advisory Committee (TAC) – Reviews and makes recommendations concerning transportation studies, TIP, UPWP, and Transportation Plan. Members are appointed by the MPO board and consist of planners, engineers, and individuals representing other relevant disciplines.

Traffic Analysis Zone (TAZ) – Established to report pertinent information regarding socio-economic data for an area; i.e., land use, which will affect the travel demand by that particular area.

Transit (As Distinct From "Transportation") – Transportation includes all modes of travel: vehicular, bus, train, walk, bike, etc. Transit refers to bus or train type of transportation.

Transit Development Plan (TDP) – An intermediate-range transit plan (usually five years) that examines service, markets, and funding to make specific recommendations for transit improvements.

Transportation Improvement Program (TIP) – A five-year program of transportation improvements adopted annually by the TPO that incorporates state and federal work programs along with the capital improvement programs/elements of local governments within the TPO's jurisdiction.

Transportation Management Area (TMA) – Area designated by the USDOT Secretary of Transportation that has an urbanized area population of over 200,000 or upon special request of the Governor and the MPO designated for the area.

Transportation Planning Organization – the term Metropolitan Planning Organization (MPO) was the founding name given by Federal Transportation Act in 1962. In recent years some MPOs have changed their names to a Transportation Planning Organization (TPO) to more accurately reflect the scope of their work.

U

Unified Planning Work Program (UPWP) – A short-term planning tool used to define specific annual goals and projects of MPO planning staff;

most UPWP planning activities are required by federal and State laws to support the metropolitan transportation planning process. UPWP provides an annual budget for the planning activities contained in it. MPO's annual planning activities are funded with FHWA Section 112 planning funds, FTA Section 8 transit planning funds, and State of Florida Commission for the Transportation Disadvantaged (CTD) transportation disadvantaged planning funds. Also includes local in-kind matching and state "soft-match" funds.

Urbanized Area – Based on the 1990 census, any area the U.S. Census designates as urbanized, together with any surrounding geographical area agreed upon by FDOT, the relevant MPO, and FHWA. Commonly called the FHWA Urbanized Area Boundary. The minimum population for an urbanized area is 50,000.

V

Vehicle Miles of Travel (VMT) – Measurement of total number of miles traveled on a road for a given time frame.

Volume – Number of vehicles passing a point on a road during a specific period, often one hour, expressed in vehicles; a volume may be measured or estimated, either of which could be a constrained value or a hypothetical demand value.

Vulnerable Users – Vulnerable users include bicyclists, pedestrians and motorcyclists, reported together to comprise a safety planning emphasis area designated by the Florida Strategic Highway Safety Plan (SHSP). The SHSP guides crash reporting and analysis.

2040 REVENUE FORECAST FOR OCALA-MARION METROPOLITAN AREA

Appendix C



Florida Department of Transportation

RICK SCOTT
GOVERNOR

133 Semoran Blvd.
Orlando, Florida 32807

ANATH PRASAD, P.E.
SECRETARY

August 2, 2013

RECEIVED

AUG - 5 2013

**OCALA/MARION COUNTY
TPO**

Ocala-Marion TPO
Attention Greg Slay
121 SE Watula Avenue
Ocala, FL 34471

Dear Greg:

SUBJECT: 2040 Revenue Forecast Handbook & Ocala-Marion Supplement to the 2040 Revenue Forecast Handbook

You are invited to attend a 2040 Revenue Forecast Video conference on Wednesday, August 21, 2013 from 1:00 p.m. to 4:30 p.m. held at the FDOT District Five Orlando Urban Office, located at 133 S. Semoran Blvd., in the Lake Apopka Conference Room. The videoconference is part of implementing the "Financial Guidelines for 2040 MPO Long Range Plans" adopted by the MPOAC in January 2013. In addition to FDOT staff from the District and the FDOT Central Office Policy Planning and Systems Planning offices, participants will include MPOAC Executive Director Howard Glassman, and appropriate MPO staff. MPOs may wish to invite a representative from their LRTP consultant. Staff from the Florida Division Office of FHWA will also be invited.

The videoconference will include a "plenary" session comprised of presentations and discussions of the statewide 2040 Revenue Forecast and the 2040 SIS Cost Feasible Plan (CFP). Following the plenary session, District staff will provide an overview and discussion of the 2040 Revenue Forecast estimates of state and federal funds for each metropolitan area in the District. During this video conference, we will review the assumptions and methodology used to build the revenue forecast and CFP. There will be opportunities for questions and comments on any component of the Revenue Forecast and CFP.

Enclosed, you will find one (1) 2040 Revenue Forecast Handbook and 2 (two) digital copies of the handbook on CD for your records. One (1) copy of the Ocala-Marion Supplement to the 2040 Revenue Forecast Handbook is also included. If you need anything further, please let us know.

Thanks,

John Zielinski
FDOT District Five SIS, Freight, Interchange and DSA Administrator

Enclosures

jz/ns

Supplement to the 2040 Revenue Forecast Handbook

2040 Revenue Forecast for Ocala-Marion Metropolitan Area

Prepared by District 5 and Office of Policy Planning, Florida Department of Transportation

This supplement contains estimates of state and federal transportation funds for the metropolitan area through 2040. The estimates were prepared by the Florida Department of Transportation (FDOT), based on a statewide estimate of revenues that fund the state transportation program, and are consistent with “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in January 2013. Florida’s MPOs are encouraged to use these estimates in updates of long range plans.

These estimates are based on the 2040 Revenue Forecast prepared in Spring 2013. See the *2040 Revenue Forecast Handbook*, dated July 2013, for more information on the statewide revenue forecast, revenue sources, definitions of major program categories, and methodology. All estimates are expressed in Year of Expenditure dollars.

ESTIMATES FOR CAPACITY PROGRAMS

Table 1 contains metropolitan area estimates for various time periods for certain state programs that affect the capacity of the transportation system to move people and goods.

Programs that FDOT Takes in Lead in Planning

Estimates for SIS Highways Construction & Right of Way will be available by August 21, 2013. No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond those in the FDOT Work Program have been developed.

Other Capacity Programs

Estimates for Other Arterials Construction & Right of Way and Transit programs are shown in Table 1. MPOs are encouraged to plan for the mix of highway and transit improvements that best meets metropolitan needs with these funds. The MPO may combine the estimates for these two programs for the years 2019-2040 and consider them as “flexible” funds.

Computation of Funds for Other Arterials Construction & Right of Way – the estimates were developed as follows:

- The average share of total statewide TMA (also known as SU) Funds programmed on Other Arterials Construction & Right of Way in Fiscal Years 2013 (current year) and 2014-2018 (the Tentative Work Program) were taken “off the top” from total statewide estimates for Other Arterials & Right of Way for all forecast years.
- Transportation Alternatives (TA) estimates were taken “off the top” from total statewide estimates for Other Arterials Construction & Right of Way for all forecast years.
- Remaining funding estimates for this program (i.e., after the shares of TMA and TA estimates were taken “off the top”) were distributed to district and county levels using current statutory formula factors.

TMA Funds – Funds distributed to Transportation Management Areas, as defined by MAP-21, are shown in Table 2. They are the same as “SU” funds in the 5-year Work Program. The

estimates are based on Schedule A¹ of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*.

Transportation Alternatives Funds – Table 3 provides estimates of Transportation Alternatives funds, as defined by MAP-21, to assist MPOs in developing their plans. The estimates are based on Schedule A of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*. Use of these funds in the long range transportation plan must be consistent with federal and state policy.

INFORMATION RELATED TO CERTAIN STATE FUNDS AND PROGRAMS

Additional estimates are provided for certain state funds and programs. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds. Tables 4 and 5 provide estimates of funds for state programs that have matching funds, and other, requirements.

Transportation Regional Incentive Program (TRIP) Funds – these are estimates of districtwide funds for the TRIP program that are not included in an FDOT Work Program as of July 1, 2013.

New Starts Transit Funds – these are estimates of statewide funds for the New Starts program that are not included in an FDOT Work Program as of July 1, 2013.

NON-CAPACITY PROGRAMS

Table 6 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans. Guidance on documenting these funds is included in the *2040 Revenue Forecast Handbook*.

No metropolitan estimates for these or other non-capacity programs have been developed. Consistent with MPOAC “Financial Guidelines for MPO 2040 Long Range Plans”, the Department will prepare a summary of these program estimates and state objectives (to be entitled “Appendix for the Metropolitan Long Range Plan, 2040 Revenue Forecast”) and provide the Appendix to each MPO for inclusion in the documentation of the metropolitan long range transportation plan.

FORECAST YEARS

Tables 1-5 contain revenue estimates for Fiscal Years 2019-2040. The MPO should use the TIP/STIP to summarize estimates for Fiscal Years 2014-2018. Table 6 contains revenue estimates for Fiscal Years 2014-2040 because this summary information is not readily available in the 5-Year Work Program.

¹ “Schedule A” specifies and distributes estimated funds legally available in the years covered by the FDOT 5-year Work Program. FDOT’s Work Program Instructions contain Schedule A and a “Program Allocation Guide” which describes the processes, assumptions, and requirements used to develop Work Program fund allocations.

Revenue Estimates for Ocala-Marion Metropolitan Area

Table 1
Capacity Program Estimates
 State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
 Florida Department of Transportation

Capacity Programs	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
SIS Highways Construction & ROW ^{1,2}	N/A	N/A	N/A	N/A	N/A
Other Arterials Construction & ROW ²	29.8	66.6	62.9	137.7	297.0
Transit ²	14.5	37.4	39.3	82.4	173.7

¹ To be provided separately.

² May be supplemented with TMA Funds. See Table 2 and guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Table 2
TMA Estimates¹
 State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
 Florida Department of Transportation

Transportation Management Area	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TMA Funds	N/A	N/A	N/A	N/A	N/A

¹ See guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Table 3
Transportation Alternatives Estimates¹
 State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
 Florida Department of Transportation

Transportation Alternatives	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TALU (>200,000 Population)	N/A	N/A	N/A	N/A	N/A
TALL (<200,000 Population) ²	1.7	4.2	4.2	8.4	18.4
TALT (Any Area) ²	10.3	25.8	25.8	51.6	113.6

¹ Use of these funds must be consistent with federal and state policy. See guidance in the *2040 Revenue Forecast Handbook*.

² Estimates are for the entire District

<p align="center">Revenue Estimates for Ocala-Marion Metropolitan Area For Information Purposes</p>
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Table 4
TRIP Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Regional Incentive Program	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
Districtwide TRIP Funds	1.4	10.0	10.0	20.0	41.5

¹ For informational purposes. Estimates are for TRIP Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 5
New Starts Transit Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

New Starts Transit	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
Statewide New Starts Transit Funds	63	174	174	349	760

¹ For informational purposes. Estimates are for New Starts Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 6
State Highway System Operations and Maintenance Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

State Highway System Operations & Maintenance	2040 Revenue Forecast					
	FYs 2014-15	FYs 2016-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	27 Year Total
Districtwide SHS O&M Funds	720	1,987	2,029	2,223	4,883	11,841

¹ For informational purposes. See guidance for documenting these funds in the *2040 Revenue Forecast Handbook*.

L RTP SUMMARY REPORTS

Appendix D

In order to provide a comprehensive view of the input, analysis and decisions that led to the adoption of the 2040 LRTP, a series of Summary Reports were developed. These documents have been produced to cover additional detail in support of the LRTP Report and can be made available upon request. Requests can be made by contacting the TPO by calling 352-629-8297 or by visiting the TPO website <http://www.ocalafl.org/tpo/>.

A complete list of the Summary Reports produced for the LRTP include:

- > **Public Participation Plan Summary Report** - The purpose of this summary report is to provide additional supporting detail related to the specific outreach activities completed for the 2040 Long Range Transportation Plan (LRTP) and the public input and comments collected as a result. The key outreach activities completed include the following:
 - Kickoff presentation with TPO Board (3/24/15), Citizens Advisory Committee and Technical Advisory Committee (4/14/15)
 - Stakeholder interviews (5/15)
 - Grassroots workshops (various dates)
 - Project Website (online from 3/2015 throughout LRTP development)
 - Telephone Town Hall, 10/28/15
 - Public Comment Period 10/01/15 to 11/24/15
- > **Goals, Objectives, and Performance Measures Summary Report** - The TPO reviewed the Goals and Objectives that were included in the 2035 LRTP revised them for the 2040 LRTP to ensure consistency with current planning requirements. This includes evaluating the goals in light of the Moving Ahead for Progress in the 21st Century Act (MAP-21) federal legislation passed since the 2035 LRTP adoption. Development of the goals and objectives for the

2040 LRTP includes the development of a Vision statement. Finally, a set of potential measures was developed to document the performance of the 2040 LRTP in meeting the stated Goals and Objectives. Two key concepts were introduced through MAP-21 that impact the development of the LRTP Goals and Objectives—performance-based planning and measures of effectiveness.

- > **Planning Assumptions Summary Report** – Developing the 2040 LRTP for the Ocala Urbanized Area and all of Marion County which addresses concerns, issues, and challenges is most effectively done by understanding the current context of the area. As the “blueprint” for 2040, the LRTP is a guide for developing the multimodal transportation system of tomorrow built upon the requirements of federal and State law and is designed to promote the vision and goals of the community. This summary report outlines a document review process that was conducted to establish the current federal, state, and local initiatives and policies used to guide the development of the LRTP. Included is an assessment of the current transportation projects for which funding has been committed in future years or construction is currently underway. This report highlights the central themes identified and used to develop the Goals of the 2040 LRTP and presents the emerging issues with which the TPO is faced with as part of the LRTP.
- > **Financial Resources** - This report documents the assumptions that were used to develop unit costs and future revenues for the LRTP. These assumptions provide the TPO with a reasonable estimate of future revenues that can be used to fund the multimodal transportation projects included in the LRTP.
- > **Environmental Justice Summary Report** - This summary report was created in support of the LRTP to help identify, evaluate, and address socio-cultural effects and environmental justice (EJ).

Compliance with EJ is required by Title VI of the Civil Rights Act of 1964 and reinforced by the Executive Order on Environmental Justice, #12898 (February 11, 1994).

- > **Safety Element Summary Report** – This report include a detailed review of emphasis areas defined in the Florida Strategic Highway Safety Plan. Observations and recommendations for addressing the crash trends have been included.
- > **Environmental Mitigation Summary Report** - Transportation projects can significantly impact many aspects of the environment, including wildlife and their habitats, wetlands, and groundwater resources. In situations in which impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation, and/or preservation projects

that serve to offset unavoidable environmental impacts. In preparation of this report, several interagency consultations were made with the Florida Geologic Survey, the Florida Department of Environmental Protection (DEP), Southwest Florida Water Management District (SWFWMD), and the Marion County Engineer.

- > **Road Safety Audits** - The Federal Highway Administration's (FHWA) Safety Office has established the Road Safety Audits (RSA) process as a way to further enhance the overall safety performance of roadways for all users. An RSA is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in Engineering, Education, Enforcement, and Emergency response to improve safety for all road users. The goal of an RSA is to save money and time and reduce the number and severity of crashes.



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