



TPO Public Hearing

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

October 27, 2020

4:00 PM

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. PRESENTATIONS**
 - A. 2045 Long Range Transportation Plan – Adoption Document**
TPO staff will present a draft of the 2045 Long-Range Transportation Plan for discussion and comment.
- 5. PUBLIC COMMENT (Limited to 2 minutes)**
- 6. CLOSE OF PUBLIC HEARING**

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

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



TO: TPO Board Members

FROM: Derrick Harris, Assistant Director

RE: 2045 LRTP DRAFT Adoption Document

As many of you know, the TPO has been working diligently on the Long-Range Transportation Plan (LRTP) since May of 2019. TPO staff, in partnership with our consulting team (Kittelson & Associates), have completed a DRAFT of the LRTP.

The LRTP is the foundational planning document that guides the TPO in all its projects, plans, and priorities for the future. It lists all of the TPO's goals and objectives, including which revenues will be utilized to fund the projects listed in the LRTP. The TPO is welcoming any and all comments on the LRTP until November 6th as it is currently in DRAFT form.

The DRAFT document is included in this public hearing packet in the following pages. TPO staff will present this document at the Public Hearing and answer any questions and/or concerns you may have.

If you have any further questions or concerns prior to the Public Hearing, feel free to reach out to me directly at (352) 438-2632 or derrick.harris@marioncountyfl.org



DRAFT

OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

DRAFT
OCTOBER 2020



Letter from the TPO Chair

On behalf of the Ocala/Marion County Transportation Planning Organization (TPO), I am pleased to present the 2045 Long Range Transportation Plan (LRTP) – Racing Toward a Connected Future. The 2045 LRTP, like the previous plan adopted in 2015, is based on a strategic vision for a safe, convenient and accessible multimodal transportation system that supports a vibrant economy, preserves existing assets and protects the natural environment. That vision, developed with significant input from the public and our partners, is reflected in priorities and projects outlined in this plan.

The 2045 LRTP provides an update on key issues that are critical to transportation and describes new actions taken to further the goals. Among the major changes include the integration of new federal legislation requiring performance based planning to monitor the progress of specific targets toward achieving results. Also included in the plan is the weighting of goals to more effectively prioritize transportation projects and the application of specific evaluation criteria. The end result is a more accountable, outcome driven plan.

Transportation is a vital component of our economy, providing a network of options that each of us rely upon every day, whether we drive, walk, bike or ride whenever we work, shop, or play. As Marion County's economy continues to grow, it brings new transportation challenges, such as increasing congestion, greater truck traffic, or safety concerns. It also brings exciting opportunities to modernize and further expand our multimodal transportation network.

Many of the actions and projects outlined in this plan demonstrate the TPO's commitment to our future success, whether it is increasing efficiency to make the best use of public funds, implementing safety strategies to especially protect the vulnerable, building new facilities to support economic development, or taking steps to preserve infrastructure and the environment around it. The TPO works consistently to address the needs of our citizens, always keeping safety and vitality in mind. This plan is evidence of the TPO's continuing efforts to support the needs of all users of transportation as we race toward a more connected and prosperous future.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff", is centered on a light gray rectangular background.

Commissioner Jeff Gold

Ocala Marion TPO Board Chair



The Ocala Marion Transportation Planning Organization complies with nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to the Ocala Marion TPO compliance with Title VI may do so by contacting the TPO at (352)438-2630 or 2710 East Silver Springs Blvd, Ocala, FL 34470.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

PLACEHOLDER FOR LRTP
ADOPTION RESOLUTION

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(UNDER DEVELOPMENT)

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CHAPTER 1. INTRODUCTION

Ocala/Marion County

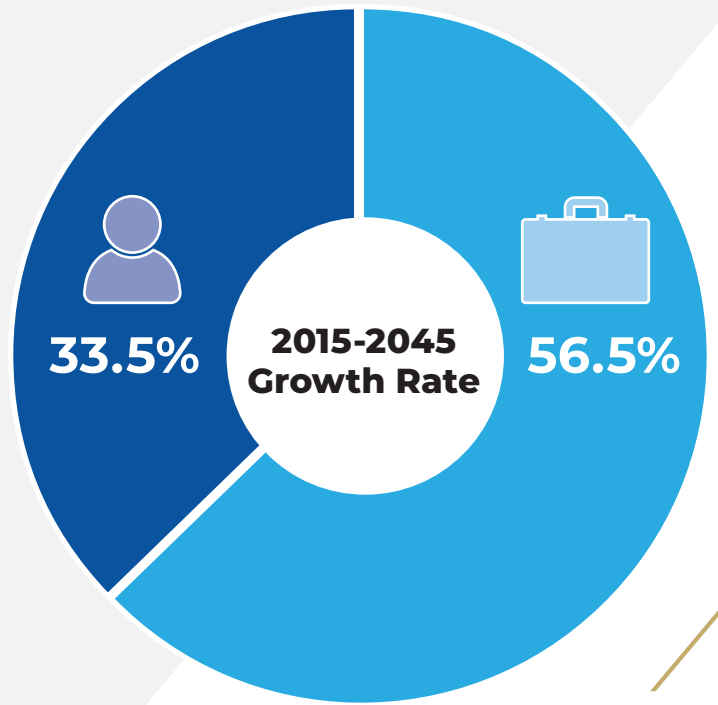
In 1844, Marion County was created by the Florida Legislature, separating it from Alachua, Orange, and Hillsborough counties. The County has grown from a town of 3,000 in 1844 to a metropolitan region with more than 365,000 residents, 110,000 jobs, and thriving equestrian and tourism industries, and a budding freight logistics industry. The expansive growth that has occurred in this County has created transportation and growth management challenges, but through it all, the County has managed to preserve its unique natural resources and assets. With almost 200 hundred miles of hiking and biking trails, over 400,000 acres of the Ocala National Forest, more than 500 square miles of state and local parks, and over 70,000 acres of thoroughbred horse farms, Marion County continues to thrive as a natural gem in north central Florida.

Known as the horse capital of the world, Marion County has produced many world class racehorses, including a triple crown winner. In 1978, a three-year-old Ocala raised horse won the three most prominent horse races in the United States, collectively known as the triple crown. Affirmed was raised on Harbor View Farm in the community of Fellowship near US 27 and CR 464. Just five miles to the south of Fellowship, the World Equestrian Center (WEC) is under development. The WEC will consist of 200 acres for an equestrian complex and 400 acres of residential development. The equestrian center is expected to add up to 500 jobs to the Marion County economy. The long-term outlook for the County calls for 33% growth in population and 56% job growth, to 444,900 and 174,500, respectively, in 2045.



There are many challenges associated with accommodating and supporting the growth that is expected to occur over the next 25 years. Among them are preservation of the Ocala National Forest, state parks, and freshwater springs while simultaneously supporting the important tourism economy that these resources support. An additional challenge is the cost of operating, maintaining, and expanding the transportation infrastructure needed to support the economic, recreational, and educational needs of its residents and visitors.

FIGURE 1.1: POPULATION AND EMPLOYMENT

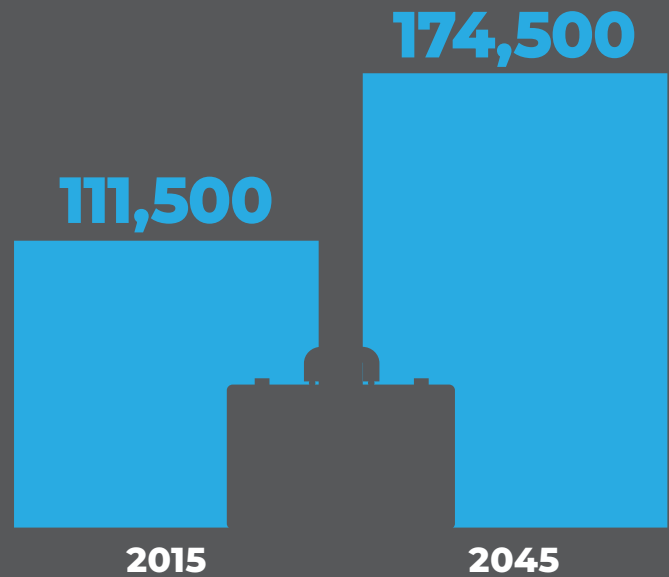




POPULATION



EMPLOYMENT



The Ocala Marion TPO

Established in 1981, the **Ocala Marion Transportation Planning Organization (TPO)** is a federally-mandated agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of both stakeholders and the public. Improvements to the transportation system are determined through a long-term visioning process. This process combined with short-term action steps necessary to implement the vision are developed in the TPO's core plans and programs.

The TPO is comprised of five staff and is governed by a 12-member Board of locally elected officials. The expertise of TPO staff and leadership of the TPO Board are supplemented by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB). Collectively, these boards and committees provide guidance and policy-making decisions for the organization. The work of the TPO is guided by state and federal legislation, including Florida Statute 339 and U.S. Code Title 23 and 49.

Throughout the United States, there are over 400 MPO/TPOs and are represented in all 50 states. Florida is home to 27, the most of any state. MPO/TPOs are required by federal and state laws in areas with a population greater than 50,000.

The core requirements of the TPO are the regular update and adoption of a Long Range Transportation Plan; short term Transportation Improvement Program; a Public Involvement Plan; and a 2-year budget known as the Unified Planning Work Program.



What is the Long Range Transportation Plan?

The TPO Long Range Transportation Plan (LRTP) is the cornerstone of the transportation planning process for the Ocala Marion County planning area, which includes the municipalities of Belleview, Dunnellon, Ocala and the entirety of Marion County. The LRTP serves as a twenty-five (25) year blueprint for transportation improvements for the entire county. The LRTP considers all modes of transportation, including roadways, transit, bicycles, pedestrians, trails, freight and aviation. The development of the LRTP is based on an extensive participatory process with input from partners, stakeholders and the general public.

The LRTP document describes the current status of transportation in Marion County, and projects future population/employment, and analyzes impacts on the anticipated transportation system. In addition, the LRTP includes a vision, set of goals and objectives, and financial projections, as well as estimates of future traffic. To ensure the recommendations are financially feasible, all projects included in the LRTP are linked to specific federal, state and local funding sources. Based on Federal regulations, the LRTP must be updated every five (5) years.

The two core elements of the LRTP include the Needs Plan and Cost Feasible Plan. A project that is included in the Needs Plan must go through a careful vetting process to ensure it is supported by the community, is reflected in local plans and programs, and meets the approval of elected leaders.

A Needs Plan project is further prioritized based on available funding and whether it effectively supports the vision and goals of the TPO. If a project meets these thresholds, it is identified in the Cost-Feasible Plan and will be eligible to be funded and completed within the next 25 years.

The ultimate goal of the LRTP is to identify the highest priority improvements that are cost restrained to the available revenues, and for the TPO to submit these projects to the Florida Department of Transportation (FDOT) on an annual basis with the intent of receiving funding towards implementation. For more information on how projects each year are submitted to FDOT, please review the TPO's Fact Sheet on the List of Priority Projects (LOPP). The following sections and chapters outline the entire planning process undertaken to update the Ocala Marion County LRTP. The appendices to the plan also include more in depth information regarding the various milestones and steps in the process.



The Planning Process

As the comprehensive transportation planning document coordinating the needs, desires, and efforts of Marion County stakeholders, the LRTP Needs Plan is a composition of a variety of other plans, including modal plans, land use plans, and comprehensive plans. A synthesis of more than fifteen plans was prepared to inform the vision, goals, and needs assessment processes in the development of the LRTP and is included in **Appendix G**. The purpose of the synthesis is to identify common themes across the reviewed plans and inform the LRTP. The plans incorporated into the synthesis include the following:

- Marion County 2035 Comprehensive Plan
- Ocala/Marion County MPO 2040 LRTP
- City of Ocala 2035 Comprehensive Plan
- City of Ocala 2035 Vision
- City of Belleview Comprehensive Plan
- City of Dunnellon Comprehensive Plan
- Ocala Downtown Master Plan
- Silver Springs Community Redevelopment Plan
- Dunnellon Bicycle, Pedestrian, & Blueway Facilities Master Plan
- Ocala/Marion TPO 2035 Bicycle & Pedestrian Master Plan
- SunTran Ocala/Marion County Florida Transit Development Plan (created in 2017)
- Ocala International Airport Master Plan (created in 2014)
- Ocala Marion 2018 ITS Strategic Plan
- FDOT Freight Mobility and Trade Plan
- SIS Cost Feasible Plan
- Regional Trails Facilities Plan
- Marion County 2045 population and employment forecasts
- Ocala/Marion TPO Congestion Management Process

The primary themes derived from the plan synthesis involve a range of planning considerations, including the management of population and employment growth in the County; accommodation of that growth with multimodal infrastructure; management of traffic congestion using a variety of capital and operational strategies; support of the freight infrastructure to accommodate freight related economic development; crash reduction; and emergency preparedness. There are two ways in which the synthesized themes are reflected in the LRTP. The first is their inclusion in the vision, goals and objectives used to guide the LRTP update. The second way in which the synthesized themes are used is encapsulated in the way the Goals and Objectives were used to inform project identification and prioritization. The technical performance-based planning process required by the Federal Highway Administration (FHWA) is reflected in how the transportation system was assessed to determine needed improvements and how those improvements were subsequently evaluated and prioritized for inclusion in the Cost Feasible Plan.

The correlation between the synthesized themes and national Planning Factors developed by FHWA is another important element of this plan. **TABLE 1.1** includes a summary of the synthesis themes and related National Planning Factors that must, by federal law, be incorporated into the LRTP planning process. The relationship of the two indicates consistency in the fundamental purpose and needs identified in local, regional and state plans with the national Planning Factors.

TABLE 1.1: PLAN SYNTHESIS THEMES AND NATIONAL PLANNING FACTORS

LOCAL, REGIONAL, STATE PLAN SYNTHESIS THEMES	NATIONAL PLANNING FACTORS
Promote walkable, livable communities and multimodal accessibility of employment centers from nearby population centers	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
Support creation of jobs and stabilization of existing businesses in downtowns, major activity centers and redevelopment areas of Marion County	
Improve network connectivity and safety to encourage use of non-motorized modes of transportation	Increase the safety of the transportation system for motorized and nonmotorized users
Focus on efficient multimodal movement of people and goods; safety and security; and providing a predictable transportation experience through ITS infrastructure improvements	Increase the security of the transportation system for motorized and nonmotorized users
	Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation
Encourage higher density/intensity development through infill and redevelopment strategies	Increase the accessibility and mobility for people and freight
Protect unique natural, cultural, and physical resources in Marion County and discourage urban sprawl	Protect and enhance the environment , promote energy conservation, improve the quality of life , and promote consistency between transportation improvements and State and local planned growth and economic development patterns
Reduce greenhouse gas emissions by supporting non-motorized transportation options and discouraging urban sprawl	
Manage growth as the County's population continues to grow	
Integrate transit service into a multimodal network and provide resources to transportation disadvantaged people	
Support regional facilities that provide connections to recreation areas, the Heart of Florida loop trail system, and the Withlacoochee Trail and Lake County	Enhance travel and tourism
Enhance freight infrastructure, including aviation, highways, and rail, ensuring that industry and manufacturing land uses have access to the freight network	Enhance the integration and connectivity of the transportation system, across and between modes, people and freight
Focus on efficient multimodal movement of people and goods; safety and security; and providing a predictable transportation experience through, congestion management strategies and ITS infrastructure improvements	Promote efficient system management and operation
	Emphasize the preservation of the existing system

Another key component of the LRTP update process is the consideration of future infrastructure needs, as well as current needs. The primary underlying factors defining these needs include the population and employment growth that is expected to occur during the plan period. As described in the previous section, the forecast population of Marion County, in accordance with Florida Bureau of Economic and Business Research estimates (BEBR), adds more than 111,000 people in the coming 25 years and 63,000 more jobs, relative to current levels. This significant growth presents a real challenge and an important consideration in terms of the identification and prioritization of needed infrastructure improvements. The maps in **FIGURE 1.2** and **FIGURE 1.3** depict the forecasted 2045 population and employment in Marion County by Transportation Analysis Zone (TAZ). The datasets represented on these maps were developed by FDOT in consultation with the TPO and local planning partners and are consistent with known growth areas and plans as well as local land use plans.

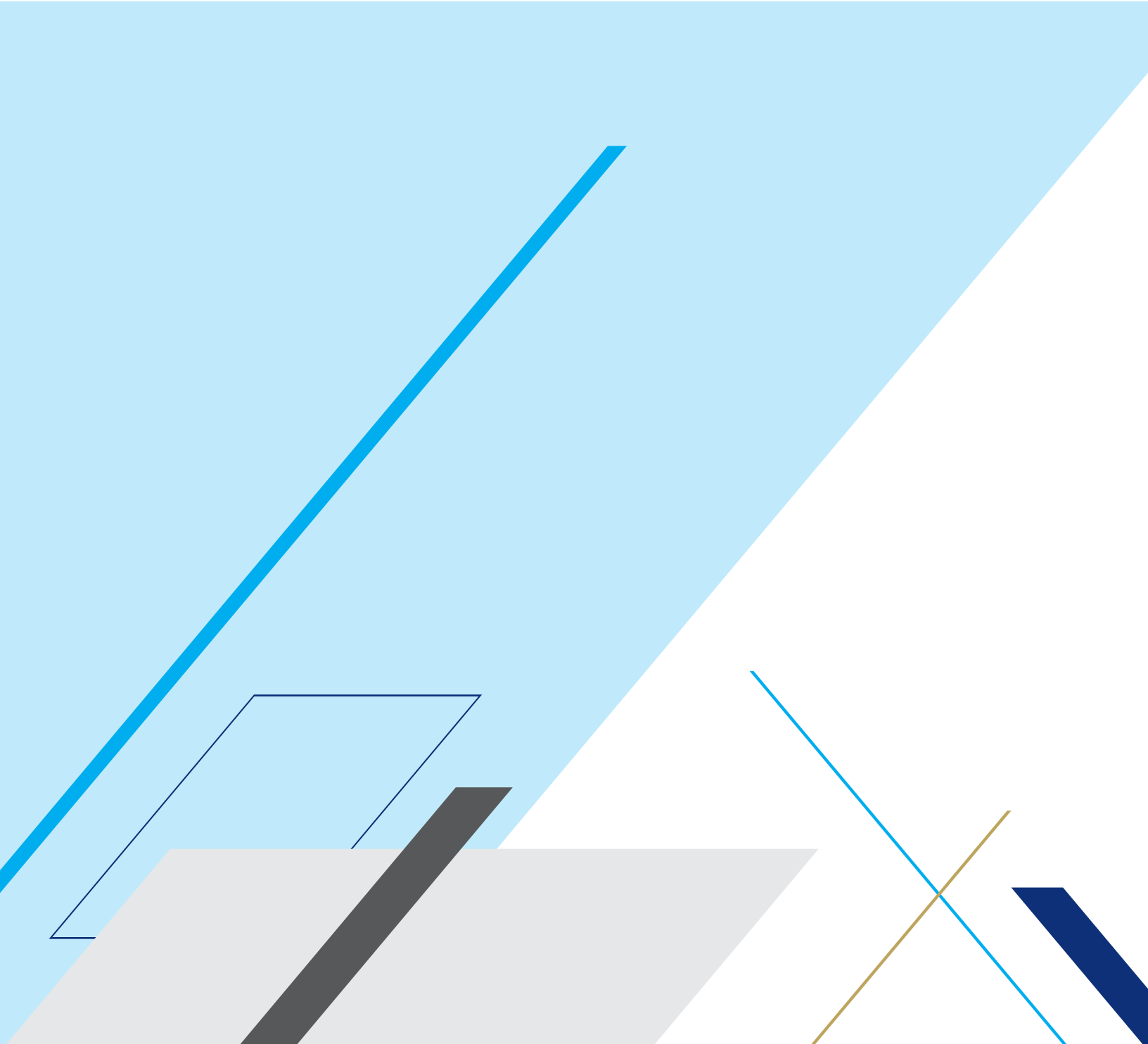
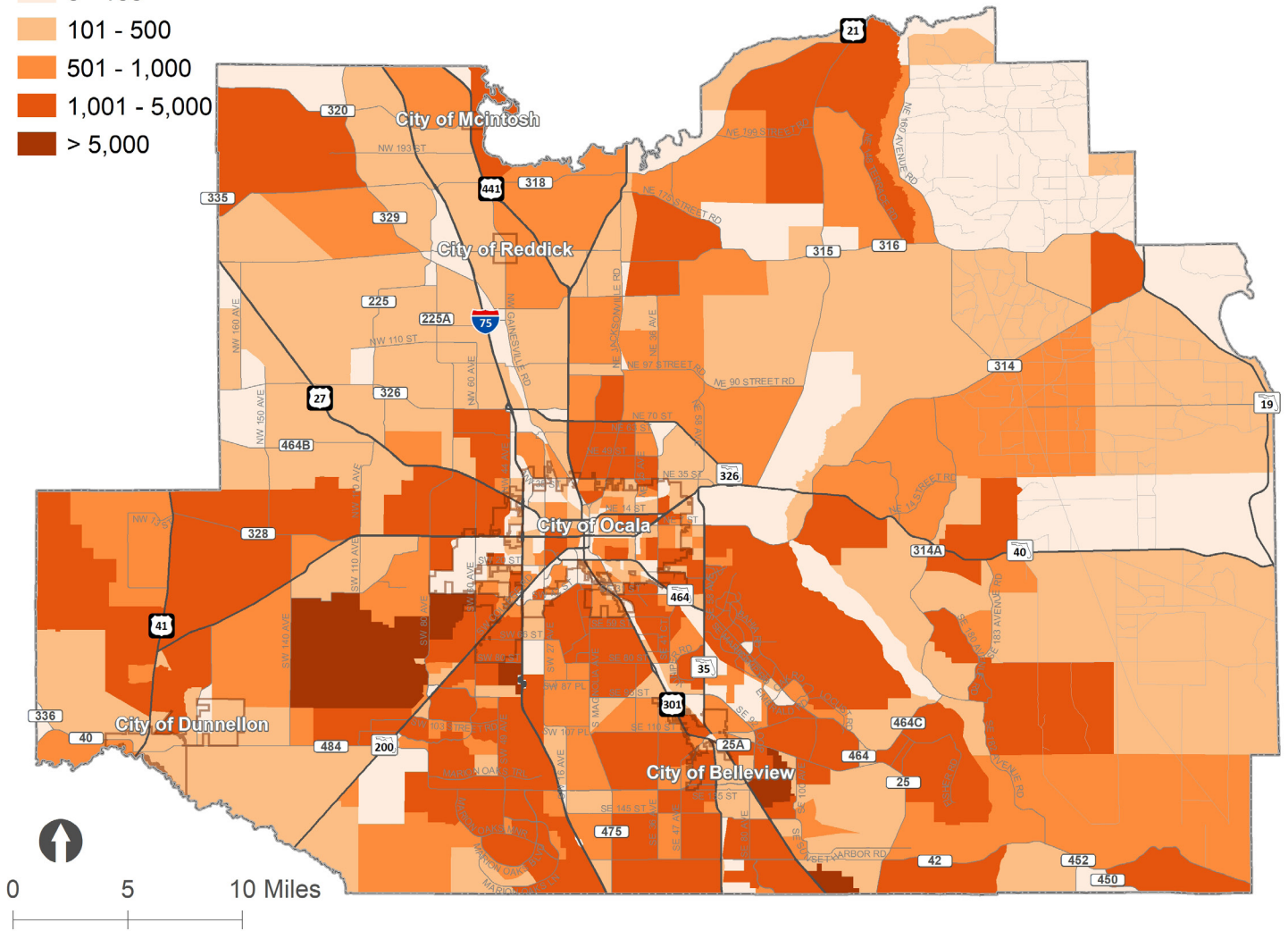


FIGURE 1.2: 2045 POPULATION

Expected Population (2045)

- 0 - 100
- 101 - 500
- 501 - 1,000
- 1,001 - 5,000
- > 5,000



OCALA

BELLEVIEW

DUNNELLON

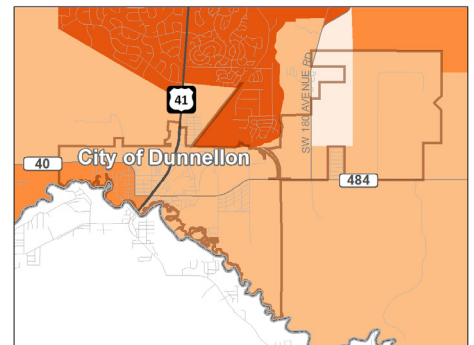
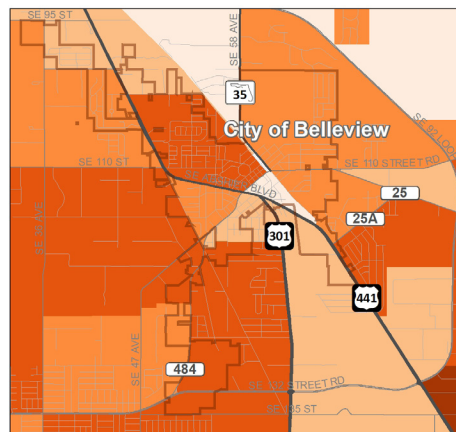
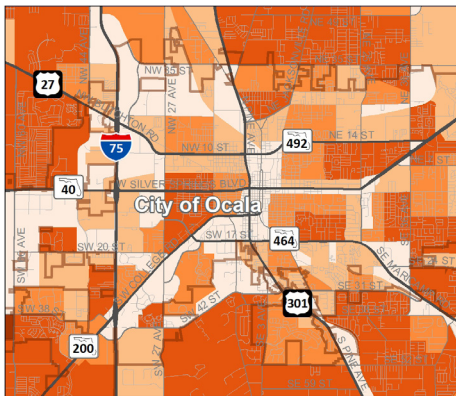
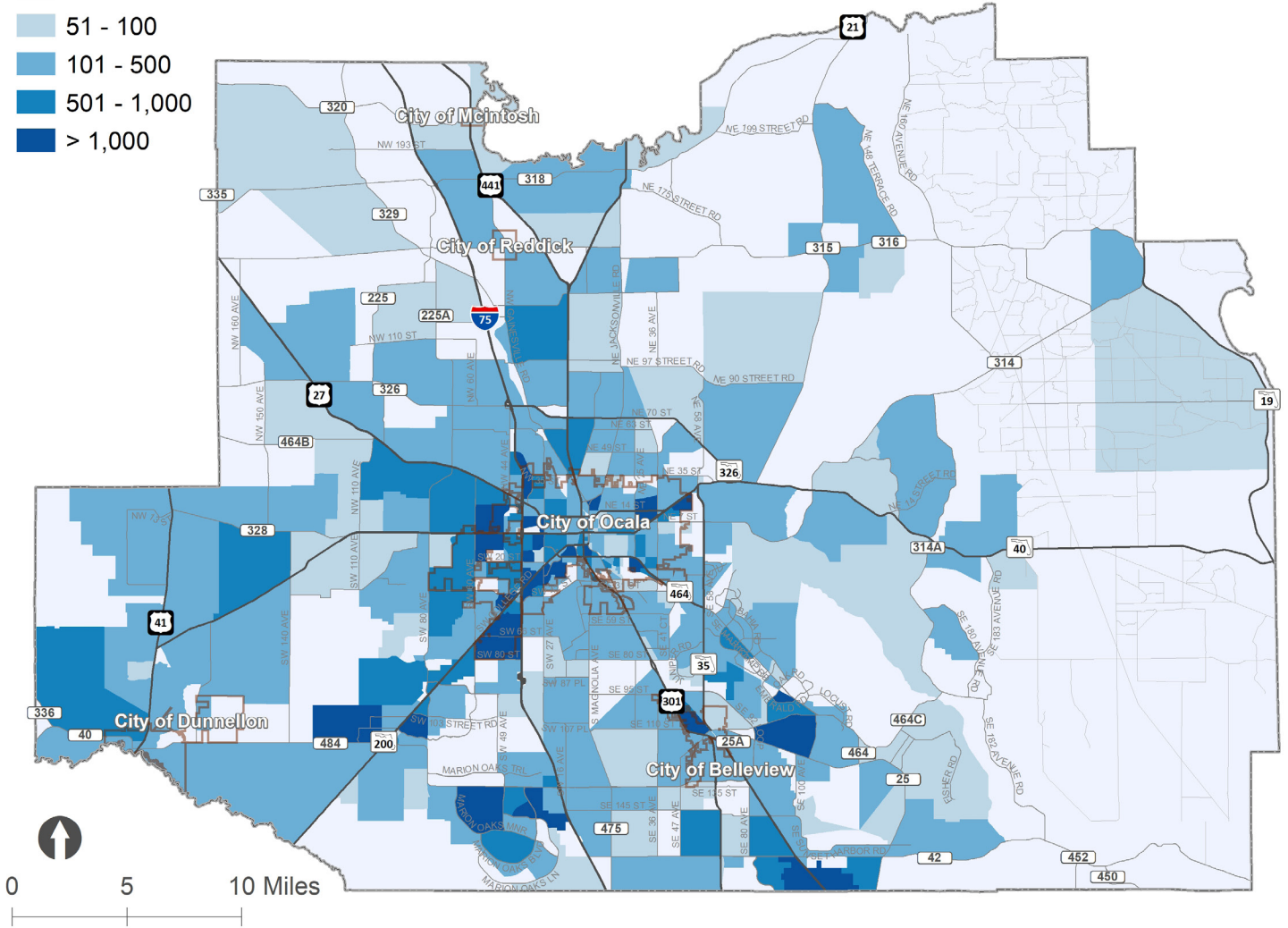
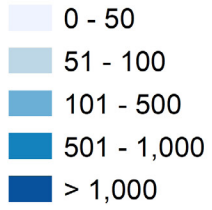


FIGURE 1.3: 2045 EMPLOYMENT

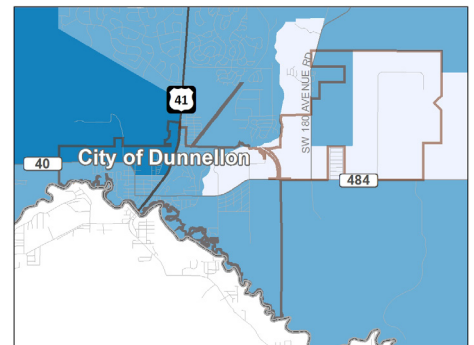
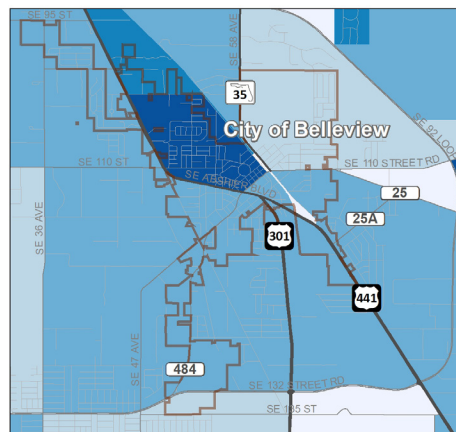
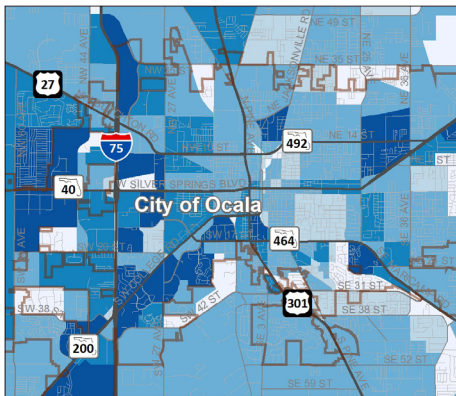
Expected Employment (2045)



OCALA

BELLEVIEW

DUNNELLON

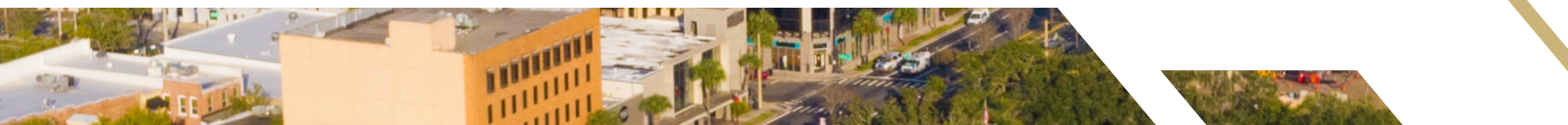


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CHAPTER 2. VISION, GOALS AND OBJECTIVES

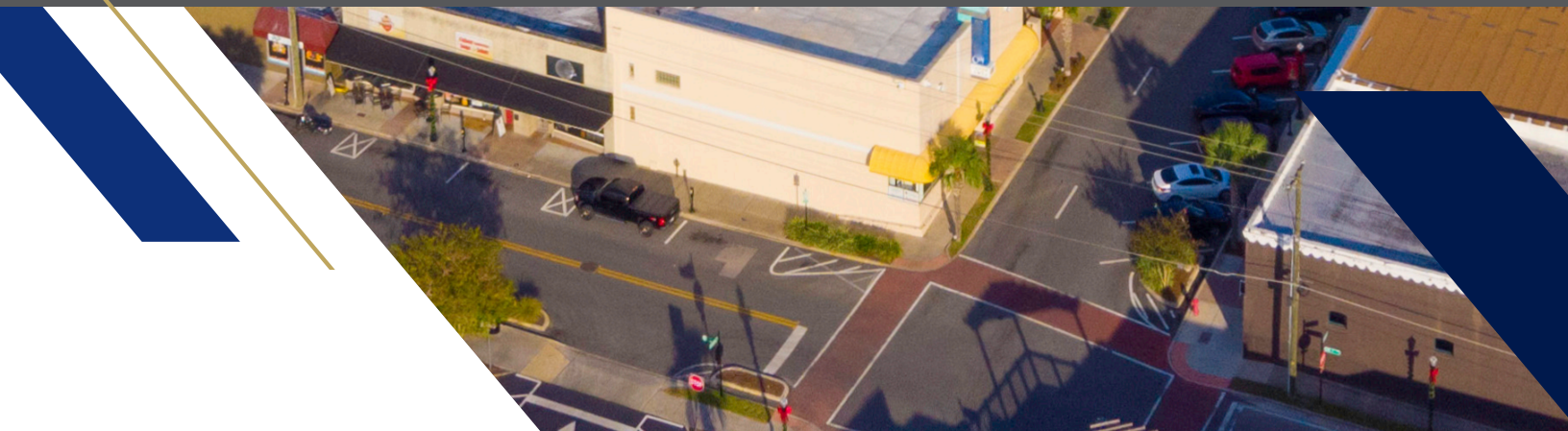
The 2045 Vision was formulated to set the context for and steer the LRTP toward a future in Marion County that is consistent with the aspirations, desires, and needs of its residents, businesses, and visitors. Further, the Vision encapsulates the LRTP goals and objectives, highlighting key elements of the latter in broad terms. The elements of Safety, Accessibility, Multimodality, Economy, System Preservation, and the Environment are crucial aspects of a successful transportation system and a successful metropolitan area. Marion County's dependence on its natural and recreational resources to support its economy; need for safe, multimodal infrastructure to support its transportation disadvantaged and aging populations; and committed focus on the preservation of existing infrastructure are important elements, all of which are intently pursued and reflected in this plan.

These guiding principals are operationalized in the way that the plan was assembled, including the data-based prioritization of the most important infrastructure improvements designed to support them. The framework by which the Vision informs Goals and Objectives, which are used to inform measures of effectiveness is encapsulated in **FIGURE 2.1**.



2045 VISION

Develop a Safe, Convenient and Accessible Multimodal Transportation System that Supports a Vibrant Economy, Preserves Existing Assets, and Protects the Natural Environment.



L RTP Goals and Objectives

In February 2020, the TPO Governing Board adopted the six goals and accompanying objectives crafted to guide the 2045 plan update process. Formulation of the goals was influenced by a number of factors and sources, including the 2040 LRTP; State and Federal guidance; Steering Committee input; and TAC/CAC/Governing Board guidance. One of the key provisions of the Fixing America's Surface Transportation Act (FAST Act), signed into law by President Obama in 2015, is the requirement that states and TPOs improve project decision making through a performance-based planning process. The FHWA's rule implementing the FAST Act includes seven goals to guide that process; requires the establishment of targets; and measurement of progress toward those targets in 23 U.S.C. 150(b). FHWA also included a set of ten planning factors in the final rule implementing the FAST Act, including two new planning factors since passage of the law. A comparison of the National Planning Factors to the Ocala Marion 2045 Goals and Objectives is included in **Appendix A**.

The Goals, Objectives, and Evaluation Criteria are listed in **TABLE 2.1**.

FIGURE 2.1: FRAMEWORK



VISION



GOALS & OBJECTIVES



MEASURE OF EFFECTIVENESS



PRIORITIZED PROJECTS



TABLE 2.1: GOALS, OBJECTIVES, AND EVALUATION CRITERIA

GOALS	OBJECTIVES	EVALUATION CRITERIA
<p>Goal 1: Promote Travel Choices that are Multimodal and Accessible</p>	Objective 1.1: Increase transit ridership by providing more frequent and convenient service	<ul style="list-style-type: none"> • Transit orientation index assessing the levels of transit dependent populations and population densities applied to adjacent or intersecting facilities • Sidewalk and bike lane gaps in existing network • Level of minority and poverty population measured as proportion of population applied to adjacent or intersecting facilities
	Objective 1.2: Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county	
	Objective 1.3: Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population	
	Objective 1.4: Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability	
<p>Goal 2: Provide Efficient Transportation that Promotes Economic Development</p>	Objective 2.1: Improve access to and from areas identified for employment development and growth	<ul style="list-style-type: none"> • Level of employment growth applied to adjacent or intersecting facilities • Level of access to freight activity centers identified via heavy truck traffic and land use designation • Levels of congestion on existing network simulated against future population and employment
	Objective 2.2: Foster greater economic competitiveness through enhanced, efficient movement of freight	
	Objective 2.3: Address mobility needs and reduce the roadway congestion impacts of economic growth	
<p>Goal 3: Focus on Improving Safety and Security of the Transportation System</p>	Objective 3.1: Provide safe access to and from schools	<ul style="list-style-type: none"> • Presence of schools within a half mile of facilities • Levels of congestion on existing evacuation routes simulated against future population and employment • Historical crash rates stratified by seriousness of injuries, fatalities, and property damage
	Objective 3.2: Increase the accessibility and mobility of people and freight within the region and to other areas	
	Objective 3.3: Improve security by enhancing the evacuation route network for natural events and protecting access to military asset	
	Objective 3.4: Reduce the number of fatal and severe injury crashes for all users	

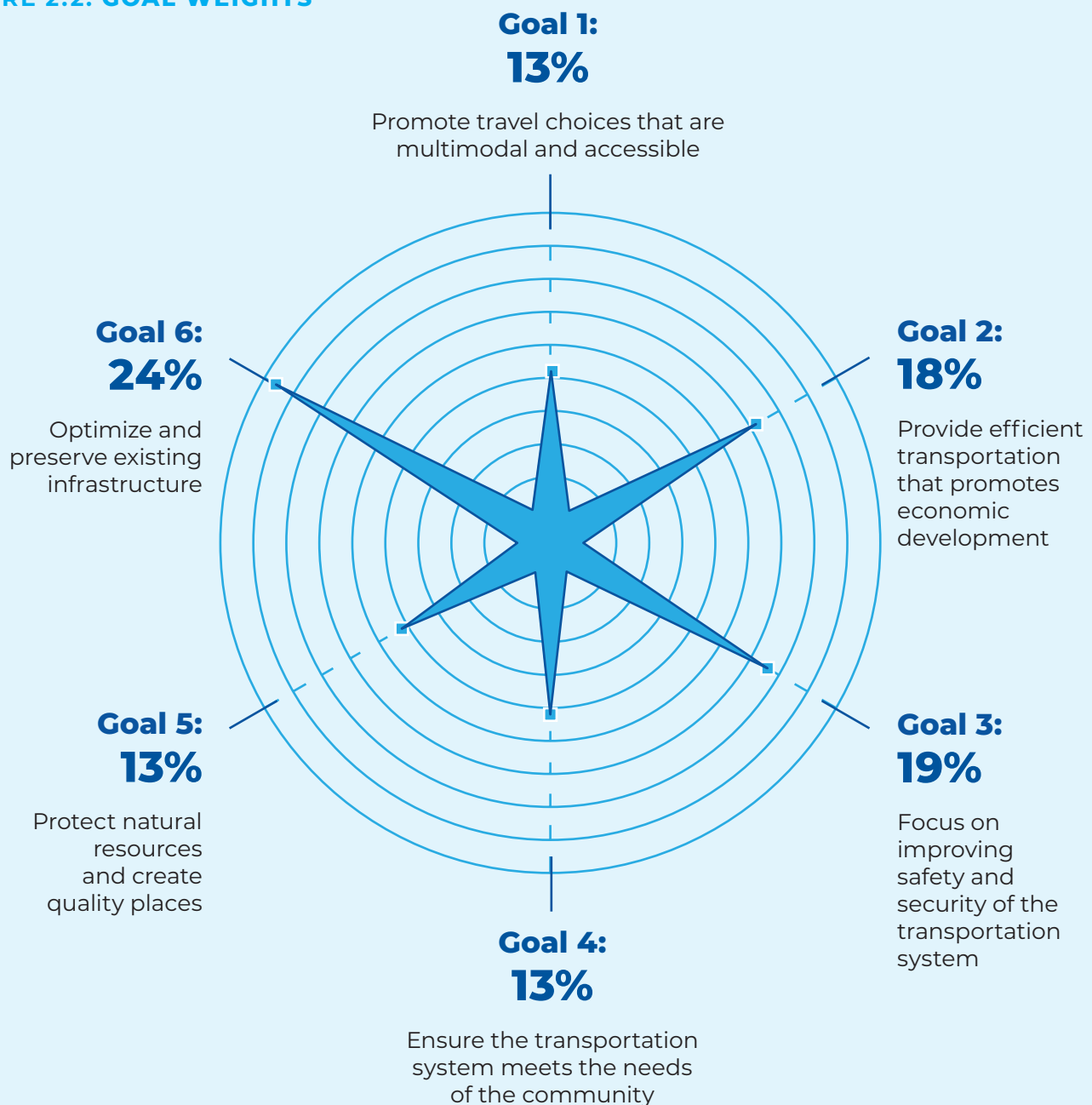
GOALS	OBJECTIVES	EVALUATION CRITERIA
<p>Goal 4:</p> <p>Ensure the Transportation System Meets the Needs of the Community</p>	<p>Objective 4.1 – Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations</p> <p>Objective 4.2 – Support community education and involvement in transportation planning</p> <p>Objective 4.3 – Coordinate with local government to consider local land use plans when identifying future transportation projects</p> <p>Objective 4.4 – 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</p>	<ul style="list-style-type: none"> • NA – Goal 4 objectives measured by public and stakeholder involvement process
<p>Goal 5:</p> <p>Protect Natural Resources and Create Quality Places</p>	<p>Objective 5.1 – Limit impacts to existing natural resources, such as parks, preserves, and protected lands</p> <p>Objective 5.2 – Avoid or minimize negative impacts of projects and disruption to residential neighborhoods</p> <p>Objective 5.3 – Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events</p> <p>Objective 5.4 – Enhance access to tourist destinations, such as trails, parks and downtowns</p>	<ul style="list-style-type: none"> • Environmentally sensitive areas, including wetlands, impaired waters, vulnerable aquifer areas, spring protection zones, and parks/recreational areas applied to adjacent or intersecting facilities • 100-year flood zone area applied to adjacent or intersecting facilities • Tourist destinations, including RV parks, campgrounds, sport complexes, museums, boat ramps, equestrian centers, and recreational areas
<p>Goal 6:</p> <p>Optimize and Preserve Existing Infrastructure</p>	<p>Objective 6.1 – Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies</p> <p>Objective 6.2 – Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use</p> <p>Objective 6.3 – Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades</p> <p>Objective 6.4 – Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network</p> <p>Objective 6.5 – Improve the reliability of the transportation system through operational and incident management strategies</p>	<ul style="list-style-type: none"> • Operational improvement need, including traffic signal, turn lanes, technological

Goal Weighting

An important feature of how the goals were operationalized in the needs assessment process for the LRTP is the use of goal weights assigned to the Goals by the TPO Board. The weights add a nuance to the technical planning approach and support the performance-based process defining this LRTP. The weights are used to distinguish the goals by level of importance to the future of Marion County.

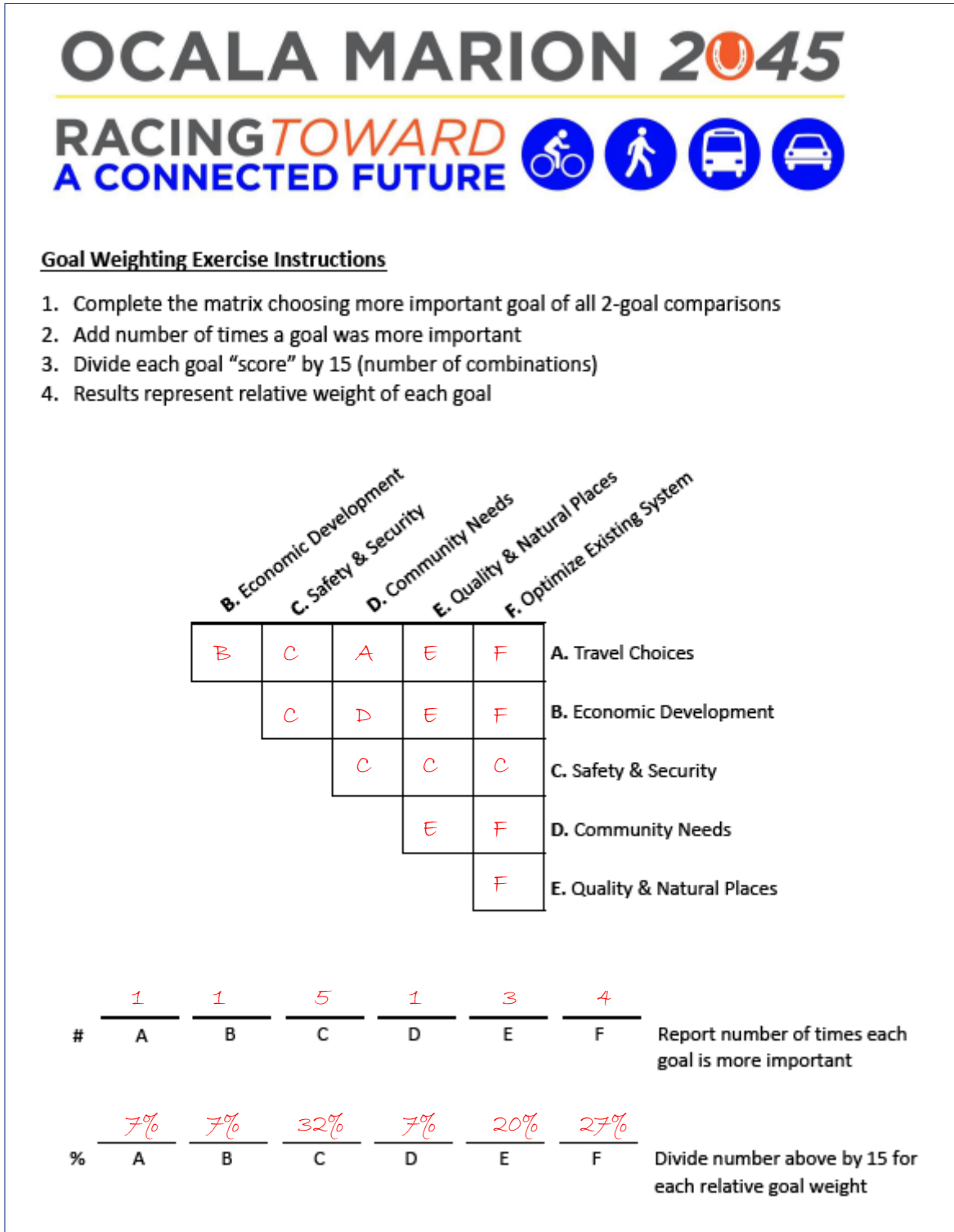
The weighting process was informed by a survey completed by more than 200 residents of Marion County; input from the TPO technical and citizen advisory committees; the LRTP Steering Committee, and TPO staff. A straightforward pairwise comparison process was used to obtain input from these groups on goal weights. The worksheet used to complete the pairwise comparison process is depicted in **FIGURE 2.2**. The values in the sample worksheet in Figure 5 are not reflective of the goal weights used in the plan, but are included to illustrate the weighting exercise. Ultimately, the input collected from the public, committees, and TPO staff were presented to the TPO Governing Board for their consideration in assigning weights to the goals.

FIGURE 2.2: GOAL WEIGHTS



The goal weights, as adopted by the TPO Board, highlight the importance of *optimizing and preserving existing infrastructure*, as the most heavily weighted goal, which recognizes the need to improve existing infrastructure first, before expanding roadway and other facilities. The second and third most heavily weighted goals are the *economic development* and *safety and security goals*. The rest of the goals were evenly weighted.

FIGURE 2.3: WORKSHEET



Values in this figure are not representative of the weights assigned to goals. They are included only to illustrate the goal weighting exercise.

Performance Reporting

The federally required performance-based planning process involves the setting of performance targets and a monitoring process to track progress toward those targets. A performance monitoring report is included in **Appendix F**. In addition to performance monitoring, the process involves the use of quantitative metrics to assess the transportation system for needed improvements and prioritize projects for inclusion in the Cost Feasible Plan. This ensures a connection between planning and performance. To this end, thirteen metrics were established to assess network performance relative to the plan goals and objectives and applied to perform the systemwide assessment and project prioritization. The details and results of this process are described fully in **Chapter 4** of this plan.

State Goals

Chapter 339.155 in Florida Statutes requires that FDOT develop a Statewide Transportation Plan that addresses the same federal legislation that must be addressed in local LRTP's. The Florida Transportation Plan (FTP) is developed by FDOT to fulfill this legislation and the goals of the FTP, as outlined in the Policy Element, address the elements of both State and Federal legislation guiding transportation planning. The FTP goals were reviewed and considered for inclusion in the LRTP, as depicted in **FIGURE 2.3** comparing the LRTP and FTP goals.

In addition to the FTP, other Statewide plans reviewed for consistency with the LRTP Goals include the Florida Highway Safety Plan (HSP), Florida Strategic Highway Safety Plan (SHSP), the Strategic Intermodal System (SIS) Policy Plan, FDOT Transportation Asset Management Plan, and the Freight Mobility and Trade Plan. As described in more detail in **Appendix E**, the LRTP Goals and Objectives align with each of the reviewed Statewide plans.

TABLE 2.2: LRTP AND FTP GOALS

LRTP GOALS	FTP GOALS
Goal 1: Promote Travel Choices that are Multimodal and Accessible	More Transportation Choices for People and Freight
Goal 2: Provide Efficient Transportation that Promotes Economic Development	Transportation Solutions that Support Florida's Global Economic Competitiveness
Goal 3: Focus on Improving Safety and Security of the Transportation System	Safety and Security for Residents, Visitors, and Businesses
Goal 4: Ensure the Transportation System Meets the Needs of the Community	Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play
Goal 5: Protect Natural Resources and Create Quality Places	Transportation Solutions that Support Florida's Environment and Conserve Energy
Goal 6: Optimize and Preserve Existing Infrastructure	Agile, Resilient, and Quality Infrastructure
	Efficient and Reliable Mobility for People and Freight

DRAFT

**CHAPTER 3.
PUBLIC AND
STAKEHOLDER
INVOLVEMENT**

One of the first steps in the L RTP update process is to develop a Public Involvement Plan (PIP) to guide the critical public participation process that has shaped the L RTP. The PIP identifies the activities and media used to collect public input; a schedule of public involvement activities; and the variety of media used to do public outreach, including a website, social media, and in-person workshops. Due to the emergence of the COVID-19 virus, the PIP was amended to reflect a virtual workshop format, and a virtual workshop was deployed during the Needs Plan phase of the L RTP update in June/July 2020. The PIP also includes a map of Environmental Justice areas, defined as those areas with a significant minority and/or low income population and a strategy to conduct workshops in those areas to maximize accessibility to the planning process for those populations.

A new addition to the PIP, relative to past L RTP updates, is the establishment of public outreach evaluation criteria and targets, measured through a questionnaire administered at public outreach workshops and other metrics outlined in the PIP. The metrics were designed to provide feedback and facilitate continuous improvements throughout the plan update process, applying performance-based planning principles to the coordination process, in addition to the technical analysis. Targets were also set for each of the metrics.

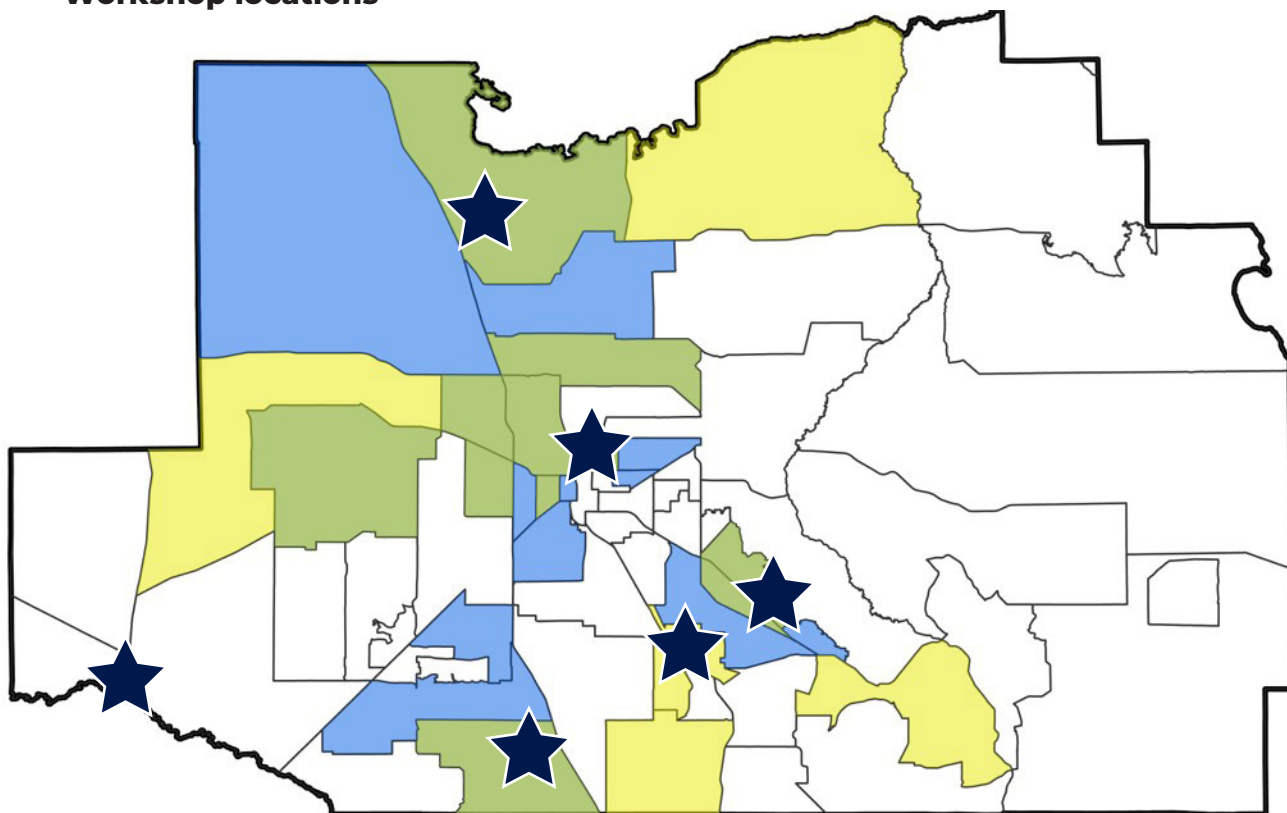
Stakeholder Groups

A crucial component of the planning process is the coordination of public and stakeholder input, ensuring that the plan is influenced by residents, business interests, and public agencies that are responsible for implementation of the plan. More than 40 separate meetings were conducted to coordinate the plan update with these stakeholders in a variety of formats. The stakeholder groups that were engaged at key milestones in the planning process can be summarized in terms of four general categories, including:

- Government agencies
- Business groups
- Environmental and natural resource agencies
- General public

FIGURE 3.1: ENVIRONMENTAL JUSTICE AREAS

- > **County average poverty**
- > **County average minority**
- > **Average poverty & minority**
- Workshop locations**



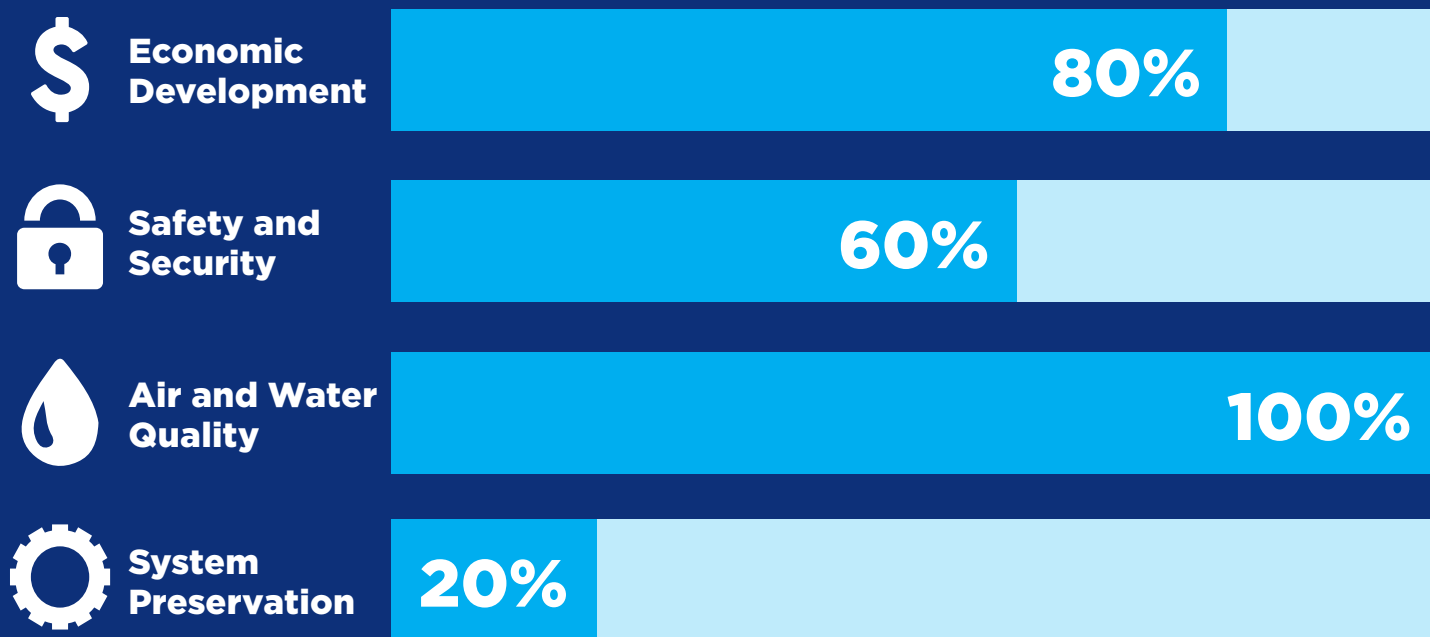
Government Agencies and Business Stakeholders

There are four TPO committees that provided guidance in the LRTP update, including the Citizens Advisory Committee, Technical Advisory Committee, the LRTP Steering Committee, and the TPO Governing Board. Other institutional stakeholders that were engaged regularly throughout the plan development process include the Ocala Marion Transportation Disadvantaged Local Coordinating Board, city councils of the cities of Belleview, Ocala, and Dunnellon and the Florida Engineering Society. Input from these stakeholders was incorporated into the Goals and Objectives weighting and Needs Plan development processes. More than 30 meetings were held with these groups at those key milestones. The second category includes meetings held with key stakeholders not specifically represented on the committees. The stakeholders are divided into two groups. The first includes institutional, business, land development interests, and environmental justice interests. The following is a list of the stakeholders in this category that were engaged early in the plan update process to gain input on the Vision, Goals and Objectives, and general transportation concerns:

- Ocala/Marion County Chamber & Economic Partnership
- Ocala Realtors Association
- Marion County Road Builders Association
- Ocala Builders Association
- Ocala Business Leaders
- Marion County School System
- Governor's West Council
- Florida Engineering Society
- Ocala Marion Transportation Disadvantaged Local Coordinating Board

FIGURE 3.2: INDUSTRY STAKEHOLDER CONCERNS

(measured as proportion of stakeholders sharing concern for specific issues)



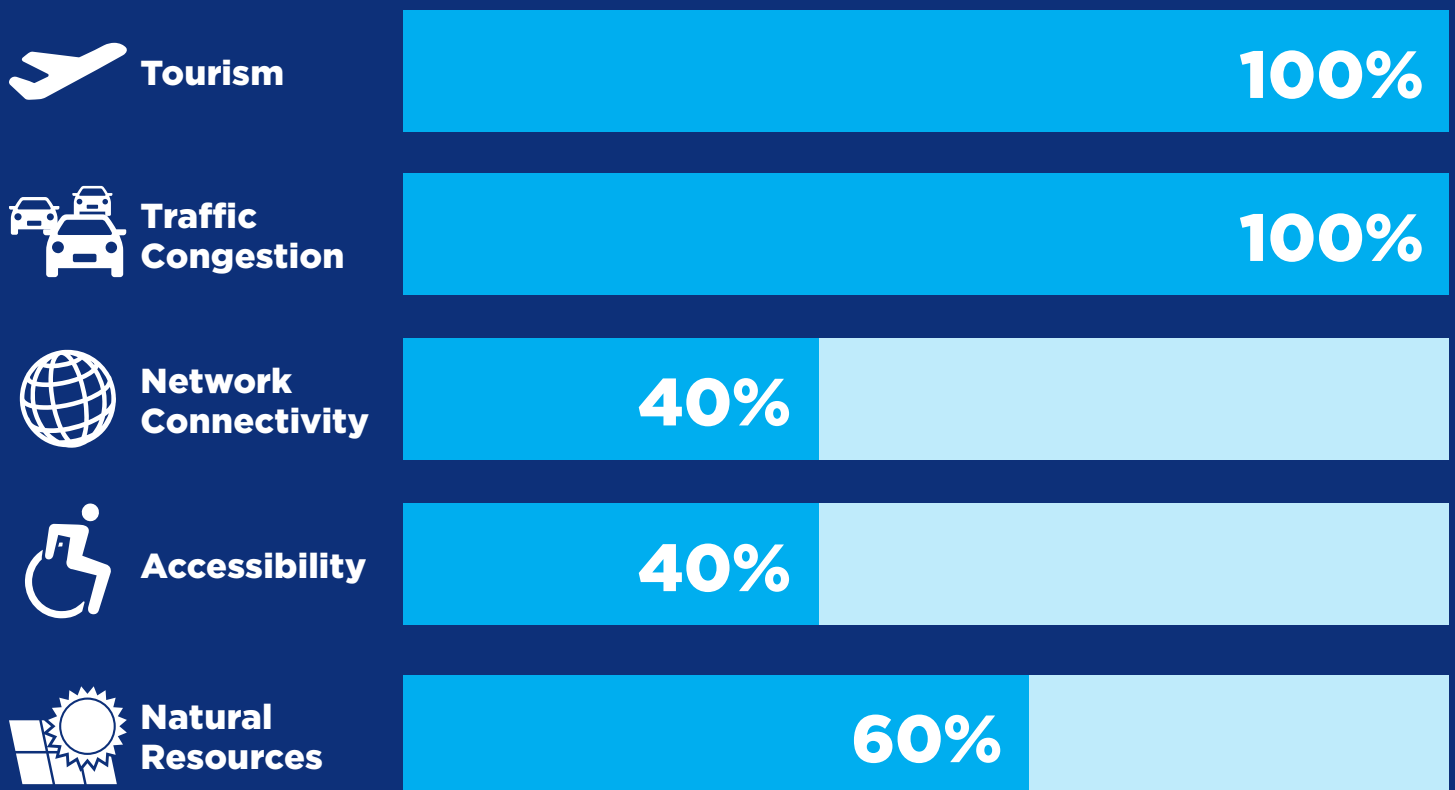
Some of the primary themes that arose in the stakeholder discussions involved the delicate balance of the County's growing freight and development industries with the bucolic nature of the County. The most prevalent concern on the part of the stakeholders is the preservation of the County's horse farms and natural resources. Another concern that emerged in these discussions is the balance between tourism and natural resource preservation. The County's economic dependence on the tourism industry, to an extent, has encouraged the commercialization of the natural resources that draw many tourists, which has had some negative consequences on the resources themselves. Despite these concerns, there is a general sentiment among these stakeholders that growth and development will continue and that the transportation system must also grow to accommodate the added demand on the County's

infrastructure. Issues that were most prevalent in the stakeholder discussions were air and water quality, tourism, and traffic congestion, followed closely by economic development. Safety, natural resources and network connectivity and accessibility also were salient concerns voiced by stakeholders.

The TPO team also coordinated with the neighboring counties to the south through the Lake Sumter MPO, which shares a portion of the urbanized area in the region. The teams coordinated during the Needs Plan phase of the plan update process, which is the point at which needed infrastructure improvements are identified and evaluated for potential inclusion in the Cost Feasible Plan. The reason for coordination at this point was to ensure that improvement needs on regional facilities traversing both the Marion County and Lake/Sumter County areas are closely coordinated for consistency. It was determined that there were no inconsistencies and that FDOT's plans for I-75, which is the primary regional facility shared by the three counties, are captured consistently in the SIS Cost Feasible Plan.

FIGURE 3.2: INDUSTRY STAKEHOLDER CONCERNS

(measured as proportion of stakeholders sharing concern for specific issues)



Environmental and Natural Resource Agencies

The third category of stakeholders that were engaged includes environmental and natural resource agency representatives. At an interactive stakeholder meeting with representatives of local, state, and federal natural resource agencies, the TPO planning team presented a series of maps depicting environmentally sensitive areas in a number of categories, including conserved lands; the County's Environmentally Sensitive Overlay Zones; FDEP's Springs Protection Zones; results of an aquifer vulnerability model (DRASTIC model); FDEP's Impaired and Outstanding Florida Waters; FEMA's Flood Hazard and Flood Prone areas; and USGS drainage maps.

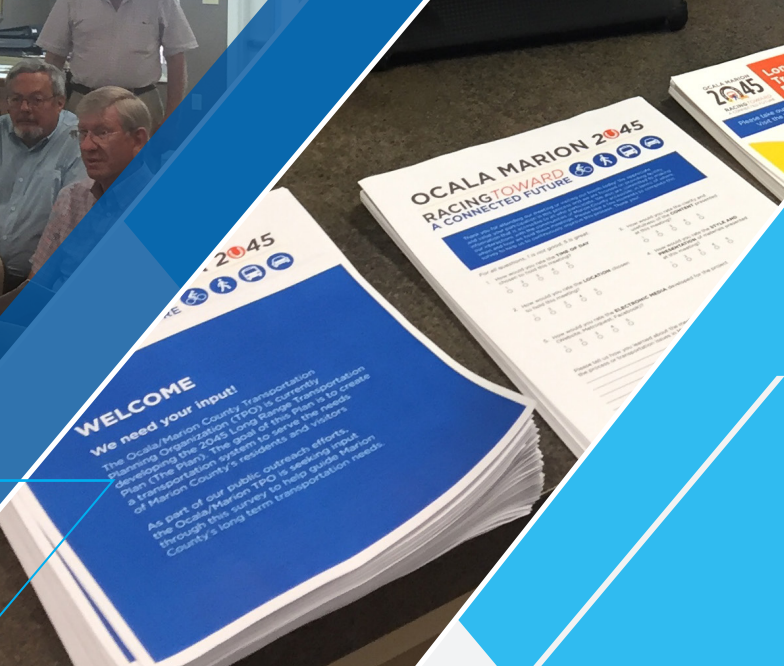
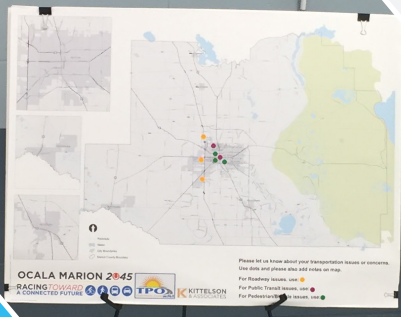
- Florida Fish and Wildlife Conservation Commission
- Federal Highway Administration, Eastern Federal Lands Highway Division
- St Johns River Water Management District
- Florida Department of Environmental Protection
- US Forest Service

The team also presented the group with maps of transportation improvement needs, which were assessed relative to the environmental data to determine levels of impact on the sensitive areas. A third data series that was presented to the group and discussed extensively included a series of environmental mitigation programs designed to mitigate the negative impacts of infrastructure and development improvements. Important feedback was received by these stakeholders in terms of all three data series that were presented. In addition to validating the team's approach to environmental impacts, the stakeholders made several important suggestions resulting in additional datasets to be included in the environmentally sensitive areas. A comprehensive discussion of the datasets and how they were used in the technical needs assessment phase of the LRTP update is included in **Chapter 4** of this document.

Public Workshops

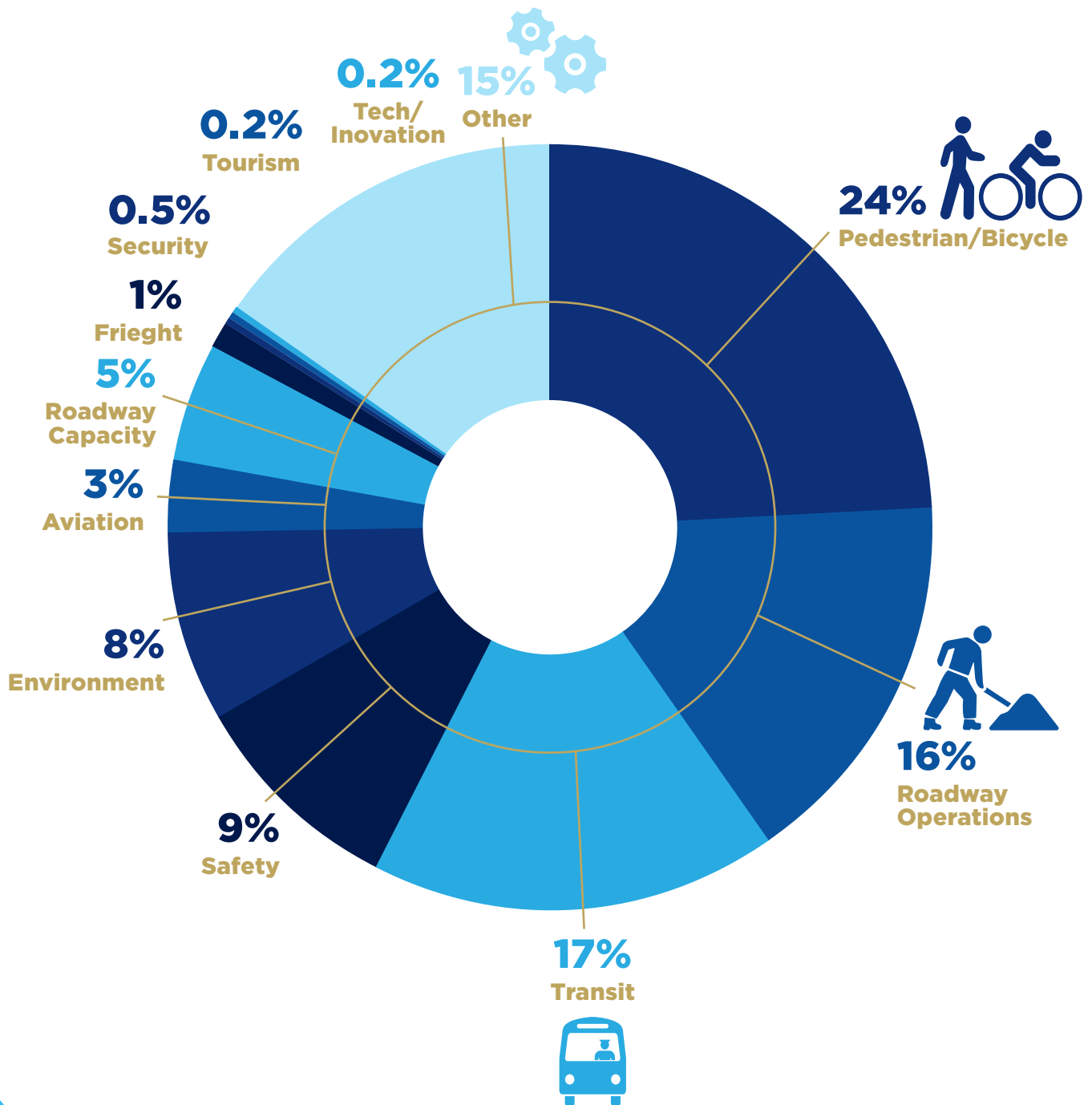
Engagement of the general public has included public meetings and workshops geared to inform and engage participants and obtain feedback and input on the plan from the public perspective. A total of seven public meetings were held throughout the process, including a virtual workshop during the COVID-19 pandemic. The TPO Board adopted a formal resolution (Resolution #20-07) on April 28, 2020 outlining alternative public participation procedures during emergency situations, like the COVID-19 pandemic. A series of in-person public workshops were held in August 2019 to kick off the plan update process. Five of the six workshops were held in predominantly low income, predominantly minority, and/or both. The venues for the workshops in these areas include the Marion Oaks Community Center, Belleview City Hall, Silver Springs Shores Community Center, Lillian Bryant Community Center, and Reddick-Collier Elementary School. The venues were selected based on these variables as well as geographic consideration to ensure that the meetings were distributed across the County, maximizing accessibility to residents. The 2019 workshops focused on an overview of the plan update process; the LRTP goals and objectives; collection of specific area or facility comments; and promotion of an on-line survey that could be completed on tablets at the workshops.

More than 65 people attended the workshops and provided their input through a variety of means, including marking up maps, completing an online survey, and discussing their needs and concerns regarding transportation in Marion County. The input received at the workshops informed the Goals and Objectives established to guide the plan and the Goal weights that were recommended to the TPO Governing Board. Specific facility- and mode-related input was also provided, which was used in the later technical needs assessment.



More than 75 comments were logged during the 2019 workshops, with almost 25% of those comments related to bicycle and pedestrian issues, as summarized in **FIGURE 3.4**. Another sixteen percent of the comments were related to operational roadway issues, which includes traffic signal timing, the need for turn lanes, and other non-capital improvement related concerns. Approximately seventeen percent of the comments were related to public transit, mostly representing the opinion that the limited transit services offered in Marion County do not address commenters' travel needs. Close to ten percent of the comments received relate to the need for safety improvements and almost the same number of comments were related to environmental concerns. Interestingly, only five percent of the total comments received at the workshops were related to the need for more roadway capacity. The need for safety, bicycle/pedestrian, transit and operational roadway improvements represented the vast majority of all comments.

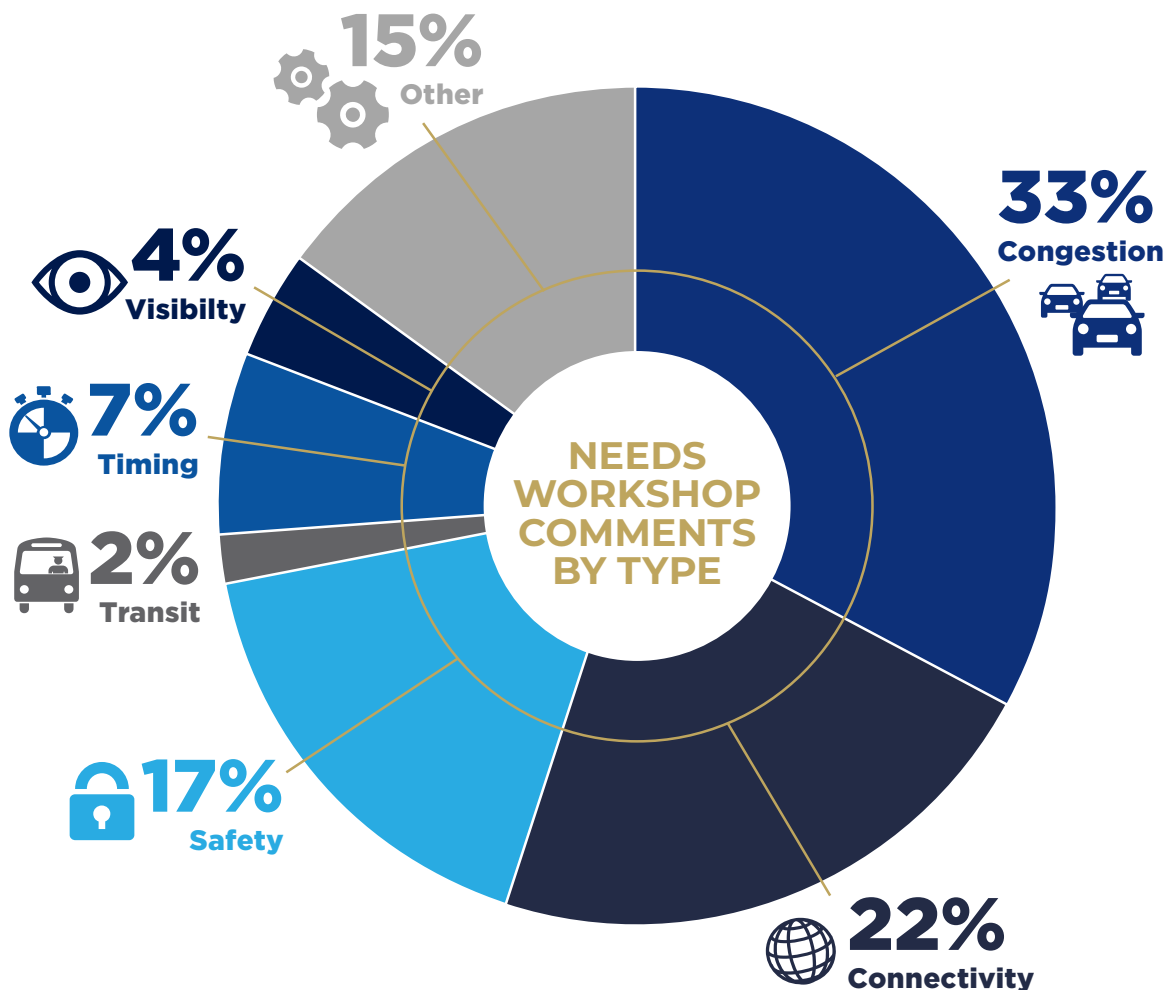
FIGURE 3.3: KICKOFF PUBLIC WORKSHOP COMMENTS



A Needs Plan workshop, which coincided with the emergence of the COVID-19 pandemic, was held virtually, with the option on the first day of the workshop for people to attend in person at the County Commission Chambers in Ocala. The workshop was available on-line for people to attend at any time for a period of six weeks from June 18 to July 31, 2020. The focus of the workshop was to present the LRTP Needs Plan, including identified sidewalk, bicycle lane, trail, transit, and roadway improvements for consideration in the LRTP Cost Feasible Plan. Participants could comment on existing projects or suggest new ones and a summary of comments by type were available in real time for people to review and/or react to. More than 30 people attended the live workshop on June 18, 2020. The primary objective of the workshop was to engage participants in the assessment of needed improvements in the County’s transportation system, both in terms of already identified improvements making up the draft Needs Plan at the time, and potentially new improvement needs.

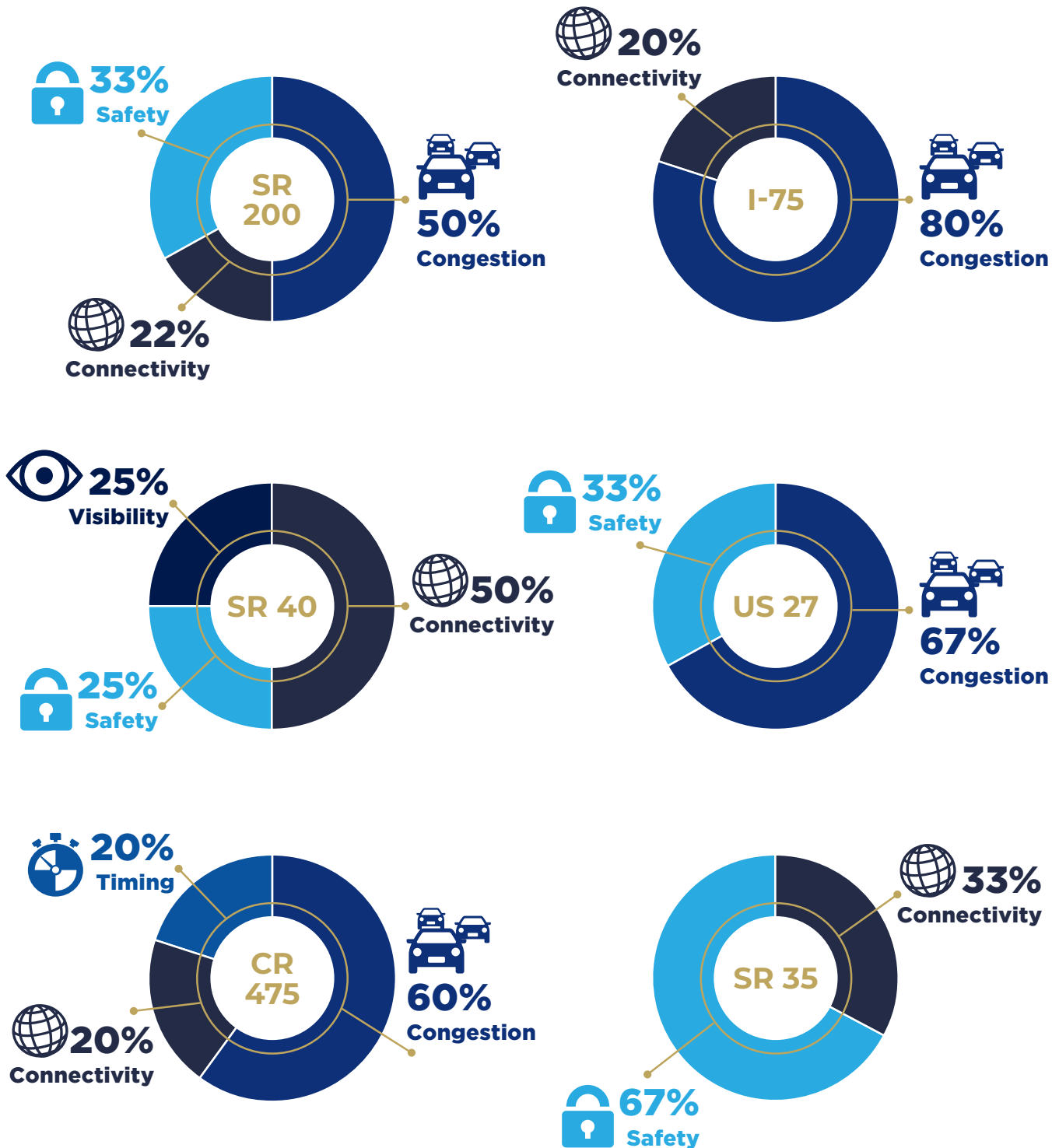
Participants in the Needs Plan workshop were encouraged to comment on specific improvement needs, but they were also engaged more generally by categorizing their comments in terms of generalized transportation needs or concerns, like traffic congestion, safety, network connectivity, and others. The results of the workshop, summarized in **FIGURE 3.5**, indicated the largest share of concerns were related to traffic congestion, making up 33 percent of the total comments received. Network connectivity also represented an area of concern, with 22 percent of the comments, and safety comments comprised almost 20 percent as well. While the traffic congestion comments are all related to the auto mode of travel, the connectivity and safety comments were divided between modes. Half of the connectivity comments were related to trails and 30 percent related to roadways. The remaining 20 percent were sidewalk and transit related. With regard to safety, the breakdown was reversed, with 60 percent of the safety comments related to auto travel and 40 percent related to the bicycle and pedestrian modes of travel.

FIGURE 3.4: NEEDS PUBLIC WORKSHOP COMMENTS



Specific roadway or transportation facility comments provided during the Needs Plan workshop included more than 20 facilities, with six of them representing 54 percent of the comments, as summarized in **FIGURE 3.6**. Interstate 75, SR 200, SR 40, and US 27 were the most commonly mentioned roadways in the comments. The remainder of facility-specific comments include a mix of state highways and local roadways. A breakdown of the comments by facility for the top six most cited roadways highlights the congestion, connectivity and safety concerns on the part of workshop participants.

FIGURE 3.5: NEEDS WORKSHOP FACILITY COMMENTS



On-line Survey

An on-line survey administered between June and September 2019 collected input on existing conditions of pedestrian, bicycle, transit, and roadway infrastructure; goal ranking; and desired investments by mode and improvement type. The survey was advertised extensively on social media, with spikes in the numbers of completed surveys clearly correlated with social media boosting efforts at various points in the three-month survey period. While the survey administration did not include a statistically significant sampling methodology, demographic questions were asked to assess representation of the County population in the sample. The results of the demographic analysis, as summarized in **FIGURE 3.7**, indicate a general resemblance of the County's demographics in the survey sample, with the exception of under-representation of the County's 18 or younger population. All the other age groups and general ethnicity was well represented, the latter in terms of caucasian and non-caucasian.



607
SITE VISITS



257
PARTICIPANTS

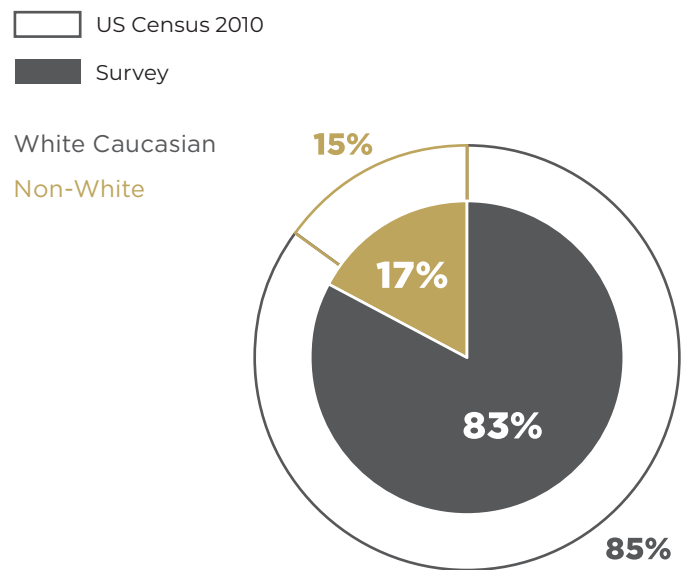
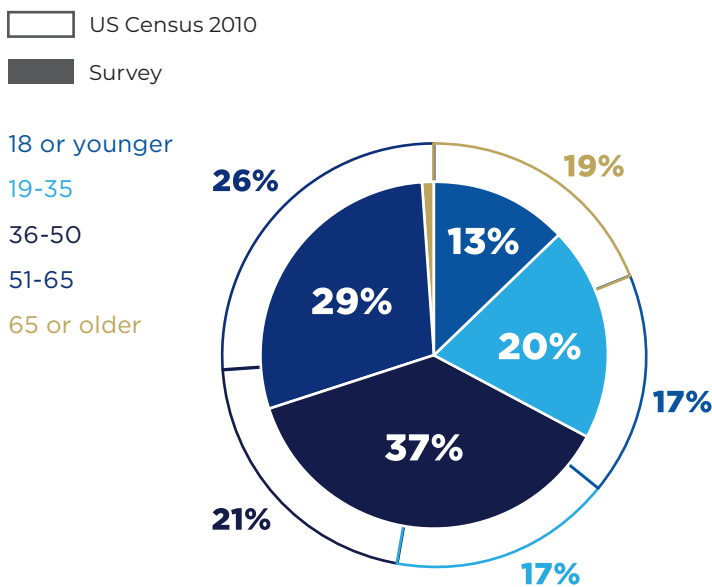


313
COMMENTS



5,439
DATA POINTS

FIGURE 3.6: WORKSHOP DEMOGRAPHICS



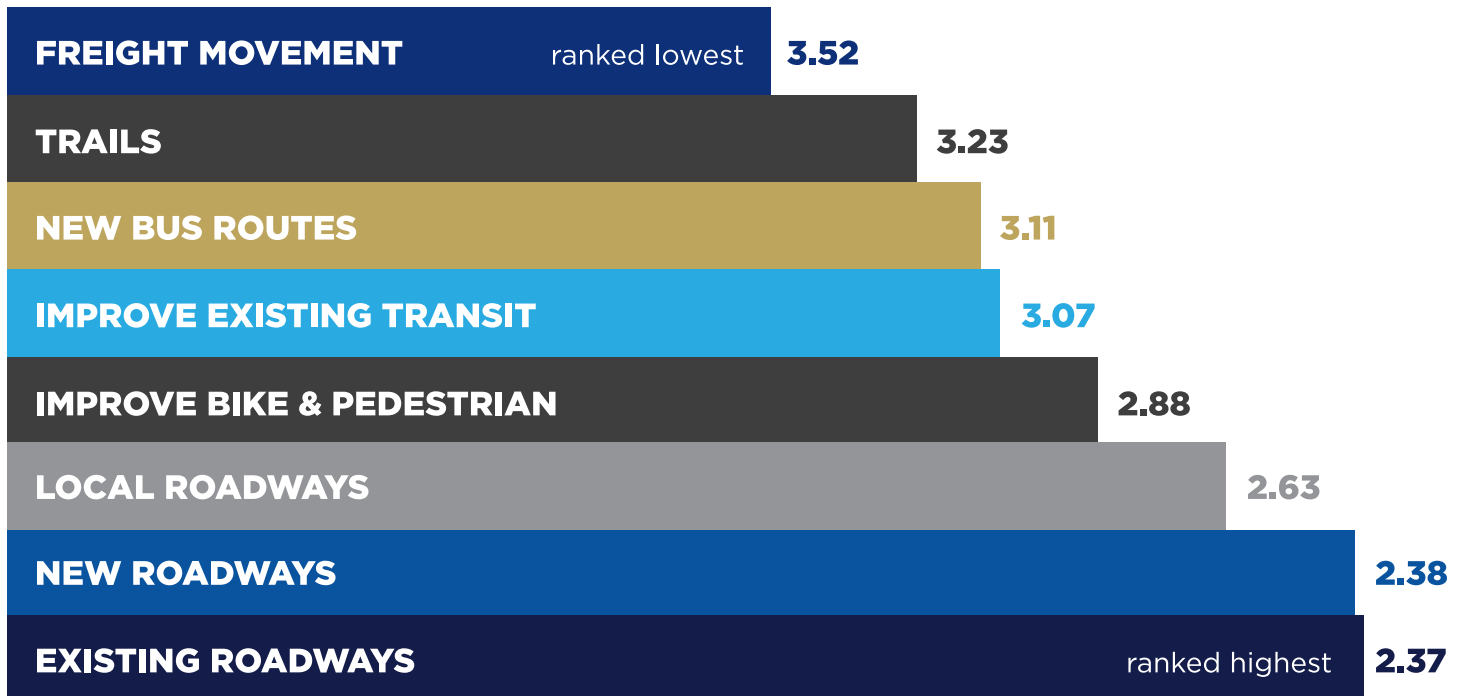
The goal ranking question in the survey was included to provide input to the TPO committees and Governing Board in the goal weighting process. The survey results indicated the County's natural resource protection goal as the most important goal, followed by system preservation.

FIGURE 3.7: GOAL RANKING IN SURVEY RESULTS



The question asking survey respondents to rank the types of transportation improvements they feel are most important found that roadways were the most important facilities for needed improvements, with improvement of existing roadways the highest ranked category. The second highest category was the construction of new roadways, followed by the need to improve multimodal and transit facilities. Freight improvements were the lowest ranked category of needed improvements in the survey.

FIGURE 3.8: STRATEGY RANKING IN SURVEY RESULTS



Social Media

Social media is an important medium of communication with the public and perhaps one of the best ways to reach the maximum possible number of people. One of the specific reasons for incorporating social media into the 2045 plan update process is to attempt to engage a younger demographic than has historically been reached in long range planning public involvement programs. The initial establishment of a social media presence for the LRTP was the launch of a Facebook account in June 2019.

Facebook

Since launching in June 2019, the **Ocala Marion 2045 Transportation Plan** Facebook page has garnered 469 followers and generated more than 160 comments since the launch, with an average of 109 unique users engaging on a weekly basis. An advertising campaign was also launched early in the plan update process to increase participation, particularly in the weeks leading up to public workshops. Facebook engagements tracked since the social media launch in 2019 indicate the value and success of the marketing investments, as depicted in **FIGURE 3.10**.

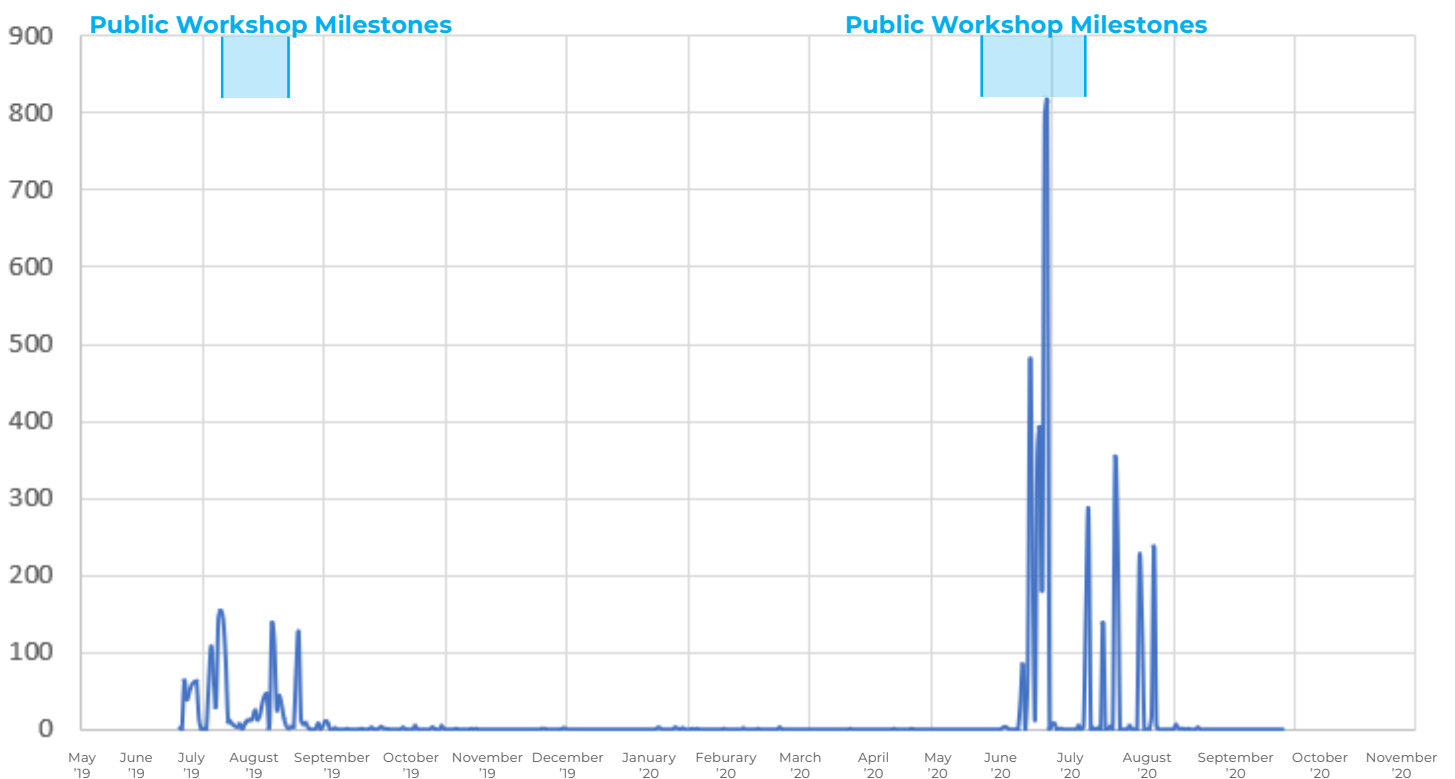
 **469 FOLLOWERS**

 **109 UNIQUE USERS**

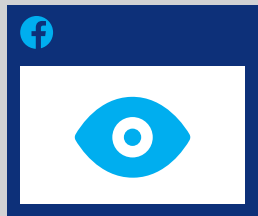
 **160 COMMENTS**

 **10,873 PEOPLE REACHED WITH TOP POST**

FIGURE 3.9: FACEBOOK DAILY PAGE ENGAGEMENTS



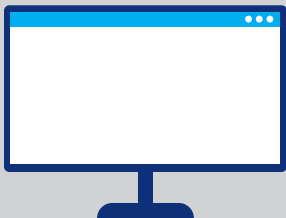
Every Facebook post for the page was set up with a goal in mind—either to build trust with followers, gather comments, or ask for an action related to the LRTP, such as attending an event. The most popular post reached 10,873 people. 400 people clicked to open the post, 327 people clicked to the project website, and 71 people reacted, commented, or shared.



**10,873
VIEWS**



**400
CLICKS**



**327
WEBSITE**



**71
INTERACTIONS**

Ocala Marion 2045 Transportation Plan
July 1 · 🌐

How will transportation in Marion County change by 2045? Your input shapes the vision!

Right now, we're collecting feedback through an interactive website that functions like a virtual public meeting. When you visit the website, you can view a collection of potential sidewalk, bicycle, trail, roadway, and transit projects, and give us your opinion by liking or commenting on the projects. This website closes on July 18 so be sure to check it out!

<https://storymaps.arcgis.com/.../7fad6f489ae3493c847450134382...>

STORYMAPS.ARCGIS.COM

Ocala Marion 2045 Long Range Transportation Plan (LRTP)

[Learn More](#)

Instagram

L RTP Demographic data collected through the Metroquest survey described in the previous section indicated a relatively low participation in the 18 or younger age group, so subsequent to the survey deployment, the team established an Instagram account, recognizing the higher level of participation by younger demographics in Instagram, relative to Facebook. The ocalamarion2045 Instagram page was launched in October 2019. Posts on Instagram have emphasized the uniqueness and beauty of Marion County while informing followers of engagement opportunities and encouraging them to weigh in on the LRTP. The page has accumulated 283 followers and received 9 comments. The most popular Instagram post reached over 100 users and received 18 likes.



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Liked by **violetcoasts** and 17 others

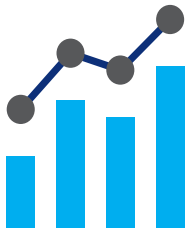
ocalamarion2045 Tag a friend or family member who might want to have input on improvements to Marion County's transportation systems! #ocalamarion2045 #marioncountyflorida #longrangetransportationplan #transportationplanning #lovewhereyoulive

[View 1 comment](#)

January 10



238 FOLLOWERS



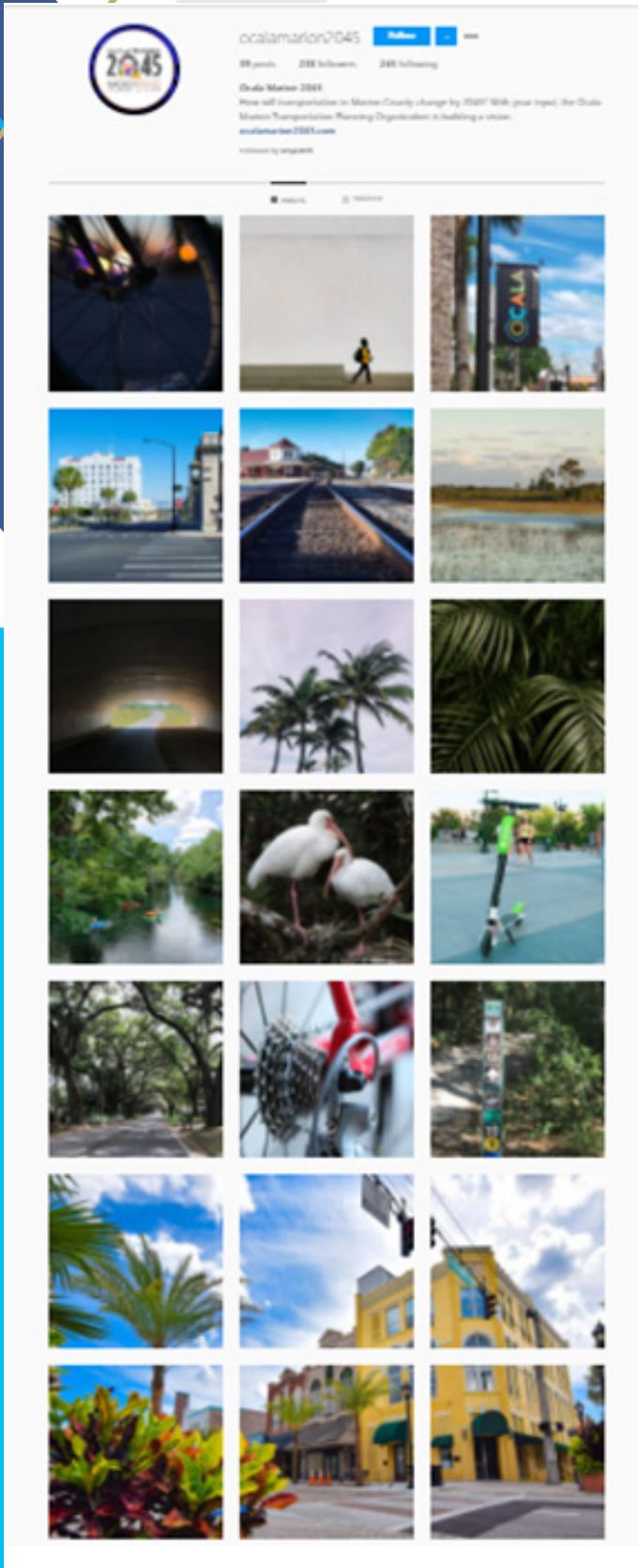
1,872 IMPRESSIONS

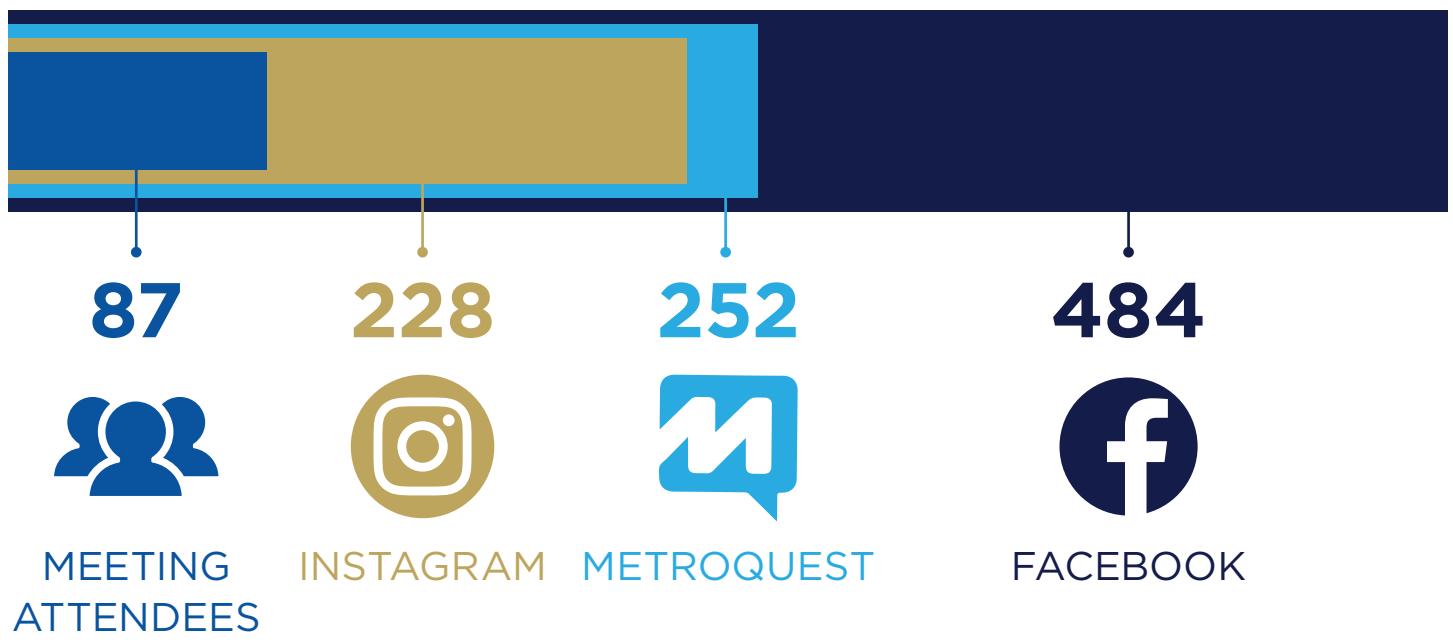


TOP 5 POSTS AVERAGED 94 PEOPLE

Performance Indicators

Public outreach performance indicators include a range of metrics, including attendance at workshops, survey response rates, social media followers, and others, as described in the PIP. Unfortunately, due in large part to the COVID-19 pandemic, in-person workshops throughout the planning process were limited to seven total workshops. In spite of that, the performance targets were largely met, and in some cases exceeded. One of the metrics informed by the 2019 on-line survey was a demographic breakdown of surveyed individuals, which indicated that respondents largely represented the demographics of Marion County residents at large, with the exception of the population younger than 18 years of age. This was addressed at that time by increasing the project's social media footprint with the addition of a project Instagram account.





Average workshop attendance

14

(TARGET: 30)



Social media followers

712

(TARGET: 500)



Responses to on-line survey

257

(TARGET: 300)



Public involvement effectiveness scores

4.6

(TARGET: 4.5)

MEETING CONTENT CLARITY/USEFULNESS

4.1

(TARGET: 4.5)

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CHAPTER 4. ENVIRONMENTAL ANALYSIS

Considering Environmental Resources

Marion County boasts a diverse and valued natural landscape. Thousands of acres of national forest, natural springs, miles of regional recreational trails, horse farms, and countryside greet visitors and welcome residents home. The Needs Assessment process, as outlined in **Chapter 5**, considered the proximity of infrastructure improvements to environmental resources as part of the evaluation of projects. The proximity measure was used to score projects based on their potential environmental impacts. The environmental resources used for this analysis, described in detail the following section, include:

- Wetland areas
- Aquifer vulnerability areas
- Parks and recreation areas
- Marion County designated Environmentally Sensitive Overlay Zone areas
- Marion County designated Springs Protection Overlay Zone areas
- FDEP designated Impaired Waters
- FDEP species concentration areas

Early in the Needs Plan development phase of the LRTP update, the TPO also coordinated a data sharing workshop with environmental resource agencies and stakeholders to review Needs Plan projects and identify environmental needs and strategies for the avoidance or mitigation of environmental effects. The stakeholder group included the following state and federal natural resource agencies.

- Florida Fish and Wildlife Conservation Commission
- Federal Highway Administration, Eastern Federal Lands Highway Division
- St Johns River Water Management District
- Florida Department of Environmental Protection
- US Forest Service






Designated Environmentally Sensitive Areas

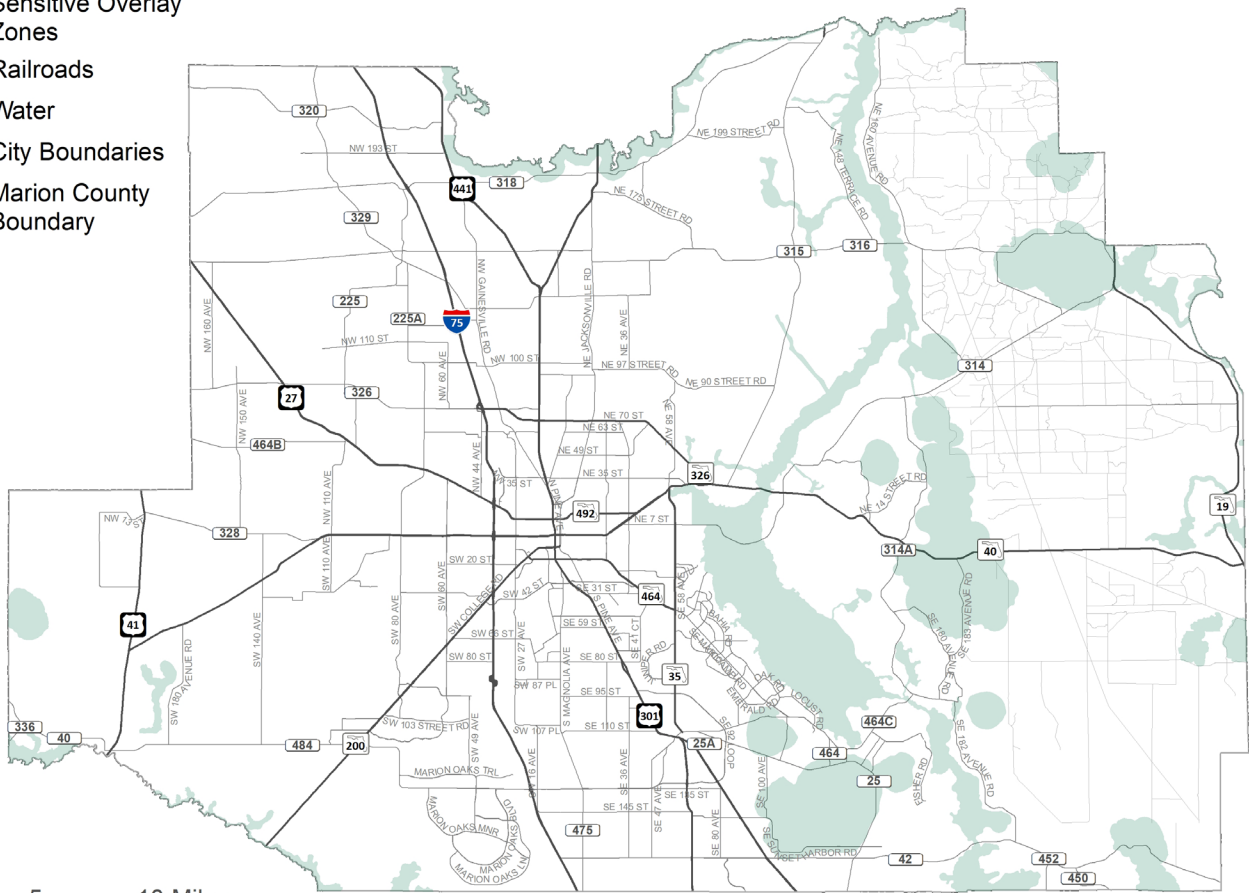
There are multiple layers of environmental policy and analysis requirements at the local, State, and Federal levels associated with the construction of infrastructure improvements. At the local level, the Marion County Comprehensive Plan established an Environmentally Sensitive Overlay Zone (ESOZ) to protect surface waters, including wetlands, wildlife habitats and vegetation in and near certain rivers, creeks, and lakes in Marion County. The ESOZ designated area provides conservation and protection criteria for land development, including development density and intensity limitations, sewage disposal standards, and increased setback standards.

Areas included in the ESOZ include springs, lakes at least 200 acres large, spring runs, 500 feet landward of perennial wetlands and primary tributaries, and Silver River State Park. Additional restrictions, actions, and considerations may need to be undertaken for infrastructure changes in or near the ESOZ area. **FIGURE 4.1** depicts the ESOZ boundaries, as defined in the County's Comprehensive Plan.

FIGURE 4.1: ENVIRONMENTALLY SENSITIVE OVERLAY ZONE

Legend

-  Environmentally Sensitive Overlay Zones
-  Railroads
-  Water
-  City Boundaries
-  Marion County Boundary




Wetland Areas

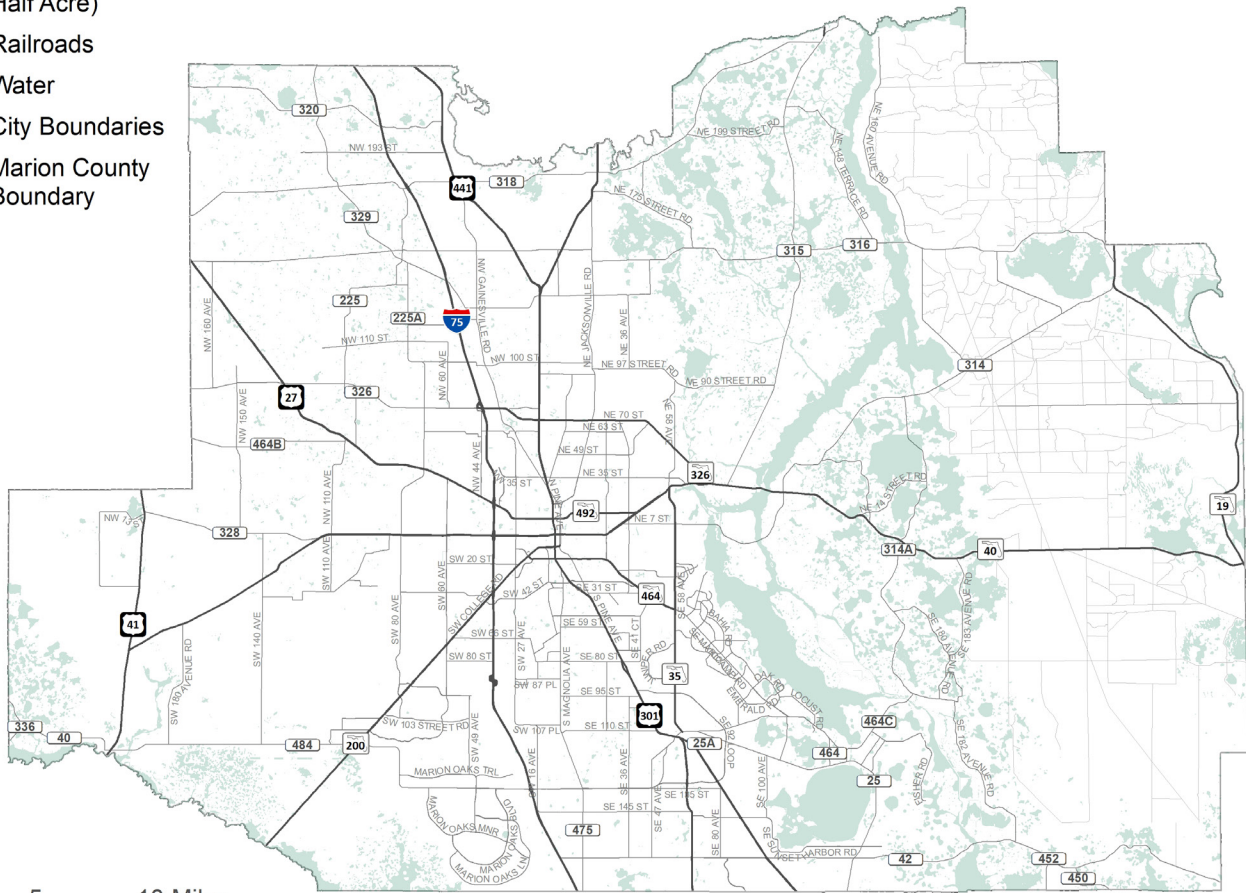
Wetlands provide a wealth of benefits, including habitat for plants and animals, opportunities for recreation, flood control, aquifer recharge, and cultural activities. The National Wetland Inventory (NWI) was developed by the US Fish and Wildlife Service (USFWS) to promote the understanding, conservation, and restoration of wetlands. Wetland areas are subject to additional development criteria and regulations, as set forth by policies such as the Marion County ESOZ.

FIGURE 4.2 depicts the wetlands in Marion County, as defined through the NWI.

FIGURE 4.2: WETLAND AREAS

Legend

-  Wetlands (Over Half Acre)
-  Railroads
-  Water
-  City Boundaries
-  Marion County Boundary



Impaired Surface Waters

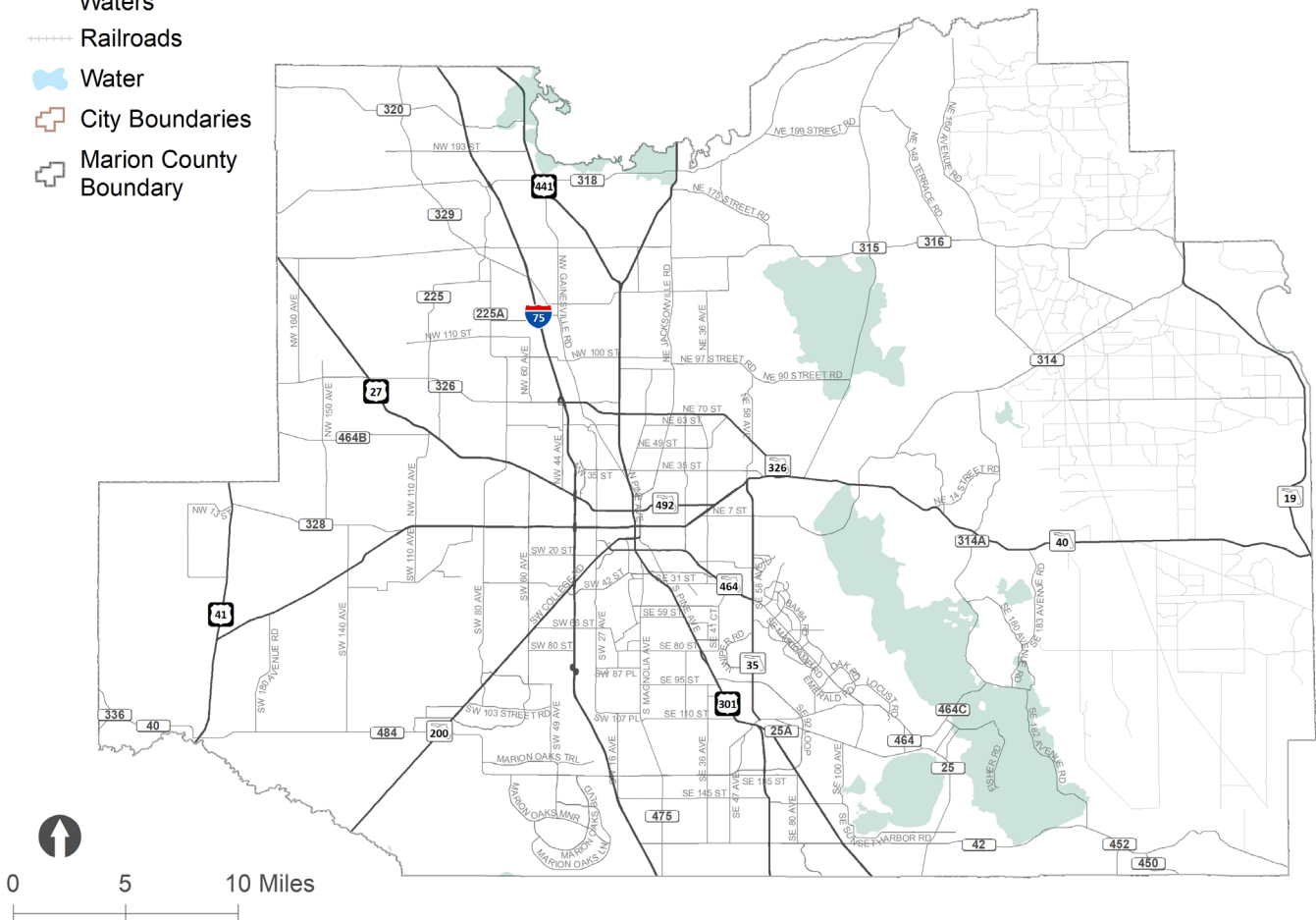
The FDEP identifies impaired surface waters using water quality and biological data. For waterbodies identified as impaired FDEP establishes Total Maximum Daily Loads (TMDL) as targets to determine levels at which the waterbody will no longer be considered impaired. The FDEP Water Quality Restoration Program uses the data as a performance based program to restore impaired waterbodies. After establishing these targets, Basin Management Action Plans (BMAPs) are developed through coordination with local stakeholders to identify and implement actions to meet the established targets. BMAPs include a wide variety of strategies including the permitting of wastewater facilities, agricultural best management practices, conservation programs, and financial assistance with the goal of reducing pollutants to the TMDL. After the BMAP is set, measurements against the TMDL are taken every five years to assess progress.

Restoration plans for impaired waters should be considered when identifying mitigation needs and strategies. Additional stormwater or mitigation requirements may be needed if impaired waters are expected to be affected by development. **FIGURE 4.3** depicts the impaired waters.

FIGURE 4.3: IMPAIRED SURFACE WATERS

Legend

- Impaired Surface Waters
- Railroads
- Water
- City Boundaries
- Marion County Boundary



Vulnerable Aquifers

Most of the freshwater supply in Florida comes from aquifers. The many springs in Marion County are reminders of the natural and economic importance and value of the aquifer. Depending on the area and aquifer characteristics, the aquifer is more susceptible to contamination in different parts of Marion County. The DRASTIC model created by USEPA and National Water Well Association assesses aquifer vulnerability by generating a numerical ranking for different characteristics that influence the flow of groundwater. These characteristics are: Depth to water, net Recharge, Aquifer media, Soil media, Topography, Impact of vadose zone, and hydraulic Conductivity of aquifer. Each characteristic is assigned a score between one and ten and a weighting factor between

one and five is applied to each characteristic. The DRASTIC index is calculated as the sum of each characteristic multiplied by the relevant weighting factor. To estimate vulnerability, the DRASTIC model assumes that contaminants are introduced at the ground surface.

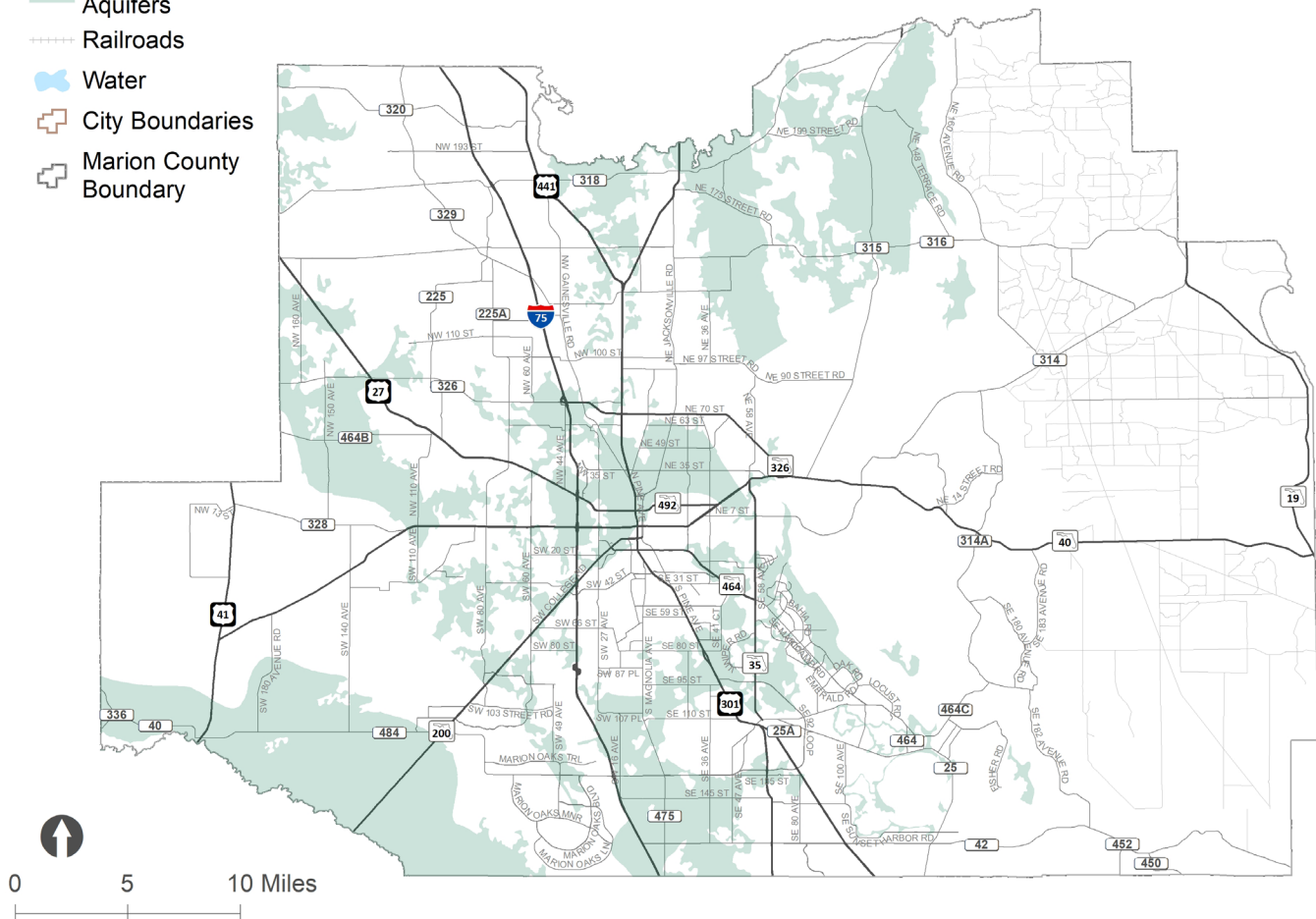
The FDEP has data for the DRASTIC model for each aquifer. The Intermediate Aquifer is not vulnerable in Marion County. The Surficial Aquifer is vulnerable in the eastern portion of Marion County, however compared to the vulnerability of the Floridan Aquifer, the Surficial Aquifer is relatively protected from pollutants.

FIGURE 4.4 depicts the areas that scored more than 200 points, which includes the top 20% most vulnerable areas in Marion County, using the DRASTIC analysis of the Floridan Aquifer. Analysis of projects in these areas should be especially aware of existing BMAPs and the effect of pollutants on the aquifer.

FIGURE 4.4: VULNERABLE AQUIFERS

Legend

- Vulnerable Aquifers
- Railroads
- Water
- City Boundaries
- Marion County Boundary



Spring Protection Overlay Zone

Marion County is home to 76 springs, three of which are designated by the Florida Legislature as Outstanding Florida Springs (Rainbow Springs Group, Silver Glen Springs, and Silver Springs) through the Florida Springs and Aquifer Protection Act. The Outstanding Florida Springs are given a special status and protection. Each of the Outstanding Florida Springs were assessed and determined to be impaired. A Basin Management Action Plan (BMAP) was developed for each spring, documenting priority focus areas for their protection.

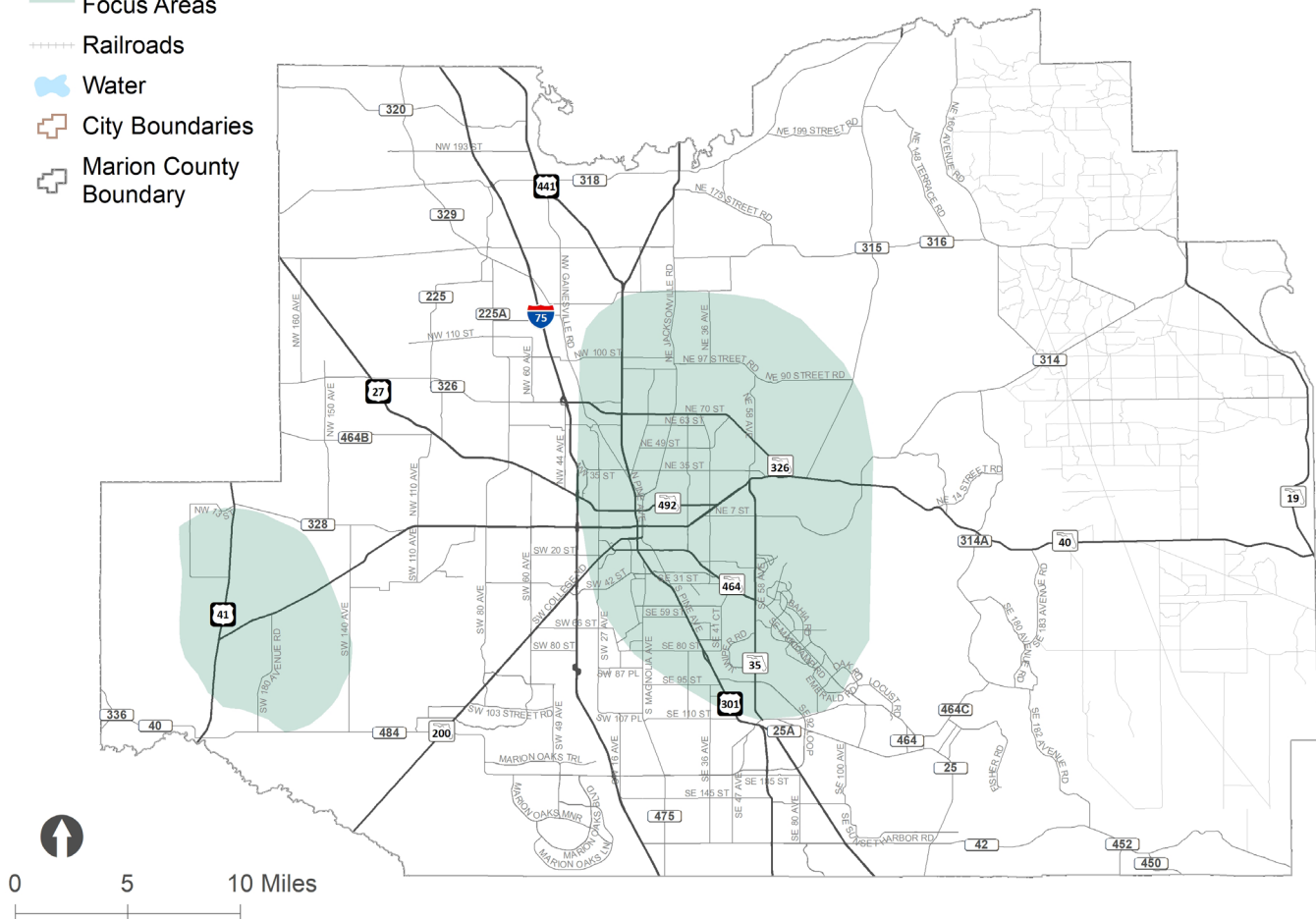
Through the Marion County Comprehensive Plan, the Spring Protection Overlay Zone (SPOZ) and the Secondary SPOZ were defined.

The Primary SPOZ was defined based on the zero to ten year water recharge travel time. The Secondary SPOZ was defined as the rest of Marion County until a further study of the remaining springs in Marion County can be completed. The purpose of the SPOZ is to provide an additional level of water quality protection for springs and groundwater by reducing and managing potential groundwater contamination for water supplies. Development in these areas is required to follow the ESOZ requirements and assess impacts on recharge volume and groundwater quality. The SPOZ have additional requirements pertaining to buffer area, stormwater management, centralized utilities, and on-site treatment disposal systems associated with land development, as defined in the Marion County Comprehensive Plan.

FIGURE 4.5: SPRING PROTECTION OVERLAY ZONES

Legend

- Spring Priority Focus Areas
- Railroads
- Water
- City Boundaries
- Marion County Boundary








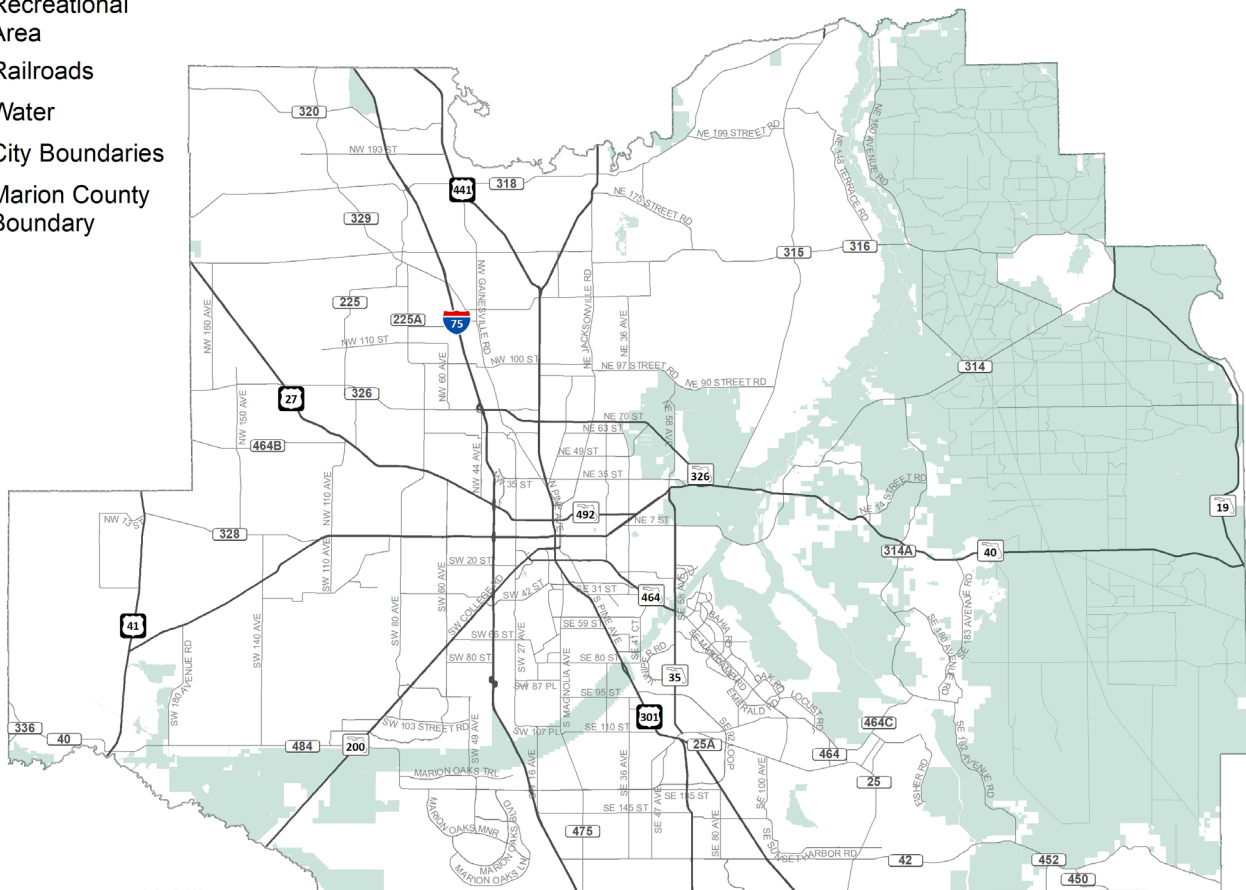
Parks and Recreational Areas

With more than 500 square miles of parks and recreational areas, Marion County is a destination for hiking, biking, boating, mountain biking, and fishing. The County is home to large swaths of contiguous conserved lands, including the Ocala National Forest and the Marjorie Harris Car Cross Florida Greenway. State parks and conserved areas also represent a significant land mass in the County. These include Silver Springs State Park, Rainbow Springs State Park, Indian Lake State Forest, Ross Prairie State Forest, Silver Springs Forest Conservation Areas, and Water Management District Lands. In addition to these resources, Marion County Parks and Recreation manages more than 40 park sites. The Ocala National Forest, Florida State Parks, and the Cross Florida Greenway are depicted in **FIGURE 4.6**.

FIGURE 4.6: PARKS AND RECREATIONAL AREAS

Legend

-  Parks and Recreational Area
-  Railroads
-  Water
-  City Boundaries
-  Marion County Boundary



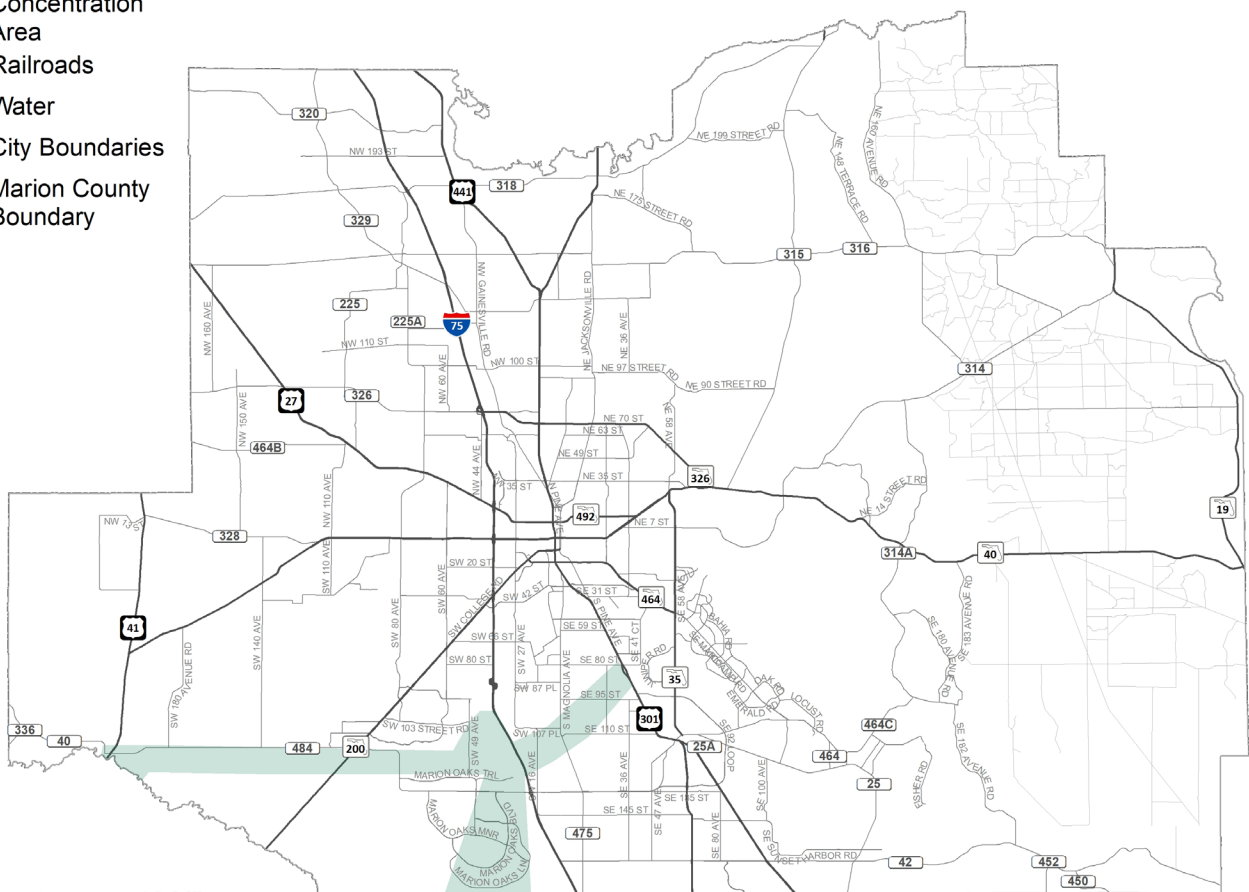
Species Concentration Areas

The FDEP has also identified habitat areas with a concentration of listed and Federally endangered plant and wildlife species in Marion County, including a generalized area along the Cross Florida Greenway between Dunnellon and Santos. FDEP identified 13 protected wildlife species, 18 protected plant species, and at least 2 federally endangered species in this area, including the Florida scrub jay and longspurred mint plan, in this area. **FIGURE 4.7** depicts the species concentration areas.

FIGURE 4.7: SPECIES CONCENTRATION AREAS

Legend

- Species Concentration Area
- Railroads
- Water
- City Boundaries
- Marion County Boundary



Avoidance and Mitigation of Environmental Impacts

The LRTP strives to minimize negative impacts of infrastructure improvements on the County's natural resources to protect their intrinsic ecological value as well as their extrinsic value to the County's tourism economy and quality of life. The inventory of environmentally sensitive areas was used to identify opportunities to avoid or mitigate environmental impacts on projects included in the LRTP at a high level. The TPO collaborates with FDOT, FDEP, SWFWMD, and other environmental stakeholders to most effectively address the potential environmental impacts from transportation projects.

A mitigation hierarchy, established through the International Finance Corporation's Performance Standard 6, provides guidance to reduce the environmental impact of land development projects. The hierarchy represents a generalized approach to avoid, minimize, and/or mitigate impacts as follows.

1. **Avoidance:** Especially critical during long range planning, avoidance seeks to minimize the need for mitigation by considering site location or limiting the area of impact for a project.
2. **Minimization:** Minimization seeks to use technology or methods to reduce the intensity of impact.
3. **Restoration:** Restoration should be undertaken if environmental impacts are unavoidable. Restoration can return the site environment to pre-project state or facilitate natural processes to return habitats to their natural state.
4. **Offsets:** As a last resort, project impacts may be offset by actions to restore similar lands in other locations or at the site. Offsets should be considered at the outset of the project to maximize efficacy.

The LRTP project evaluation and prioritization process generally follows the first two steps in the hierarchy through a scoring process that reduces the scores of projects estimated to impact environmentally sensitive areas. Some projects in the LRTP represent, by their very nature, mitigation strategies designed to minimize harmful environmental impacts. Examples include the reconstruction of the land bridge where the Cross Florida Greenway trail intersects I-75 and the construction of a tunnel at the trail's intersection with CR 484. These projects will minimize disruption to wildlife species that depend on the Cross Florida Greenway for safe crossings of roadway facilities.

Efficient Transportation Decision Making (ETDM) Process

In addition to the identification of potential environmental needs or impacts during the LRTP process, major projects and capacity-adding projects follow the Efficient Transportation Decision Making (ETDM) process. This process supports the environmental policy of the FDOT to "protect and preserve the quality of life, and the natural, physical, social and cultural resources of the State, while expeditiously developing safe, cost effective, and efficient transportation systems" (Environmental Policy No.: 000-625-001-m). The ETDM process provides agencies and other stakeholders the opportunity for early input and consideration of the environment in transportation planning.

During the ETDM screening process, resource agencies at both the federal and state levels are requested to review specific projects. Agencies provide information regarding their resource specific conservation plans and future key conservation efforts for each project.

To provide a visual representation of projects and their impacts to the environment, ETDM utilizes a GIS-based Environmental Screening Tool (EST) that enables project reviewers to interactively assess proposed transportation improvements. This tool provides a wealth of environmental and sociocultural data that allows a comprehensive review of the projects and their potential impacts.

FDOT Mitigation Program

In cases where project impacts cannot be avoided or minimized, there are a variety of mitigation programs and strategies available to implement restoration or offsets. The FDOT Mitigation Program, established by Florida Statute, is managed by State Water Management Districts (WMDs) and coordinated with State and Federal resource and regulatory agencies to mitigate the impacts of infrastructure development. The Program requires the development of a Mitigation Plan that includes an inventory of construction projects with a minimum three year horizon, recognizing that consideration of potential environmental impacts early in the project development process allows time to develop appropriate mitigation projects.

The FDOT Mitigation Plan is updated annually to account for changes to projects throughout their lifecycle. Mitigation projects in the program are required to address water resource needs, with a focus on the needs defined by Florida Department of Environmental Protection (FDEP) and the WMDs. Projects may include Surface Water Improvement and Management (SWIM) projects, lands identified for acquisition, restoration or enhancement, and control of invasive and exotic plants. **TABLE 4.1** includes a range of mitigation strategies included in the FDOT Mitigation Plan.

TABLE 4.1: FDOT MITIGATION PLAN

PROJECT TYPE	PROJECT TYPE DESCRIPTION
SWIM (Surface Water Improvement and Management)	The SWIM Program focuses on projects to improve water quality or restore natural systems along highly threatened surface water bodies. Projects may focus on reducing the pollution in stormwater, restore degraded or destroyed natural systems, enhance existing habitats, or promote the preservation of natural habitats.
Lands for acquisition	Acquisition involves procurement of lands and further mitigation actions carried out on the procured lands.
Lands for restoration	Restoration manipulates the site characteristics to return or repair natural or historic functions to a historic or degraded resource. The EPA policy is to generally consider restoration before enhancement or preservation, as the likelihood of success is greater, impacts to other resources is lower, and potential benefits are higher ¹ . Examples of restoration actions include the construction of stormwater ponds to filter pollutants and restoration of estuarine habitats.
Lands for enhancement	Enhancement manipulates the characteristics of a resource to improve the function of the resource. Examples of enhancement actions include prescribed burns and exotic species control.
Species control	Excessive populations of invasive plants impact navigation, recreation, flood control, reduced dissolved oxygen levels, and damage fish and wildlife habitat. Removal of invasive vegetation and installation of native plants are example of species control mitigation actions.

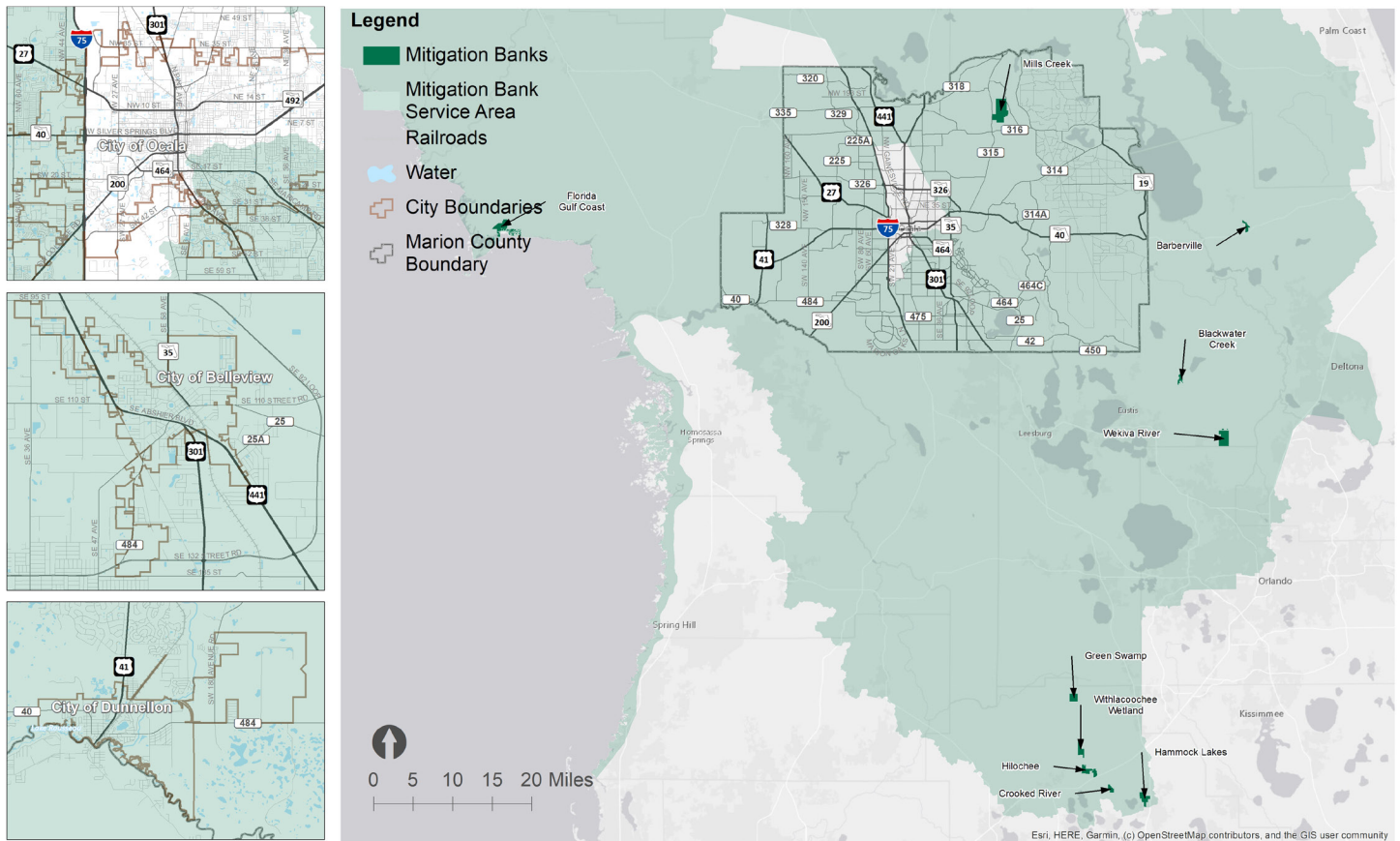
¹ Wetland and Stream Mitigation: A Handbook for Land Trusts, EPA: https://www.epa.gov/sites/production/files/2015-08/documents/wetlands_and_stream_mitigation_-_a_handbook_for_land_trusts_0.pdf

Mitigation Banks

Wetland mitigation banks represent a common example of mitigation. Wetland mitigation standards require mitigation projects to be carried out in the same watershed as the projected impacts. Similarly, if a habitat is impacted a habitat with a similar value and function must be created, enhanced, restored, or preserved.

There are ten mitigation banks with service areas overlapping Marion County, as shown in **FIGURE 4.8**, with only a small portion of Marion County not within the service area of any mitigation banks. The purchase of mitigation bank credits must be considered when the purchase will offset the impact of the project, provide equal benefit as other mitigation options, and provide the most cost-effective mitigation option.

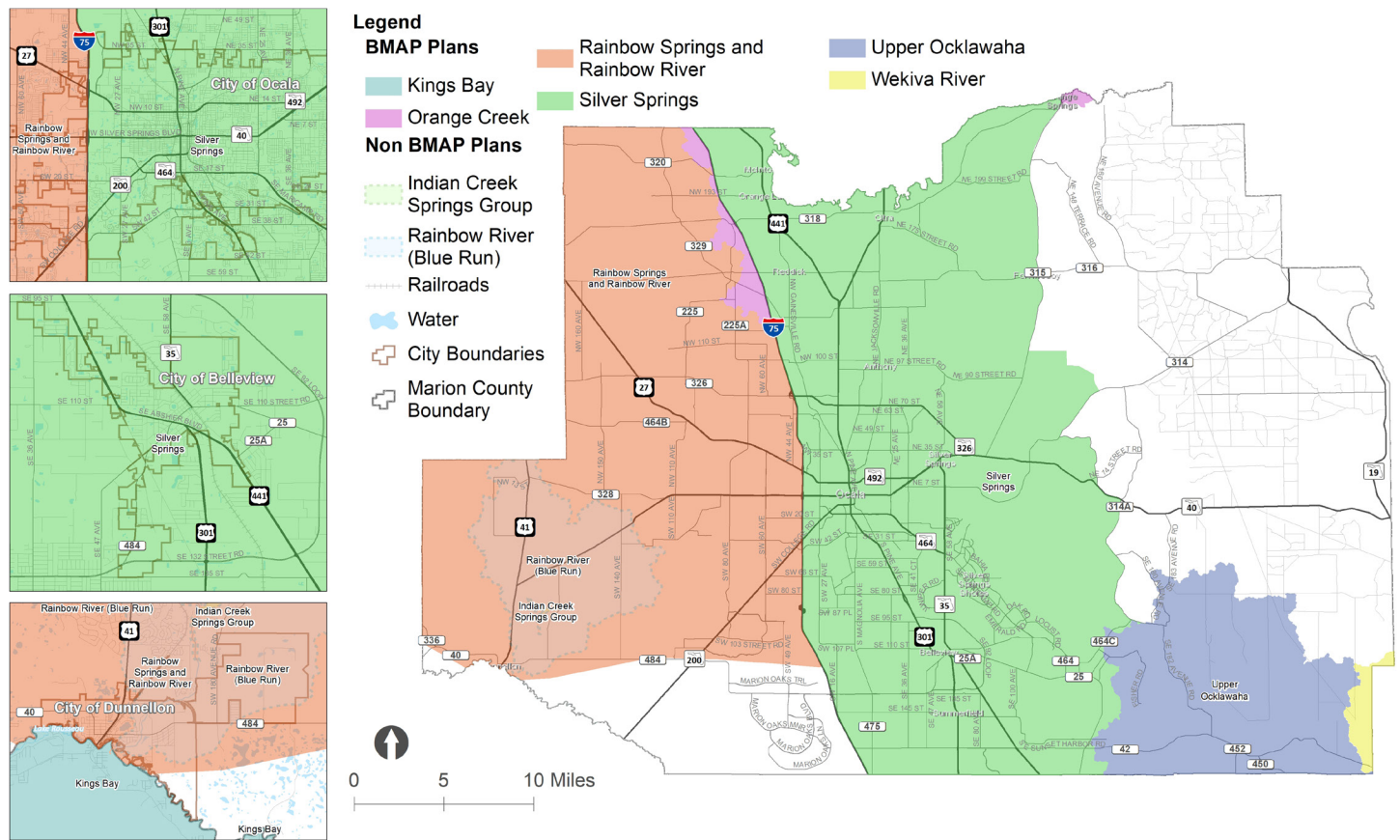
FIGURE 4.8: MITIGATION BANKS



Basin Management Action Plans (BMAPs)

Basin Management Action Plans (BMAPs) represent another multi-disciplinary approach and coordination framework to set goals and actions to reduce pollutant loading on impaired waterbodies. FDEP has completed six BMAPs that overlap Marion County as summarized in the following section. The BMAPs that have been completed in Marion County are depicted in **FIGURE 4.9**.

FIGURE 4.9: BMAP AND NON BMAP RESTORATION PLANS



Silver Springs: The Silver Springs Basin Management Area covers the center of Marion County, overlapping with the cities of Belleview, Ocala, and McIntosh. The Silver Springs and Rainbow Springs BMAPs were developed in conjunction due to overlapping watersheds from changing climatic conditions from year to year. The BMAP was developed due to the impairment of Silver Springs and the Upper Silver River. Silver Springs and the Upper Silver River were considered to be impaired due to an imbalance of flora and fauna, demonstrated by excessive algal growth, which was correlated to elevated levels of nitrates in the ground water. The adopted TMDL requires a 79% reduction in nitrate concentration in the impaired waterbodies.

The BMAP is a commitment from stakeholders to restore water quality to Silver Springs and the Upper Silver River. Ground-water driven systems typically experience a lag time to see a response from management actions. Approximately 80% of the nitrogen released into the Upper Floridan aquifer (source of Silver Springs) is from onsite sewage treatment and disposal systems and agricultural commodities. More than 140 specific projects are identified in the BMAP, which are divided into the following categories:

- Stormwater Structural Best Management Practices (BMPs),
- Drainage Well Abatement,
- Agricultural BMPs,
- Regulations, Ordinances, and Guidelines,
- Special Studies and Planning Efforts,
- Education and Outreach Efforts,
- Basic Stormwater Management Program Implementation,
- Conservation Land Acquisition,
- On-site sewage treatment and disposal systems conversion,
- Wastewater System Upgrade and Improved Management and Infrastructure Management, Maintenance, and Repair.

Projects identified in the Silver Springs BMAP are expected to reduce surface loading of Nitrogen by about 6%, most of the reduction is from a reduction in nitrogen loading from wastewater treatment and agricultural commodities.

Rainbow Springs: The Rainbow Springs Basin Management Area covers most of the western portion of Marion County, overlapping with the cities of Dunnellon and Ocala. The Silver Springs and Rainbow Springs BMAPs were developed in conjunction due to overlapping watersheds from changing climatic conditions from year to year. The BMAP was developed due to the impairment of Rainbow Springs Group and Rainbow River. Rainbow Springs Group and Rainbow River were considered to be impaired due to an imbalance of flora and fauna, demonstrated by excessive algal growth which was correlated to elevated levels of nitrates in the ground water. The adopted TMDL requires an 82% reduction in nitrate concentration in the impaired waterbodies.

The BMAP is a commitment from stakeholders to restore water quality to Silver Springs and the Upper Silver River. More than 97 specific projects are identified in the BMAP, which are divided into the following categories:

- Stormwater Structural Best Management Practices (BMPs),
- Agricultural BMPs,
- Regulations, Ordinances, and Guidelines,
- Special Studies and Planning Efforts,
- Education and Outreach Efforts,
- Basic Stormwater Management Program Implementation,
- Conservation Land Acquisition,
- On-site sewage treatment and disposal systems conversion,
- Wastewater System Upgrade and Improved Management and Infrastructure Management, Maintenance, and Repair.

The identified projects are expected to reduce surface loading of Nitrogen by about 8%, most of the reduction is from a reduction in nitrogen loading from agricultural commodities.

Upper Ocklawaha: The Upper Ocklawaha River Basin covers the southeastern corner of Marion County, overlapping with the cities of Dunnellon and Ocala. The BMAP was developed due to the impairment of the Upper Ocklawaha River Basin. The Upper Ocklawaha River Basin was considered to be impaired primarily due to total phosphorus discharges to surface waters, some waterbodies in the Upper Ocklawaha River Basin are also impaired considering total nitrogen and biological oxygen demand (BOD).

The BMAP presents a phased plan for reducing nutrient loadings in the basin. As working group members focus on reducing larger pollution sources, they will also evaluate other pollution sources that may require additional study. The specific projects identified in the BMAP are divided into the following categories:

- Structural Best Management Practices (BMPs),
- Agricultural BMPs,
- Restoration and Water Quality Improvement Projects,
- Regulations, Ordinances, and Guidelines,
- Special Studies and Planning Efforts,
- Education and Outreach Efforts,
- Basic Stormwater Management Program Implementation,

The identified projects are expected to reduce loading of total phosphorus by about 70%. Considering the conservative estimates in the BMAP, additional efforts will be needed to reach the targeted TMDL.

Orange Creek: The Orange Creek Basin Management Area includes a small portion in the northwest corner of Marion County, overlapping with the cities of Reddick and McIntosh. The BMAP was developed due to the impairment of several streams and lakes in the Orange Creek Basin Management Area. These waterbodies were considered to be impaired due to high levels of fecal coliform bacteria, excessive nitrogen, and excessive phosphorus, with different waterbodies experiencing different impairments.

The BMAP is a commitment from stakeholders to address water quality issues and implement a stormwater management program. More than 100 specific projects are identified in the BMAP, which are divided into the following categories:

- Stormwater Structural Best Management Practices (BMPs),
- Agricultural BMPs,
- Restoration and Water Quality Improvement Projects
- Regulations, Ordinances, and Guidelines,
- Special Studies and Planning Efforts,
- Education and Outreach Efforts,
- Basic Stormwater Management Program Implementation,
- Conservation Land Acquisition / BMP Land Acquisition,
- Wastewater System Upgrade and Improved Management and Infrastructure Management, Maintenance, and Repair.

Kings Bay: The Kings Bay Basin is located directly southwest of Marion County in Citrus County. The FDEP determined that 24 of the 30 Outstanding Florida Springs (OFS) in the Basin were impaired for nitrate. TMDL targets for nitrate, orthophosphate, total nitrogen, and total phosphorus were set for waterbodies in the basin. On-site sewage treatment and disposal systems account for 42% of the estimated nitrogen loading to the groundwater. Various strategies are identified in the BMAP to achieve these targets. Strategies are primarily oriented on reducing loading due to OSTDS.

Wekiva River: The Wekiwa Spring and Rock Springs Basin Management Area is located directly southeast of Marion County in Seminole County. These waterbodies were identified as impaired due to a biological imbalance caused by excessive concentrations of nitrate in the water. TMDL targets for nitrate and phosphorus were set for waterbodies in the basin. On-site sewage treatment and disposal systems account for 29% of the estimated nitrogen loading to the groundwater and urban turfgrass fertilizer accounts for 26% of the nitrogen loading to the groundwater. Various strategies are identified in the BMAP to achieve these targets include reducing loading due to on site sewage and wastewater treatment facilities.

One of the most important aspects of environmental mitigation activities is the coordination and communication across the various stakeholders and regulatory agencies. This is particularly important as it relates to local designations and overlay zones and state programs and plans that are intended to regulate land development activities. Coordination across agencies at the different geographical levels is needed to ensure that these important resources and regulations are considered early during the initial project development phases of infrastructure improvements.

DRAFT

CHAPTER 5. TRANSPORTATION NEEDS ASSESSMENT

Identifying Transportation Needs

The development of the 2045 Needs Plan reflects a continuation of the strategies identified in the 2040 L RTP and other modal plans developed by the TPO, FDOT, and local planning partners in recent years. However, the improvements in those plans were re-evaluated using more recent data and in light of new federal and state planning requirements, including the use of a performance-based planning evaluation framework described in this chapter. Indeed, the entire federal-aid eligible network was evaluated using the framework, which highlighted a number of corridors for which other plans had not identified needed improvements. Those corridors were added to the Needs Plan as corridor studies.

The plan synthesis process described in **Appendix G** includes the review of over 15 local, regional, and state plans for Marion County. In addition to the broad land use strategies and growth scenarios envisioned by these plans, more than 300 transportation improvements were identified in the plans. These include sidewalk, bicycle lane, trail, transit service, roadway operational, and roadway capacity improvements, all of which were considered for inclusion in the Cost Feasible Plan. A technical evaluation methodology was developed to assess projects and the network as a whole using transportation and land use variables as described in this chapter.

Transportation and Land Use Evaluation

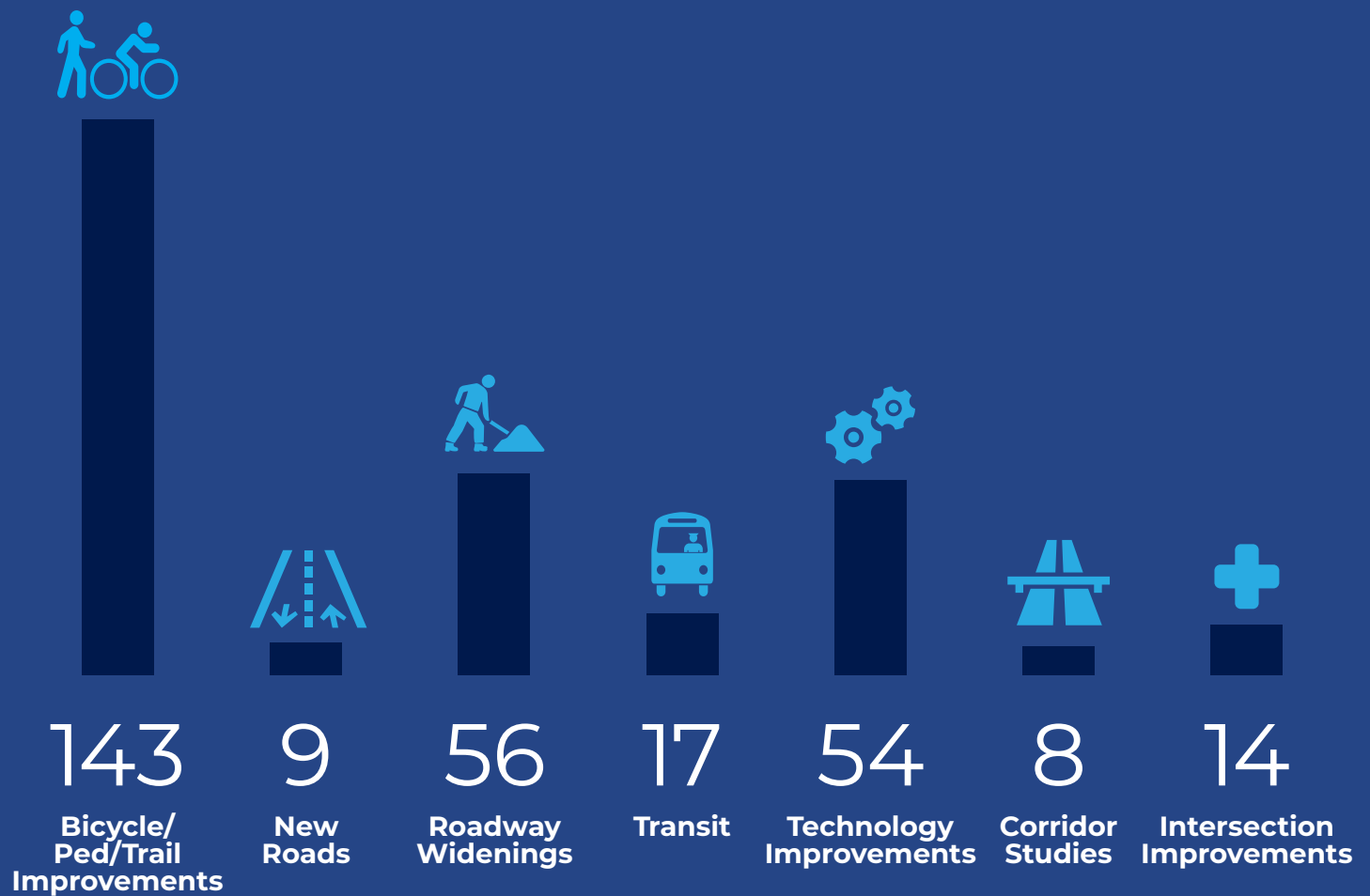
The assessment of the transportation network and its performance is a technical process that has historically relied on travel demand forecasting models. While the Central Florida Regional Planning Model (CFRPM) was utilized to forecast demand on the transportation network, it was not the only tool in the needs assessment methodology conducted for this plan update. Consistent with the federal requirement to practice performance-based planning, the 2045 L RTP needs assessment relies on a land use and network performance data analysis methodology to assess the transportation network and evaluate identified improvements against the plan goals and objectives for consideration in the Cost Feasible Plan. An important link was made, using this methodology, between the systemwide performance analysis of the Marion County transportation infrastructure and the evaluation and prioritization of needed improvements to the infrastructure.

The assessment framework was created to provide comprehensive analysis, rather than depend solely on traffic congestion metrics based on the travel demand model. While not all the plan goals represent infrastructure performance and are thus not measurable in this way, the Travel Choices, Safety, Security, Economic Development, System Preservation, and Natural Resources goals were all used to perform the system and project assessments.

All major roadways in Marion County were analyzed using the needs assessment methodology. The network was segmented based on major intersections. The segment analysis completed for the network was also used to evaluate identified improvement needs summarized in **FIGURE 5.1**. Network segments identified through the needs assessment evaluation but not addressed by projects included in other plans, were added to the Needs Plan as corridor study projects. A total of 301 projects are included in the Needs Plan.

Each segment of the roadway network was scored using a GIS-based process and the resulting scores were scaled and normalized to enable consistent scoring across all goals. The scaled aggregate goal level scores were then weighted by the respective goal weights and added together for aggregate segment scores. Each topic area and the associated metrics are described and results presented in the following sections of this chapter and the detailed tabulation of results by roadway segment is provided in **Appendix K**.

FIGURE 5.1: NEEDS PLAN PROJECTS



Goal Specific Scoring and Data Sources

A total of 13 metrics were established relative to the plan goals and objectives. Some are quantitative in nature, while others are qualitative, but applied in a way that quantifies the results on a numeric scale. The evaluation framework used a variety of data sources and processes outlined in **TABLE 5.1**. The description of the metrics and countywide assessment is summarized in the following section in terms of the prevailing themes encapsulated in the LRTP vision and goals and objectives. A matrix in **Appendix K** illustrates the network segment scores derived from the performance-based analysis, providing an array of metric scores for each project in the Needs Plan and for all roadway segments in the federal aid eligible network in Marion County. This evaluation framework represents a comprehensive data driven needs assessment framework that considers the full range of elements encapsulated in the LRTP Goals and Objectives.

TABLE 5.1: NEEDS ASSESSMENT EVALUATION FRAMEWORK

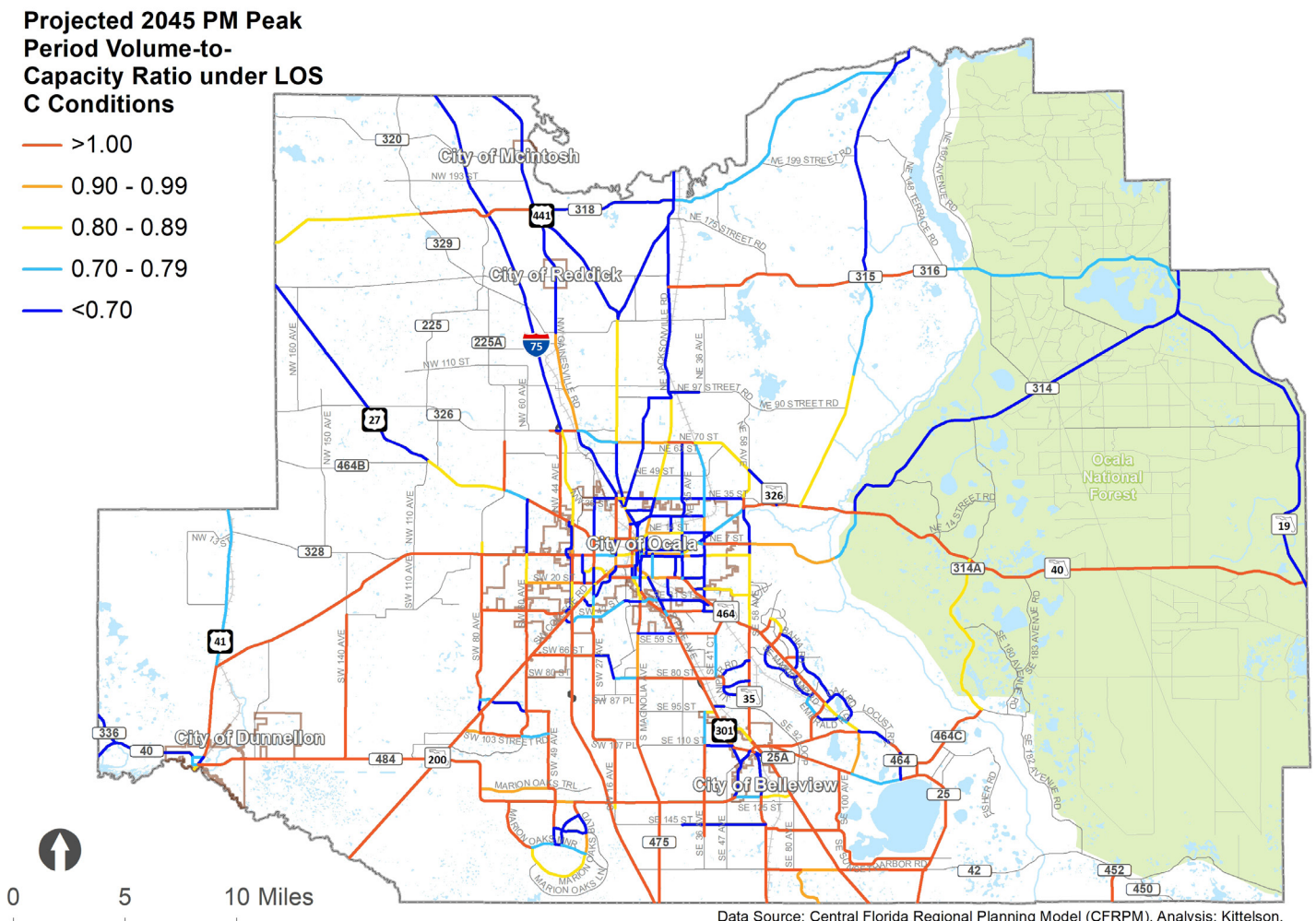
NEED CATEGORY	DATA ELEMENTS	DATA SOURCES
Traffic Congestion	2045 traffic projections and roadway capacity	FDOT Central Florida Regional Planning Model
	2045 population and employment forecasts	FDOT socioeconomic data projections
NEED CATEGORY	DATA ELEMENTS	DATA SOURCES
Economic Development and Freight	High employment growth areas based on 2045 employment projections	FDOT socioeconomic data projections
	Freight activity centers	FDOT Freight Mobility and Trade Plan
	2019 heavy truck traffic counts	Marion County Future Land Use plans
	2045 traffic congestion forecasts	FDOT 2019 truck traffic counts
Safety	High crash segments, weighted by crash severity	Signal 4 Analytics
	Marion County school locations	Marion County data resources
Security	Evacuation Routes	Marion County Comprehensive Plan
	2045 traffic projections	FDOT Central Florida Regional Planning Model
Environment and Natural Resources	Wetlands	National Wetlands Inventory
	Impaired waters	Florida Department of Environmental Protection
	Environmentally Sensitive Overlay Zone	USEPA DRASTIC model
	Springs Protection Overlay Zone	Marion County Comprehensive Plan
	Aquifer vulnerability areas	Marion County data resources
	Parks and recreation areas	
Resiliency	100 year flood zone	Federal Emergency Management Administration (FEMA)
Multimodal Accessibility and Equity	Sidewalk and bicycle lane gaps	American Community Survey
	Transit orientation index based on population density and EJ population	Inventory of sidewalks and bicycle lanes on federal aid eligible roadways
	EJ population identified by greater than county average minority and poverty population by Census Tract	
Tourism	Tourist attraction areas, including Recreational Vehicle Parks, Campgrounds, Museums, Boat Ramps, Equestrian Centers, and Trailheads	Ocala/Marion County Visitors and Convention Bureau
System Preservation/ Optimization and Reliability	Operational improvement needs	2018 ITS Strategic Plan
	System Operation and Maintenance needs	Marion County Comptroller

Traffic Congestion

One of the central metrics traditionally used in LRTP needs assessments uses forecasts of traffic congestion to identify mobility challenges on the roadway network. LRTP Goal 2, to *Provide Efficient Transportation that Promotes Economic Development*, includes an objective to address mobility needs and reduce the roadway congestion impacts of economic growth. The metric developed to represent this objective is based on the traffic forecasts simulated using the CFRPM, a regional travel demand model that includes the 9-county region in Central Florida and is maintained by the FDOT District 5. The LRTP project team coordinated closely with the FDOT modeling team to estimate 2045 traffic by starting with a simulation of future year demand, represented by 2045 population and employment forecasts, relative to the current existing roadway network. This type of analysis is designed to exaggerate traffic congestion in the future year, with the built-in assumption that long range transportation improvements will not be made to the network. While this is not a realistic scenario, it can be used to determine where improvements are needed, based on the future year demand on the system. The quantitative metric obtained from the model results is a ratio of traffic volume to roadway capacity (V/C), which measures the relationship between the number of cars on the roadways and the capacity of the respective roadway to accommodate the associated levels of traffic. The V/C metric for Marion County is displayed in **FIGURE 5.2**.

The most congested corridors in the County include SR 40, SR 200, CR 484, I-75 south of Ocala, US 441, and SR 464. The primary issues related to future year congestion are clearly concentrated in the southern half of the County, with significant challenges on the north/south corridors connecting Dunnellon, Belleview, Marion Oaks, and other areas in south Marion County to Ocala.

FIGURE 5.2: TRAFFIC CONGESTION



Economic Development

Employment Growth

One of the principal purposes of the LRTP is to plan for the expected growth in demand on the transportation system, which is primarily a function of population and employment growth. With average population/employment growth of 45% expected in Marion County between 2015 and 2045, the County's infrastructure must be prepared both to accommodate the growth, to ensure the system can handle the added demand, but also to promote growth to further the economic development goals of the County. Goal 2, to *Provide Efficient Transportation that Promotes Economic Development*, includes an objective to improve

access to high employment growth areas. Network segments were scored on a quartile scale based on the level of employment growth adjacent to them, as illustrated in **FIGURE 5.3**, with the roadways in the highest growth areas scoring highest.

The SR 40 West, SR 200, SR 464 and CR 484 corridors are the corridors with the highest employment growth, highlighting those primary corridors for needed infrastructure improvements as it relates to economic development.

Freight

The logistics and goods movement industry is one that has delivered multiple distribution center developments in Marion County, and with them thousands of new jobs. The economic development potential of this burgeoning industry in the County is significant, calling for the strong consideration of the associated infrastructure needs. LRTP Goal 2 includes an objective to foster greater economic competitiveness through enhanced, efficient movement of freight.

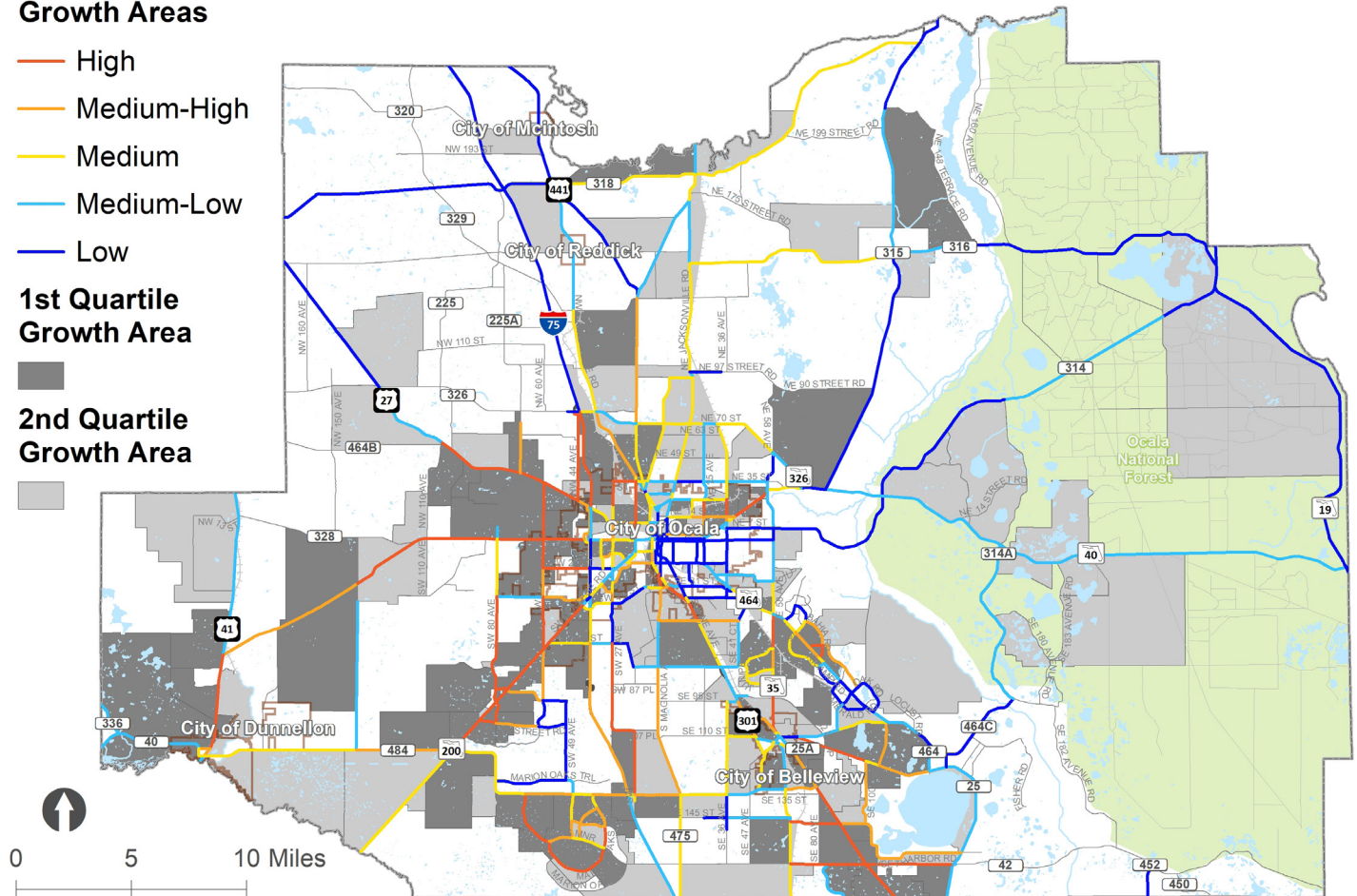
FIGURE 5.3: EMPLOYMENT GROWTH

Access to High Employment Growth Areas

- High
- Medium-High
- Medium
- Medium-Low
- Low

1st Quartile Growth Area

- 2nd Quartile Growth Area



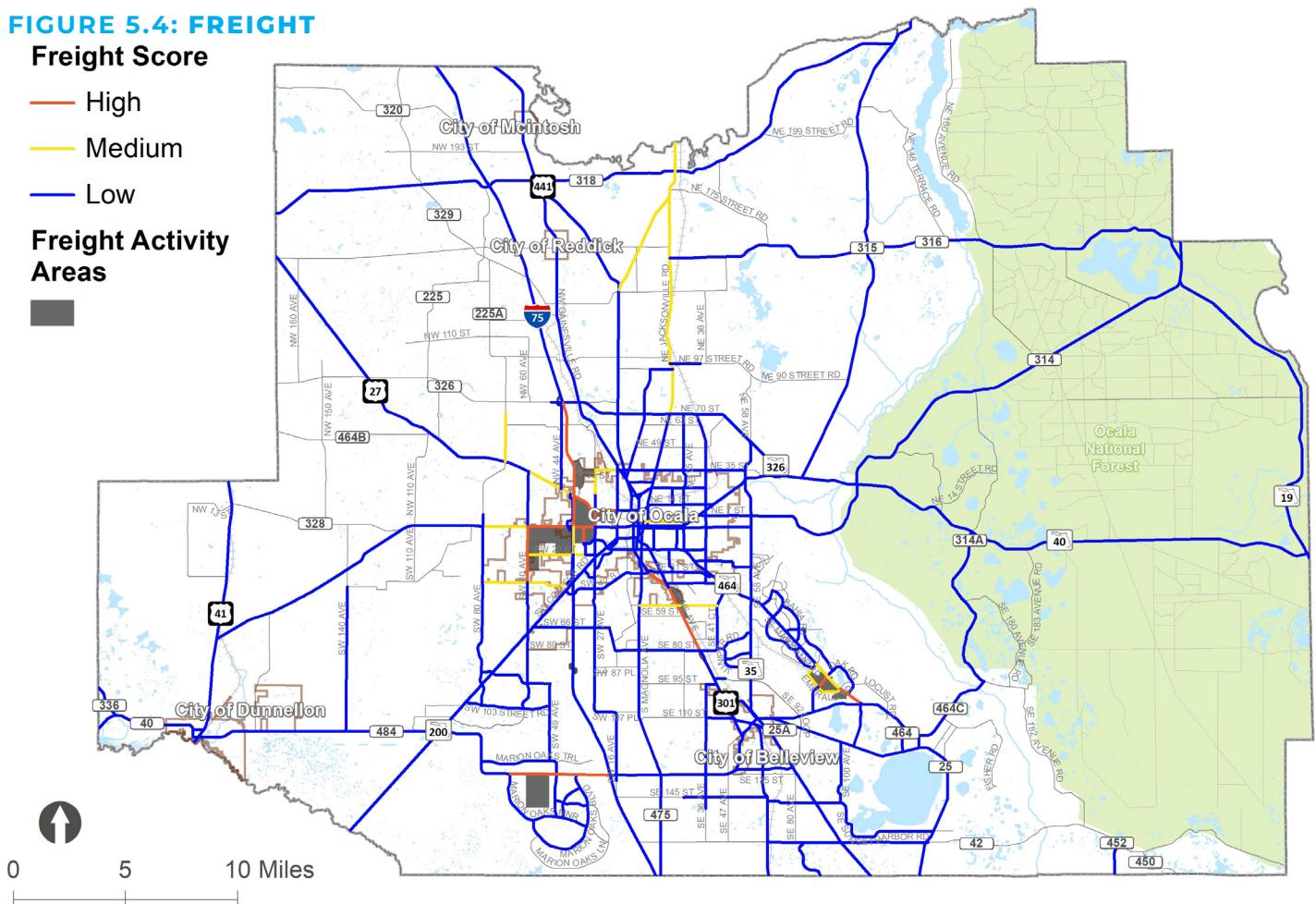
In addition to the distribution center developments that have been completed and are either under construction or planned for construction, recent trends associated with the COVID-19 pandemic have resulted in dramatic growth in delivery services, with a more than doubling of e-commerce in the first half of 2020, relative to the previous year, underlining the increasingly important consideration of the infrastructure needs to facilitate goods movement. The freight related aspects of the network needs assessment is based on a review of the Florida Freight Mobility and Trade Plan; identification of existing and planned Freight Activity Centers (FAC) throughout the County; and the assessment of heavy truck traffic count data for the Marion County roadway network. Activity centers incorporated into this analysis include:

- Industrial area southeast of the I-75/US 27 interchange (existing)
- Industrial area southwest of the I-75/SR 40 interchange (existing)
- Industrial area west of Maricamp Rd at Emerald Rd (existing)
- Ocala/Marion County Commerce Park (under development)
- Florida Crossroads Commerce Park (planned)

There are two separate elements to the freight metric that were developed based on the FAC and truck count data. The first assigns scores to network segments based on the level of access they provide to FACs. Segments that provide direct access to FACs were assigned the highest score. Segments providing indirect access, identified as segments from which one turn is required to access a FAC, were assigned a lower score, while segments requiring two or more turns to access a FAC were not scored. The truck count metric is based on the proportion of trucks, relative to total segment traffic and this metric was applied only to segments with truck versus personal automobile classified traffic counts. Segments with greater than 25% truck traffic were distinguished from segments with less than 25% trucks. A composite of the FAC and truck count metrics was used to assess the network, with those segments providing access to FACs and with significant observed truck traffic scoring highest. The resulting scoring is portrayed in **FIGURE 5.4**.

Primary corridors identified as the most important freight corridors in Marion County include SR 40 East and the surrounding area; CR 484 in the Marion Oaks area; US 441 south of Ocala; and SR 464 in the Silver Springs Shores area.

FIGURE 5.4: FREIGHT
Freight Score









Safety

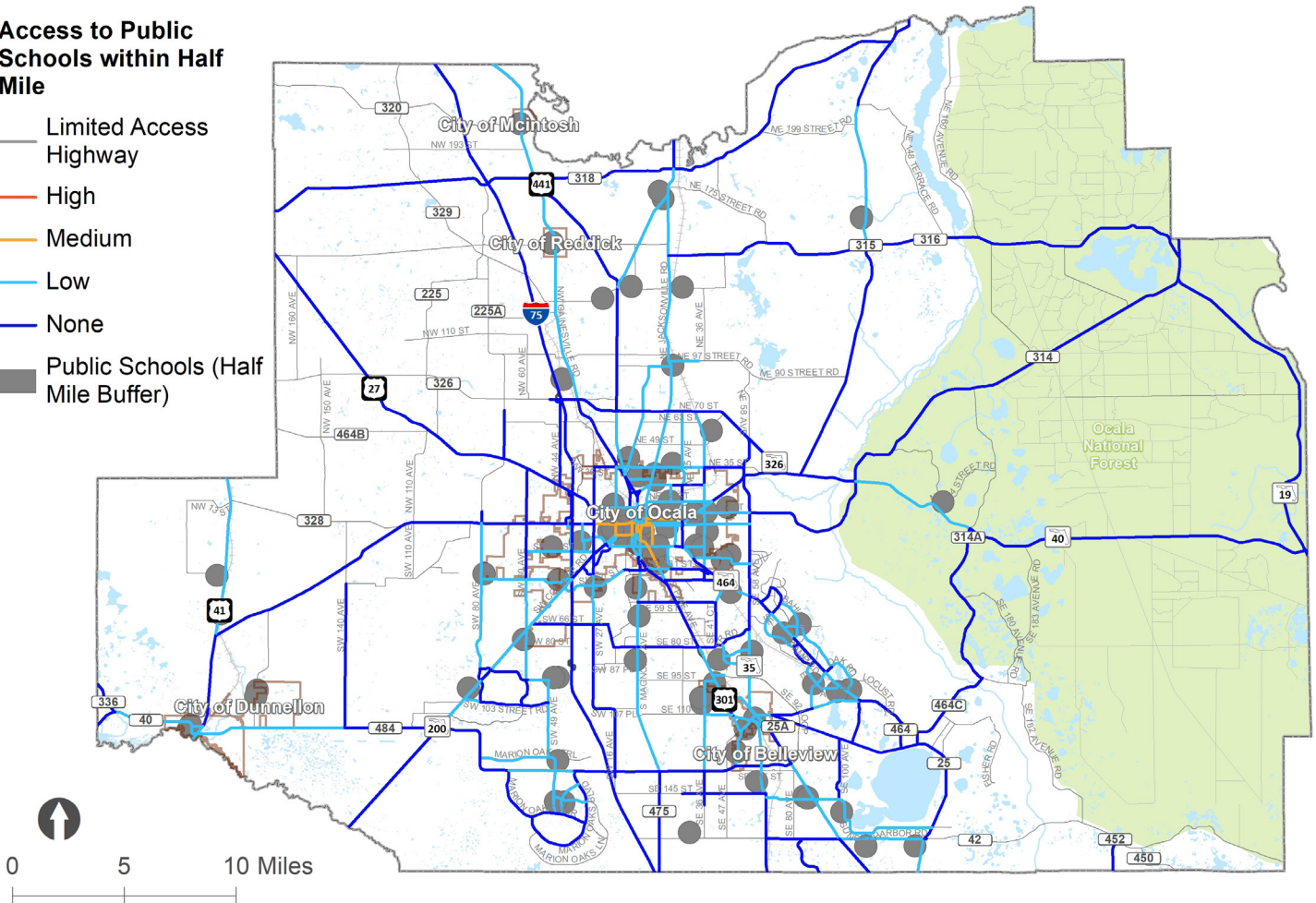
A primary goal of the TPO is the improvement of safety for pedestrians, bicyclists, and motorists in Marion County. The goals, objectives and strategies outlined in the Florida Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program are reflected in the LRTP Goals and Objectives as outlined in **Appendix E**.

The TPO has established safety goals and set specific targets to reduce fatalities and serious injuries, consistent with federal performance monitoring requirements. Goal 3 of the LRTP is to *Focus on Improving the Safety and Security of the Transportation System*. There are two safety objectives under this goal. The first is to improve safe access to and from schools and the second is to reduce fatalities and severe injuries resulting from traffic crashes. Three metrics were used to assess the transportation network for safety include proximity to schools, scored based on the number of schools within a half mile of network segments; crash severity, based on five years of crash history; and number of crashes involving bicyclists and pedestrians. The crash analysis used the University of Florida's Signal Four Analytics data from 2013 to 2017 to inform the following two metrics.

FIGURE 5.5: SAFE ACCESS TO SCHOOLS

Access to Public Schools within Half Mile

-  Limited Access Highway
-  High
-  Medium
-  Low
-  None
-  Public Schools (Half Mile Buffer)



- Equivalent Property Damage Only (EPDO) crash frequency score, which weights all crashes by level of severity
 - Multimodal crash score, which is based on total number of pedestrian and bicycle crashes over 5 years
- The safety scores for segments providing access to schools, by crash severity, and for crashes involving bicyclists and pedestrians, respectively, are displayed in **FIGURE 5.6** through **FIGURE 5.7**.

FIGURE 5.6: SAFETY CRASH SEVERITY

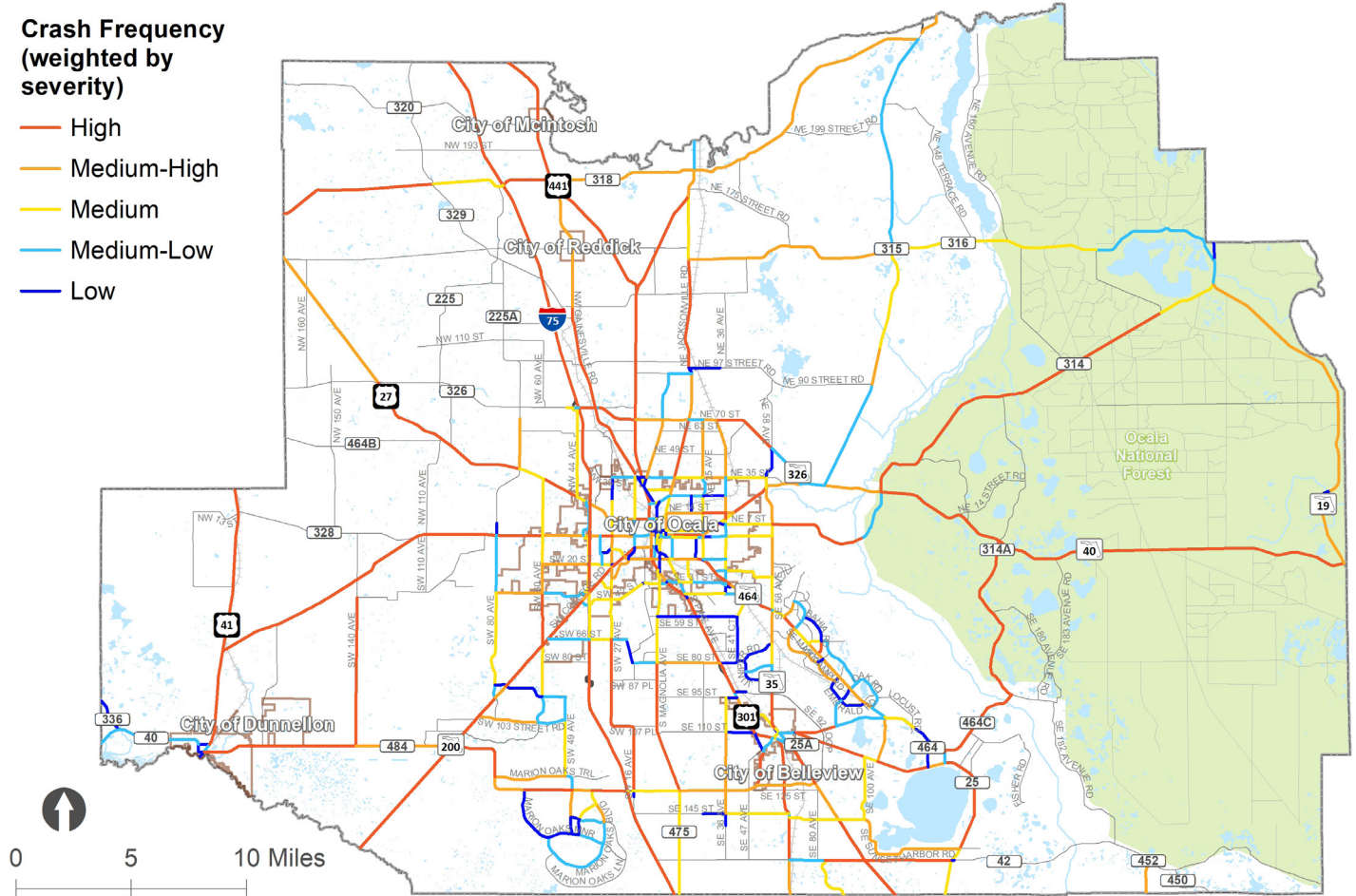
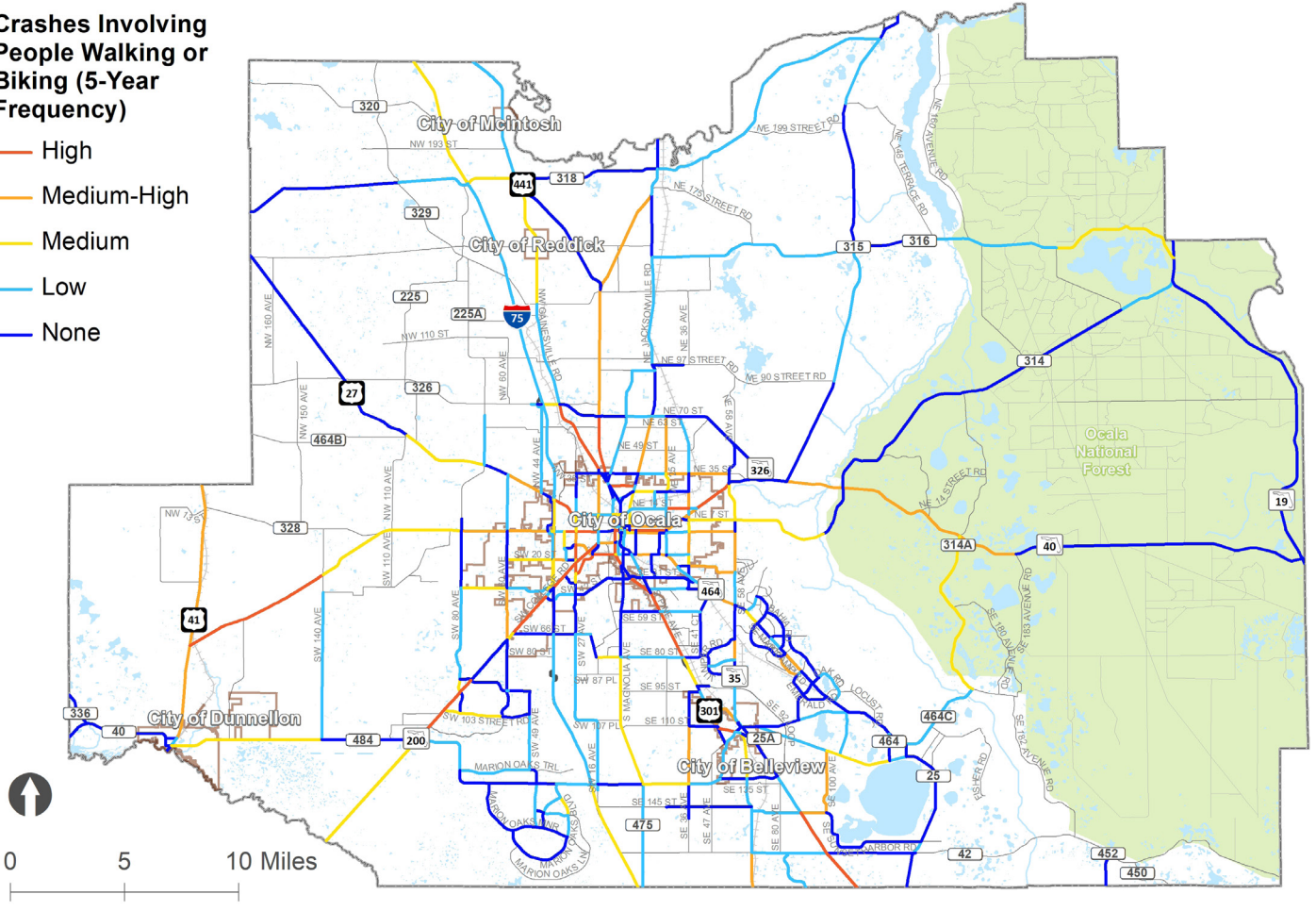


FIGURE 5.7: SAFETY MULTIMODAL CRASHES

**Crashes Involving
People Walking or
Biking (5-Year
Frequency)**

- High
- Medium-High
- Medium
- Low
- None



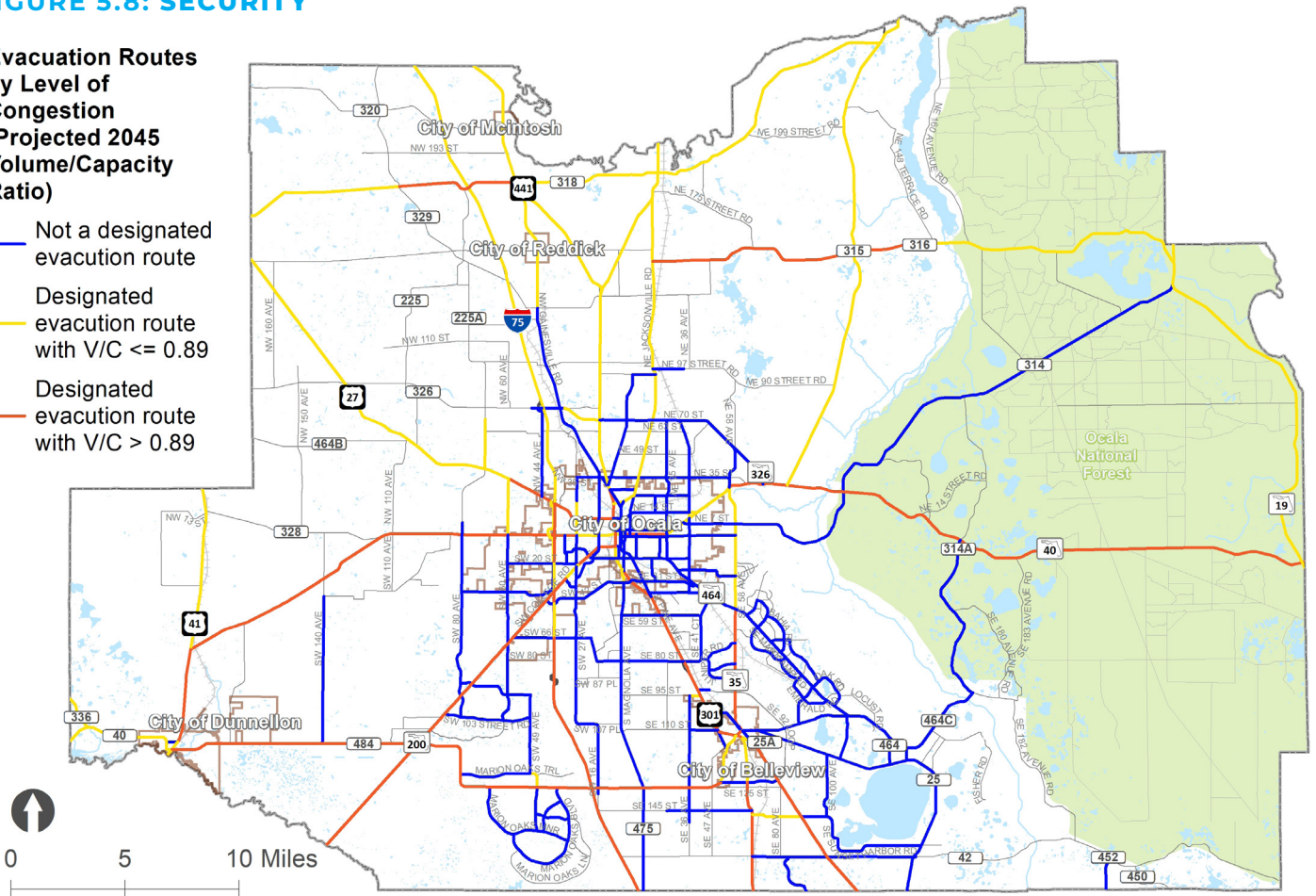
Security

Security is defined in an objective under Goal 3 as the transportation system's capacity to facilitate evacuation in the event of a natural disaster. The metric established to assess security using this definition is based on the identified evacuation routes in the Marion County Comprehensive Plan and traffic forecasts on those facilities estimated by the CFRPM. The traffic congestion results used for this purpose represent 2045 peak period network performance. The metric itself is defined as volume to capacity ratio, which measures the relationship between the number of cars on the roadways and the capacity of the respective roadway to accommodate the associated levels of traffic and related to evacuation facilities, as depicted in **FIGURE 5.8**. The results of this analysis highlight similar corridors identified using the traffic congestion metric, effectively weighting those segments due to their increased significance as evacuation corridors in the composite score. Those corridors include SR 40, SR 200, I-75, US 441, and CR 484.

FIGURE 5.8: SECURITY

Evacuation Routes by Level of Congestion (Projected 2045 Volume/Capacity Ratio)

- Not a designated evacuation route
- Designated evacuation route with V/C ≤ 0.89
- Designated evacuation route with V/C > 0.89



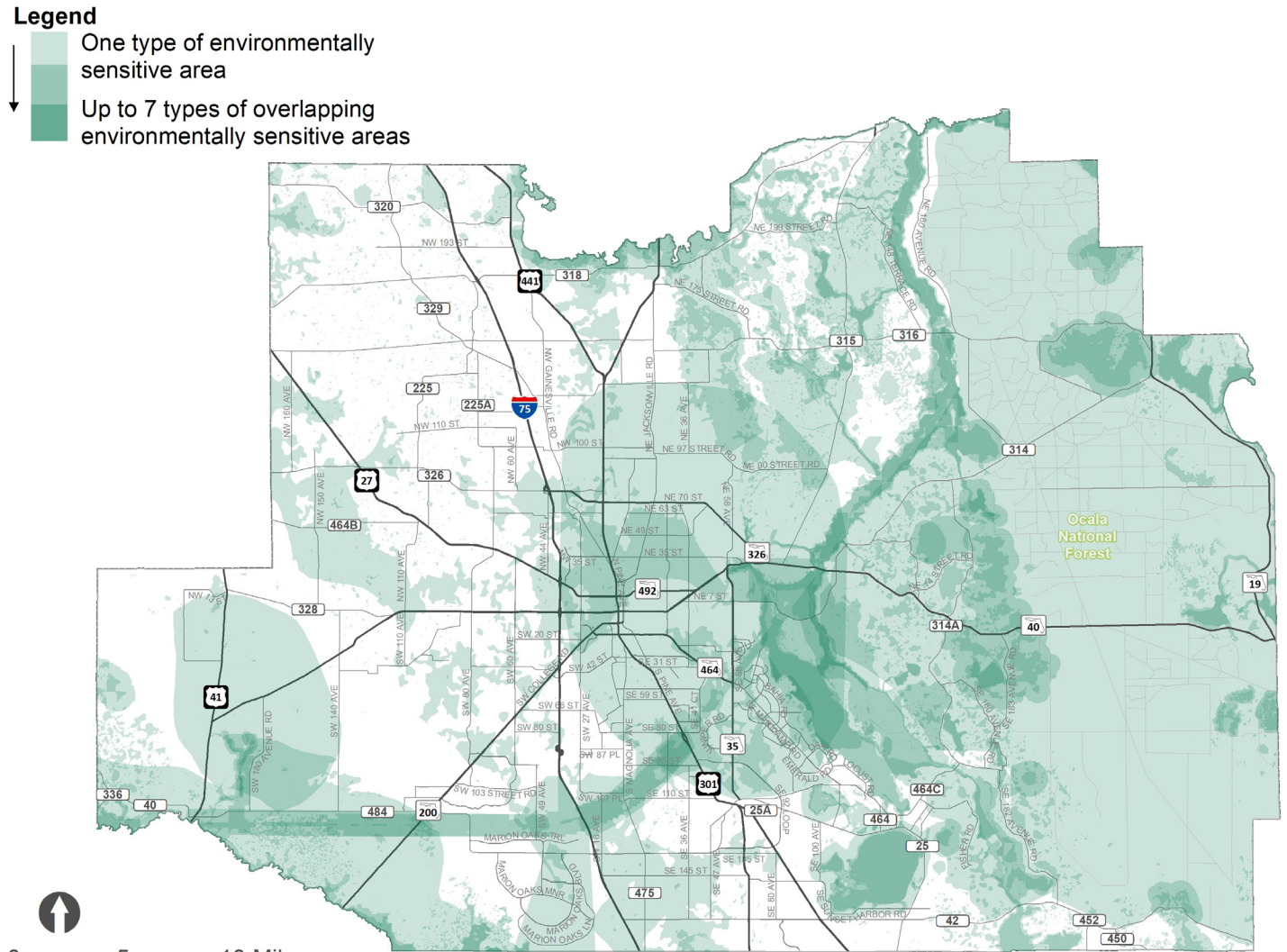
Environment

Environmental protection is represented in LRTP Goal 5, to *Protect Natural Resources and Create Quality Places*. The impact of transportation infrastructure on natural resources, which comprise a significant portion of the County's land area, is an important consideration, both for the sake of preserving the County's natural resources, as well as fostering the tourism economy that depends on them. A composite analysis was conducted to evaluate segments' impacts on natural resources and sensitive environmental areas, based on proximity and adjacency to these areas. The evaluation was scaled based on the combination of number of natural resources impacted and the magnitude of the impacted geographical area. The composite of natural resources, depicted in **FIGURE 5.9**, includes the following elements:

- Impaired Surface Waters – Florida Department of Environmental Protection (FDEP)
- Vulnerable Aquifer areas – FDEP, DRASTIC model
- Environmentally Sensitive Overlay Zones – Marion County Comprehensive Plan
- Parks and Recreational Areas – Marion County, FDEP, US Forest Service
- Listed sensitive species occurrences – FDEP, Florida Natural Areas Inventory
- Springs Protection Overlay Zones – Marion County Comprehensive Plan
- Wetlands – Florida Fish and Wildlife Conservation Commission (FWC), National Wetlands Inventory

The natural resource impact metrics used to evaluate needs improvements were not employed to assess the entire County network, as they are inherently project- rather than system-level measures. A more detailed description and individual maps of natural resources considered in this analysis are included in **Chapter 4**.

FIGURE 5.9: ENVIRONMENTAL COMPOSITE



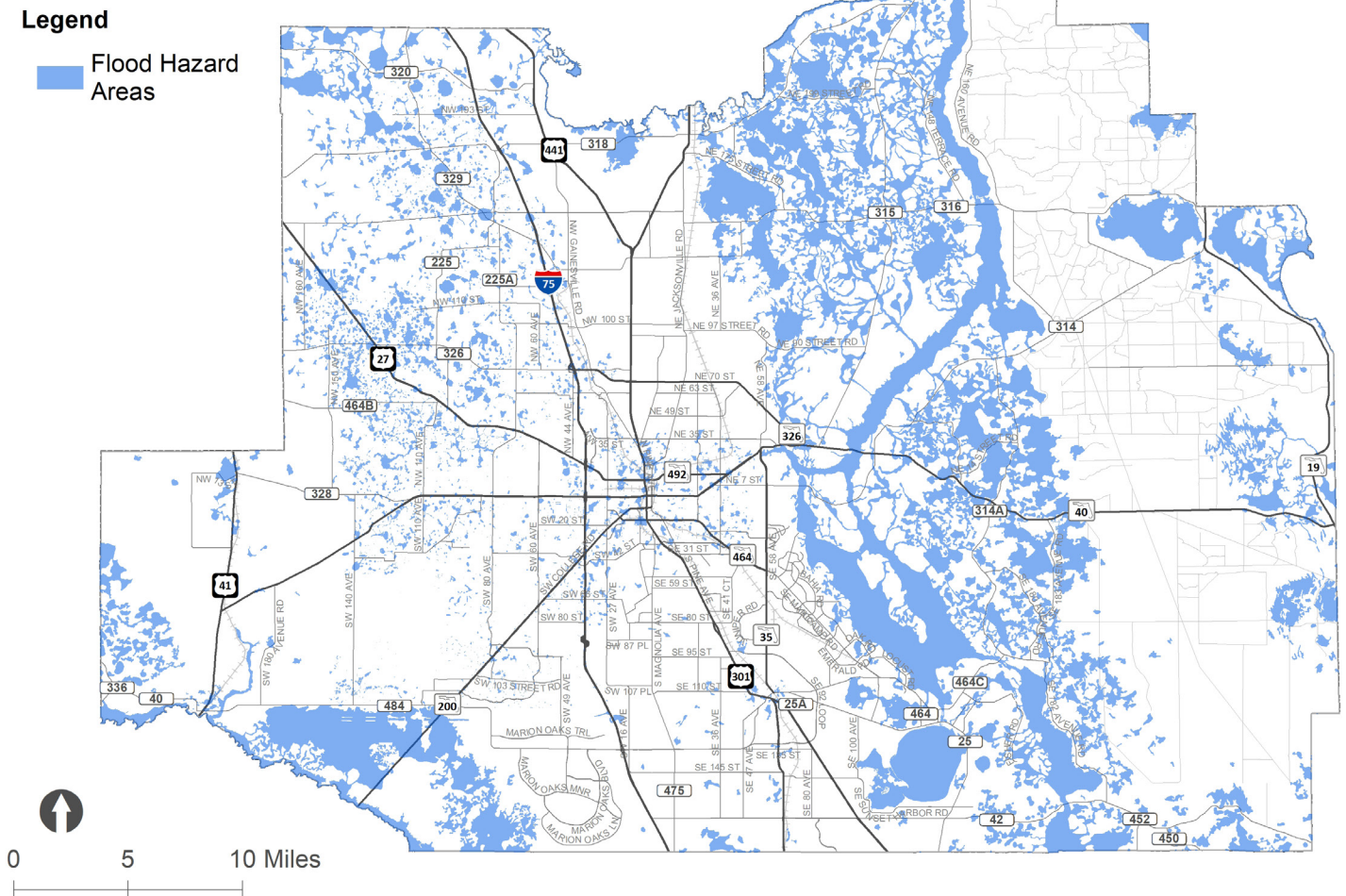
Resiliency

The improvement of the resiliency of the Marion County transportation infrastructure is one of three objectives under Goal 5 of the LRTP. The primary resiliency consideration in Marion County, given its largely low base elevation, is proneness to flooding events. The two broadly defined resiliency strategies that can be employed in a long-range planning context include mitigation and adaptation strategies. Mitigation strategies can include preventative measures to minimize the impact that flooding events have on the transportation infrastructure. Adaptation strategies, on the other hand, include improvements that make the infrastructure less vulnerable to the inevitable impacts of flooding events. These can include a variety of improvement strategies, including enhancing stormwater drainage capacity; creating redundancy in the County's traffic signal and ITS systems by investing in solar energy to power the systems; and increased maintenance to flood prone facilities, minimizing damage caused by flooding events.

Resiliency analysis completed for the 2045 LRTP, based on flood prone areas identified in the Marion County Comprehensive Plan, displayed in **FIGURE 5.10**, reflects a combination of mitigation and adaptation considerations. The adaptation measure rewards operational improvements that can be leveraged to employ resiliency improvements such as warning systems and alternative energy to power signals. The mitigation measure penalizes improvements in flood prone areas that add capacity, which encourage development in those flood prone areas thereby increasing the potential impacts of flooding events on the County infrastructure as a whole.

The resiliency metrics, like the environmental metrics, used to evaluate needs improvements were not employed to assess the entire County network, as they are inherently project- rather than system-level measures.

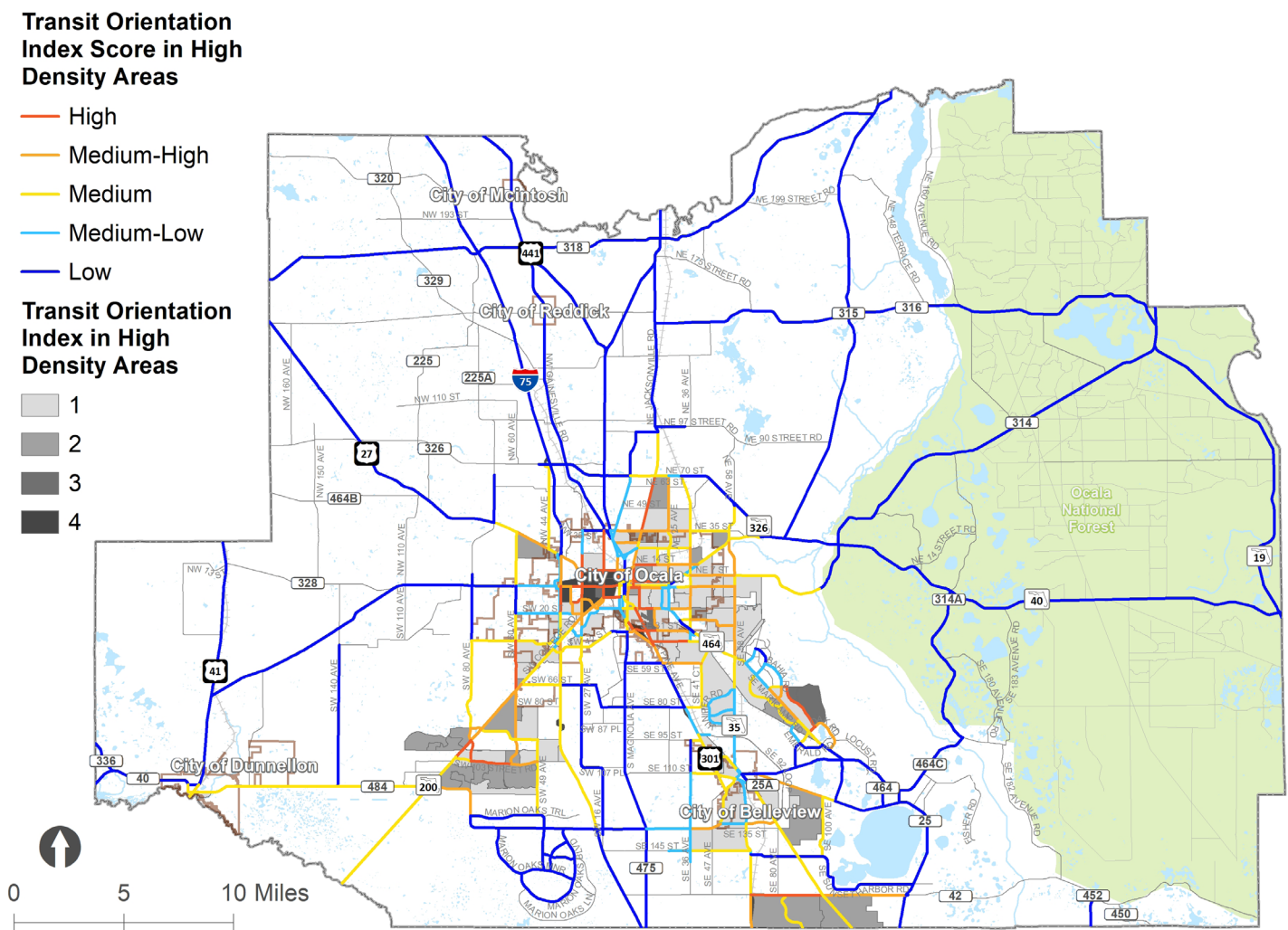
FIGURE 5.10: RESILIENCY



Multimodal Accessibility

The encouragement and accommodation of alternative modes of transportation, specifically non-motorized bicycle, pedestrian and public transit modes, is the primary thrust of Goal 1, to *Promote travel choices that are multimodal and accessible*. There are three separate metrics used to assess the network and evaluate projects relative to non-automobile modes of travel. The first estimates the latent demand for public transit on segments through the application of a transit orientation index, which is based on population densities and transportation disadvantaged, or Environmental Justice, populations. The index scores EJ areas with significant population densities as most favorable for public transit service, in terms of the latent demand represented by these population characteristics. The areas in downtown Ocala and southeast and southwest of Ocala along the SR 200 and SR 464 corridors are the highest scoring areas in Marion County by this metric. The transit orientation scores computed for zones across the County were assigned to network segments adjacent to the respectively scored zones, as shown in **FIGURE 5.11**.

FIGURE 5.11: TRANSIT INDEX



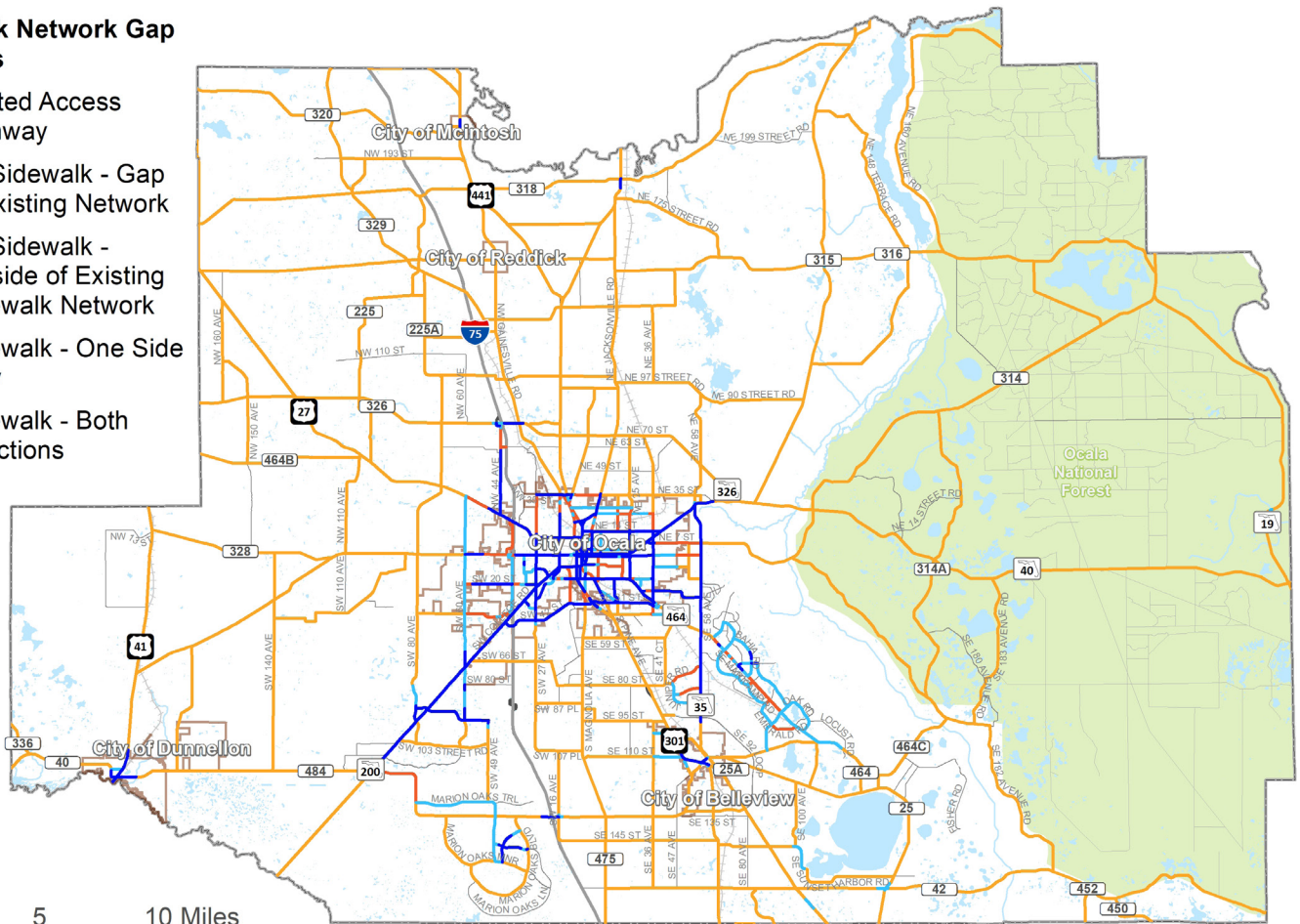
The second metric assessing the network relative to multimodal accessibility is based on sidewalk and bicycle lane gaps in the network. Gaps are distinguished in the scoring based on whether they are isolated in an area not characterized by multimodal infrastructure or the gaps are amidst broader continuous sidewalk or bicycle lane network, with the latter scoring higher. Another distinction applied to the gap scoring is based on whether the gap is on both sides of the roadway or just one, with the former scoring higher. Roadway segments without bicycle lanes or sidewalks located in areas with generally good network connectivity are scored highest, while segments either with bicycle lanes or sidewalks were scored lowest. The scores are intended to assess the relative need for bicycle and pedestrian infrastructure improvements. The sidewalk and bicycle lane gap scoring results are displayed in **FIGURE 5.12** and **FIGURE 5.13**.

September 2020

FIGURE 5.12: SIDEWALK GAPS

Sidewalk Network Gap Analysis

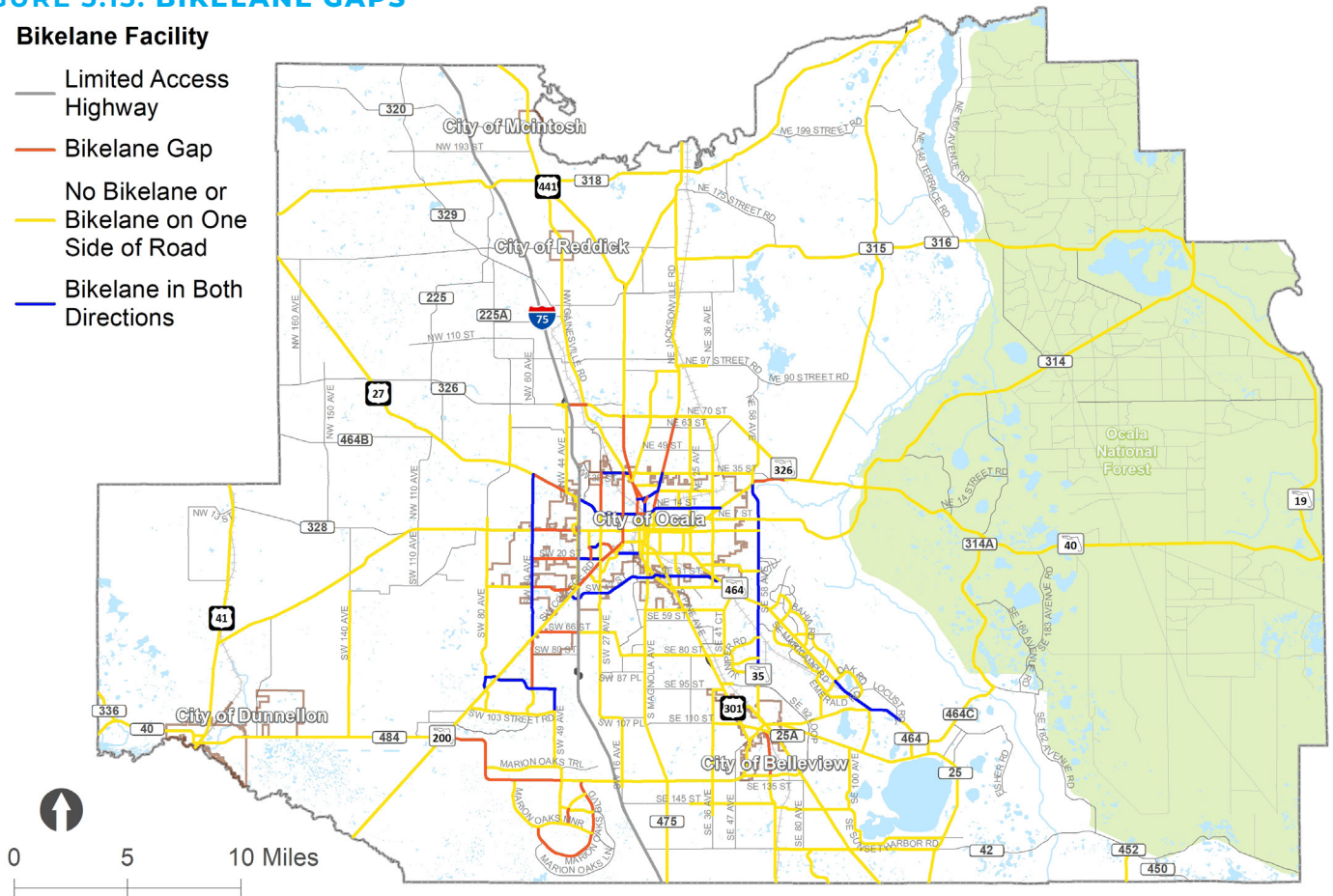
- Limited Access Highway
- No Sidewalk - Gap in Existing Network
- No Sidewalk - Outside of Existing Sidewalk Network
- Sidewalk - One Side Only
- Sidewalk - Both Directions



The third variable assessed in the multimodal accessibility evaluation addresses equity, assigning points to roadways in environmental justice areas defined by minority and impoverished population, as described in **Chapter 3**. The resulting three-variable Travel Choices score encapsulates transit viability, lack of multimodal infrastructure, and transportation disadvantaged areas, providing an equity-weighted composite measure of the need for or viability of alternative transportation options.

FIGURE 5.13: BIKELANE GAPS

- Bikelane Facility**
- Limited Access Highway
 - Bikelane Gap
 - No Bikelane or Bikelane on One Side of Road
 - Bikelane in Both Directions



Tourism

With close to 1.5 million Florida jobs supported directly or indirectly by tourism, the importance of the tourism industry in the State and in Marion County cannot be overstated. A unique feature of Marion County in the broader statewide tourism context is the outsized impact of the County's natural resources on the tourism sector of the County's economy, unlike the amusement park industry just 60 miles to the south in the Orlando region. Goal 5 of the LRTP, to *Protect Natural Resources and Create Quality Places*, includes an objective to enhance access to tourist destinations in the County.

The impact of tourism to the Marion County economy in 2019 was estimated by the Ocala/ Marion County Visitors and Convention Bureau to be more than \$1 billion. Almost \$700 million, or 70% includes direct expenditures by visitors in the County. The additional \$300 million includes indirect and induced economic impacts, measured as the increased business and household spending resulting from the tourism revenues flowing into the County. Tourist attractions include a range of types, from recreational vehicle parks and campgrounds, to museums and equestrian centers, to trailheads and boat ramps, drawing almost two million tourists in 2019. Of those two million, about half are in-State residents and the rest from outside Florida.

The FDOT Scenic Highways Program, established to showcase and increase awareness of the culture, recreational, natural, archeological, historical, and scenic value of some of Florida's state roadways, includes the Florida Black Bear Scenic Byway in Marion County. The Byway, including much of the eastern segment of SR 40 traversing the Ocala National Forest not only provides access to tourist attractions, it is an attraction in and of itself. Recent studies have documented the potential financial rewards that receiving a scenic highway designation can have on the local economy, underlining the importance of this resource to the economic health of the County, in addition to the natural health.

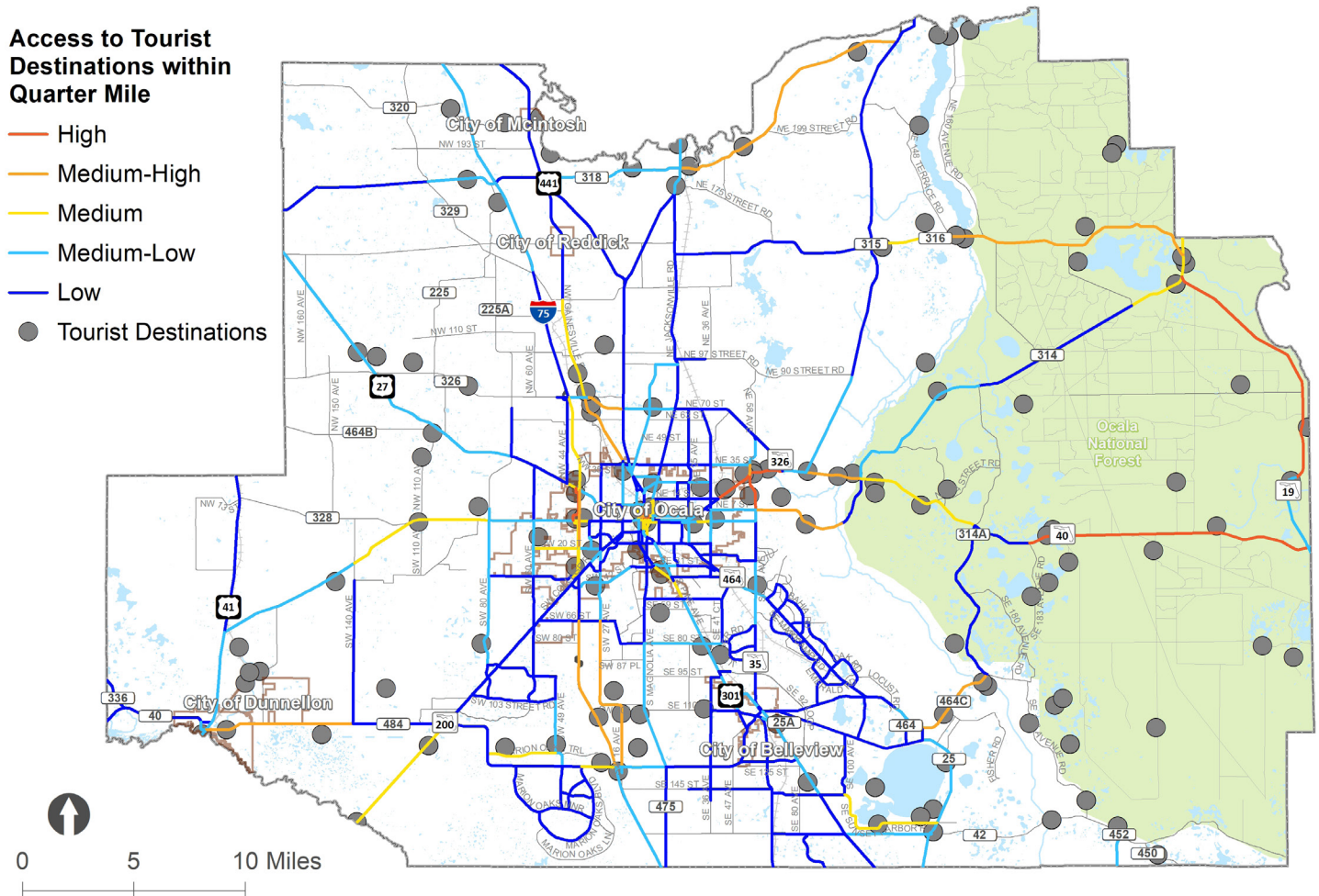
While the majority of tourist attractions in Marion County are outdoor activity-related, there are also more than 15 museums, a thriving dining and nightlife economy, and numerous historic sites that draw visitors. Maintaining and improving access to tourist attractions in Marion County is a critical economic consideration in the LRTP. More than one hundred attractions

were identified and mapped for the purpose of assessing the transportation infrastructure providing access to them. The mapped sites include six distinct categories, including:

- 20 Recreational Vehicle Parks
- 30 Campgrounds
- 15 Museums
- 10 Boat Ramps
- 20 Equestrian Centers
- 10 Trailheads

The network assessment is based on the proximity of segments to land parcels identified as tourist attraction and weighted by the number of parcels, if greater than one. Use of proximity rather than adjacency enables recognition of network segments that provide indirect access to the tourist attractions as well as direct access. The access to tourist attractions segment scores are illustrated in **FIGURE 5.14**.

FIGURE 5.14: TOURISM



System Preservation

Investments in roadway infrastructure range from capacity projects like the construction of new roadways and widening existing roadways; and operational projects like improving intersections with the addition of turn lanes and improving the operation of existing roadways through traffic signal improvements and other technological improvements. Capacity projects are important, in many cases, to accommodate existing and future projected demand, where the resulting traffic surpasses existing roadway capacity. However, in many cases non-capacity improvements to existing roadways can be highly effective in the movement of traffic more efficiently.

Goal 6 of the LRTP, to *Optimize and Preserve Existing Infrastructure*, which was the most heavily weighted goal by the TPO Board, recognizes the need to make operational improvements to existing infrastructure in light of funding shortfalls to address the demand with added capacity in all cases. The System Preservation metric assigns

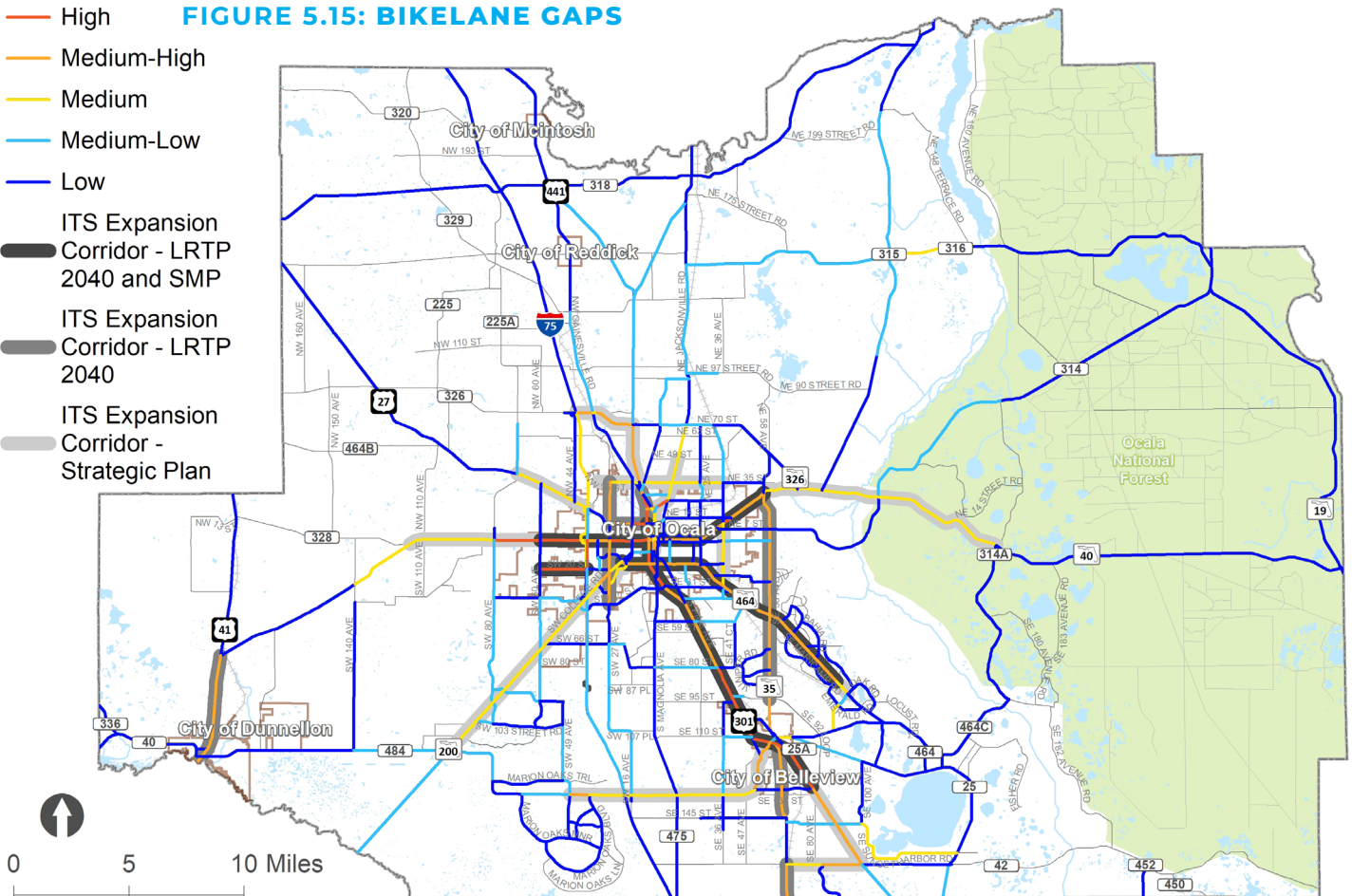
a score to projects based on two general project characteristics. The first is based on whether the project is operational in nature, versus the addition of new roadways or added lanes to existing roadways.

The other metric is designed to score segments based on the existence of, or need for, technological infrastructure to support needed Intelligent Transportation Infrastructure (ITS) improvements. ITS includes advanced traffic signal operations; adaptive signal controls coordinating traffic signals on congested arterials; emergency vehicle preemptions systems allowing emergency vehicles to move through signalized intersections without delay; and the communications infrastructure enabling these systems to operate effectively. All of these technological improvements are designed to optimize traffic and realize significant reductions in congestion without the need for capital improvements. The segment scoring methodology assigns maximum points to those segments identified for needed ITS improvements, but also assigns points to those facilities that currently have ITS infrastructure, recognizing the need to update the technologies and facilities that intersect those facilities with existing ITS infrastructure. This scoring methodology is based on the evaluation methodology developed for the Ocala Marion 2018 ITS Strategic Plan. The segment scores for this metric are displayed in **FIGURE 5.15**.

ITS Expansion Score

- High
- Medium-High
- Medium
- Medium-Low
- Low
- ITS Expansion Corridor - LRTP 2040 and SMP
- ITS Expansion Corridor - LRTP 2040
- ITS Expansion Corridor - Strategic Plan

FIGURE 5.15: BIKELANE GAPS



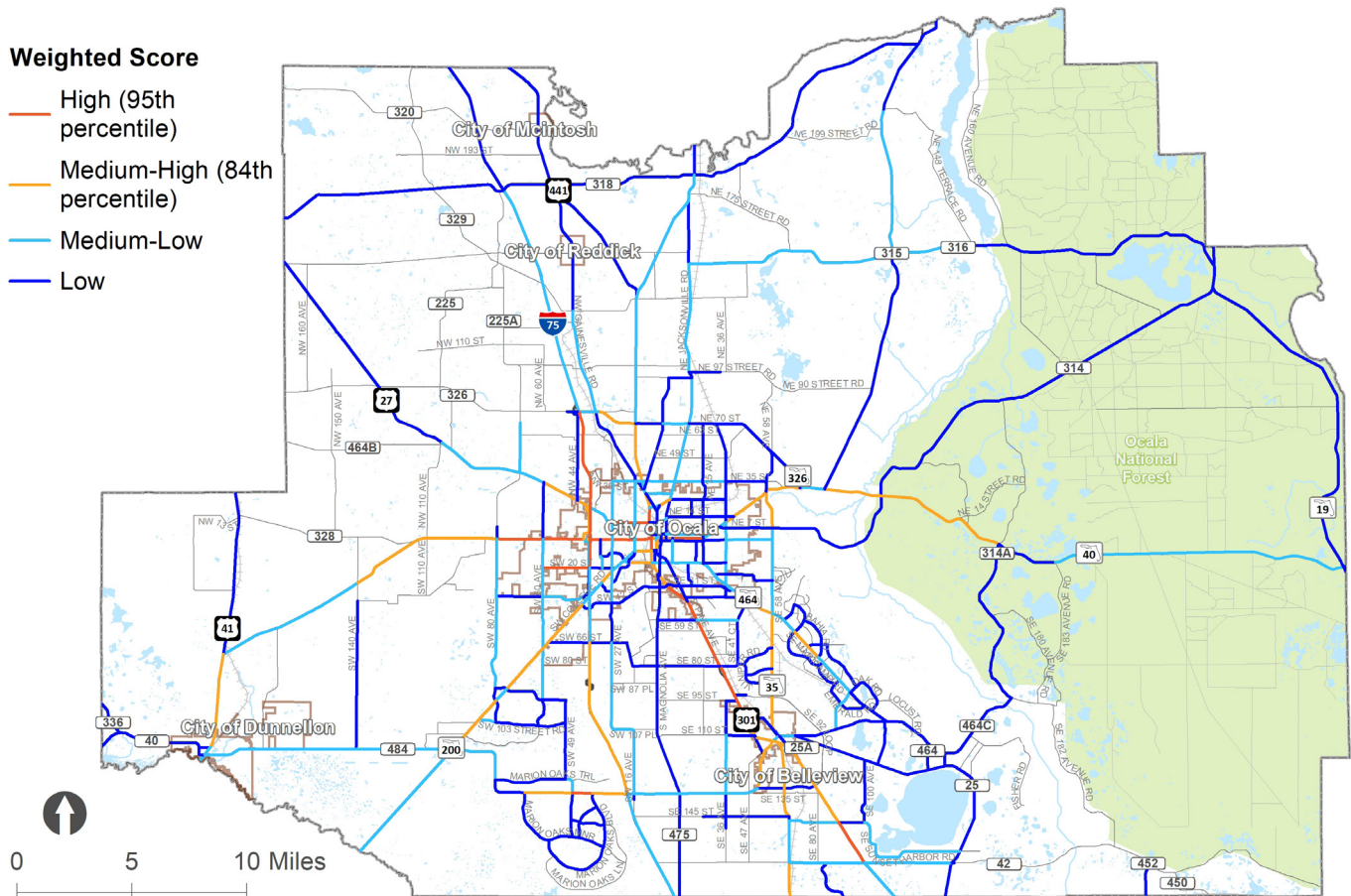
Needs Assessment Results

The individual metric scores described in the previous section were scaled, normalized, aggregated and weighted by goal to create goal-level scores for each network segment in the County. The weighted goal scores were summed for a single composite score assigned to the segments and are displayed in **FIGURE 5.16**. Segments scoring in the 75th percentile or higher were isolated and compared to projects in the Needs Plan. There are eight segments in the 75th percentile for which improvement needs had not been identified in the Plan Synthesis, including:

- NW 35th Ave – NW 49th St to NW 63rd St
- CR 484 – SR 200 to Marion Oaks Trail
- CR 484 – US 41 to SW 140th Ave
- SR 40 – SE 183rd Ave Rd to Lake County line
- NE Jacksonville Rd – NE 49th St to SR 326
- CR 316 – CR 315 to NE 148th Terrace Rd
- SE Sunset Harbor Rd – SE 100th Ave to CR 25
- Oak Rd – Emerald Rd to SE Maricamp Rd

Corridor studies on these segments were added to the Needs Plan as placeholders for potential projects based on further analysis. The scores assigned to all network segments were also associated with identified projects listed in the Plan Synthesis in **Appendix G**. The network segment scores are tabulated in **Appendix K**, with specific project scoring results arrayed in a matrix sorted by highest to lowest composite score. The matrix illustrates how much each individual metric contributes to the composite projects scores for each project.

FIGURE 5.16: NEEDS ASSESSMENT RESULTS



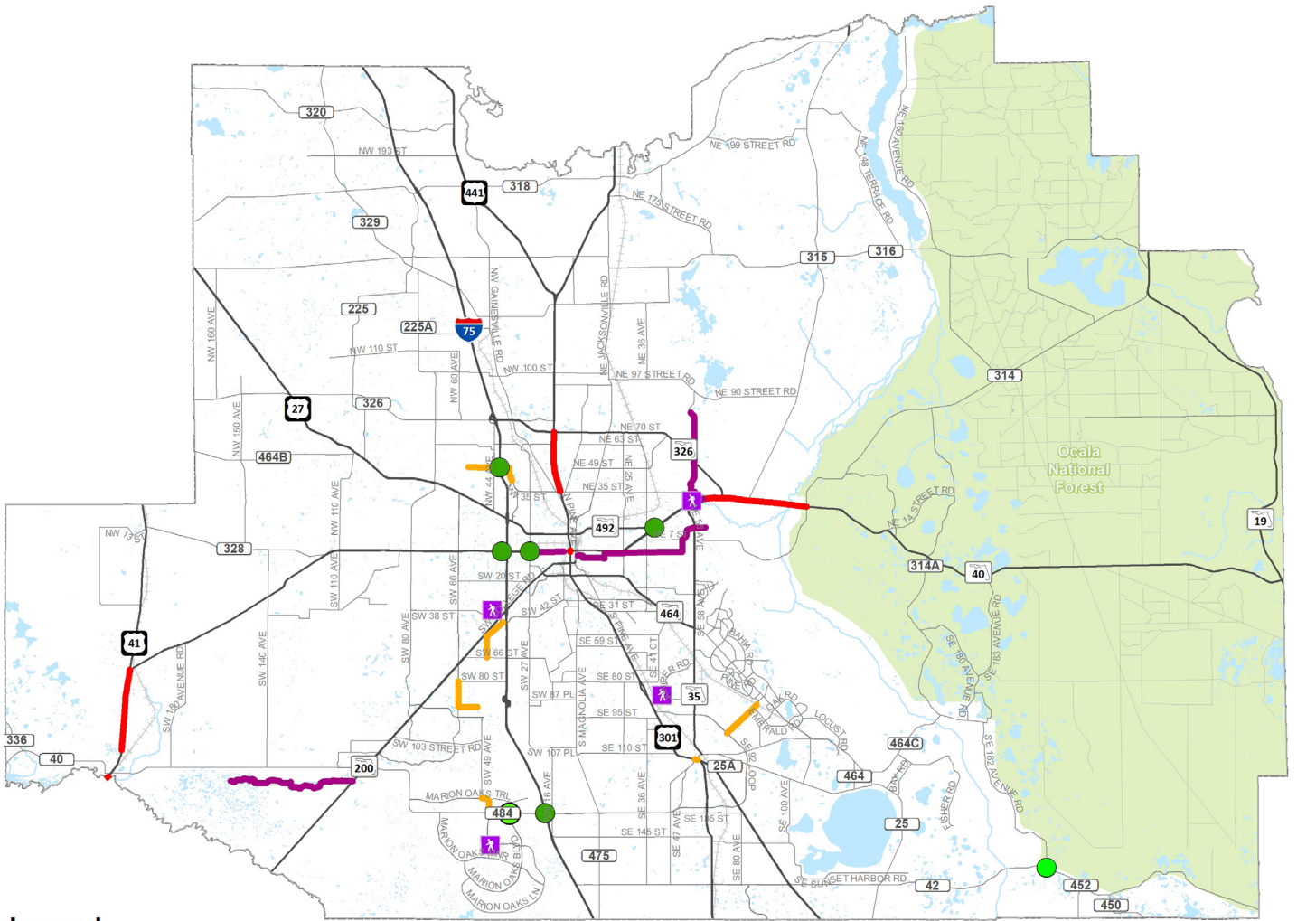
Short Term Improvements

The TPO's 2021-2025 Transportation Improvement Program (TIP) and Marion County's TIP outline the highest priority improvements and, in some cases those projects that have been in the pipeline for some years. Those priorities reflect the important investment strategies that are also reflected in the LRTP Goals and Objectives and investments in the outer years of the Cost Feasible Plan. The TIP represents the first five years of investments in the plan. The TIP also reflects over \$160 million in roadway operation and maintenance investments, including resurfacing, traffic operational improvements, drainage and landscaping improvements. An additional \$30 million is programmed for transit operations in the period between 2021 and 2025. Specific investments included in the TIP, organized by project type, are included in **TABLE 5.2**.

TABLE 5.2: NON-STATE ROADWAY CAPACITY AND OPERATIONAL IMPROVEMENTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investmens	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
Local Funded Roadway Investments	CR 42	at SE 182ND		Add Turn Lane(s)
	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
Pedestrian/ Bicycle Investments	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Dntn Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
Legacy Elementary Sidewalks			Sidewalks	
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 5.17: SHORT TERM IMPROVEMENTS



Legend

- Local Road Intersection
- Local Roadway Projects
- Sidewalk Projects
- State Road Intersection
- State Roadway Projects
- Trail/Sidewalk Projects



Transit and Multimodal Needs

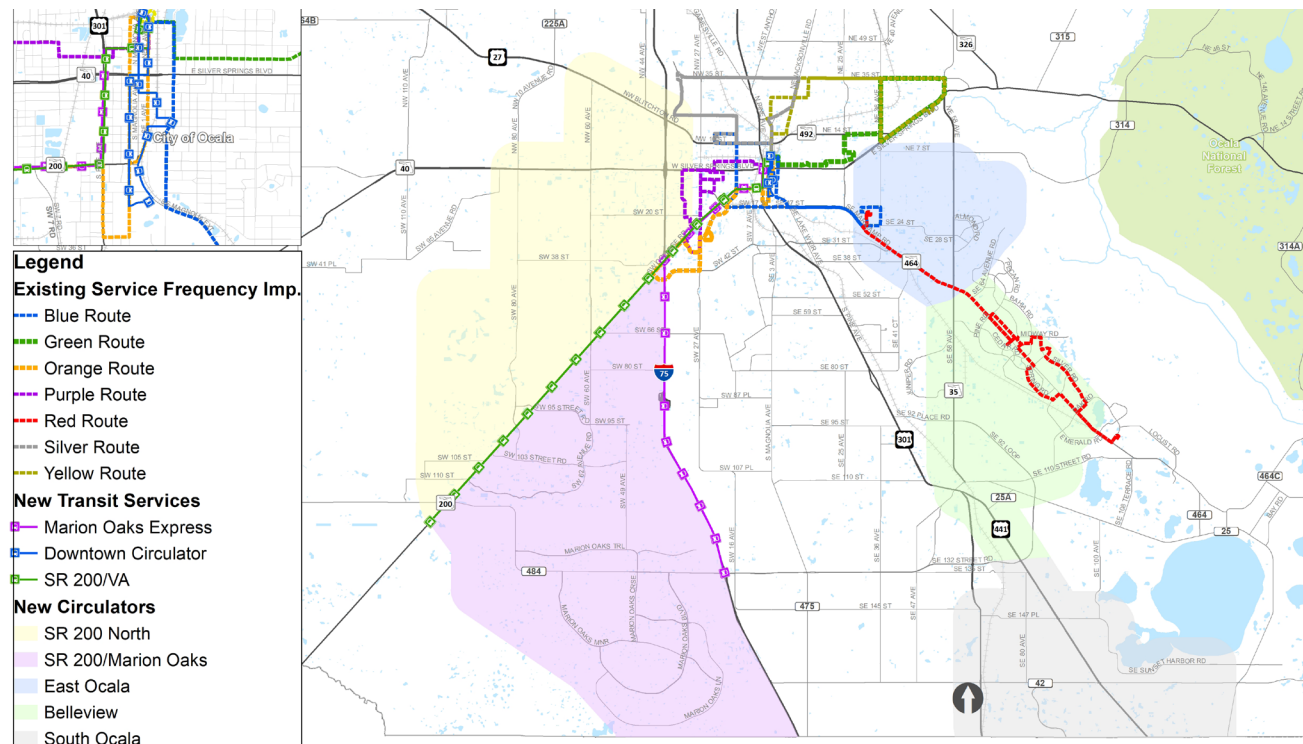
There are more than 200 non-motorized infrastructure improvements identified in the Plan Synthesis, which includes a review of the County and municipal comprehensive plans, the 2035

Bicycle and Pedestrian Master Plan, the Regional Trails Facilities Plan, and others, for non-motorized improvement needs. Projects from these plans incorporated into the 2045 Needs Plan are depicted in **FIGURE 5.19** listed in **Appendix G**. There are also sixteen transit service improvements identified in the SunTran Transit Development Plan. The transit improvements include both improvement of existing fixed route transit services operated by SunTran and new transit services. The transit projects included in the 2045 Needs Plan, are also listed in **TABLE 5.3** and illustrated in **FIGURE 5.18**.

TABLE 5.3: TRANSIT IMPROVEMENTS

TRANSIT ROUTE	PROJECT DESCRIPTION
Green Route	Existing Route Expansion (Frequency Improvements)
Blue Route	
Purple Route	
Orange Route	
Red Route	
Yellow Route	
Silver Route	Install New Transit Shelters
Transit Shelters in varying locations	
Restroom Facility at Union Station	Construct New Restroom Facility
SR 200 VA Grant from Ocala to SW Marion Co.	New Local Services
Marion-Ocala Express from Ocala to Marion Oaks	New Express Service
SR 200/Marion Oaks Circulator	New Circulator Service
SR 200 North Circulator	
South Ocala Circulator	
East Ocala Circulator	
Bellevue Circulator	
Downtown Circulator	

FIGURE 5.18: TRANSIT NEEDS



Roadway Capacity and Intersection Needs

There are more than 80 roadway and intersection improvements identified in the Plan Synthesis, including projects identified in County and municipal comprehensive plans, the 2040 LRTP, FDOT SIS Cost Feasible Plan, FDOT Freight and Mobility Plan and others. Projects from these plans include non-State roadway capacity and operational improvements listed in **TABLE 5.4** and State roadway projects in **TABLE 5.5**. These projects are illustrated in **FIGURE 5.20**.

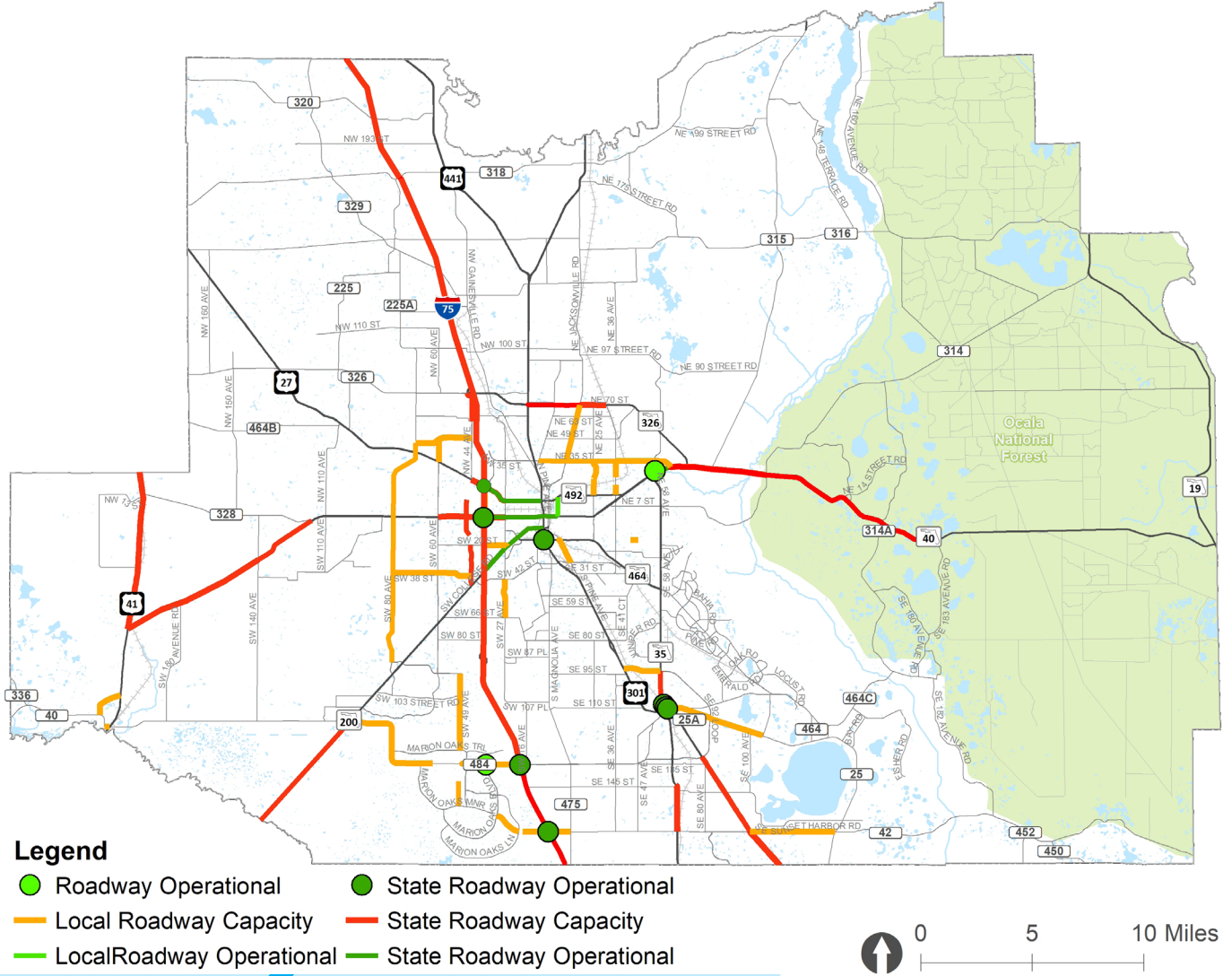
TABLE 5.4: NON-STATE ROADWAY CAPACITY AND OPERATIONAL IMPROVEMENTS

PROJECT ID	FACILITY	FROM	TO	DESCRIPTION
OPS20	Marion Oaks Manor Ext	Overpass at I-75		Grade separation
OPS57	NE 8th Ave	SR 40	SR 492	Complete Street
OPS72	W Pennsylvania Ave	Cedar St	US 41	Intersection geometry
R17	SW 44th Avenue	SR 200	SW 20th Street	New 4 lane
R18	SW 44th Avenue	SW 13th Street	SR 40	Widen to 4 lanes
R19	SW 44th Avenue	SR 40	NW 10th Street	New 4 lane
R20	SW 49th Ave	SW 95th Street	Marion Oaks Trail	Widen to 4 lanes
R26	CR 484	SW 49th Avenue	SW 20th Avenue Road	Widen to 6 lanes
R27	CR 484	SW 20th Avenue Road	CR 475A	Widen to 6 lanes
R28	NW 49th Street	NW 70th Avenue	1.1 mile west of NW 44th Avenue	New 2 lane
R29	NW 60th Avenue	US 27	NW 49th Street	New 2 lane
R30	NW 44th Avenue	NW 60th Street	SR 326	Widen to 4 lanes
R31	Dunnellon Bypass	CR 40	US 41	New 2 lane
R32	NE 36th Avenue	NE 14th Street	NE 25th Street	Widen to 4 lanes
R33	NE 36th Avenue	NE 25th Street	NE 35th Street	Widen to 4 lanes
R34	NE 25th Avenue	NE 14th Street	NE 24th Street	Widen to 4 lanes
R35	NE 25th Avenue	24th Street	NE 35th Street	Widen to 4 lanes
R36	NE 35th Street	W Anthony Rd	CR 200A	Widen to 4 lanes
R38	NE 35th Street	CR 200A	NE 25th Avenue	Widen to 4 lanes
R39	NE 35th Street	NE 25th Avenue	NE 36th Avenue	Widen to 4 lanes
R41	CR 25	SR 35	SE 92nd Loop	Widen to 4 lanes
R42	CR 25	SE 92nd Loop	SE 108th Terrace Rd	Widen to 4 lanes
R43	SW 20th Street	I-75	SR 200	Widen to 4 lanes
R44	SE 92nd Place Rd	US 441	SR 35	Widen to 4 lanes
R46	Lake Weir Avenue	SE 31st Street	SR 464	Widen to 4 lanes
R47	SE 17th Street	SE 44th Avenue	SE 47th Avenue	New 2 lane
R48	CR 475A	SW 66th Street	SW 42nd Street	Widen to 4 lanes
R50	NE 35th St/NE 60th Ct	NE 36th Ave	SR 40	Widen to 4 lanes
R60	Marion Oaks Manor	SW 18th Ave Rd	CR 475	New 2 lane
R62	NW 37th Ave	SR 40	US 27	New 2 lane
R63	SW 40th Ave Realignment	at SR 200		Intersection geometry
R65	NW 70th Ave	US 27	NW 43rd St/NW 49th Street	Widen to 4 lanes
R66	SW 70th/80th Ave	SW 38th St	SR 40	Widen to 4 lanes
R69	SW 38th St	SW 80th Ave	SW 60th Ave	Widen to 4 lanes
R70	SW 38th St	SW 60th Ave	SW 43rd Ct	Widen to 4 lanes
R71	CR 484	Marion Oaks Pass	SR 200	Widen to 4 lanes
R72	CR 200A Ph 3	NE 35th St	SR 326	Widen to 4 lanes
R73	CR 42	US 441	CR 25	Widen to 4 lanes
R74	NW 70th/80th Ave	SR 40	US 27	Widen to 4 lanes
R75	SW 70th/80th Ave	SW 90th St	SW 38th St	Widen to 4 lanes
R76	SW 49th Ave	Marion Oaks Manor	SW 142nd Pl Rd	Widen to 4 lanes
R77	SW 165th St	Marion Oaks Blvd	Marion Oaks Lane	Widen to 4 lanes

TABLE 5.5: STATE ROADWAY CAPACITY AND OPERATIONAL IMPROVEMENTS

PROJECT ID	FACILITY	FROM	TO	DESCRIPTION
OPS1	I-75 (Interchange)	SR 40		Upgrade interchange
OPS2	I-75 (Interchange)	CR 484		Upgrade interchange
OPS46	SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry
OPS54	SR 40 - East Multimodal Imp.	NE 49th Terr	NE 60th Ct	Left turn lane
OPS55	SR 40	SR 35	0	Intersection geometry
OPS56	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street
OPS58	SW 20th St	Interchange at I-75		New interchange
R1	SR 200	Citrus County Line	CR 484	Widen to 4 lanes
R2	US 301	CR 42	SE 143rd Place	Widen to 6 lanes
R3	US 441	Sumter County Line	CR 42	Widen to 6 lanes
R5	US 441	CR 42	SE 132nd Street Rd	Widen to 6 lanes
R7	SR 326	CR 200A	NE 36th Avenue	Widen to 4 lanes
R8	US 27	NW 44th Avenue	I-75	Widen to 6 lanes
R9	US 27	I-75	NW 27th Avenue	Widen to 6 lanes
R10	SR 35	CR 25	SE 92nd Place Rd	Widen to 4 lanes
R11	SR 40	US 41	SW 140th Avenue	Widen to 4 lanes
R12	SR 40	SW 140th Avenue	CR 328	Widen to 4 lanes
R13	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes
R14	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes
R15	US 41	SR 40	Levy County Line	Widen to 4 lanes
SIS1 (3423)	SR 40	E of CR 314	CR 314A	Add 2 to build 4 lanes
SIS10 (3433)	I-75	CR 484	CR 318	Add 2 to build 8 lanes
SIS12 (3442)	SR 326	SR 25/US301/US 441	Old US 301/CR200A	Add 2 to build 4 lanes
SIS13 (4106742)	SR 40	from end of 4 lanes	to East of CR 314	Add 2 to build 4 lanes
SIS2 (3424)	SR 40	CR 314A	Levy Hammock Rd	Add 2 to build 4 lanes
SIS3 (3485)	I-75	at US 27		Modify Interchange
SIS6 (3434)	I-75	CR 318	Marion/Alachua Co Line	Add 2 to build 8 lanes
SIS6 (3474)	I-75	CR 318	Marion/Alachua Co Line	Add 4 Special Use Lanes
SIS7 (3435)	I-75	CR 484	CR 318	Add 4 Special Use Lanes
SIS8 (3472)	I-75	Sumter/Marion Co Line	CR 484	Add 2 to build 8 lanes
SIS8 (3473)	I-75	Sumter/Marion Co Line	CR 484	Managed Lanes
TIP11	SR 40	SW 40th Ave	SW 27th Ave	Left turn lane
TIP17	US 441	at SR 464		Turn lane

FIGURE 5.20: ROADWAY CAPACITY AND OPERATIONAL NEEDS



Technology Projects

The development of technological solutions to transportation challenges in recent years represents a crucial component of the County's ability to address added demand on the system. This is particularly true in light of limited resources for more capital intensive improvements such as new or widened roadways. This is reflected in the TPO Board's assignment of the heaviest weight to the Optimize and Preserve Existing Infrastructure goal, relative to other LRTP goals.

The ITS plan developed by the TPO in 2008 recommended a number of technology improvements, including the construction of a new Traffic Management Center (TMC), traffic signal improvements on key corridors, traffic management at railroad crossings, expansion of the County's signal detection technology, and TMC integration with the regional TMC in Orlando. Many of these improvements have since been implemented, including the TMC and traffic signal improvements, and others are in progress. Ten years after completing the plan in 2008, the TPO completed an updated plan, the 2018 ITS Strategic Plan, building upon the original plan to improve the efficient movement of goods and people; improve safety and security; and improve the reliability of the system. The ITS plan identifies freight, evacuation corridors, transit, and bicycle/pedestrian as modes and systems for which ITS improvements provide benefits. The ITS plan and recommended improvements therein represent a critical strategy in the context of the broader LRTP, particularly in light of limited financial resources to address transportation challenges.

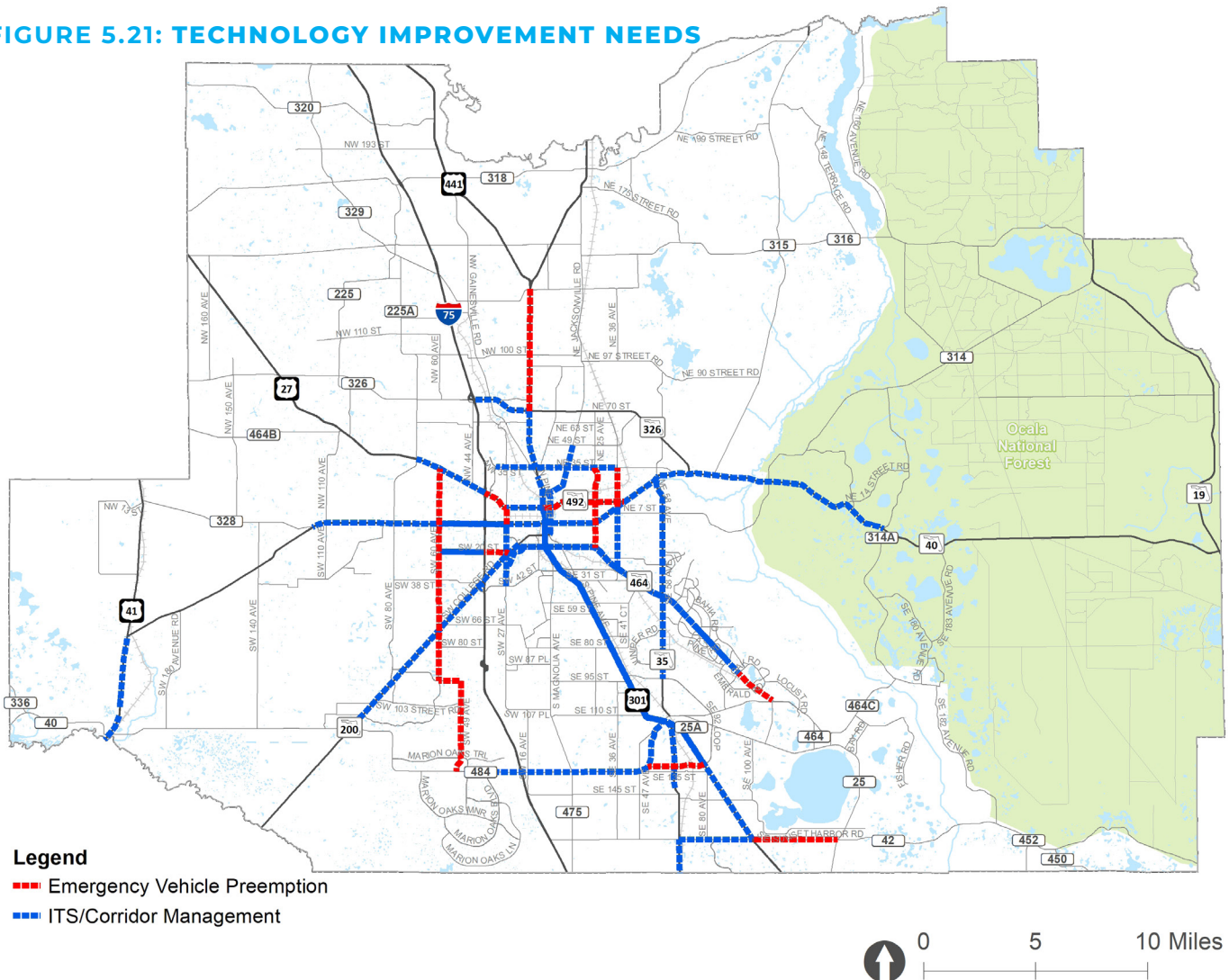
Specific recommendations in the 2018 plan identified the need for technological improvements at intersections on over fifty corridor segments in Marion County and thirteen corridors for special treatment at signalized intersection for emergency vehicles, coordinating signals electronically with emergency vehicles, improving safety and security in addition to mobility. The technology improvements are listed in **TABLE 5.6** and illustrated in **FIGURE 5.21**.

TABLE 5.6: ITS AND EMERGENCY VEHICLE PREEMPTION IMPROVEMENTS

PROJECT ID	FACILITY	FROM	TO	IMPROVEMENT
OPS5	US 301	Sumter County Line	CR 42	ITS
OPS6	US 301	SE 143rd Place	US 441	ITS
OPS7	US 441	SE 132nd Street Rd	US 301	ITS
OPS8	US 441	US 301	CR 475	ITS
OPS9	US 441	CR 475	SR 200	ITS
OPS10	US 441	SR 200	CR 25A	ITS
OPS12	US 27	NW 27th Avenue	US 441	ITS
OPS13	US 27	SW 27th Avenue	SR 35	ITS
OPS14	SR 35	SE 92nd Place Rd	SR 464	ITS
OPS15	SR 35	SR 464	SR 40	ITS
OPS16	SR 40	SW 60th Avenue	SR 35	ITS
OPS17	SR 464	SR 200	SR 35	ITS
OPS18	US 41	Citrus County Line	SW 111th Place Ln	ITS
OPS22	NW/SW 27th Avenue	SW 42nd Street	SR 200	ITS
OPS23	NW/SW 27th Avenue	SR 200	SR 40	ITS
OPS24	NW/SW 27th Avenue	US 27	NW 35th Street	ITS
OPS25	CR 464	SR 35	Midway Rd	ITS
OPS26	CR 464	Midway Rd	Oak Rd	ITS
OPS27	SW 20th Street	SW 60th Avenue	I-75	ITS
OPS28	US 27	CR 225	I-75	ITS
OPS29	SR 40	SR 35	CR 314A	ITS
OPS30	SR 326	I-75	SR 200A	ITS
OPS31	SR 200	CR 484	SR 464	ITS
OPS32	US 301/US 441	SE 165th St.	SR 464	ITS
OPS33	US 301	NW 35th St.	SR 326	ITS
OPS34	SR 40	Hwy 328	SW 27th Ave.	ITS
OPS35	SR 40	NE 1st Ave.	SE 25th Ave.	ITS
OPS36	E Magnolia Ave/E 1st Ave.	NE 20th St.	SR 200/SE 10th St	ITS
OPS37	SR 464	SR 200	Oak Rd	ITS

PROJECT ID	FACILITY	FROM	TO	IMPROVEMENT
OPS38	SE 36th Ave	SR 464	SR 40	ITS
OPS39	NW 35th St.	NW 35th Ave. Rd.	NE 36th Ave.	ITS
OPS41	SW 42nd St.	SR 200	SR 464	ITS
OPS42	CR 484	Marion Oaks Course	US 441	ITS
OPS43	Hwy 42	US 301	US 441	ITS
OPS44	SW 27th Ave/SW 19th AveRoad	SW 42nd St.	SR 464	ITS
OPS45	SW 20th St.	NW 60th Ave.	SR 200	ITS
OPS49	US 41	SW 111th Place Lane	SR 40	ITS
OPS50	SR 200A	US 301	NE 49th St.	ITS
OPS59	US 301	SR 326	W Hwy 329	Emergency vehicle preemption
OPS60	US 492	US 301	SR 40	Emergency vehicle preemption
OPS61	25th Ave	NE 35th St	SR 464	Emergency vehicle preemption
OPS62	NE 36th Ave	NE 35th St	SR 40	Emergency vehicle preemption
OPS63	NW 27th Ave	US 27	SR 40	Emergency vehicle preemption
OPS64	SW 20th St	I-75	SR 200	Emergency vehicle preemption
OPS65	60th Ave	US 27	SW 95th St	Emergency vehicle preemption
OPS66	SW 95th St	SW 60th Avenue	SW 49th Ave	Emergency vehicle preemption
OPS67	SW 49th Ave	SW 95th St	CR 484	Emergency vehicle preemption
OPS68	SE 132nd St	CR 484	US 441	Emergency vehicle preemption
OPS69	CR 42	US 441	Ocala Rd	Emergency vehicle preemption
OPS70	Maricamp Rd	Oak Rd	SE 108th Terrace Rd	Emergency vehicle preemption
OPS71	US 27	I-75	NW 27th Ave	Emergency vehicle preemption

FIGURE 5.21: TECHNOLOGY IMPROVEMENT NEEDS



Emerging Technologies

Other more advanced technological improvements represent an emerging trend in transportation infrastructure. The FDOT Office of Policy Planning released Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles (ACES) in September 2018. ACES includes a variety of technologies that are designed to make our roadways function more safely and efficiently. The individual components of ACES include:

- **Automated Vehicles** – Self-driving vehicles that improve efficiency and safety of transportation by navigating without human control
- **Connected Vehicles** – Vehicles that communicate with each other (V2V), with road infrastructure and traffic signals (V2I) and cloud based programs (V2X) to improve safety and efficiency.
- **Electric Vehicles** – Vehicles that use one or more battery powered electric motors rather than combustion engines for propulsion.
- **Shared-Use Vehicles** – Vehicles that are owned and operated by one or more persons, organizations or companies including public transit, bicycles, electric scooters, cars, car pool, and ride-hailing services like Uber and Lyft.

The Central Florida Regional Planning Model (CFRPM), which encompasses the seven counties in Central Florida, was utilized by FDOT to test six ACES Scenarios ranging from Slow Roll to Robo Transit. The results of the test showed that vehicle miles traveled (VMT) increased as the ACES Scenario level increased, but that vehicle hours traveled (VHT) varied as the levels increased. There are still many unknowns when it comes to the future of ACES and it is anticipated that future LRTP cycles will place a heavier emphasis on ACES scenario planning.

I-75 Florida Regional Advanced Mobility Elements (FRAME)

A project that is being spearheaded by FDOT, in coordination with the City of Ocala and Marion County, is the I-75 Florida Regional Advanced Mobility Elements (FRAME) project. The purpose of FRAME is to enable motorists to avoid congestion on I-75 resulting from crashes and improve the reliability of the system in response to accidents and other events. The facilities that make up the FRAME system in Marion County include SR 200, SR 40, and US 27. The technological system of interconnectivity being employed on these roadways will enable communication between vehicles and traffic signals, taking advantage of existing and emerging technologies and building upon them. FRAME represents an integrated corridor management approach that uses Automated Traffic Signal Performance Measures and Connected Vehicle technology (CV) to accomplish the congestion and reliability objectives. The deployment of the FRAME system will enable real time information provided to motorists to alert them to incidents and identify the most efficient route available.

For years, motorists have already taken advantage of the capabilities of mobile devices, crowdsourced information, and existing Mobility as a Service applications to improve their travel and route decision making. FRAME will enhance that capability, providing expected speed, agility, and reliability improvements. Other components of the FRAME system include transit signal priority, enabling public transit vehicles to avoid congestion at signalized intersections, and enhanced pedestrian signals. In addition to the mobility and reliability improvements that will be achieved by the implementation of FRAME, FDOT estimates a reduction in crashes up to 74%.

Other Emerging Technologies and Guidance

Other emerging technologies, some of which are in pilot phases, others still in development, were explored. While for many, it is too early to assess their applicability, the following section describes several of them and provides some guidance as to their potential deployment in Marion County.



Mobility as a Service (MaaS, aka Uber, Lyft)

The trend: over the past ten years, transportation network companies (TNCs) have been able to leverage the shared economy, e-commerce, and the proliferation of smartphones to offer customer-focused, demand-responsive passenger services. New rideshare, delivery, microtransit, and micromobility services continue to evolve from this initial concept, offering mobility options using a variety of modes and price points.

The potential impact: Mobility as a Service offers the opportunity to transform how public transit may be delivered, especially to lower-density areas that are not cost-effective to serve with conventional fixed-route services. The speed with which these services can develop and deploy can disrupt traditional transportation infrastructure, especially as it relates to parking and curbside management strategies.

The approach: MaaS providers should be actively engaged as stakeholders in the planning process to understand their business model and its potential impact on local and regional transportation infrastructure. Special attention should be paid to how curbside management and ITS strategies can evolve to leverage MaaS-generated data to create better real-time mobility management solutions.

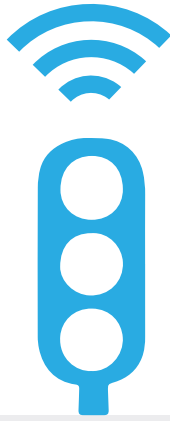


Cooperative Intelligent Transportation Systems

The trends: Vehicle-to-Everything (V2X) technologies are making it possible for fleets of vehicles to collaborate amongst themselves to optimize the travel times and reliability of passenger and delivery services. Convergences in revenue systems (tolls, transit fares, and parking) are making it possible to cross-subsidize modes of travel, giving agencies and transportation providers with better ways of incentivizing optimal travel behavior. At the same time, crowdsourced traveler information and private navigation apps are providing the traveling public with route alternatives that, while faster, may select paths that include signals and facilities not optimized for higher volumes of traffic.

The potential impact: Transportation agencies that are able to integrate V2X technologies into their transportation infrastructure will be better able to engage with travelers, inform their travel decisions, and improve the overall safety and efficiency of the transportation network. Transportation agencies that are able to interface with the ITS solutions of private fleets (e.g. rideshares, delivery services, freight systems) will be able to have greater flexibility in how they plan, deliver, and manage new mobility solutions.

The approach: The planning process should regularly assess how to integrate V2X-based solutions into the planning, deployment, and operation of the transportation system. The regional ITS architecture, and more specifically the CV technology being deployed as part of FRAME, in Marion County should be leveraged to deploy pilots that consider interfaces with the data generated by both public and private fleets of connected vehicles and services.



Automated Transportation Systems

The trend: While privately-owned vehicles with Advanced Driving Systems (ADS—formerly referred to as autonomous vehicles) may not see large scale deployments in the near future, low-speed automated shuttles, automated freight systems (including trucking and small-scale delivery drones), and aerial drone systems are seeing larger pilot programs rolled out in Florida and across the United States. It is likely that fleets of these vehicles will become more common over the next 10 years.

The potential impact: Automated freight systems offer the opportunity to improve the efficiency of the freight network; however, it is possible that automated delivery services may pose new localized congestion issues on the sidewalks, curbs, and roadways upon which they operate. Similarly, fleets equipped with ADS may be able to operate on narrower lane widths more safely than human-operated vehicles, reducing construction costs and improving the efficiency of the transportation system. That being said, Vehicle-to-Everything (V2X) infrastructure may be needed to manage the interfaces between human-operated vehicles and automated transportation systems, especially in early stages of ADS deployments.

The approach: The planning process should regularly assess the readiness of the TPO for automated systems from a technology, infrastructure, and policy perspective. Pilot deployments within Marion County should be encouraged to learn about the specific impacts of these technologies on the local transportation environment.

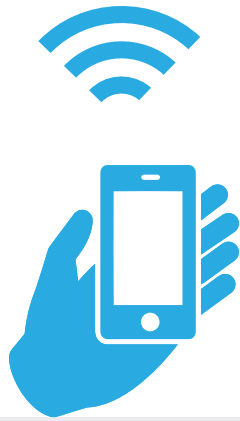


Electric Vehicles (EV)

The trend: Advances in battery technologies are making electric and hybrid vehicles more affordable to consumers, while an increasing number of public and private fleet operators are adopting electric vehicles. Recent experiments with electric-powered aircraft (including aerial drones and fixed-wing aircraft) may make these modes more viable options for new passenger and delivery services in urbanized areas in the future.

The impact: While electric vehicles offer the opportunity to reduce vehicle emissions, they do create new demands for charging infrastructure. The location, availability, and affordability of this infrastructure will affect the adoption rates of these vehicles in Marion County.

How can we plan for it? Scenario planning may be developed to include the impacts of different rates of EV adoption. Engagement with utility companies and EV manufacturers would help to clarify the impacts of these vehicles and their supporting infrastructure on long-range planning. Benchmarking the effectiveness of EVs (range, time necessary to charge) would help to understand the potential right-of-way and facility impacts of new charging infrastructure for land-based and aerial electric vehicles.



Converged Security (Cyber and Physical)

The trend: As the operating technology (OT) behind traffic systems becomes more advanced and more intertwined with both the Internet of Things (IoT) and public and private information technology (IT), there is a need to look at the security of transportation infrastructure from both a physical security and a cybersecurity perspective.

The potential impact: A converged security approach will allow the Marion County to deploy resilient transportation systems that embrace new technologies and interconnected systems while minimizing the threats posed by “black hats”—private and state-sponsored actors who may try to hack or disrupt Marion County transportation networks.

The approach: Consider additional coordination between the transportation planning, IT infrastructure planning, and security stakeholders. Converged security issues should also be addressed in resiliency planning moving forward.

Digital infrastructure

The trend: as transportation systems become more sophisticated and more connected, they are generating new data needs that were not previously anticipated in the IT plans of local agencies. V2X technologies, automated transportation systems, and new Mobility as a Service models are all anticipated to generate massive amounts of data, much of which could offer new insights into how transportation networks are planned, delivered, operated, and maintained.

The potential impact: New data sets from public and private transportation sources can create new opportunities in the Marion County economy; however, the impacts of this data on the digital infrastructure of local agencies (including data storage, security requirements, and transmission) need to be taken into account. The challenges of sharing data between multiple public and private partners also needs to be considered to support desired outcomes of the LRTP.

The approach: Local agency IT departments should be included in outreach efforts related to long-range planning to identify opportunities to deploy technology to achieve the goals of long range planning efforts.

The Ocala Marion 2018 ITS Strategic Plan is a key part of the LRTP, providing guidance to how new technologies can achieve two broad purposes. The first is to provide cost efficient solutions to congestion, reliability, and safety issues. The second purpose is to use ITS as an incremental step in the advancement of emerging technologies, which is a primary focus area of the FDOT, particularly in Central Florida. Indeed, the deployment of FRAME is indicative of that commitment. The continued coordination and collaboration between FDOT and local government partners will be crucial to the success of the program, in terms of a coordinated traffic management system, including staffing the TMCs. Data management strategies should be developed to support how data can be captured, stored, analyzed, and disseminated amongst public and private transportation partners.

Projects in Environmental Justice Areas

A summary of needed transportation improvements within Environmental Justice (EJ) areas provides an equity assessment of the Needs Plan. EJ is defined by the USEPA as the *fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.* The achievement of environmental justice, then, is measured in two ways:

- The degree to which different segments of the population are protected from environmental hazards and
- The level of access people have to the decision-making process.

Both measures of EJ are addressed in the 2045 LRTP. The first is addressed through a EJ measure applied in the project evaluation and prioritization process, assessing projects in terms of their proximity to transportation disadvantaged populations, also referred to as EJ population. This metric is described in in the previous section. The second measure is addressed through the LRTP public involvement process, as described in **Chapter 3**. In both cases, the defining characteristic is the location of EJ population. The identification of this segment of the Marion County population was accomplished through the analysis US Census data on minority and low-income population levels.

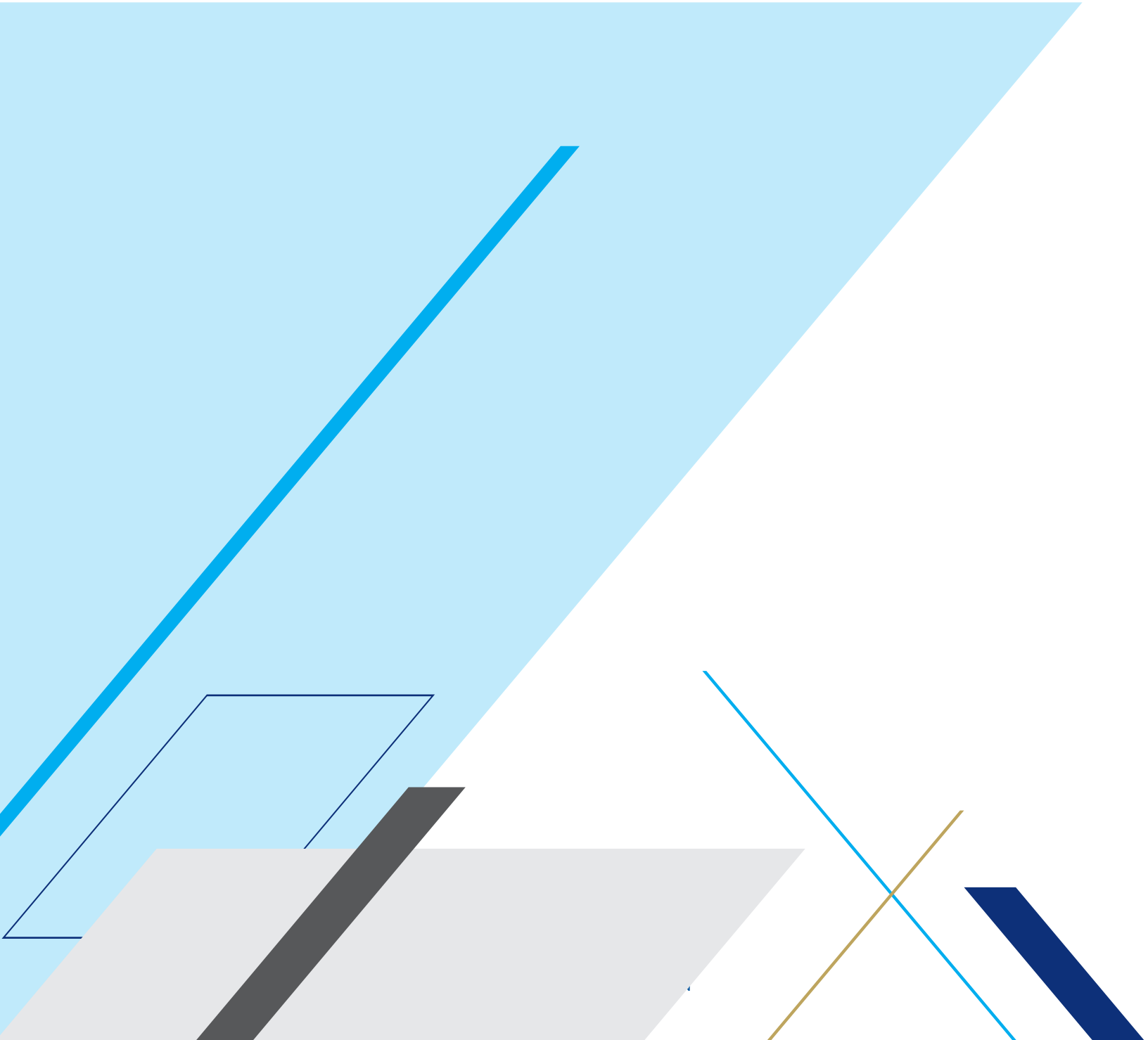
The two criteria used to identify EJ population are low income and minority. The countywide average poverty rate in Marion County is 17.6% and the minority rate is 17.8%, in accordance with the Census data. Areas in the County with both a poverty and minority rate above the countywide averages, respectively, were considered EJ areas for the purpose of the LRTP analysis. A minimum population threshold was also applied to isolate areas with substantial population. The threshold for both minority and poverty is a minimum of 500. Areas meeting either the minority or poverty definition were also considered, particularly in the identification of workshop locations to provide adequate access to the planning process to those people. **TABLE 5.7** summarizes the Needs Plan in EJ versus non-EJ areas. Roadway improvements are represented in terms of cost, due to the high degree of variability in the cost of various improvements. Only the portions of projects in Environmental Justice areas are included in the cost/mileage summaries in the EJ Areas column. Other improvements are represented in terms of miles of improvements. As indicated in the table, 16% of non-motorized and 13% of motorized projects in the Needs Plan are located in EJ areas, as measured by population distribution in EJ versus non-EJ areas.

TABLE 5.7: INVESTMENTS IN ENVIRONMENTAL JUSTICE AREAS

	EJ AREAS	NON-EJ AREAS	TOTAL
Population	62,300	270,900	333,200
Roadway Needs	\$194,256,000	\$1,247,293,000	\$1,441,549,000
Per Capita	\$3,118	\$4,604	\$4,326
ITS Needs Mileage	49.1	169.7	225.4
Per thousand residents	0.79	0.63	0.68
Bicycle/Pedestrian Needs (mileage)	84	431	515
Per thousand residents	1.34	1.59	1.55
Public Transit Needs (route mileage)	45.2	92.4	137.6
Per thousand residents	0.73	0.34	0.41

Note: Project cost estimates are represented in present day cost. Multimodal and ITS improvements represent all candidate projects in boxed fund programs.

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CHAPTER 6. FINANCIAL REVENUE FORECASTS

The Ocala Marion LRTP is required, by federal law, to demonstrate the cost feasibility of improvements contained in the 2045 Cost Feasible Plan. The period between 2021 and 2025, reflecting the FDOT Work Program and local capital improvement programs, is based on available revenues in the short term, as projected by those agencies. Financial resources expected to be available during the remainder of the plan period, between 2026 and 2045, were projected based on a variety of data, including historical receipts, future population growth, expected changes in fuel efficiency, and inflation.

Appendix H includes a detailed description of the forecasting process, including data source references for key inputs informing the forecasts.

The total revenue projected to be available between the years 2026 and 2045 for transportation capacity improvements is \$2.3 billion, in Year of Expenditure (YOE) dollars. All revenues and costs in the revenue forecasts and Cost Feasible Plan are inflated to YOE dollars based on inflation rates provided by FDOT.

The revenues included in the forecast and used to develop the Cost Feasible Plan include both State/Federal funding and local funding. The local revenue sources include two primary existing sources of revenues, both of which are used by Marion County to fund transportation improvements. The first includes a combination of state- and locally-levied fuel taxes and the second includes the revenues collected from the County's transportation impact fee program. Other revenues used by SunTran to operate and maintain the public transit system in Marion County are summarized separately.

The State/Federal revenues include two funding programs available for transportation improvements in Marion County. One is allocated to projects by FDOT on the Strategic Intermodal System (SIS) and the second is the Other Roads & Right of Way program, which is forecast and provided to the TPO by FDOT to be allocated to cost feasible projects.



Local Revenues

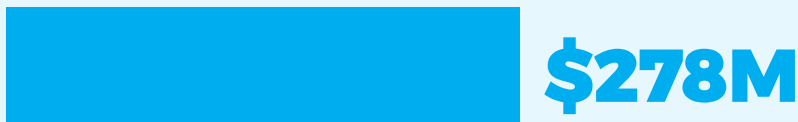
The fuel tax and impact fee revenues were forecast based on a combination of historical receipts, expected population growth in Marion County, projected economic growth, inflation, and current transportation impact fee rate schedules. The fuel tax revenue projections were adjusted to account for debt service obligations on a 2016 Local Option Fuel Tax bond and County transportation operation and maintenance costs. The balance of fuel tax revenues and impact fees, totaling \$278 million for the plan period, are allocated to non-state roadway projects in the Cost Feasible Plan. **TABLE 6.1** includes the projected fuel tax and impact fee revenues allocated to the local roadway projects in the Cost Feasible Plan.

Other local revenue sources were forecast, but not included in the Cost Feasible Plan. These include local public transit revenue sources that are assumed to be absorbed by existing transit service costs and therefore are not available for new or enhanced services. Forecasts were also developed for potential new revenue sources not reflected in current policy and therefore not included in the Cost Feasible Plan. These include a sales surtax, which is currently in place, but sunsets in 2020, a property tax increase, and an increase in impact fee rates. The potential new revenues from these sources would add that do not reflect current policy could add more than two billion dollars to the plan. A detailed summary of these potential revenues is included in the following section and **Appendix H**.

TABLE 6.1: LOCAL REVENUES (IN 000'S YOY \$)

		2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Impact Fees	East of I-75 Impact Fees	\$7.1	\$8.3	\$11.0	\$11.0	\$37.4
	West of I-75 Impact Fees	\$14.1	\$16.6	\$22.0	\$22.0	\$74.7
SUBTOTAL – IMPACT FEES		\$21.2	\$24.9	\$33.0	\$33.0	\$112.1
State Levied Fuel Taxes	Constitutional Fuel Tax	\$28.4	\$33.4	\$39.4	\$46.4	\$147.6
	County Fuel Tax	\$12.5	\$14.8	\$17.4	\$20.5	\$65.1
Locally Levied Fuel Taxes	Ninth Cent Fuel Tax	\$14.0	\$16.3	\$18.9	\$21.8	\$70.9
	5-cent Local Option Fuel Tax	\$39.8	\$46.4	\$53.8	\$62.1	\$202.0
	6-cent Local Option Fuel Tax	\$61.8	\$72.1	\$83.6	\$96.4	\$313.8
Debt/O&M Obligations	Debt Service (LOFT bond)	(\$15.9)	(\$0.0)	(\$0.0)	(\$0.0)	(\$15.9)
	County System O&M	(\$116.9)	(\$137.3)	(\$181.6)	(\$181.6)	(\$617.5)
SUBTOTAL – FUEL TAXES		\$23.70	\$45.70	\$31.50	\$65.60	\$166.00
TOTAL		\$44.90	\$70.60	\$64.50	\$98.60	\$278.10

AVAILABLE FOR CAPACITY IMPROVEMENTS



DEBT SERVICE



SYSTEM OPERATION AND MAINTENANCE



State/Federal Revenues

State and Federal revenues forecast by FDOT and provided to the TPO include numerous sources. There are three revenue programs in particular that are included in the Cost Feasible Plan. The first is the SIS funding program, allocated by FDOT to improvements of SIS facilities in Marion County, which include I-75 and portions of SR 40, US 27, and SR 326. The other programs include the Other Roads Construction & ROW program, which is allocated to roadway capacity projects and boxed fund programs in the Cost Feasible Plan, and the Transit program. The Transit program revenue forecast provided by FDOT was assumed to be available only for existing transit service costs and not allocated to transit improvements in the Cost Feasible Plan.

There are two levels of MPO/TPO designation that dictate federal funding levels for certain programs. A Transportation Management Area (TMA) designation, dependent on urbanized area population greater than 200,000, would trigger the allocation of additional federal funding to the TPO. While the TPO is not currently designated a TMA, if determined by the 2020 US Census that the urbanized area in Marion County comprises a TMA, it is estimated that the TPO would receive an additional \$5 million annually in federal funding.

There are other funding programs, including Transportation Alternatives TALT and Transportation Regional Incentives Program (TRIP) that are regional in nature. Since the revenue forecasts for these programs were provided only for the broader Central Florida region, it is not appropriate to allocate these revenues to Marion County projects in the Cost Feasible Plan. **TABLE 6.2** includes the SIS and Other Roads funding estimates reflected in the Cost Feasible Plan. A summary of the regional programs and respective forecasts is provided in **Appendix H**.

Transit Funding

The revenues used by SunTran to operate the bus route services in Marion County include a mix of local, state and federal funds. Local funding sources include fare revenues, fuel refunds, and advertising revenues, as reported in the SunTran Transit Development Plan (TDP). Revenues forecast and reported in **TABLE 6.3** are based on 10-year forecasts reported in the TDP extrapolated to 2045 based on projected population growth in Marion County. It is assumed for the purpose of the LRTP that local operating funds needed to expand SunTran services will not be available, so State/Federal transit capital funding cannot be utilized for expansion of the transit system.

TABLE 6.2: STATE/FEDERAL REVENUES (IN 000'S YOY \$)

	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Strategic Intermodal System (SIS)	\$185.3	\$730.4	\$349.9	\$56.9	\$1,322.5
Other Roads Construction & ROW*	\$175.3	\$189.2	\$196.8	\$196.8	\$758.2
TOTAL	\$360.6	\$580.9	\$555.7	\$287.4	\$2,080.7

*Other Roads Construction & ROW revenue estimates include 22% product support per FDOT guidance.

TABLE 6.3: STATE/FEDERAL AND LOCAL TRANSIT REVENUES (IN 000'S YOY \$)

	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Local SunTran	\$7.3	\$9.5	\$11.6	\$14.1	\$42.5
State/Federal Transit	\$44.8	\$49.1	\$51.1	\$51.1	\$196.2
TOTAL	\$52.1	\$58.6	\$62.7	\$65.2	\$238.7

Potential New Revenue Sources

Other revenue sources that are not currently available, but could be instituted to fund transportation infrastructure improvements include private developer contributions, grants, and other tax revenue mechanisms. Estimates of potential revenues not included in forecasts developed for the L RTP Cost Feasible Plan can be estimated based on historical and future growth data, and include the balance of impact fee revenues, defined as the difference between the 2015 recommended rates and the effective rates; and a sales surtax. The sales surtax projection assumes the continuation of the current sales surtax, which sunsets in 2020, and assumes fifty percent of the revenues from the one percent tax would be dedicated to County transportation infrastructure improvements.

The revenue estimates in **TABLE 6.4** are reflected in year of expenditure dollars. In 2020 dollars, the estimates are approximately \$700 million. The estimated cost of non-SIS unfunded roadway projects in the Needs Plan, based on the Cost Feasible Plan presented in **Chapter 7**, is approximately \$750 million. The additional revenue, therefore, would enable the construction of almost all identified non-SIS roadway projects.

TABLE 6.4: POTENTIAL NEW REVENUE SOURCES (IN 000'S YOY \$)

	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Additional Impact Fees	\$99.9	\$117.3	\$155.1	\$155.1	\$527.4
One Percent Sales Surtax (50%)	\$142.34	\$148.93	\$154.86	\$160.18	\$606.3
TOTAL	\$242.2	\$266.2	\$309.9	\$315.3	\$1,133.7

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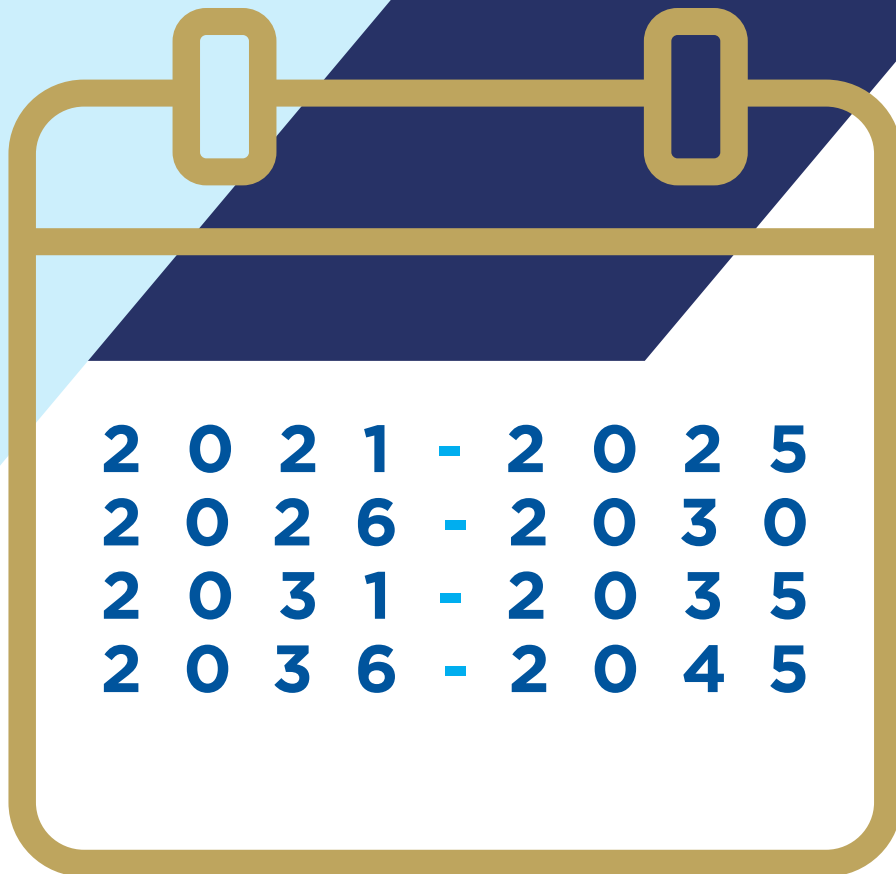
CHAPTER 7. FUNDING THE PLAN

Cost Feasible Plan

The culmination of the LRTP planning process is a Cost Feasible Plan (CFP) of multimodal improvement needs that address local needs, desires, and priorities based on public and stakeholder input; a performance-based needs assessment analysis; and revenue expected to be available in the future. The TPO's commitment to multi-faceted investment strategy that does not rely solely on traditional roadway capacity improvements is reflected in the package of improvements in the CFP.

The 2045 CFP also adheres to the federal requirement to practice performance-based planning through the analysis and prioritization of goal-specific data to estimate the need for infrastructure improvements as well as the impacts and benefits of the identified needs.

The CFP is structured in 5- and 10-year time bands, each of which is represented in year of expenditure dollars, inflated using rates prepared by the Florida Department of Transportation (FDOT). The first time band (2021-2025) includes improvements that have been programmed in the FDOT Work Program and the TPO Transportation Improvement Program. The remaining time bands include projects that were identified, prioritized, and included in respective bands based on project cost estimates and revenue forecasts, for which specific improvements are eligible.



Sixteen percent of the non-SIS projected revenue available for infrastructure improvements is allocated to three boxed fund categories of improvements in the 2026-2045 period. The three boxed fund programs include Intelligent Transportation System (ITS) projects, multimodal projects, and corridor studies. The remainder of the projected revenues are allocated to specific roadway projects, including both capacity and operational roadway improvements. Eighty-four percent of non-SIS revenues were allocated to state and local roadway improvements and the remaining sixteen percent to boxed funds programs. The Other Roads & ROW revenue program is a State/Federal funding source, but in non-Transportation Management Area regions, up to fifteen percent of the Other Roads revenues may be allocated to non-state facilities. In the 2045 CFP, twelve percent of this program funding was used to include four roadway improvement projects on non-state roadways, including:

- SW 44th Ave from SR 200 to SW 20th St – New 4-lane
- SW 44th Ave from SW 13th St to SR 40 – Widen to 4 lanes
- NW 44th Ave from SR 40 to NW 10th St – New 4-lane
- NW 44th Ave from NW 60th St to SR 326 – Widen to 4 lanes

Roadway Capacity and Operational Improvements

The Cost Feasible Plan includes almost 120 centerline miles of roadway capacity improvements, including widening existing roads and new roadway segments. It also includes thirteen intersection improvements, including one new interchange at I-75 and NW 49th St, two existing interchange improvements at US 27 and CR 484, and nine intersection improvements in various locations across the County. The total cost of non-SIS roadway improvements in the Cost Feasible Plan is \$940.5 million, including the improvements funded in the first five years between 2021 and 2025. The prioritized roadway improvements included in the outer years of the Cost Feasible Plan are listed and mapped on the following pages by five-year timeband.



6% ITS



10% Multimodal



0.3% Corridor Studies



82% Roadway Capacity



2% Roadway Operational

Projects in Environmental Justice Areas

A summary of planned investments within Environmental Justice (EJ) areas provides an equity assessment of the Cost Feasible Plan. EJ is defined by the USEPA as the *fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies*. The achievement of environmental justice, then, is measured in two ways:

- The degree to which different segments of the population are protected from environmental hazards and
- The level of access people have to the decision-making process.

Both measures of EJ are addressed in the 2045 LRTP. The first is addressed through a EJ measure applied in the project evaluation and prioritization process, assessing projects in terms of their proximity to transportation disadvantaged populations, also referred to as EJ population. This metric is described in in the previous section. The

second measure is addressed through the LRTP public involvement process, as described in **Chapter 3**. In both cases, the defining characteristic is the location of EJ population. The identification of this segment of the Marion County population was accomplished through the analysis US Census data on minority and low income population levels.

The two criteria used to identify EJ population are poverty and minority. The countywide average poverty rate in Marion County is 17.6% and the minority rate is 17.8%, in accordance with the Census data. Areas in the County with both a poverty and minority rate above the countywide averages, respectively, were considered EJ areas for the purpose of the LRTP analysis. A minimum population threshold was also applied to isolate areas with substantial population. The threshold for both minority and poverty is a minimum of 500. Areas meeting either the minority or poverty definition were also considered, particularly in the identification of workshop locations to provide adequate access to the planning process to those people. **TABLE 7.1** summarizes the cost feasible and unfunded needs projects in EJ versus non-EJ areas. Only the portions of projects in Environmental Justice areas are included in the cost/mileage summaries in the EJ Areas column. As indicated in the table, 16% of non-motorized and 26% of motorized projects in the Cost Feasible Plan are located in EJ areas, indicating a proportional distribution of investments, as measured by population distribution in EJ versus non-EJ areas.

TABLE 7.1: INVESTMENTS IN ENVIRONMENTAL JUSTICE AREAS

	EJ AREAS	NON-EJ AREAS	TOTAL
Population	62,300	270,900	333,200
Cost Feasible Roadway Projects	\$132,930,000	\$384,378,000	\$517,308,000
Per Capita	\$2,134	\$1,419	\$1,553
Unfunded Roadway Needs	\$61,326,000	\$862,915,000	\$924,241,000
Per Capita	\$984	\$3,185	\$2,774
ITS Improvements Mileage	49.1	169.7	218.9
Per thousand residents	0.79	0.63	0.66
Multimodal Improvements Total Mileage	84	431	515
Multimodal Improvements Total per thousand residents	1.34	1.59	1.55
Sidewalk Mileage	12	60	72
Bicycle Lane Mileage	22	159	181
Trail Mileage	49	213	262

Note: Project cost estimates are represented in present day cost. Multimodal and ITS improvements represent all candidate projects in boxed fund programs.

Projects by Performance Category

Projects are also categorized in accordance with the data-based analysis described in **Chapter 5**. The performance categories assigned to projects include the primary, and in some cases primary and secondary performance groupings. While the distinction of performance category for any transportation infrastructure improvement is not necessarily exclusive of other categories, this assignment is intended to illustrate the main drivers of the multi variable project evaluation process by roadway segment. For example, safety is a primary consideration in any infrastructure improvement, but for some, based on crash history, safety is the primary driver of the improvement need.

The categories used for the Cost Feasible Plan summary illustrated in **FIGURE 7.1** include Reliability, Congestion, and Safety, which represent the first three federally required performance monitoring measures and targets described in **Appendix F**. The reliability allocation represented in **FIGURE 7.1** reflects both projects outlined in the Cost Feasible Plan by five-year timeband as well as the ITS boxed fund program allocation. Likewise, the Travel Choices category includes the Multimodal boxed fund program allocation. Other categories used in this summary include Economic Development/Freight, and Resiliency/Security. The latter category includes improvements identified on congested evacuation corridors, which are categorized as Resiliency due to their importance to facilitate an evacuation response to natural disasters, and as Security due to the role these facilities play ensuring the security of Marion County residents in the face of such a natural disaster.

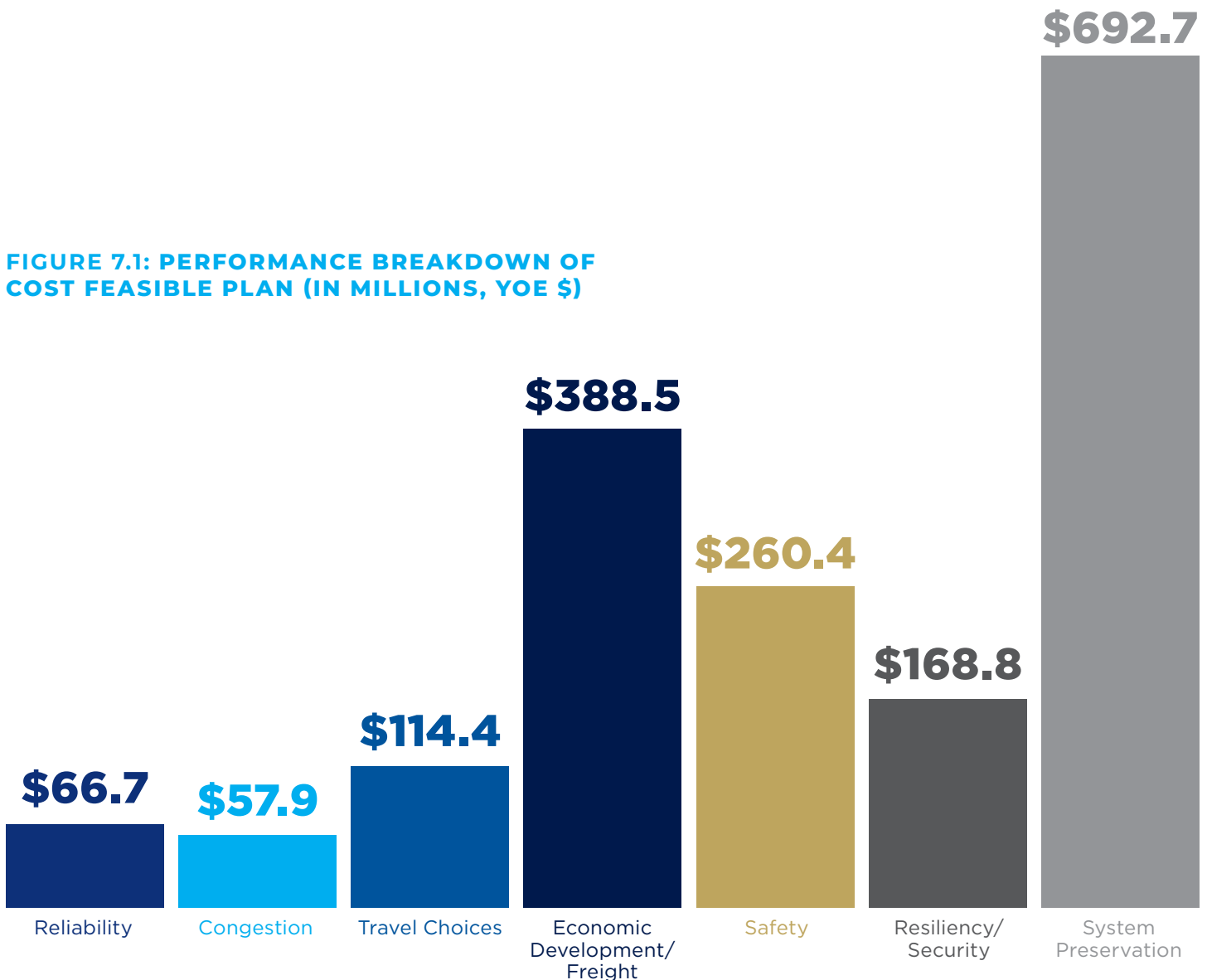
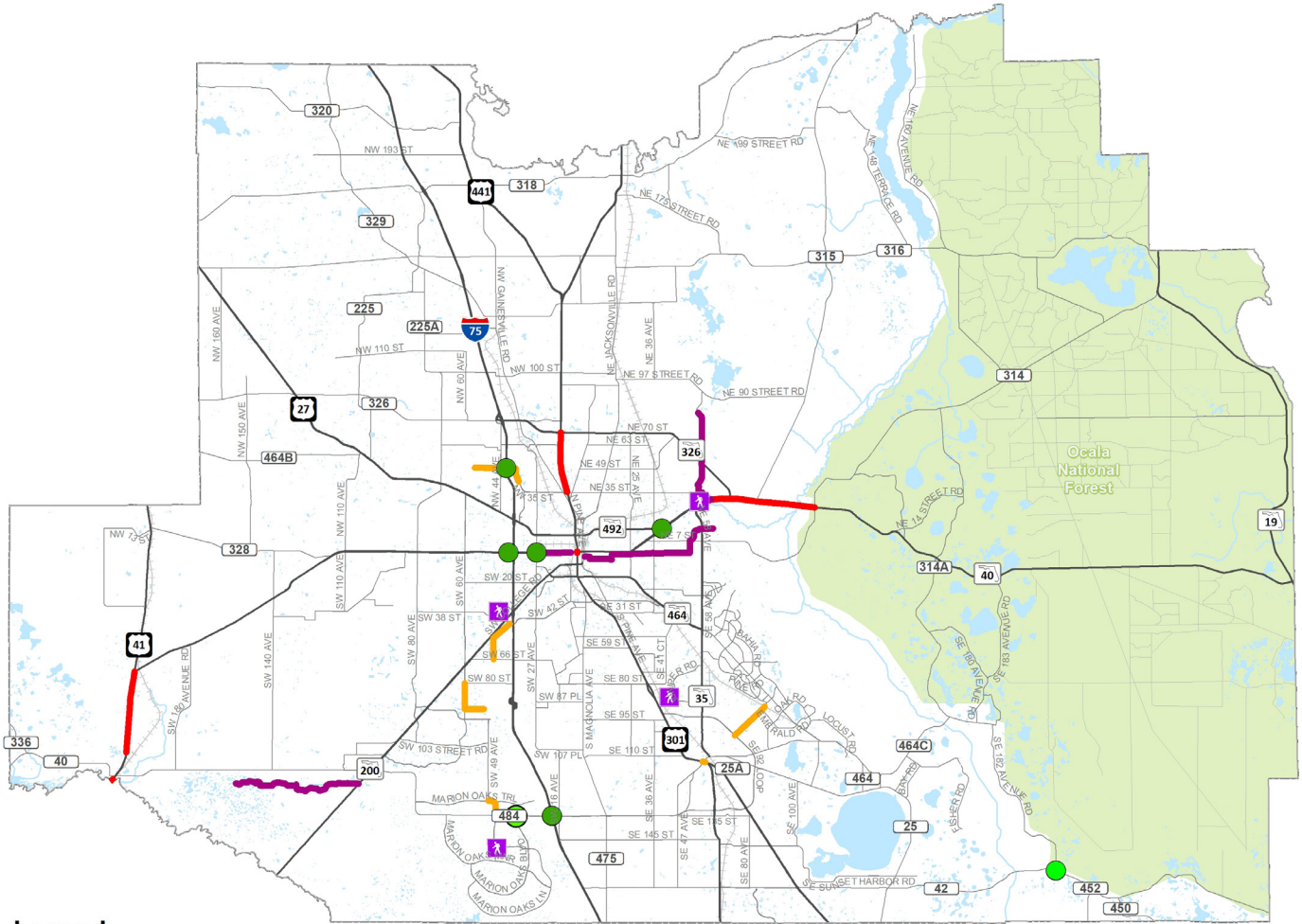


FIGURE 7.1: PERFORMANCE BREAKDOWN OF COST FEASIBLE PLAN (IN MILLIONS, YOY \$)

Note: Cost allocations do not sum to the Cost Feasible Plan total, as some project costs are reflected in more than one category.

FIGURE 7.2: 2021-2025 PROJECTS



Legend

- Local Road Intersection
- State Road Intersection
- Local Roadway Projects
- State Roadway Projects
- Sidewalk Projects
- Trail/Sidewalk Projects



TABLE 7.2: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investmens	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
CR 42	at SE 182ND		Add Turn Lane(s)	
Local Funded Roadway Investments	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
Pedestrian/ Bicycle Investments	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Dntn Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
Legacy Elementary Sidewalks			Sidewalks	
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7.3: 2026-2030 PROJECTS

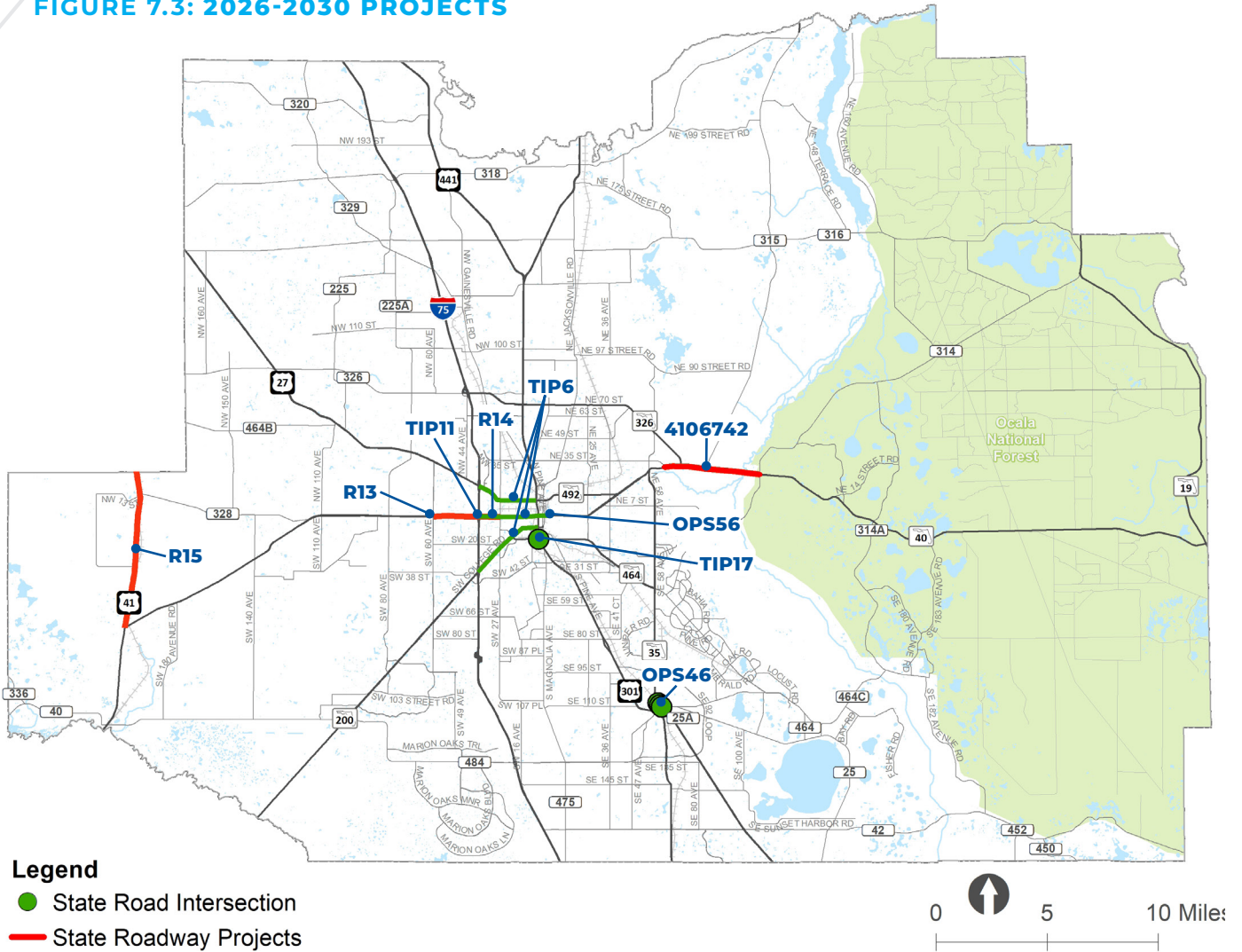


TABLE 7.3: 2026-2030 PROJECTS

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

FIGURE 7.4: 2031-2035 PROJECTS

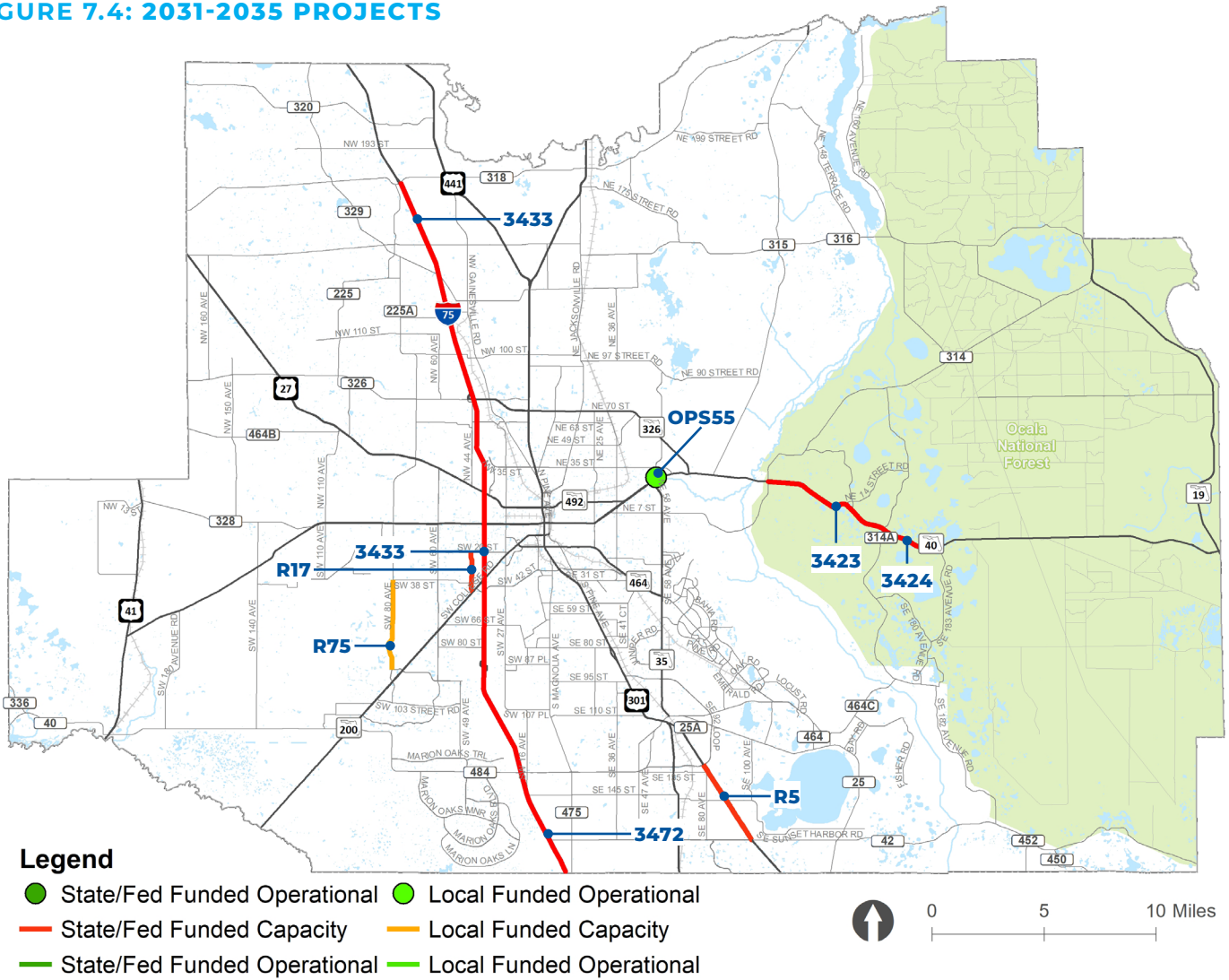


TABLE 7.4: 2031-2035 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	R5	US 441	CR 42	SE 132nd Street Rd	Widen to 6 lanes
	R17	SW 44th Avenue	SR 200	SW 20th Street	New 4 lane
	OPS55	SR 40	SR 35		Intersection geometry
	3472	I-75	Sumter/Marion Co Line	CR 484	Widen to 8 lanes
	3433	I-75	CR 484	CR 318	Widen to 8 lanes
	3423	SR 40	E of CR 314	CR 314A	Widen to 4 lanes
	3424	SR 40	CR 314A	Levy Hammock Rd	Widen to 4 lanes
Locally Funded	R75	SW 70th/80th Ave	SW 90th St	SW 38th St	Widen to 4 lanes

FIGURE 7.5: 2036-2040 PROJECTS

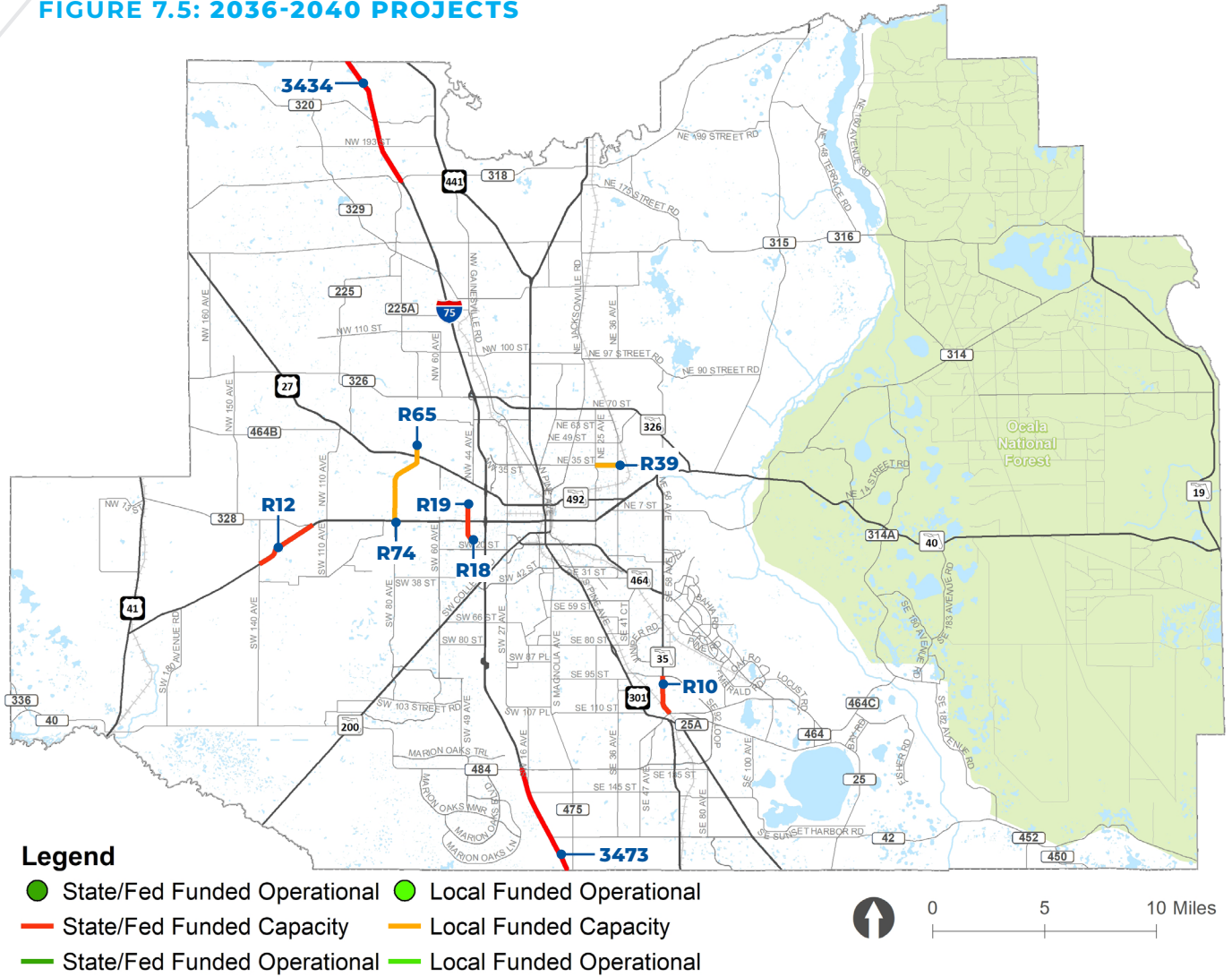


TABLE 7.5: 2036-2040 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	R12	SR 40	SW 140th Avenue	CR 328	Widen to 4 lanes
	R10	SR 35	CR 25	SE 92nd Place Rd	Widen to 4 lanes
	R18	SW 44th Avenue	SW 13th St	SR 40	Widen to 4 lanes
	R19	NW 44th Avenue	SR 40	NW 10th Street	New 4 lane
	3434	I-75	CR 318	Marion/Alachua Co Line	Widen to 8 lanes
	3473	I-75	Sumter/Marion Co Line	CR 484	Managed Lanes
Locally Funded	R74	NW 70th/80th Ave	SR 40	US 27	Widen to 4 lanes
	R65	NW 70th Ave	US 27	NW 43rd St/NW 49th Street	Widen to 4 lanes
	R39	NE 35th Street	NE 25th Avenue	NE 36th Avenue	Widen to 4 lanes

FIGURE 7.6: 2041-2045 PROJECTS

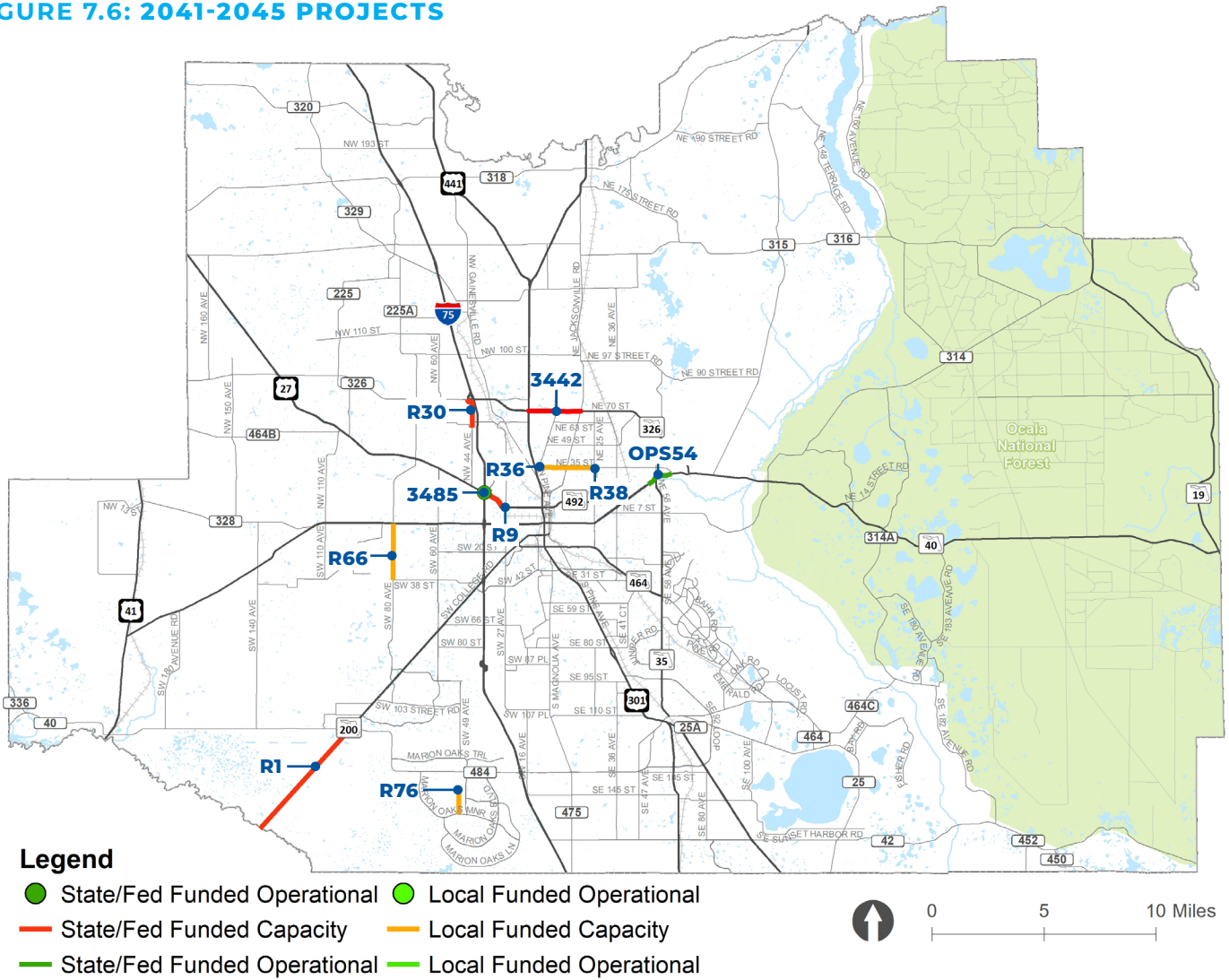


TABLE 7.6: 2041-2045 PROJECTS

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

Boxed Fund Projects

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

TABLE 7.7: BOXED FUNDS PROGRAMS

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

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

FIGURE 7.7: CORRIDOR STUDIES AND ITS BOXED FUNDS PROJECTS

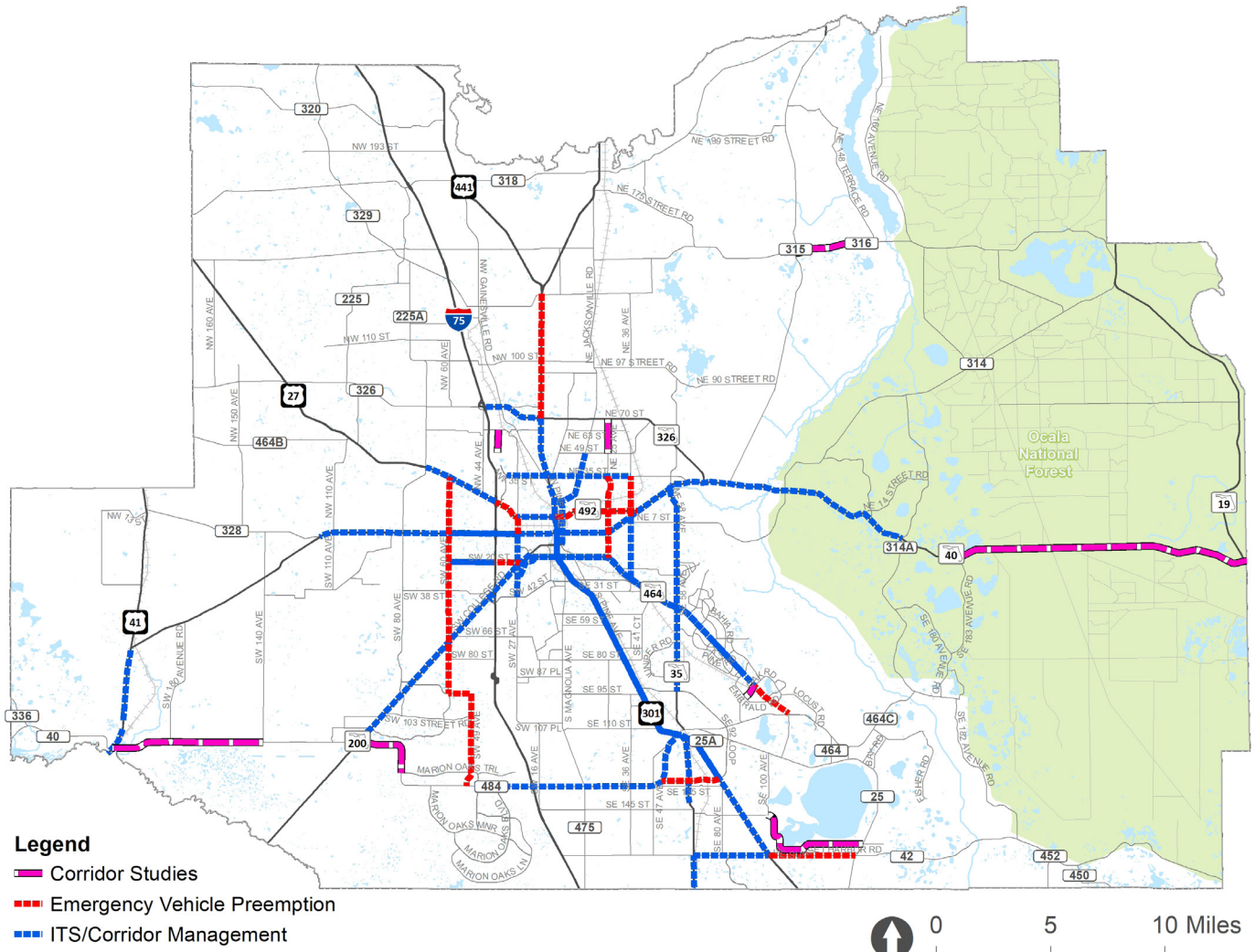


TABLE 7.8: MULTIMODAL BOXED FUND PROJECTS

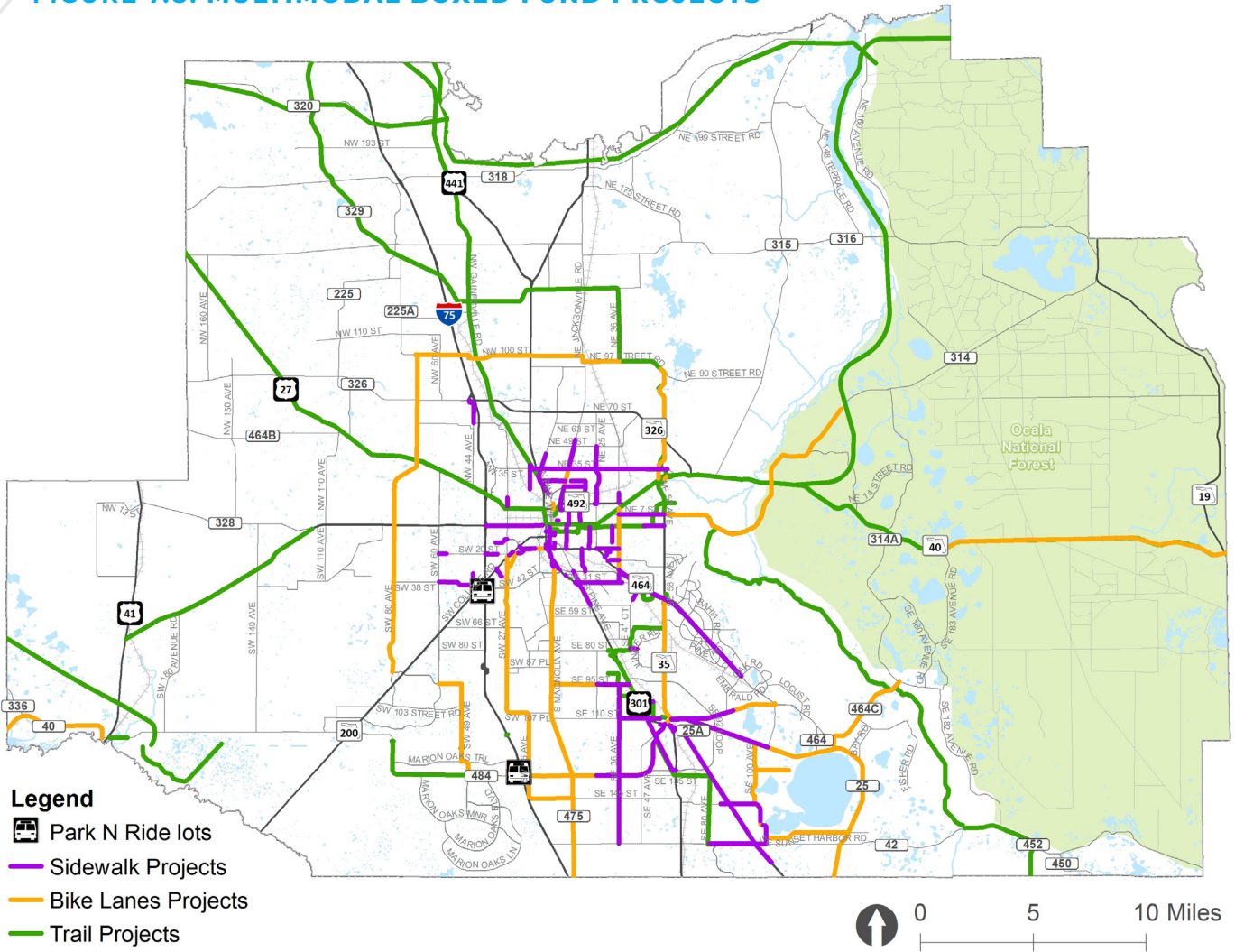
BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund	CR 484 at I-75		shared park-and-ride lots
	Transit Station Projects	SR200 W of I-75	shared park-and-ride lots
Multimodal Boxed Fund Sidewalk Projects	CR 42 (SE Hwy 42)	SE 80th Ave	SE 105th Ave
	CR 484	SE 25th Ave	US 441
	E Fort King St	NE 48th Ave	NE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

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

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

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

FIGURE 7.8: MULTIMODAL BOXED FUND PROJECTS



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Project Funding Summary

The projects included in the cost feasible plan are summarized by phase, funding source, and timeband in the following tables.

TABLE 7.9: STATE/FEDRALLY FUNDED PROJECTS (NON-SIS) - COSTS IN 000'S YOY \$

ID	Perf. Focus	Facility	From	To	Project Description	Funding Program
2386481		SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct	State/Federal
4336511		CR 484	SW 20TH Ave	CR 475A	Interchange Improvement	State/Federal State/Federal Local
4336611		US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement	State/Federal State/Federal State/Federal Local
4457011		SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals	State/Federal
4458001		E SR 40	at SR 492		Traffic Signals	State/Federal
4348441		CR 42	at SE 182nd		Add Left Turn Lane(s)	State/Federal
4413661		SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project	State/Federal
4456871		US 41 N/S Williams St	Brittain Alexander Bridge	River Rd	Safety Project	State/Federal
4458021		SR 25	NW 35th St	SR 326	Safety Project	State/Federal
4261791		Silver Springs State Park			Pedestrian Bridges	State/Federal
4354842		Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail	State/Federal
4367551		Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail	State/Federal
4367561		Dntn Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail	State/Federal
4375962		SR 40	NW 27th Ave	SW 7th Ave	Sidewalks	State/Federal
4408801		Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks	State/Federal
4364742		Saddlewood Elementary Sidewalks			Sidewalks	State/Federal
4364743		Legacy Elementary Sidewalks			Sidewalks	
4363611		Marion County/ Ocala ITS Operational Support			ITS Communication System	
TIP6	Reliability, Congestion	I-75 FRAME Off System			ITS infrastructure	Other Roads
TIP17	Reliability	US 441	at SR 464		Turn lane	Other Roads
TIP11	Freight Mobility	SR 40	SW 40th Ave	SW 27th Ave	Left turn lane	Other Roads
R15	Multimodal Safety, Resiliency/ Security	US 41	SR 40	Levy County Line	Widen to 4 lanes	Other Roads
OPS46	Resiliency/ Security	SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry	Other Roads
R13	Freight Mobility	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes	Other Roads
R14	Freight Mobility	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes	Other Roads
OPS56	Reliability, Resiliency/ Security	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street	Other Roads
R5	Resiliency/ Security, Economic Dvlpt	US 441	CR 42	SE 132nd Street Rd	Widen to 6 lanes	Other Roads
OPS55	Reliability, Economic Dvlpt	SR 40	SR 35		Intersection geometry	Other Roads
R17	Travel Choices, Economic Dvlpt	SW 44th Avenue	SR 200	SW 20th Street	New 4 lane	Other Roads
R18	Freight Mobility, Accessibility	SW 44th Avenue	SW 13th Street	SR 40	Widen to 4 lanes	Other Roads

2021-2025				2026-2030				2031-2035				2036-2040				2041-2045				Total Cost	
PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST		
	\$500.0		\$43,306.8																	\$43,806.8	
	\$1,930.0																				\$1,930.0
			\$9,494.5																		\$9,494.5
			\$22.5																		\$22.5
	\$63.0																				\$63.0
	\$1,929.0																				\$1,929.0
			\$2,202.5																		\$2,202.5
			\$613.9																		\$613.9
	\$410.0		\$1,208.5																		\$1,618.5
	\$210.0		\$786.3																		\$996.3
			\$407.2																		\$407.2
			\$543.2																		\$543.2
	\$160.0		\$429.2																		\$589.2
	\$440.0		\$2,164.3																		\$2,604.3
			\$2,658.8																		\$2,658.8
			\$2,158.0																		\$2,158.0
	\$155.0																				\$155.0
	\$253.0																				\$253.0
	\$446.0		\$921.9																		\$1,367.9
	\$36.2																				\$36.2
			\$317.1																		\$317.1
			\$1,441.7																		\$1,441.7
	\$1,000.0																				\$1,000.0
					\$107.0	\$178.8	\$1,144.9														\$1,430.7
	\$395.0		\$10.6	\$31.9	\$42.6	\$212.9															\$693.1
	\$3,429.5					\$275.0															\$3,704.5
			\$2,514.0	\$7,541.9	\$37,709.6	\$40,206.1															\$87,971.6
			\$561.7	\$561.7	\$842.6	\$5,617.3															\$7,583.4
			\$661.8	\$1,985.5	\$9,927.3	\$13,236.3															\$25,810.9
			\$314.1	\$942.2	\$4,711.0	\$6,281.4															\$12,248.7
			\$164.8	\$494.3	\$659.1	\$3,295.6															\$4,613.8
			\$2,587.2					\$9,113.8	\$45,569.2	\$60,758.9											\$118,029.1
								\$219.9		\$329.8	\$1,010.7										\$1,560.4
			\$918.6	\$2,755.8	\$11,023.2						\$21,573.1										\$36,270.6
			\$308.4	\$925.3											\$9,579.7						\$10,813.4

ID	Perf. Focus	Facility	From	To	Project Description	Funding Program
R12	Congestion	SR 40	SW 140th Avenue	CR 328	Widen to 4 lanes	Other Roads
R19	Travel Choices, Economic Dvlpt	NW 44th Avenue	SR 40	NW 10th Street	New 4 lane	Other Roads
R10	Resiliency/ Security	SR 35	CR 25	SE 92nd Place Rd	Widen to 4 lanes	Other Roads
R30	Economic Dvlpt	NW 44th Avenue	NW 60th Street	SR 326	Widen to 4 lanes	Other Roads
R9	Freight Mobility	US 27	I-75	NW 27th Avenue	Widen to 6 lanes	Other Roads
R1	Safety	SR 200	Citrus County Line	CR 484	Widen to 4 lanes	Other Roads
OPS54	Economic Dvlpt, Resiliency/ Security	SR 40 - East Multimodal Imp.	NE 49th Terr	NE 60th Ct	Left turn lane	Other Roads

SUBTOTAL Other Roadways, Non-SIS State/Federal

TABLE 7.10: STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS - COSTS IN 000'S YOY \$

ID	Facility	From	To	Project Description	Funding Program
4106742	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes	SIS
4352091	I-75	at End of NW 49th St	End of NW 35th St	New Interchange	SIS
3472	I-75	Sumter/Marion Co Line	CR 484	Widen to 8 lanes	SIS
3433	I-75	CR 484	CR 318	Widen to 8 lanes	SIS
3435	I-75	CR 484	CR 318	Add 4 Special Use Lanes	SIS
3423	SR 40	E of CR 314	CR 314A	Widen to 4 lanes	SIS
3424	SR 40	CR 314A	Levy Hammock Rd	Widen to 4 lanes	SIS
3434	I-75	CR 318	Marion/Alachua Co Line	Widen to 8 lanes	SIS
3474	I-75	CR 318	Marion/Alachua Co Line	Add 4 Special Use Lanes	SIS
3473	I-75	Sumter/Marion Co Line	CR 484	Managed Lanes	SIS
3485	I-75	at US 27		Modify Interchange	SIS
3442	SR 326	SR 25/US301/US 441	Old US 301/CR200A	Widen to 4 lanes	SIS

SUBTOTAL SIS

Note: Cost feasible SIS projects reflect 2018 SIS Cost Feasible Plan

TABLE 7.11: LOCALLY FUNDED PROJECTS - COSTS IN 000'S YOY \$

ID	Perf. Focus	Facility	From	To	Project Description	Funding Program
R40	Economic Dvlpt	Emerald Rd Extension	SE 92nd Loop	Florida Northern Railroad	New 2 lane	TIF East Fuel Taxes
R16*	Economic Dvlpt	NW 49th/35th St	NW 44th Ave	North End of Limerock Pit	New 4 lane divided w/ interchange	TIF East TIF West Fuel Taxes Sales Tax
R28	Travel Choices	NW 49th/35th St	1.1 mi W of NW 44th Ave	NW 44th Ave	New 2 lane	TIF West
R56	Economic Dvlpt	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 lane divided	TIF West Sales Tax Maint. Fund
R61	Economic Dvlpt	SW 49th Ave	CR 484	900 Feet N of Marion Oaks Tr	New 4 lane divided	Sales Tax
C10	Not Evaluated	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 lane	TIF West
INT2	Not Evaluated	SW 60th Ave	SW 90th St	SW 80th St	Signalization projects	TIF West

**partially funded in SIS plan - see 4352091 in Table 10.*

2021-2025				2026-2030				2031-2035				2036-2040				2041-2045				Total Cost
PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	
								\$1,242.8	\$3,728.3	\$18,641.3					\$32,872.9					\$56,485.2
												\$599.8	\$1,799.4		\$11,995.8					\$14,394.9
												\$979.1	\$2,937.3	\$14,686.5	\$19,582.1					\$38,185.0
																\$765.6	\$2,296.9	\$9,187.6	\$15,312.6	\$27,562.8
																\$1,249.5	\$3,748.6	\$18,742.9	\$24,990.6	\$48,731.6
												\$3,276.1	\$9,828.3	\$45,865.3						\$65,521.8
																\$12.8	\$38.5	\$51.4	\$257.0	\$359.7
\$-	\$3,673.2	\$7,683.4	\$68,676.5	\$8,041.2	\$15,345.6	\$65,094.1	\$70,269.6	\$1,462.6	\$12,842.1	\$64,540.3	\$83,342.7	\$4,855.0	\$14,564.9	\$60,551.8	\$74,030.4	\$2,028.0	\$6,084.0	\$27,981.9	\$106,082.0	\$697,149.4

2021-2025				2026-2030				2031-2035				2036-2040				2041-2045				Total Cost
PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	
			\$5,587.3				\$185,303.0													\$190,890.3
			\$40,597.5																	\$40,597.5
								\$22,100.0	\$81,700.0	\$237,314.0										\$341,114.0
								\$11,325.0		\$111,355.0										\$122,680.0
								\$3,000.0	\$26,400.0											\$29,400.0
								\$12,118.0	\$26,254.0	\$119,082.0										\$157,454.0
								\$1,398.0	\$2,738.0	\$13,741.0										\$17,877.0
								\$6,000.0						\$24,000.0	\$77,013.0					\$107,013.0
								\$2,500.0	\$8,000.0											\$10,500.0
								\$9,690.0	\$32,300.0					\$25,000.0	\$223,875.0					\$290,865.0
								\$1,950.0											\$27,391.0	\$29,341.0
								\$1,460.0										\$5,850.0	\$23,619.0	\$30,929.0
\$-	\$-	\$5,587.3	\$40,597.5	\$-	\$-	\$-	\$185,303.0	\$15,190.0	\$123,051.0	\$110,692.0	\$481,492.0	\$-	\$-	\$49,000.0	\$300,888.0	\$-	\$-	\$5,850.0	\$51,010.0	\$1,368,660.8

2021-2025				2026-2030				2031-2035				2036-2040				2041-2045				Total Cost
PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	
			\$650.0																	\$6,730.0
			\$2,940.0																	\$2,940.0
			\$3,609.9																	\$3,609.9
			\$2,209.9																	\$2,209.9
			\$2,600.0																	\$2,600.0
			\$5,700.0																	\$5,700.0
			\$2,000.0																	\$2,000.0
			\$669.1																	\$669.1
			\$4,626.9																	\$4,626.9
			\$1,500.0																	\$1,500.0
			\$4,700.0																	\$4,700.0
	\$300.0	\$70.0	\$2,300.0																	\$2,670.0
			\$355.0																	\$355.0

ID	Perf. Focus	Facility	From	To	Project Description	Funding Program
OPS53	Preservation, Economy	Marion Oaks Blvd	Marion Oaks Blvd	CR 484	Intersection geometry	TIF West
R75	Economic Dvlpt	SW 70th/80th Ave	SW 90th St	SW 38th St	Widen to 4 lanes	Fuel Taxes
R74	Economic Dvlpt	NW 70th/80th Ave	SR 40	US 27	Widen to 4 lanes	Fuel Taxes TIF West
R65	Economic Dvlpt	NW 70th Ave	US 27	NW 43rd St/NW 49th Street	Widen to 4 lanes	TIF West
R39	Safety, Economic Dvlpt	NE 35th Street	NE 25th Avenue	NE 36th Avenue	Widen to 4 lanes	TIF East
R36	Safety, Economic Dvlpt	NE 35th Street	W Anthony Rd	CR 200A	Widen to 4 lanes	TIF East Fuel Taxes
R38	Safety, Economic Dvlpt	NE 35th Street	CR 200A	NE 25th Avenue	Widen to 4 lanes	TIF East Fuel Taxes
R66	Economic Dvlpt	SW 70th/80th Ave	SW 38th St	SR 40	Widen to 4 lanes	TIF West Fuel Taxes
R76	Economic Dvlpt	SW 49th Ave	Marion Oaks Manor	SW 142nd Pl Rd	Widen to 4 lanes	TIF West Fuel Taxes
SUBTOTAL TIF EAST						
SUBTOTAL TIF WEST						
SUBTOTAL FUEL TAXES						
OTHER						

TABLE 7.12: BOXED FUNDS PROGRAMS - COSTS IN 000'S YOЕ \$

ITS Boxed Fund	Other Roads Fuel Taxes
Multimodal Boxed Fund	Other Roads Fuel Taxes
Corridor Studies Boxed Fund	Other Roads

System Operation and Maintenance

Preservation of the existing transportation infrastructure in Marion County is a top priority, as specified by the LRTP goal to Optimize and Preserve Existing Infrastructure, which is the most heavily weighted LRTP goal. The estimated costs of operating and maintaining the existing County roadways, SunTran public transit system, and State Highway System (SHS) in Marion County are reflected in **TABLE 7.13** and, in the case of County roadways and transit, are subtracted from available revenues prior to considering other improvements to the network. In the case of the SHS, the figures represent districtwide estimates for FDOT, District Five.

TABLE 7.13: SYSTEM OPERATION & MAINTENANCE - COSTS IN 000'S YOЕ \$

Marion County Roadways*	Fuel Taxes
SunTran	Local State/Federal
State Highway System**	State/Federal

*Countywide estimate based on 2020 County budget, extrapolated for future years

**Districtwide estimate for FDOT District 5

2021-2025				2026-2030				2031-2035				2036-2040				2041-2045				Total Cost	
PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST		
	\$40.0		\$425.0																	\$465.0	
				\$1,449.8	\$4,349.5	\$15,948.0					\$34,048.78									\$55,796.1	
				\$1,198.8											\$29,295.2					\$58,305.5	
				\$3,596.3						\$16,891.5					\$7,323.8					\$7,578.5	
				\$151.4	\$454.2	\$2,270.8									\$4,702.2					\$18,735.0	
				\$355.7	\$1,067.0					\$6,264.7					\$11,047.5					\$10,763.9	
	\$2,280.0																			\$2,691.0	
																				\$1,346.9	
	\$1,530.0					\$2,316.8														\$12,122.3	
																				\$16,475.2	
												\$1,372.9	\$4,118.8							\$2,745.9	
																				\$24,712.8	
																				\$4,832.7	
																				\$7,249.1	
																				\$7,249.1	
	\$-	\$-	\$4,460.0	\$9,689.9	\$355.7	\$1,067.0	\$2,316.8	\$-	\$-	\$-	\$6,264.7	\$-	\$-	\$-	\$11,047.5	\$-	\$-	\$-	\$12,110.8	\$47,312.5	
	\$-	\$300.0	\$110.0	\$7,959.0	\$151.4	\$4,050.4	\$2,270.8	\$-	\$-	\$-	\$16,891.5	\$-	\$1,977.0	\$5,931.1	\$-	\$12,026.0	\$-	\$-	\$16,475.2	\$7,578.6	\$75,721.1
	\$-	\$-	\$-	\$5,540.0	\$2,648.6	\$4,349.5	\$15,948.0	\$-	\$-	\$-	\$34,048.8	\$-	\$-	\$-	\$-	\$29,295.2	\$-	\$-	\$7,249.1	\$46,775.2	\$145,854.3
	\$-	\$-	\$5,700.0	\$10,826.9	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$16,526.9

2021-2025		2026-2030		2031-2035		2036-2040		2041-2045		Total Cost
NA		\$9,000.0		\$12,000.0		\$12,000.0		\$16,000.0		
NA		\$2,000.0		\$2,000.0		\$2,000.0		\$5,000.0		\$11,000.0
NA		\$13,000.0		\$19,000.0		\$22,000.0		\$34,000.0		\$88,000.0
NA		\$1,000.0		\$5,000.0		\$2,000.0		\$4,000.0		\$12,000.0
NA		\$1,500.0		\$1,500.0		NA		NA		\$3,000.0

2021-2025		2026-2030		2031-2035		2036-2040		2041-2045		Total Cost
\$93,164.7		\$116,900.0		\$137,300.0		\$181,600.0		\$181,600.0		
\$12,020.3		\$7,300.0		\$9,500.0		\$11,600.0		\$14,100.0		\$42,500.0
\$21,816.9		\$44,800.0		\$49,100.0		\$51,100.0		\$51,100.0		\$196,100.0
\$2,362,000.0		\$2,785,000.0		\$3,006,000.0		\$3,108,500.0		\$3,108,500.0		\$12,008,000.0

Corridor Summaries

The primary travel corridors in Marion County include one limited access facility and a number of principal and major arterial roadways that connect the major activity centers within the County and to the broader region outside the County. Twelve corridors were identified based on their levels of traffic, functional classification, and identified improvement needs. These corridors include:

- SR 200
- SR 40
- US 41
- I-75
- SR 464
- US 27 (west of I-75)
- US 301/US 441/US 27
- SR 492
- SR 326
- SR 35
- CR 484
- CR 25/25A

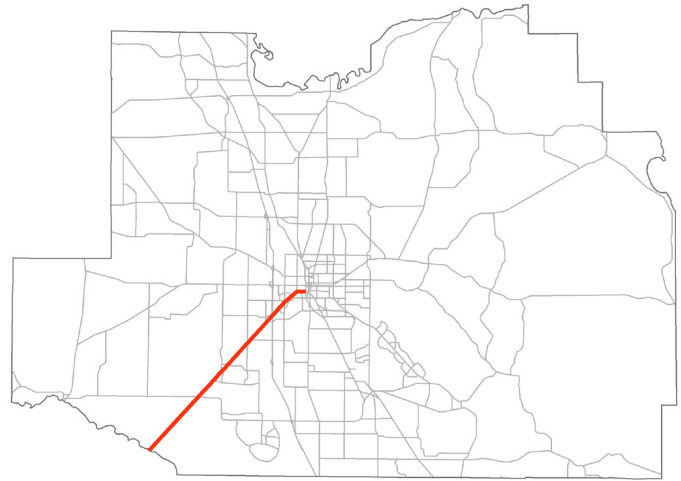
There are multiple improvement needs on all these corridors, including roadway capacity, roadway operational improvements, technological improvements, and multimodal projects. The corridor summaries on the following pages include a comprehensive accounting of needed improvements, including cost feasible, boxed fund, and unfunded improvements on these corridors. The variety of improvement needs for any given corridor can represent opportunities to advance multiple types of corridor improvements during the project development process, potentially achieving economy of scale. The corridor summaries are intended to provide a comprehensive needs assessment by corridor and a resource to implementing agencies to take advantage of the potential economies of scale or, at a minimum, to prevent preclusion of certain improvements during the implementation of others. While not all improvements on the summaries are cost feasible, indeed for some corridors there no cost feasible improvements apart from boxed fund projects, they provide an important reference to potential improvements. In some cases, the summaries include improvements on intersecting facilities, particularly with respect to sidewalk or bicycle facility needs, as they can inform the context and needs of connecting facilities during project development phases.

The summaries are specific to the identified corridors and do not include all projects in the LRTP Needs Plan, nor do they include all projects in the Cost Feasible Plan. They include only the primary corridors and respective improvement needs.

SR 200

SR 200 is a key north/south arterial connecting the growing suburban area in southwest Marion County with downtown Ocala. There are several major activity centers on this corridor, including the College of Central Florida, and one of the largest growth rates in the County, in terms of both population and employment. Improvements identified in this corridor include bicycle and sidewalk infrastructure, ITS infrastructure, and new transit service providing a mobility alternative on this congested corridor.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
TIP6	Roadway operations	2026-2030	I-75 FRAME Off System			ITS
R1	Roadway capacity	2036-2040	SR 200	Citrus County Line	CR 484	Add 2 lanes
B36	Bike	Multimodal Boxed Fund Program	SW 19th Ave Rd	SW 27th Ave	SW 17th St	5' paved shoulder
SW5	Pedestrian		SW College Rd	SW 39th St	SW 17th St	fill sidewalk gap
SW6			US?27 (S Pine Ave)	SE 3rd Ave	SE 30th St	fill sidewalk gap
SW16			SW 32nd Ave	SW College Rd	SW 31st Rd	fill sidewalk gap
SW23			SW 43rd Ct	SW 32nd Pl	SW 44th St	fill sidewalk gap
SW35			SW 1st Ave	SW 10th St	SW 11th St	fill sidewalk gap
OPS41	Roadway operations	ITS Boxed Fund Program	SW 42nd St.	SR 200	SR 464	ITS/Corridor Management
OPS31			SR 200	CR 484	SR 464	ITS/Corridor Management
OPS50			SR 200A	US 301	NE 49th St.	ITS/Corridor Management
OPS64			SW 20th St	I-75	SR 200	Emergency vehicle preemption
OPS50			SR 200A	NE 49th St	US 301	ITS/Corridor management
R63	Roadway operations	Unfunded	SW 40th Ave	at SR 200		Intersection realignment
R43	Roadway capacity		SW 20th Street	I-75	SR 200	Add 2 Lanes
PT9	Transit		SR 200/VA	Ocala	Ocala	New Local Services
PT4			Orange Route			Existing Routes expansion (Frequency Improvements)

Reference Documents

Ocala Marion FY 2020/21 - 2024/25 Transportation Improvement Program

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

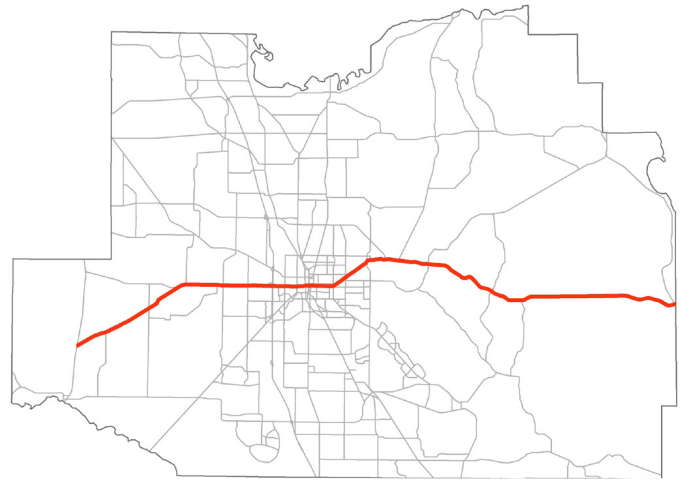
Ocala Marion Regional Trails Facilities Plan

SunTran Transit Development Plan

SR 40

SR 40 is the primary east/west arterial extending the entire distance between the Lake County line to the east and the Citrus County line to the west and intersecting the center of downtown Ocala. The portion of SR 40 east of SR 326 is a Strategic Intermodal System (SIS) facility, with a roadway widening project in the SIS cost feasible plan. The portion to the west is also planned for roadway widenings. There are also bicycle, sidewalk, trail, ITS, and transit improvements needed in this important corridor.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION	
TIP11	Roadway operations	2026-2030	SR 40	SW 40th Ave	SW 27th Ave	Add turn lanes	
SIS13	Roadway capacity	2026-2030	SR 40	End of 4 lanes	CR 314	Add lanes & reconstruct	
R13			SR 40	SW 60th Ave	I-75	Add 2 lanes	
R14			SR 40	I-75	SW 27th Ave	Add 2 lanes	
OPS56			Roadway operations	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Pedestrian and traffic ops improvements
SIS1	Roadway capacity	2031-2035	SR 40	CR 314	CR 314A	Add 2 lanes	
SIS2			SR 40	CR 314A	Levy Hammock Rd	Add 2 lanes	
OPS55			Roadway operations	SR 40	SR 35		Intersection reconstruction
R12			Roadway capacity	2036-2040	SR 40	SW 140th Ave	CR 328
OPS54	Roadway operations	2041-2045	SR 40 - East Multimodal Imp.	SW 140th Terr	NE 60th Ct	Add turn lanes, enhance illumination, ped. safety	
C4	Corridor Study	Corridor Studies Boxed Fund Program	SR 40	SE 183rd Ave Rd	Lake Co Line	Corridor Study (capacity, safety)	
TIP25	Bike	Multimodal Boxed Fund Program	SR 40 (Black Bear Trail)	SE 183rd Rd	US 17 (Volusia Co)	Bike path	
B22	Bike		SR 40 to Silver Springs State Park Connection	Half Mile Creek Trailhead	US 41	Bicycle bridge or underpass	
B25	Multituse Trail		SR 40	CR 328	SE 17th St	5' pave shoulder	
SW11	Pedestrian		SE 11th Ave	Silver Springs Blvd	Ocala	Fill sidewalk gap	
SW199	Pedestrian		SR 40 - West Multimodal Improvement	CSX Rail Bridge	I-75	Sidewalk widening, reconditioning	
T18	Trails		Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp	Multi use trail	
T5	Trails		Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County Line; Hawthorne	Multi use trail	
T3	Trails		Ocala to Silver Springs Trail	Osceola Trail / Ocala City Hall	Silver Springs State Park	Multi use trail	
B18	Bike		Withlacoochee Bay Trail	Downtown Dunnellon	Levy County Line	12' shared use path	
SW98	Pedestrian		NE 12th Ave	NE 14th St	Silver Springs Blvd	Fill sidewalk gap	

SR 40 Cont'd

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
OPS35	Roadway operations	ITS Boxed Fund Program	SR 40	NE 1st Ave.	SE 25th Ave	ITS/Corridor Management
OPS16			SR 40	SW 60th Avenue	SR 35	ITS/Corridor Management
OPS34			SR 40	Hwy 328	SW 27th Ave	ITS/Corridor Management
OPS29			SR 40	SR 35	CR 314A	ITS/Corridor Management
OPS57	Roadway operations	Unfunded	NE 8th Ave	SR 40	SR 492	Remove 2 lanes, add multimodal enhancements
R11	Roadway capacity		SR 40	US 41	SW 140th Avenue	Add 2 lanes
PT1	Transit		Green Route			Existing Routes expansion (Frequency Improvements)
PT6			Yellow Route			Existing Routes expansion (Frequency Improvements)

Reference Documents

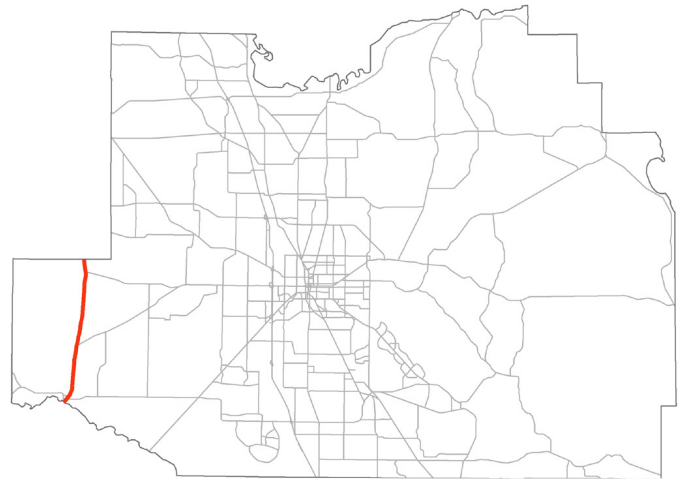
FDOT Strategic Intermodal System 2045 Cost Feasible Plan
 Ocala Marion ITS Strategic Plan
 Ocala Marion 2035 Bicycle & Pedestrian Master Plan

Ocala Marion Regional Trails Facilities Plan
 SunTran Transit Development Plan
 Ocala Marion FY 2020/21 - 2024/25
 Transportation Improvement Program

US 41

US 41 extends through the southwest corner of Marion County, serving as a regional north/south arterial that passes through downtown Dunnellon. Needed improvements on this short corridor within the County include ITS infrastructure and roadway widening with a multi-use trail.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
OPS18	Roadway operations	ITS Boxed Fund Program	US 41	Citrus County Line	SW 111th Place Lane	ITS/Corridor Management
OPS49			US 41	SW 111th Place Lane	SR 40	ITS/Corridor Management
R31	Roadway capacity	Unfunded	Dunnellon Bypass	CR 40	US 41	New 2 lanes
R15			US 41	SR 40	Levy County Line	Add 2 Lanes, multi-use trail
R53			US 41	SW 111th Place Lane	SR 40	Widen to 4 lanes, multi-use trail

Reference Documents

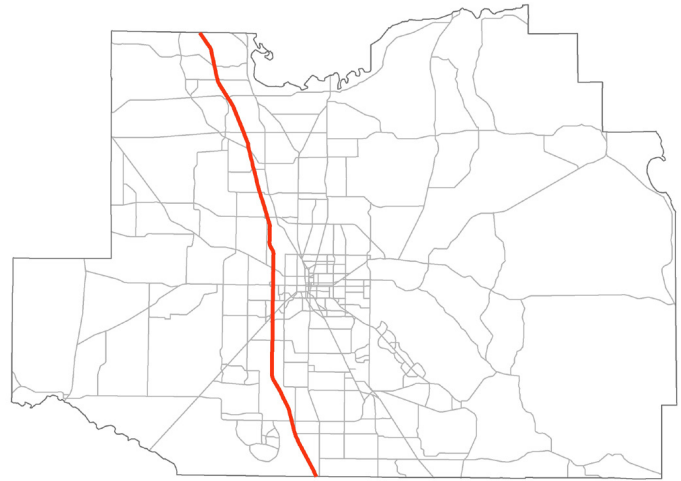
Ocala Marion ITS Strategic Plan

Marion County Comprehensive Plan

Interstate 75

Interstate 75 is the primary north south artery in Marion County, serving regional and inter-regional travel. As a Strategic Intermodal System (SIS) facility, improvements on I-75 are planned by FDOT. Projects on I-75 in the LRTP include widenings, managed lanes, and interchange improvements, including one new interchange at NW 49th St and modification of the interchange at US 27. Other needed improvements in this corridor include ITS infrastructure on parallel routes and new express bus service connecting the south part of Marion County with downtown Ocala.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
SIS10	Roadway capacity	2031-2035	I-75	CR 484	CR 318	Add 2 lanes to build 8
SIS7			I-75	CR 484	CR 318	Add 4 lanes (special use lanes)
SIS14			I-75	Sumter/Marion county	CR 484	Add 2 lanes to build 8
SIS6		2036-2040	I-75 (Mainline)	CR 318	Alachua County Line	Add 2 lanes
SIS8			I-75	Sumter/Marion county	CR 484	Managed lanes
SIS3	Roadway operations	2041-2045	I-75	at US 27		Interchangemodification
T32	Trails	Multimodal Boxed Fund Program	I-75 landbridge	at CFG		Replace and possibly enhance landbridge
OPS1	Roadway operations	Unfunded	I-75 (Interchange)	SR 40		Operational Improvements
OPS2			I-75 (Interchange)	CR 484		Operational Improvements
OPS20			Marion Oaks Manor Ext	Overpass at I-75		New Overpass
OPS21			SW 95th St	Interchange at I-75		New Interchange
OPS22			NW/SW 27th Ave	SW 42nd Street	SR 200	ITS/Corridor Management
OPS23			NW/SW 27th Ave	SR 200	SR 40	ITS/Corridor management
OPS58			SW 20th St	Interchange at I-75		New Interchange
PT22			Marion Oaks Express			New Service
PT3	Transit		Purple Route		Existing Routes Expansion (Frequency Improvements)	

Reference Documents

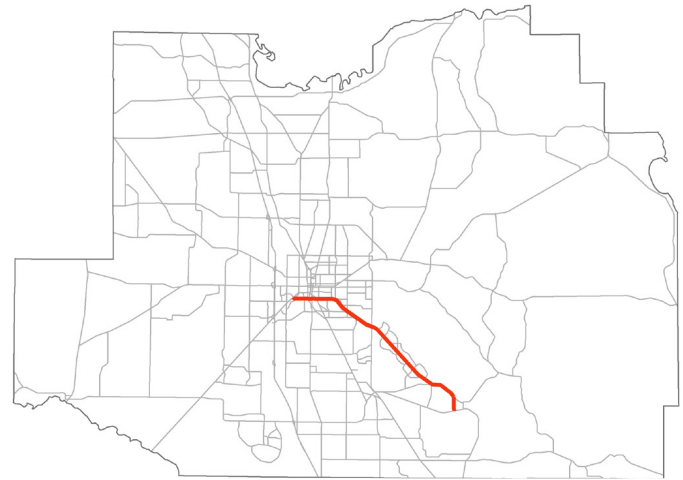
FDOT Strategic Intermodal System 2045 Cost Feasible Plan
 Ocala Marion 2035 Bicycle & Pedestrian Master Plan

Ocala Marion Regional Trails Facilities Plan
 SunTran Transit Development Plan

SR 464

SR 464 is north/south roadway connecting Silver Springs Shores and Ocklawaha in southeast Marion County to downtown Ocala. The area near Oak Rd was also identified as a freight activity center and the potential for freight movement related infrastructure improvements. Other needs identified in this corridor include multiple bicycle, sidewalk, and trail projects on SR 464 and intersecting roadways. ITS infrastructure improvements and frequency improvements to the existing Blue and Red bus routes are also needed.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
C8	Corridor Study	Corridor Studies Boxed Fund Program	Oak Rd	Emerald Rd	SE Maricamp Rd	Corridor Study (capacity, goods movement)
B37	Bike	Multimodal Boxed Fund Program	SR 464	SR 200	US 441	5' paved shoulder
SW12			SE 18th Ave	SE 17th St	SE 28th Loop	fill sidewalk gap
SW53			SE 38th St	SE Lake Weir Ave	SE 31st St	fill sidewalk gap
SW137			SE Maricamp Rd	Bahia Ave	Oak Rd	fill sidewalk gap
SW13			SE 3rd Ave	S Magnolia Ave	SE 17th St	fill sidewalk gap
SW19			SE 22nd Ave	E Fort King St	SE 17th St	fill sidewalk gap
SW20			SE 24th St	SE Maricamp Rd	SE 36th Ave	fill sidewalk gap
SW29			SE Maricamp Rd	SE 36th Ave	SE 38th St	fill sidewalk gap
SW65			SW 17th St	SW College Road	SW 12th Ave	fill sidewalk gap
SW72			SE Lake Weir Ave	SE 31st St	SE 38th St	fill sidewalk gap
SW86			SW 19th Ave Rd	SW 17th St	W of SW 21st Ave	fill sidewalk gap
SW129			SE Maricamp Rd	SE 44th Ave	Pine Road	fill sidewalk gap
SW128			SE Maricamp Rd	SE 31st St	SE 44th Ave Rd	fill sidewalk gap
SW148			SE 44th Ave Rd	SE 48th Place Rd	SE Maricamp Rd	fill sidewalk gap
SW191			SE 30th Ave	SE 32nd Ave	Existing sidewalk to the south	Connectivity to the park and YMCA
T33	Trails		Forest High School SRTS	SE 38th St/ SE 47th Ave	Ocala Rotary Sportsplex	Multi use trail
T28			Cannon-Dunnellon Segment	Pruitt Trailhead	Bridges Rd Trailhead	Multi use trail
T12			SE Maricamp Rd.	SE 31st St	Baseline/SE 58th Ave	12' shared use path
T15			Maricamp Rd.	Baseline/SE 58th Ave	Designated bike lane east of Oak Rd	12' shared use path

SR 464 Cont'd

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
OPS17	Roadway operations	ITS Boxed Fund Program	SR 464	SR 200	Sr 35	ITS/Corridor Management
OPS44			SW 27th Ave/SW 19th AveRoad	SW 42nd St	SR 464	ITS/Corridor Management
OPS37			SR 464	SR 200	Oak Rd	ITS/Corridor Management
OPS26			CR 464	Midway Rd	Oak Rd	ITS/Corridor Management
OPS70			Maricamp Rd	Oak Rd	SE 108th Terr Rd	Emergency vehicle preemption
PT2	Transit	Unfunded	Blue Route			Existing Routes expansion (Frequency Improvements)
PT5			Red Route			Existing Routes expansion (Frequency Improvements)

Reference Documents

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

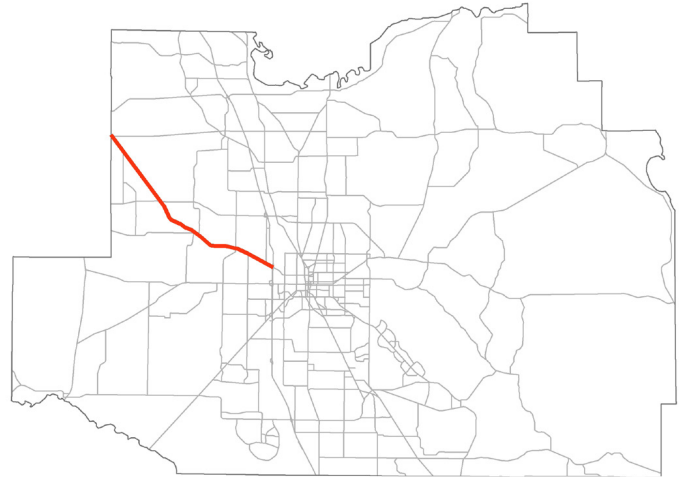
Ocala Marion Regional Trails Facilities Plan

SunTran Transit Development Plan

US 27

The portion of US 27 west of I-75 is a SIS facility that connects I-75 with US 19 to the west. The SIS cost feasible plan includes an improvement to the existing interchange at US 27 and I-75. Other needs identified on the segment of US 27 east of I-75 include roadway widening and ITS infrastructure improvements.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
R9	Roadway capacity	2041-2045	US 27	I-75	NW 27th Avenue	Add 2 lanes
T26	Trails	Multimodal Boxed Fund Program	Silver River to Bronson Corridor	Levy County Line	NE 58th Ave	Multi use trail
T16			Bonnie Heath Blvd.	NW 60th Avenue	NW Hwy 225A	12' multi use trail
OPS12	Roadway operations	ITS Boxed Fund Program	US 27	NW 27th Avenue	US 441	ITS/Corridor Management
OPS28			US 27	NW 70th Ave.	I-75	ITS/Corridor Management
OPS71			US 27	I-75	NW 27th Ave	Emergency vehicle preemption
R8	Roadway capacity	Unfunded	US 27	NW 44th Avenue	I-75	Add 2 lanes
R29			NW 60th Avenue	US 27	NW 49th Street	New 2 Lane

Reference Documents

Ocala Marion ITS Strategic Plan

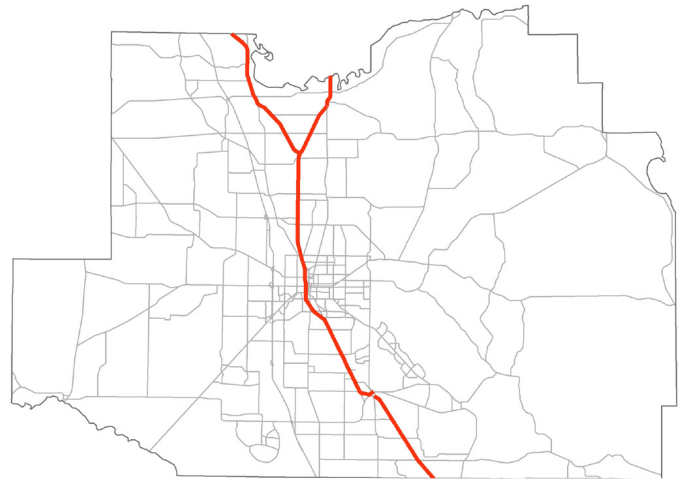
Ocala Marion Regional Trails Facilities Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

SR 301/US 441/US 27

The US 441/US301/US27 corridor extends from the southeast corner of the County to the Alachua County line to the north, bisecting downtown Ocala. It is a regionally significant corridor connecting Lady Lake in Lake County with Belleview, Ocala, and Gainesville to the north. Extensive infrastructure needs were identified on the corridor, consisting of two roadway widening projects on the south end and many sidewalk and trail improvements on intersecting roadways. ITS infrastructure and transit service improvement were also identified providing service between Belleview and Ocala.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
R5	Roadway capacity	2031-2035	US 441	CR 42	SE 132nd Street Rd	Add 2 lanes
B34	Bike	Multimodal Boxed Fund Program	SE 95th St	CR 475	US 441	5' paved shoulder
SW102	Pedestrian		US 441	US 301	Del Webb Blvd	fill sidewalk gap
SW196			SE 110th St	US 301	Lilian Lake Park	Crossing at US 441
SW2			US 27 (S Pine Ave)	SE 38th St	SE 52nd St	fill sidewalk gap
SW4			US 27 (S Pine Ave)	SE 3rd Ave	SE 30th St	fill sidewalk gap
SW7			US 301	W Anthony Rd	NW 28th St	fill sidewalk gap
SW15			N Magnolia Ave	NW 28th St	NW 20th St	fill sidewalk gap
SW18			SW 1st Ave	SW 15th Pl	SW 17th St	fill sidewalk gap
SW37			NE 28th St	US 301	E of NE Jacksonville Rd	fill sidewalk gap
SW74			W Anthony Rd	NW 34th Pl	US 301	fill sidewalk gap
SW91			NW 35th St	NW 16th Ave	US 301	fill sidewalk gap
SW101			SW 5th St	SW 1st Ave	Pine Ave	fill sidewalk gap
SW104			SE 110th St	SE 36th Ave	US 441	fill sidewalk gap
SW107			SE 102nd Pl	US 441	SE 52nd Ct	fill sidewalk gap
SW108			SE 95th St	Cross Florida Trail	US 441	fill sidewalk gap
SW70			NE 35th St	US 301	NE 25th Ave	fill sidewalk gap
SW180			US 441	Del Webb Blvd	SE 147th Pl	fill sidewalk gap
SW176			US 27 (Pine Ave)	W of SE 10th Ave	SE 10th Ave	fill sidewalk gap
SW172			SE 147th Pl	SE 84th Terr	US 441	fill sidewalk gap
SW171			SE Sunset Harbor Rd	US 441	SE 95th Ave	fill sidewalk gap
SW177			US 441	SE Sunset Harbor Rd	SE 173rd St	fill sidewalk gap
SW114			SE 55th Ave Rd	US 27 (SE Ashbier Blvd)	SE 132nd St Rd	fill sidewalk gap
SW192			SW 1st Ave	Ft. King St	SE Pine Ave	Fills critical sidewalk gap

SR 301/US 441/US 27 Cont'd

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
SW63	Pedestrian	Multimodal Boxed Fund Program	SW 1st Ave	US 27 (S Pine Ave)	SW 29th St Rd	fill sidewalk gap
SW197			US 301	SE 62nd Ave	SE 115th Ln	Add sidewalks on N side of street
SW198			SE 113th St	Hames Rd	SE 56th Ave	Add sidewalks on N side of street
T11	Trails		Bellevue to Greenway Trail	Lake Lillian Park	Cross Florida Greenway	
T17			US 441 to Mcintosh to Ocala Connector	Mcintosh	Ocala Connector	12' multi use trail
T14			Ocala-Summerfield Rd./ SE 135th St./SE 80th Ave.			sharrows, signage, traffic calming
OPS36	Roadway operations	ITS Boxed Fund Program	E Magnolia Ave/E 1st Ave.	NE 20th St.	SR 200/SE 10th St	ITS/Corridor Management
OPS5			US 301	Sumter County Line	CR 42	ITS/Corridor Management
OPS6			US 301	SE 143rd Place	US 441	ITS/Corridor Management
OPS7			US 441	SE 132nd Street Rd	US 301	ITS/Corridor Management
OPS8			US 441	US 301	CR 475	ITS/Corridor Management
OPS9			US 441	CR 475	SR 200	ITS/Corridor Management
OPS10			US 441	SR 200	CR 25A	ITS/Corridor Management
OPS13			US 27	SW 27th Avenue	SR 35	ITS/Corridor Management
OPS32			US 301/US 441	SE 165th St.	SR 464	ITS/Corridor Management
OPS33			US 301	NW 35th St.	SR 326	ITS/Corridor Management
OPS59			US 301	SR 326	W Hwy 329	Emergency vehicle preemption
R2	Roadway capacity	Unfunded	US 301	CR 42	SE 143rd Place	Add 2 lanes
R3			US 441	Sumter County Line	CR 42	Add 2 lanes
R46			Lake Weir Avenue	SE 31st Street	SR 464	Add 2 Lanes
PT32	Transit		Downtown Circulator			New Circulator Service
TIP17	Roadway operations		US 441	at SR 464		Traffic ops improvement

Reference Documents

Ocala Marion FY 2020/21 - 2024/25
Transportation Improvement Program

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

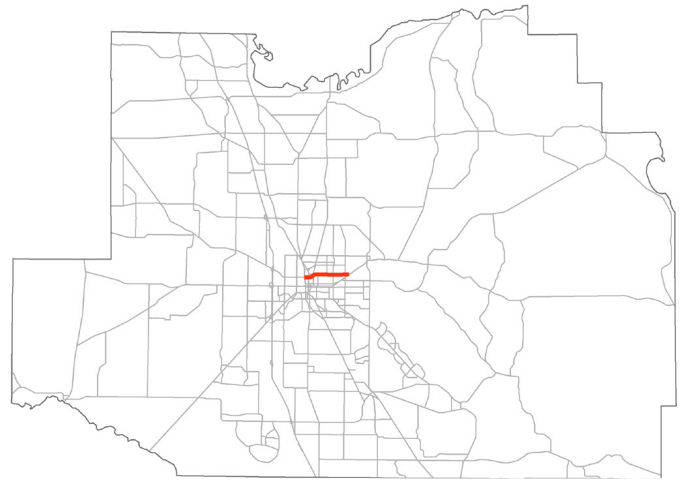
Ocala Marion Regional Trails Facilities Plan

SunTran Transit Development Plan

SR 492

SR 492 is an east/west roadway connecting US 441 to SR 40 to the east. A range of improvement types were identified and included in the needs plan, including a roadway widening and ITS infrastructure.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
B35	Bike	Multimodal Boxed Fund Program	NE Osceola Ave	Bonnie Heath Blvd	NE 14th St	5' paved shoulder
SW3	Pedestrian		NE 14th St	NE 24th Ave	NE 25th Ave	fill sidewalk gap
SW187			NE 17th Ave	NE 14th St	NE 3rd St	Improves school, crossing guard, transit access
SW25			NE 19th Ave	NE 28th St	NE 14th St	fill sidewalk gap
SW32			NE 8th Ave	NE Jacksonville Rd	NE 10th St	fill sidewalk gap
SW64			NE 36th Ave	NE 14th St	NE 20th Pl	fill sidewalk gap
SW87			NE 25th Ave	NE 14th St	NE 49th St	fill sidewalk gap
T9			Trails	Watula Trail & NE 8th Road Trail	Tuscawilla Art Park	CR 200A/SE Jacksonville Road
OPS60	Roadway operations	ITS Boxed Fund Program	US 492	US 301	SR 40	Emergency vehicle preemption
PT29	Transit	Unfunded	Silver Route			Existing Routes expansion (Frequency Improvements)
R32	Roadway capacity		NE 36th Avenue	NE 14th Street	NE 20th Place	Add 2 Lanes
R33			NE 36th Avenue	NE 25th Street	NE 35th Street	Add 2 Lanes
R34			NE 25th Avenue	NE 14th Street	NE 24th Street	Add 2 Lanes

Reference Documents

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

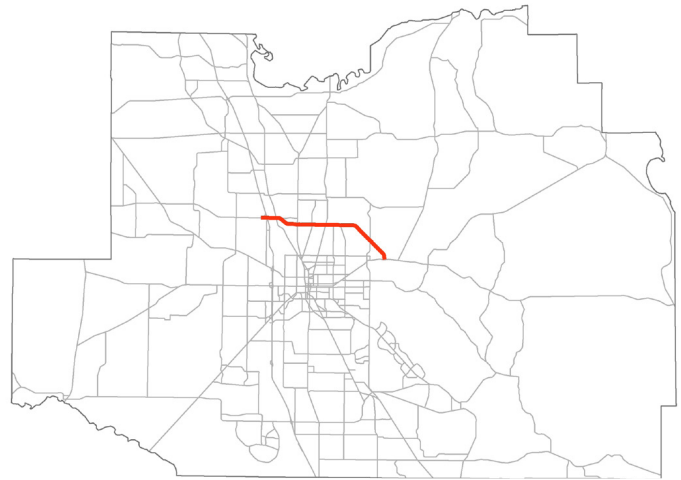
Ocala Marion Regional Trails Facilities Plan

SunTran Transit Development Plan

SR 326

SR 326 provides a bypass route connecting SR 40 to the east with US 441 and I-75 on the west side of Ocala. The roadway is a Strategic Intermodal System (SIS) facility and is currently scheduled for widening in the outer years of the SIS cost feasible plan. Widening of the non-SIS portion of the roadway west of I-75 is also included in the needs plan, as well as a sidewalk improvement on an intersecting roadway in that segment.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
R30	Roadway capacity	2041-2045	NW 44th Avenue	NW 60th Street	SR 326	Add 2 Lanes
SIS12		2041-2045	SR 326	US 441	CR 200A	Add 2 lanes
OPS30	Roadway operations	ITS Boxed Fund Program	SR 326	I-75	SR 200A	ITS/Corridor Management
R72	Roadway capacity	Unfunded	CR 200A Ph 3	NE 35th St	SR 326	Add 2 lanes
R7			SR 326	CR 200A	NE 36th Avenue	Add 2 lanes

Reference Documents

FDOT Strategic Intermodal System 2045 Cost Feasible Plan

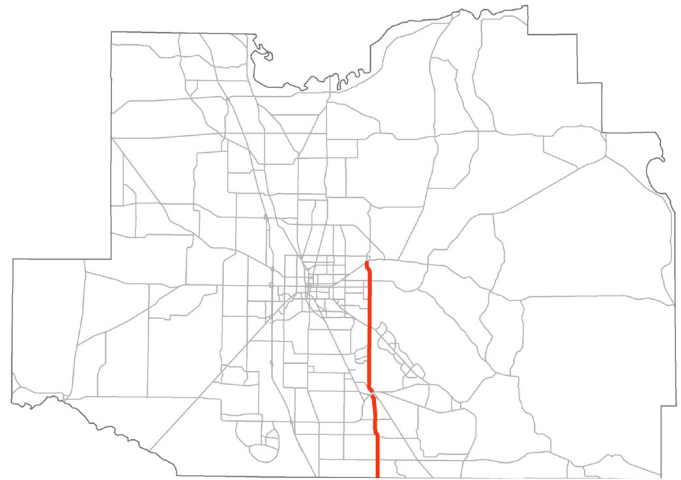
Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

SR 35

SR 35 is a north south roadway on the east side of Marion County, connecting US 441 in Belleview to SR 40 to the north. Intersection improvements, roadway widening, ITS infrastructure, and non-motorized needs are included in this corridor on SR 35 and intersecting roadways in the needs plan.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
OPS46	Roadway operations	2026-2030	SR 35	Foss Rd		Intersection improvement
R10	Roadway capacity	2036-2040	SR 35	CR 25	SE 92nd Place Rd	Add 2 lanes
SW83	Pedestrian	Multimodal Boxed Fund Program	NE 7th St	NE 36th St	NE 58th Ave	fill sidewalk gap
SW118	Pedestrian		E Fort King St	NE 48th Ave	NE 58th Ave	fill sidewalk gap
SW174	Pedestrian		NE 35th St	NE 48th Terr	NE 59th Terr	fill sidewalk gap
B11	Bike		SR 35 (Baseline Rd)	SR 25 (Hames Rd)	SE Maricamp Rd	Designated bike lane
B12	Bike		SR 35 (Baseline Rd)	SR 40	NE 97th Street Rd	Designated bike lane
T34	Trails		Bikeway to Silver Springs gap	N end of Silver Springs Bikeway II	Silver Springs State Park	Multi use trail
T7	Trails		Santos to Baseline, US 441 crossing	Santos to Baseline	US 441 Crossing	
T34	Trails		Bikeway to Silver Springs gap	N end of Silver Springs Bikeway II	Silver Springs State Park	Multi use trail
OPS14	Roadway operations	ITS Boxed Fund Program	SR 35	SE 92nd Place Rd	SR 464	ITS/Corridor Management
OPS15	Roadway operations		SR 35	SR 464	SR 40	ITS/Corridor Management
R44	Roadway capacity	Unfunded	SE 92nd Place Rd	US 441	SR 35	Add 2 Lanes

Reference Documents

Ocala Marion ITS Strategic Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

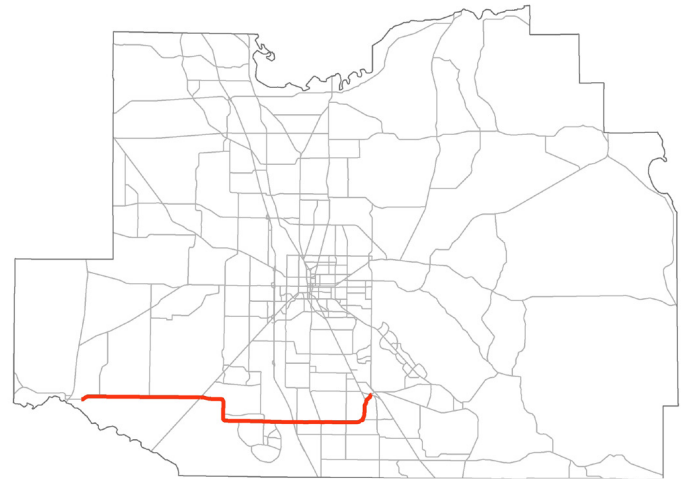
Ocala Marion Regional Trails Facilities Plan

Marion County Comprehensive Plan

CR 484

CR 484 is the primary east/west roadway in south Marion County. This corridor connects Belleview to Marion Oaks to the west and extends to Dunnellon in the southwest corner of the County. This is a critical corridor with significant single family residential growth in Marion Oaks, as well as a planned distribution center development at the Florida Crossroads Commerce Park near Marion Oaks. Identified needs include roadway widenings; sidewalk, trail, and bicycle lane improvements; and ITS infrastructure improvements. The system needs assessment evaluation identified traffic congestion and safety as key issues in this corridor.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
C2	Corridor study	Corridor Studies Boxed Fund Program	CR 484	SR 200	Marion Oaks Tr	Corridor Study (capacity, safety)
C3	Corridor study		CR 484	US 41	SW 140th Ave	Corridor Study (capacity, safety)
SW183	Pedestrian	Multimodal Boxed Fund Program	SE 132nd St Rd	SE 55th Ave Rd	US 301	fill sidewalk gap
SW182			CR 484	SE 30th Ct	SE 36th Ave	fill sidewalk gap
SW181			CR 484	SE 25th Ave	SE 132nd St Rd	fill sidewalk gap
SW112			CR 484	US 27 (SE Ashbier Blvd)	CR 484/SE 132nd St Rd	fill sidewalk gap
SW105			SE 36th Ave	SE 95th St	SE Highway 42	fill sidewalk gap
T10			Trails	Nature Coast Trail	Levy County Line	CR 484
T13	CR 484	Cross Florida Greenway		Designated bike lane on CR 484	12' multi use trail	
T29	CR 484 trail tunnel	N of paved trail tunnel on CFG			Trail tunnel	
T8	CR484 Pennsylvania Ave Multi-Modal	Blue Run Park		Mary Street	12' multi use trail	
B9	Bike		CR 484	SW 16th Ave	SR 25 (Hames Rd)	5' paved shoulder
B8			Marion Oaks Course	SW 49th Ave	CR 484	5' paved shoulder
OPS42	Roadway operations	ITS Boxed Fund Program	SR 484	Marion Oaks Course	US 441	ITS/Corridor Management
OPS53	Roadway operations	Illustrative	Marion Oaks Blvd	Marion Oaks Blvd	CR 484	Reconfigure intersection

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
OPS72	Roadway capacity	Unfunded	CR 484	Marion Oaks Pass	SR 200	Add 2 lanes
R64			CR 484	SW 49th Avenue	Marion Oaks Pass	Add 2 lanes
R60			Marion Oaks Manor	SW 18th Ave Rd	CR 475	New 2 lanes
R27			CR 484	SW 20th Avenue Road	CR 475A	Add 2 Lanes
R26			CR 484	SW 49th Avenue	SW 20th Avenue Road	Add 2 Lanes
R67			Marion Oaks Manor	Marion Oaks Blvd	Marion Oaks Dr	Complete EB lanes
R71	Roadway operations		W Pennsylvania Ave	Cedar St	US 41	Intersection reconstruction

Reference Documents

Ocala Marion ITS Strategic Plan

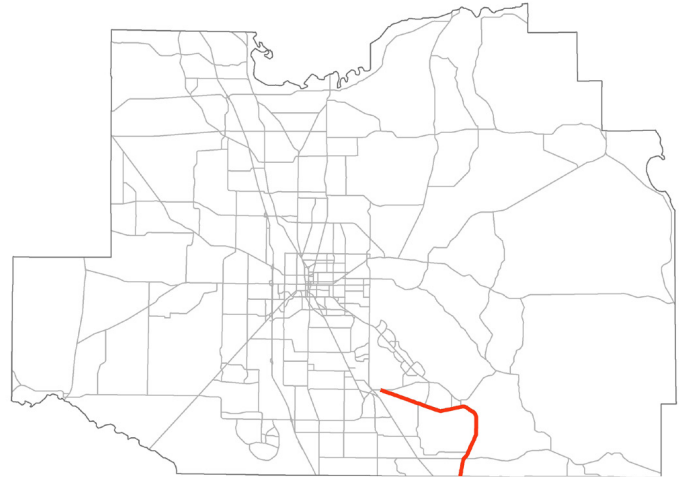
Ocala Marion Regional Trails Facilities Plan

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

CR 25/25A

The CR 25 and CR 25A corridor circumventing Lake Weir in southeast Marion County connects US 441 south of the Lake County line to US 441 in Belleview, passing through the communities of Weirsdale and Ocklawaha on the south and north sides of the lake, respectively. Identified needs on this corridor and intersecting roadways include roadway widening and sidewalk/bicycle lane infrastructure improvements. The system needs assessment evaluation identified traffic congestion and safety as key issues in this corridor.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
C7	Corridor study	Corridor Studies Boxed Fund Program	SE Sunset Harbor Rd	SE 100th Ave	CR 25	Corridor Study (capacity, safety)
SW110	Pedestrian	Corridor Studies Boxed Fund Program	SE 110th St Rd	SE Baseline Rd	SE 90th Ct	fill sidewalk gap
SW113			SE 110th St/CR 25	SE Baseline Rd	CR 25A	fill sidewalk gap
SW126			CR 25	SE 110th St Rd	E of SE 80th Ct	fill sidewalk gap
SW80			NW Gainesville Rd	NW 37th St	S of NW 35th St	fill sidewalk gap
SW127			CR 25	SR 25A	SE 108th Terr Rd	fill sidewalk gap
B19	Bike	Multimodal Boxed Fund Program	Villages Trail	Lake Weir	Lake County line	12' shared use path
B10			SR 25 (Hames Rd)	US 441	SR 35 (Baseline Rd)	5' paved shoulder
B13			CR 25 (Ocala Rd)	SR 35 (Baseline Rd)	SE Sunset Harbor Rd	5' paved shoulder
B14			SE Sunset Harbor Rd	CR 25 (Ocala Rd)	SE 100th Ave	5' paved shoulder
B15			SE 100th Ave	SE Sunset Harbor Rd	CR 25 (Ocala Rd)	5' paved shoulder
B27			SE 110 Street Rd	CR 25	SE Maricamp Rd	5' paved shoulder
R41	Roadway capacity	Unfunded	CR 25	SR 35	SE 92nd Loop	Add 2 Lanes
R42			CR 25	SE 92nd Loop	SE 108th Terrace Rd	Add 2 Lanes

Reference Documents

Ocala Marion 2035 Bicycle & Pedestrian Master Plan

Unfunded Projects

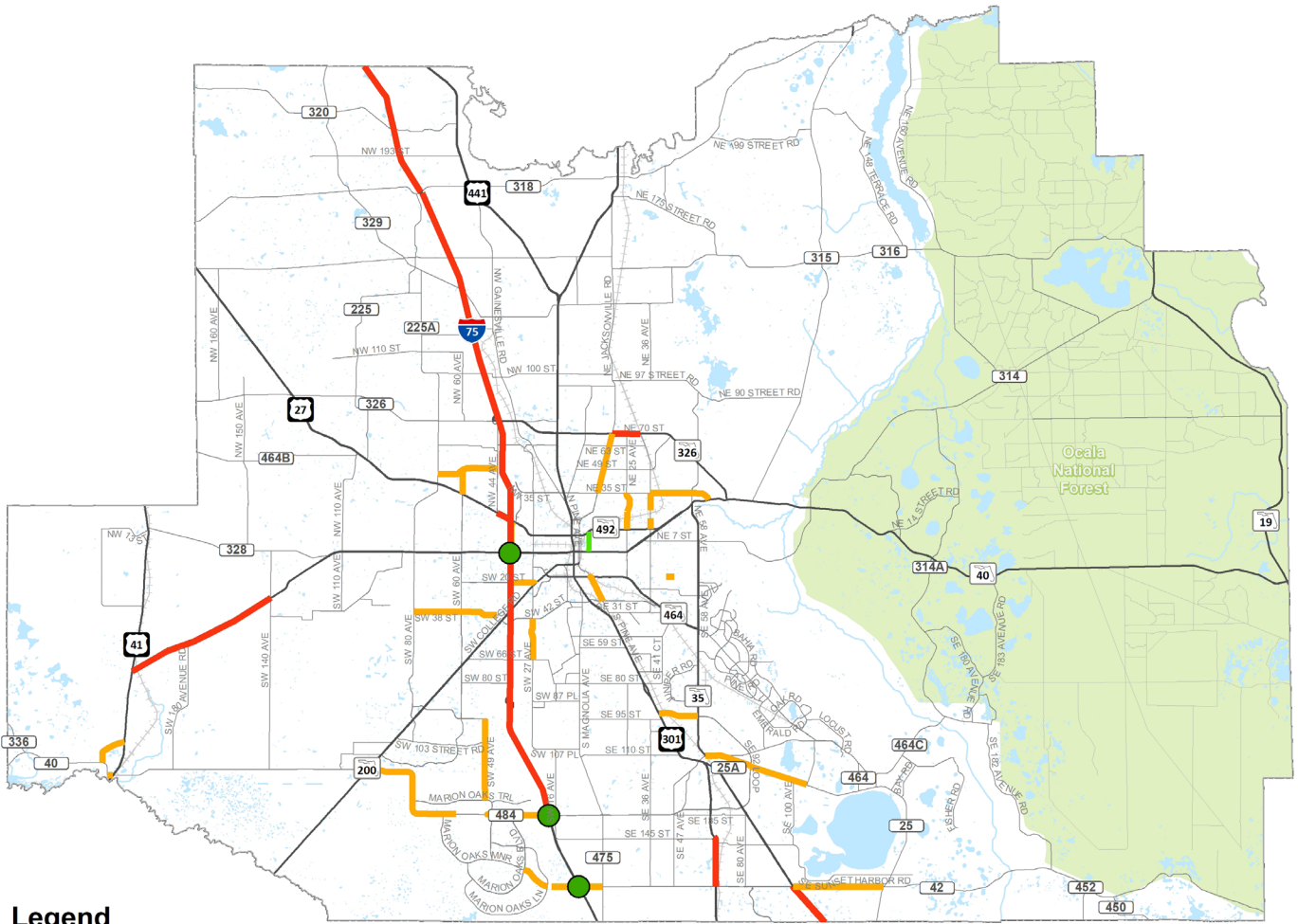
Resources available to address infrastructure improvement needs are rarely sufficient to implement all identified projects. There are a number of improvements that remain unfunded, in the context of the LRTP and the Cost Feasible Plan. Unfunded needs include mostly roadway capacity improvements, interchange improvements, and transit service improvements identified in the Needs Plan. A list of unfunded needs is presented in **TABLE 7.14** and **FIGURE 7.9**.

TABLE 7.14: UNFUNDED PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	PROJECT DESCRIPTION
Roadway Projects	I-75 (Interchange)	SR 40		Upgrade interchange
	I-75 (Interchange)	CR 484		Upgrade interchange
	Marion Oaks Manor Ext	Overpass at I-75		Grade separation
	NE 8th Ave	SR 40	SR 492	Complete Street
	SW 20th St	Interchange at I-75		New interchange
	W Pennsylvania Ave	Cedar St	US 41	Intersection geometry
	SR 40	US 41	SW 140th Avenue	Widen to 4 lanes
	US 301	CR 42	SE 143rd Place	Widen to 6 lanes
	SW 49th Ave	SW 95th Street	Marion Oaks Trail	Widen to 4 lanes
	CR 484	SW 49th Avenue	SW 20th Avenue Road	Widen to 6 lanes
	CR 484	SW 20th Avenue Road	CR 475A	Widen to 6 lanes
	NW 49th Street	NW 70th Avenue	1.1 mile west of NW 44th Avenue	New 2 lane
	NW 60th Avenue	US 27	NW 49th Street	New 2 lane
	US 441	Sumter County Line	CR 42	Widen to 6 lanes
	Dunnellon Bypass	CR 40	US 41	New 2 lane
	NE 36th Avenue	NE 14th Street	NE 25th Street	Widen to 4 lanes
	NE 36th Avenue	NE 25th Street	NE 35th Street	Widen to 4 lanes
	NE 25th Avenue	NE 14th Street	NE 24th Street	Widen to 4 lanes
	NE 25th Avenue	24th Street	NE 35th Street	Widen to 4 lanes
	CR 25	SR 35	SE 92nd Loop	Widen to 4 lanes
	CR 25	SE 92nd Loop	SE 108th Terrace Rd	Widen to 4 lanes
	SW 20th Street	I-75	SR 200	Widen to 4 lanes
	SE 92nd Place Rd	US 441	SR 35	Widen to 4 lanes
	Lake Weir Avenue	SE 31st Street	SR 464	Widen to 4 lanes
	SE 17th Street	SE 44th Avenue	SE 47th Avenue	New 2 lane
	CR 475A	SW 66th Street	SW 42nd Street	Widen to 4 lanes
	NE 35th St/NE 60th Ct	NE 36th Ave	SR 40	Widen to 4 lanes
	Marion Oaks Manor	SW 18th Ave Rd	CR 475	New 2 lane
	NW 37th Ave	SR 40	US 27	New 2 lane
	NW 37th Ave	SR 40	US 27	New 2 lane
	SW 40th Ave Realignment	at SR 200		Intersection geometry
	SW 38th St	SW 80th Ave	SW 60th Ave	Widen to 4 lanes
	SR 326	CR 200A	NE 36th Avenue	Widen to 4 lanes
	SW 38th St	SW 60th Ave	SW 43rd Ct	Widen to 4 lanes
CR 484	Marion Oaks Pass	SR 200	Widen to 4 lanes	
CR 200A Ph 3	NE 35th St	SR 326	Widen to 4 lanes	

PROJECT TYPE	FACILITY	FROM	TO	PROJECT DESCRIPTION
Roadway Projects	CR 42	US 441	CR 25	Widen to 4 lanes
	SW 165th St	Marion Oaks Blvd	Marion Oaks Lane	Widen to 4 lanes
	US 27	NW 44th Avenue	I-75	Widen to 6 lanes
	I-75	CR 318	Marion/Alachua Co Line	Add 4 Special Use Lanes
	I-75	CR 484	CR 318	Add 4 Special Use Lanes
Transit Projects	Green Route			Frequency improvement
	Blue Route			Frequency improvement
	Purple Route			Frequency improvement
	Orange Route			Frequency improvement
	Red Route			Frequency improvement
	Yellow Route			Frequency improvement
	Silver Route			Frequency improvement
	SR 200 North Circulator			New Circulator Service
	SR 200/Marion Oaks Circulator			New Circulator Service
	East Ocala Circular			New Circulator Service
	Belleview Circular			New Circulator Service
	South Ocala Circulator			New Circulator Service
	Downtown Circulator			New Circulator Service
	Marion-Ocala Express			New Express Services
	SR 200/VA			New Local Service
varying locations			Transit Shelters	
Union Station			Restroom facility	

FIGURE 7.9: UNFUNDED ROADWAY PROJECTS

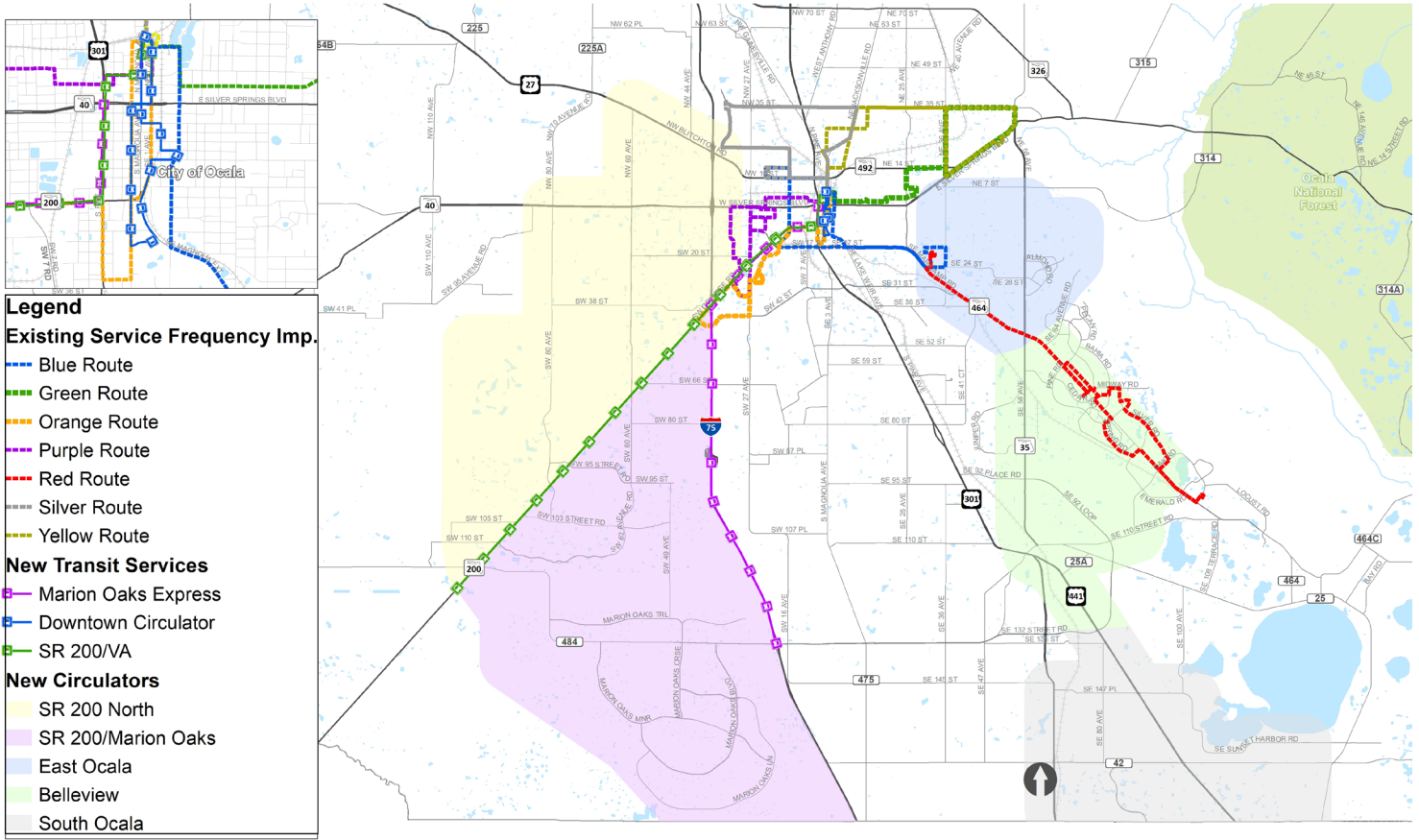


Legend

- Roadway Operational ● State Roadway Operational
- Local Roadway Capacity — State Roadway Capacity
- Local Roadway Operational — State Roadway Operational



FIGURE 7.10: UNFUNDED TRANSIT PROJECTS



DRAFT

CHAPTER 8. PLAN AMENDMENT AND IMPLEMENTATION



Implementing the Plan

Implementation of the LRTP Cost Feasible Plan relies on a closely coordinated inter-agency process whereby implementing agencies program available funding, including the resources necessary to design, acquire right of way, and construct the infrastructure improvements. Continued collaboration between the TPO and its planning and implementation agency partners is critical to maintain consistency between the LRTP and local priorities. There are several components of the 2045 LRTP, and the plan update process in particular, that can facilitate ongoing collaboration and implementation of the LRTP. Chief among them is a continued focus on system and facility performance as a primary basis for investment decisions. The TPO can leverage the performance monitoring and target setting results to support this process. Other features include the Corridor Summaries presented in **Chapter 7** and the extensive public and stakeholder engagement program that facilitated the LRTP update.

Performance Based Planning.

The system performance report in **Appendix F** and the system needs assessment and project evaluation process presented in **Chapter 5** describe a monitoring, target setting, and planning approach based on data analysis to inform transportation investment decisions. The TPO should continue to support a data-driven process that integrates prioritization, target setting and monitoring to sustain this performance-based planning trend.

Corridor Action Plan Approach.

The LRTP is a multimodal plan that includes motorized and non-motorized improvements, but also operational and capacity improvements. In many cases, a variety of improvements were identified in a single respective corridor. The Corridors Summaries section of **Chapter 7** compiles and presents all relevant projects for the primary transportation corridors within Marion County. This format provides a useful resource that can be used to track and focus on the multimodal and multi-faceted approach to addressing challenges on the respective corridors.

Stakeholder Driven Process.

The 2045 LRTP update used a multi-layered stakeholder engagement process that involved the public, the business and freight community, the intergovernmental community, and the natural resources community to support an effective and realistic decision-making process. Continued coordination with these various stakeholders is crucial to maintaining focus on Marion County priorities and challenges.

Scenario Planning.

While scenario planning is not part of the 2045 LRTP update approach, it is one of the trends in long range planning that helps to frame the future in terms of multiple potential scenarios, rather than assume a particular scenario. Scenario Planning represents an increasingly important approach, given the rapidly changing landscape of transportation challenges and solutions. One clear example is the emergence of new technologies and options that alter how people interact with transportation infrastructure. The FDOT's FRAME project in Marion County, described in **Chapter 5** of this document, is the beginning of a safer, more efficient system that relies on technology to solve problems affordably. This project, other potential emerging technologies, and their collective impact on development patterns and transportation performance should be monitored by the TPO to take advantage of their benefits and study the potential of expanding these strategies.



Amending the Plan

The next regularly scheduled plan update will occur in 2025, in adherence with the federal requirement to update the LRTP at least every five years. That schedule does not, however, preclude regular updates to the plan that do not necessarily involve the full plan update process described in the early chapters of this document. There are two types of updates that can be made that do not require a full plan update process.:

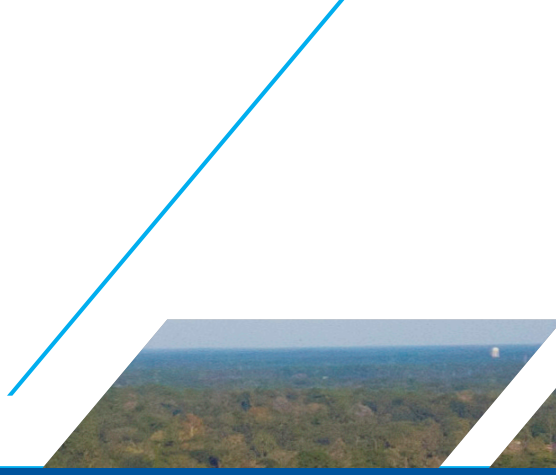
Administrative modifications can be made to the plan to reflect marginal changes in project funding sources, project cost, or year of implementation. These types of modifications do not require a public involvement process or a review of the entire cost feasible plan to demonstrate cost feasibility.

Plan amendments can also be made if the TPO wants to add a new project or projects to the cost feasible plan or if the scope and cost of a project in the Cost Feasible Plan changes by a margin of fifty percent or greater. Such an amendment does require adherence to the TPO's Public Involvement Plan and analysis determining that the Cost Feasible Plan is in fact still demonstrably cost feasible, relative to updated project costs and revenues by timeband.

The LRTP can be amended at any time, provided the required process is followed, depending on the nature of the amendment. The amended plan must be adopted officially by the TPO Governing Board as if it were adopting a new

LRTP. There is at least one expected amendment that will likely occur in 2021 to reflect updates currently being made to the Florida Transportation Plan. Projects on the States Strategic Intermodal System (SIS) will most likely need to be changed to reflect that plan update. FDOT will alert the TPO as to when the FTP update is complete and the TPO can amend the LRTP at that time to reflect FDOT's SIS priorities and project development plans.





APPENDIX A

FEDERAL/STATE REQUIREMENTS CHECKLIST

FDOT LRTP Review Checklist

SECTION A- FEDERAL REQUIREMENTS	WHERE AND HOW ADDRESSED
23 C.F.R. Part 450 – Planning Assistance and Standards	
<p>A-1 Does the plan cover a 20-year horizon from the date of adoption?</p> <p>Please see the “Administrative Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(a)</p>	<p>Yes, the plan covers the period between 2021 and 2045, covering 25 years</p>
<p>A-2 Does the plan address the planning factors described in 23 C.F.R. 450.306(b)?</p> <p>Please see the “Fiscal Constraint” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>Please see the “New Requirements” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>Risk and Resiliency</p> <p>Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?</p> <p>Travel and Tourism</p> <p>Does that plan enhance travel and tourism?</p> <p>Please see the “Proactive Improvements” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(a)</p>	<p>Chapter 2, Appendix E</p> <p>Chapter 5, Appendix K</p>
<p>A-3 Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand?</p> <p>Please see the “Technical Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(b)</p>	<p>Chapter 5</p>
<p>A-4 Was the requirement to update the plan at least every five years met?</p> <p>Please see the “Administrative Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(c)</p>	<p>Yes, the 2040 LRTP was adopted on November 24, 2015 and the 2045 plan was adopted on November 24, 2020</p>

SECTION A- FEDERAL REQUIREMENTS	WHERE AND HOW ADDRESSED
<p>A-5 Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)?</p> <p>23 C.F.R. 450.324(d)</p>	<p>Not applicable, as Ocala Marion urbanized area is in attainment status.</p>
<p>A-6 Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity?</p> <p>Please see the “Proactive Improvements” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(e)</p>	<p>Chapters 1 and 5</p>
<p>A-7 Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>Please see the “Technical Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>Please see the “Administrative Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(f)(1)</p>	<p>Chapters 1 and 5</p>
<p>A-8 Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized 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 over the period of the transportation plan?</p> <p>23 C.F.R. 450.324(f)(2)</p>	<p>Chapters 1 and 5</p>
<p>A-9 Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)?</p> <p>Please see the “New Requirements” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(f)(3)</p>	<p>Appendix F</p>

SECTION A- FEDERAL REQUIREMENTS	WHERE AND HOW ADDRESSED
<p data-bbox="105 411 164 441">A-10</p> <p data-bbox="201 182 834 495">Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?</p> <p data-bbox="201 525 677 615">Please see the “New Requirements” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p data-bbox="201 642 505 672">23 C.F.R. 450.324(f)(4)(i)</p>	<p data-bbox="868 411 1019 441">Appendix F</p>

SECTION A- FEDERAL REQUIREMENTS**WHERE AND HOW ADDRESSED**

Did the MPO 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 any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:

(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;

(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;

(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);

A-11

(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;

(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;

(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);

(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and

(viii) Other State transportation plans and transportation processes required as part of a performance-based program.

Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

23 C.F.R. 450.306 (d)(4)

Appendices E and G

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?

A-12

Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

23 C.F.R. 450.324(f)(5)

Chapters 5 and 7

SECTION A- FEDERAL REQUIREMENTS	WHERE AND HOW ADDRESSED
<p>A-13 Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide?</p> <p>Please see the “Technical Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(f)(6)</p>	<p>Not applicable, as Ocala Marion TPO is not a TMA. The TPO is embarking on a CMP update in January 2021</p>
<p>A-14 Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?</p> <p>23 C.F.R. 450.324(f)(7)</p>	<p>Chapters 5 and 7</p>
<p>A-15 Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)?</p> <p>23 C.F.R. 450.324(f)(8)</p>	<p>Chapter 5</p>
<p>A-16 Does the plan describe all proposed improvements in sufficient detail to develop cost estimates?</p> <p>Please see the “Fiscal Constraint” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(f)(9)</p>	<p>Chapters 5 and 7</p>

SECTION A- FEDERAL REQUIREMENTS	WHERE AND HOW ADDRESSED
<p>A-17 Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan?</p> <p>Please see the “Technical Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(f)(10)</p>	<p>Chapters 4 and 5</p>
<p>A-18 Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented?</p> <p>Please see the “Fiscal Constraint” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(f)(11)</p>	<p>Chapter 6, Appendix H</p>
<p>A-19 Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?</p> <p>23 C.F.R. 450.324(f)(11)(i)</p>	<p>Chapters 6 and 7, Appendix H</p>
<p>A-20 Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)?</p> <p>Please see the “Proactive Improvements” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(f)(11)(ii)</p>	<p>Chapter 6, Appendix H</p>
<p>A-21 Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability?</p> <p>23 C.F.R. 450.324(f)(11)(iii)</p>	<p>Appendix H</p>
<p>A-22 Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?</p> <p>23 C.F.R. 450.324(f)(11)(iv)</p>	<p>Chapters 6 and 7, Appendix H</p>

SECTION A- FEDERAL REQUIREMENTS	WHERE AND HOW ADDRESSED
<p>A-23 Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP?</p> <p>23 C.F.R. 450.324(f)(11)(vi)</p>	<p>Not applicable, as Florida is in attainment status</p>
<p>A-24 Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)?</p> <p>23 C.F.R. 450.324(f)(12)</p>	<p>Chapters 5 and 7</p>
<p>A-25 Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?</p> <p>Please see the “Technical Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(h)</p>	<p>Chapter 2, Appendix E</p>
<p>A-26 Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>23 C.F.R. 450.324(g)(1)</p>	<p>Chapter 5, Appendix K</p>
<p>A-27 Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)?</p> <p>23 C.F.R. 450.324(j)</p>	<p>Chapter 3</p>

SECTION A- FEDERAL REQUIREMENTS	WHERE AND HOW ADDRESSED
<p>A-28 Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web?</p> <p>Please see the “Stakeholder and Coordination Input” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>Please see the “Administrative Topics” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)</p>	<p>Yes, the draft plan was published at least 30 days prior to adoption</p>
<p>A-29 Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan?</p> <p>Please see the “Stakeholder and Coordination Input” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R 450.316(a)(1)(i)</p>	<p>Yes, multiple newspaper advertisements (print and web) were made, flyers were distributed at venues for at least one week prior to workshops, and social media was used extensively to advertise public involvement opportunities. Appendix I</p>
<p>A-30 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?</p> <p>Please see the “Stakeholder and Coordination Input” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>Please see the “Proactive Improvements” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R 450.316(a)(1)(vii)</p>	<p>Chapter 3</p>
<p>A-31 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>Please see the “Stakeholder and Coordination Input” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.316(a)(1)(vi) & 23 C.F.R. 450.316(a)(2)</p>	<p>Chapter 3, Appendix I</p>

SECTION A- FEDERAL REQUIREMENTS	WHERE AND HOW ADDRESSED
<p>A-32 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>Please see the “Stakeholder and Coordination Input” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R 450.316(a)(1)(viii)</p>	<p>TBD</p>
<p>A-33 Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities?</p> <p>Please see the “Proactive Improvements” section of the 2018 FHWA LRTP Expectations Letter for guidance.</p> <p>23 C.F.R. 450.316(b)</p>	<p>Chapter 3</p>
<p>A-34 If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan?</p> <p>23 C.F.R 450.316(c)</p>	<p>Not applicable, there are no tribal lands in Marion County</p>
<p>A-35 If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan?</p> <p>23 C.F.R 450.316(d)</p>	<p>Chapters 3 and 4</p>
<p>A-36 In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?</p> <p>23 C.F.R. 450.314(e)</p>	<p>Chapter 3</p>

SECTION B- STATE REQUIREMENTS

WHERE AND HOW ADDRESSED

Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175

B-1	<p>Are the prevailing principles in s. 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?</p> <p>ss.339.175(1), (5) and (7), F.S.</p>	Chapters 2 and 5, Appendix E
B-2	<p>Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?</p> <p>ss.339.175(1) and (7)(a), F.S.</p>	Chapters 5 and 7
B-3	<p>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?</p> <p>ss.339.175(5) and (7), F.S.</p>	Chapter 2, Appendices E and G
B-4	<p>Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions?</p> <p>ss.339.175(1) and (7) F.S.</p>	Chapter 5
B-5	<p>Were the goals and objectives identified in the Florida Transportation Plan considered?</p> <p>s.339.175(7)(a), F.S.</p>	Chapter 2, Appendix E
B-6	<p>Does the plan assess capital investment and other measures necessary to 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>s.339.175(7)(c), F.S.</p>	Chapter 5

SECTION B- STATE REQUIREMENTS		WHERE AND HOW ADDRESSED
B-7	Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising? s.339.175(7)(d), F.S.	Chapter 5
B-8	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present? s.339.175(13) F.S.	TBD

SECTION C- PROACTIVE RECOMMENDATIONS		WHERE AND HOW ADDRESSED
C-1	Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation? 23 C.F.R 450.306(b)(9)	Chapters 2 and 5
C-2	Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	Chapters 2 and 5
C-3	Do the plan consider the transportation system's accessibility, mobility, and availability to better serve an aging population?	Chapter 4
C-4	Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	Chapter 3
C-5	Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?	Chapter 4

APPENDIX B

GLOSSARY OF ACRONYMS

ACES	Automated, Connected, Electric, and Shared Use vehicles
ADS	Advanced Driving Systems
AV	Automated Vehicle
BEBR	Bureau of Economic and Business Research
BMAP	Basin Management Action Plan
BMP	Best Management Practice
BOD	Biological Oxygen Demand
CAC	Ocala Marion Citizens Advisory Committee
CDB	Corridor Demand Balancing
CFP	Cost Feasible Plan
CFRPM	Central Florida Regional Planning Model
CR	County Road
CV	Connected Vehicle
DRASTIC	Depth Recharge Aquifer Soil Topography Impact Conductivity
EJ	Environmental Justice
EPDO	Equivalent Property Damage Only
ESOZ	Environmentally Sensitive Overlay Zone
EST	Environmental Screening Tool
ETDM	Efficient Transportation Decision Making
FAA	Federal Aviation Administration
FAC	Freight Activity Center
FAST Act	Fixing America's Surface Transportation Act
FDEP	Florida Department of Environmental Protection
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Administration
FHWA	Federal Highway Administration
FRAME	Florida Regional Advanced Mobility Elements
FTP	Florida Transportation Plan
FWC	Florida Fish and Wildlife Conservation Commission
G&O	Goals and Objectives
GIS	Geographical Information System
HSP	Florida Highway Safety Plan
IT	Information Technology
ITS	Intelligent Transportation System
LOPP	List of Project Priorities
LRTP	Long Range Transportation Plan
MaaS	Mobility as a Service
MPO	Metropolitan Planning Organization
NWI	National Wetland Inventory
O&M	Operation and Maintenance
OFS	Outstanding Florida Springs
PIP	Public Involvement Plan

SHSP	Florida Strategic Highway Safety Plan
SIS	Strategic Intermodal System
SIS	Florida Strategic Intermodal System
SPOZ	Springs Protection Overlay Zone
SR	State Road
SWFMD	Southwest Florida Water Management District
SWIM	Surface Water Improvement and Management
TA	Transportation Alternatives (various forms including TALT, TALU, TALL)
TAC	Ocala Marion Technical Advisory Committee
TAZ	Transportation Analysis Zone
TDLCB	Transportation Disadvantaged Local Coordinating Board
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TMDL	Total Maximum Daily Loads
TNC	Transportation Network Company
TPO	Transportation Planning Organization
TRIP	Transportation Regional Incentives Program
UAM	Urban Aerial Mobility
USEPA	United States Department of Environmental Protection
USFWS	United States Fish and Wildlife Service
V/C	Volume to Capacity Ratio
V2X	Vehicle to Everything
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
WEC	World Equestrian Center

APPENDIX C

LRTP PUBLIC INVOLVEMENT PLAN



PUBLIC INVOLVEMENT PLAN

2045 LONG RANGE TRANSPORTATION PLAN

OCTOBER
2019

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INTRODUCTION

This Public Involvement Plan outlines the public outreach activities for the 2045 Long Range Transportation Plan (LRTP) for the Ocala Marion Transportation Planning Organization (TPO). The TPO planning area covers the entirety of Marion County, which is comprised of 3 cities, 2 towns, two airports, and includes a portion of the Ocala National Forest. The 2040 LRTP Cost Feasible Plan, which was adopted in 2015, must be updated and adopted no later than November 24, 2020.

To comply with the updates of federal legislation in the FAST Act (2015) and MAP-21 (2012), the 2045 LRTP Public Involvement Plan (PIP) will provide summary documentation of the tools utilized, the input received, the overall results, and measures of effectiveness of LRTP public involvement activities.

GENERAL PURPOSE

Public participation is an integral component of transportation planning, as transportation affects all residents, visitors and businesses in the County in one form or another. The intent of the LRTP public outreach process is to gain the critical insights of the users of the transportation system and to communicate with them regarding the likely growth that is going to occur in the County over the next 25 years and how well equipped our infrastructure is to accommodate that growth. The ongoing dialogue between the public and the technicians that formulate, analyze and present the plan itself must be a two-way communication. The diverse viewpoints from the user perspective can help steer the decision-making process. The financial, technical, and procedural opportunities and challenges communicated by the technicians in turn molds the ideas and needs of the users in a way that is affordable and implementable. The LRTP PIP will follow the goals, policies, and objectives from the TPO's general Public Involvement Plan. Public outreach in the update of the Ocala Marion LRTP will focus on the following areas:

- 1** Inform the public on existing conditions, future trends, and major issues facing the County and challenges and opportunities to address those issues as the County transitions into the future.
- 2** Engage the public in a goals, objectives, and performance measures development process that is consistent with national guidance, including:
 - / Reconfirm/Update the 2040 LRTP goals and vision.
 - / Develop measures (evaluation criteria) and weights for the goals and objectives.
- 3** Coordinate with residents and businesses to define the desired functionality of major corridors in Marion County and identify the appropriate improvement strategies for those corridors.
- 4** Equitably engage the public in defining project needs and priorities, with specific emphasis on providing opportunities to engage the traditionally underserved populations.
- 5** Document the public outreach process in a technical memorandum providing a summary of the tools utilized, the input received, and measures of effectiveness of the outreach activities.

KEY ISSUES

The following key issues set the context for public outreach that will be used in developing the 2045 LRTP:

Track measures of effectiveness that gauge the effectiveness of the public outreach process.

Coordinate with Marion County, the cities of Ocala, Dunnellon, and Belleview, FDOT, and the Florida Department of Environmental Protection DEP to address comprehensive plan updates, economic development, and local infrastructure plans that influence various modes of transportation in the County.

Meet Federal Highway Administration (FHWA) planning requirements (FAST Act and MAP-21).

Utilize innovative outreach techniques that increase participation and specifically enable people in disadvantaged communities to be part of the planning process.

Coordinate continuously with state and regional planning efforts.

Solicit input from the public, agency stakeholders, TPO committees, and the TPO Board throughout the course of the project.

Utilize visualization techniques to disseminate technical information to the general public in a way that is easily understandable and engaging.

PUBLIC OUTREACH METHODS

The public outreach schedule includes both milestone workshops to obtain input at integral points in the plan update process and continuous

public involvement through pop-up events and electronic tools. A range of methods will be used to communicate with residents, other stakeholders, and specifically with underserved populations, including development and distribution of printed materials that incorporate visualization techniques; electronic mail correspondence; social media presence and boosting to target under-represented groups; in person and virtual public workshops and pop-up events; and web-based survey applications. Table 1 displays the primary, secondary, and indirect audiences for the various public outreach efforts that will be undertaken as part of the 2045 LRTP update.

TABLE 1 PUBLIC OUTREACH ACTIVITIES AND INTENDED AUDIENCE

	Public/Business Stakeholders	Agency Stakeholders	Elected Officials
Metroquest Survey	1	1	1
In Person Public Workshops	1	2	2
Virtual Public Workshop	1	2	2
Pop-Up Events	1	3	3
Website	1	2	2
Social Media	1	2	2
Stakeholder Meetings	1	1	3
Steering Committee Meetings	3	1	3
TPO Committees Meetings	2	1	2
TPO Board Meetings	2	2	1

1 - Primary Audience
 2 - Secondary Audience
 3 - Indirect Audience

PUBLIC INVOLVEMENT PERFORMANCE MEASURES

Performance based planning is a federal requirement, as stipulated in MAP-21 and the Fast Act. Performance is measured in many different ways and contexts, including the projected performance of infrastructure improvements; system performance before and after improvements; and process performance. The latter context is very much related to how well the planning process reaches and involves the region's stakeholders, including the general public, business community, government agencies, and elected officials. The objectives, actions, and measures in Table 2 will be used to gauge the public involvement process on a continual basis and feedback generated by these measures will be used to improve the process over the course of the plan update.

TABLE 2 TPO PUBLIC INVOLVEMENT PLAN PERFORMANCE MEASURES AND TARGETS

Activity	Objective	Action	Measure	Target
Public Workshops	Encourage participation by all Marion County citizens in the planning process.	Hold meetings in various locations and times to maximize the population with access to the meetings. Hold virtual public workshops in lieu of in person workshops, as necessary. Encourage completion of Metroquest survey and comment cards	Average workshop attendance	30
			Number of Metroquest surveys completed at workshops	30
			Number of comment cards received at workshops	30
Pop-up Events	Maximize the number of people reached at pop-up events.	Attend the maximum number of events feasible and reach the maximum number of people at each event.	Pop-up events attended	10
			Average number of visitors to LRTP "table" at pop-up events	30
			Number of Metroquest surveys completed at pop-up events	30
			Number of comment cards received at pop-up events	30
Website, Metroquest	Maximize website visitors & Metroquest survey responses	Keep website current with latest schedule, documents, and social media posts.	Number of website hits.	300
			Number of responses to Metroquest survey.	300
Social Media	Maximize number of social media followers	Post regularly on a range of transportation topics, including current news and plan update events and happenings.	Number of social media followers	500
			Number of people who learned about workshops from social media	300
Public Involvement Effectiveness	Maximize accessibility of public involvement opportunities to Marion County residents and stakeholders	Hold meetings during non-business hours & at locations accessible to the maximum number of people. Hold at least half of the meetings in Environmental Justice areas. Prepare materials in a way that is easy to understand for laypeople	Average scores for meeting accessibility	4.5
			Average scores for meeting content clarity/usefulness	4.5

MEETINGS AND WORKSHOPS PUBLIC WORKSHOPS

Throughout the course of the 2045 LRTP update, a series of two different public workshops will be held in five different areas of Marion County for a total of ten (10) public workshops. Table 3 displays the public workshop schedule for the project:

TABLE 3 PUBLIC WORKSHOP SCHEDULE

Workshop	Winter 2019	Spring/ Summer 2019	Fall 2019	Winter 2020	Spring/ Summer 2020	Fall 2020
Goals and Objectives		X				
Needs Plan Development					X	
Cost Feasible Plan Public Hearing						X
Pop-up Events				X	X	

THE PUBLIC WORKSHOPS ARE DESCRIBED BELOW:

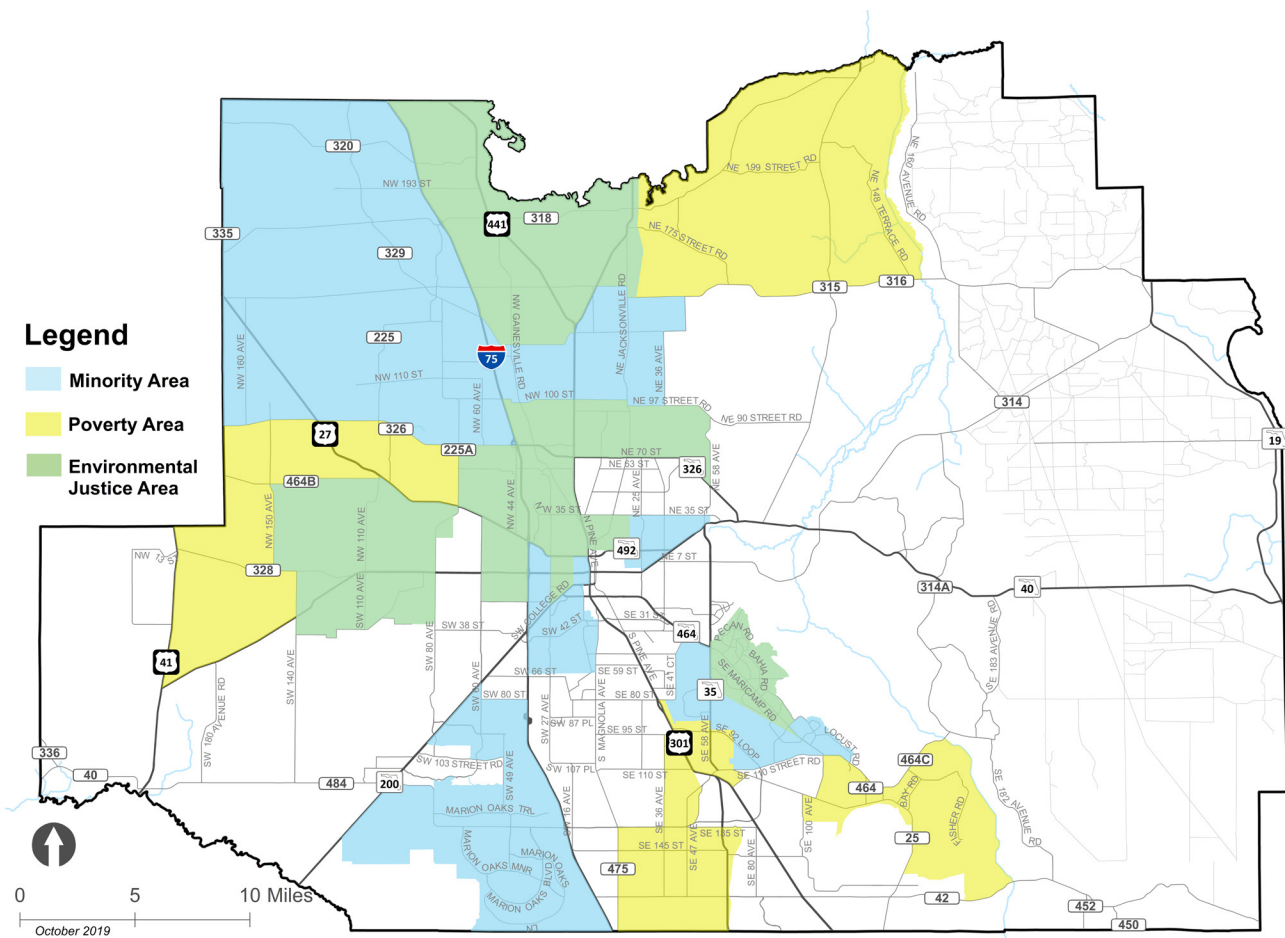
/ GOALS AND OBJECTIVES WORKSHOP - A public workshop will be held early in the plan update process to revise/reconfirm the 2040 LRTP goals and objectives for the 2045 LRTP. The TPO will provide participants with information explaining the LRTP and plan update process and the goals and objectives. Participants will be asked to review, comment on, and weight the draft goals and objectives. The weights recommended by public participants will be considered by the Steering Committee and, ultimately, the TPO Board in their assignment of weights to the goals, which will then be used to evaluate and prioritize LRTP needs projects in a later phase of the plan update. Participants will also be provided with information explaining how to stay involved both electronically and at future workshops.

/ NEEDS PLAN DEVELOPMENT PUBLIC WORKSHOP - During the development of the needs plan, a workshop will be held presenting potential projects to the public. The workshop will provide information reviewing the study process, reviewing the needs plan by mode and area, and soliciting comments on needs projects as well as unidentified needs.

/ DRAFT COST FEASIBLE PLAN PUBLIC HEARING - A public hearing will be held to solicit input from the public on the draft Cost Feasible Plan. Participants will be given the opportunity to comment on projects before the LRTP is adopted by the TPO Board.

Efforts will be made to maximize opportunities for vulnerable and/or disadvantaged population to take part in the planning process. The Project Team will target workshop locations in areas accessible to those populations, including underserved populations. For virtual workshops, social media boosting will be used to focus workshop advertising in the identified disadvantaged areas. Figure 1 depicts those areas, labeled Environmental Justice areas, which are defined by Census Tracts with a greater than average proportion of low income or minority residents based on U.S. Census data. It is anticipated the public workshops will be 2 hours in length.

FIGURE 1 ENVIRONMENTAL JUSTICE AREAS



PUBLIC WORKSHOP MATERIALS AND NOTIFICATION

For each series of public workshops, the following materials will be prepared:

- / Poster boards with project information, which may include:
 - Flowchart displaying the LRTP process;
 - Overall project schedule with public involvement touchpoints highlighted; and
 - Phase specific information for the Goals and Objectives and Needs Plan.
- / Project summary/overview handout.
- / Remote control and/or mobile phone app to collect public input with the capability to present results back to workshop participants in real time.
- / Summary notes of workshops, including results of the public involvement performance questionnaire, will be provided to the TPO no later than two weeks after the workshop.

To promote the workshops to the public, a combination of outreach will occur via the following.

POSTCARDS	COMMUNITY CALENDAR	ADVERTISEMENT IN	SOCIAL MEDIA EVENT
FLIERS	POSTINGS ON LOCAL	LOCAL NEWSPAPER	POSTINGS AND
HANDOUTS	MEDIA/NEWS OUTLETS		BOOSTING

The TPO will coordinate e-mails advertising the public workshops sent to elected and appointed officials, the Steering Committee, and other identified interested parties associated with the project. The TPO will also handle the public relations/news releases when the meetings are to be held.

TPO BOARD AND COMMITTEES

The Project Team will present at four (3) separate regularly scheduled TPO Board meetings and Technical Advisory Committee (TAC)/Citizen's Advisory Committee (CAC) meetings throughout the course of the project. TPO staff will present to the Transportation Disadvantaged Local Coordinating Board (TDLCB). These project update presentations will take place during the following phases:

- / GOALS, OBJECTIVES, AND PERFORMANCE MEASURES
- / NEEDS ASSESSMENT
- / COST FEASIBLE PLAN DEVELOPMENT ADOPTION

Meeting materials will be provided in the agenda packages for the two groups to allow for adequate review prior to the meeting date.

STEERING COMMITTEE

The project Steering Committee will function as an advisory committee throughout the 2045 LRTP update process and will include representatives of the Florida Department of Transportation (FDOT) and local government agencies. The Project Team will identify appropriate members of the Steering Committee. Members of the Steering Committee are anticipated to represent local, state, and federal agencies and municipalities in Marion County. The Committee may also include environmental agency representatives. The Steering Committee will hold five meetings and will engage in the review of products at key decision points during the 2045 LRTP development process.

STAKEHOLDER MEETINGS

In addition to the Steering Committee meetings, individual meetings will be held with other stakeholders identified by the Project Team. These could be individual meetings with members of the Steering Committee or other stakeholders identified throughout the course of the project, including the Marion County Tourist Development department and Ocala / Marion County Chamber & Economic Partnership.

PUBLIC OUTREACH AND SOCIAL MEDIA

2045 LRTP PROJECT WEBSITE

The 2045 LRTP project website will function as a major medium of communication with the public to distribute information as widely as possible and solicit public feedback on the LRTP update. The website will be a stand-alone website that will be linked to the TPO's website. The domain name for the LRTP project website will be www.ocalamarion2045.com. Final work products, copies of presentations, public survey questions and results, and other relevant data will be posted to the website on a regular basis. A schedule of 2045 LRTP meetings and associated agendas will also be maintained through the website. Additionally, the website will allow for submission of public comments through an online comment form that will remain active during the 2045 LRTP development process. This will serve as another avenue for soliciting public comments. The LRTP website will link to a MetroQuest site that will be used to collect public input, including goal weighting, needs, project evaluation, and other miscellaneous input consistent with input solicited in the public meetings.

SOCIAL MEDIA & ONLINE ADVERTISING

The Project Team will use both organic social media postings and online advertising to drive project awareness and participation in the 2045 LRTP update. Social media postings will be crafted for distribution on active TPO accounts, with a primary focus on Facebook. Calls-to-action will coincide with the appropriate project phase and will include approved graphics for visual continuity.

The online advertising approach will focus on survey participation during each of the project phases. Audience targeting parameters will focus on residents within Marion County, with emphasis on the traditionally underserved and residents under the age of 50, both typically underrepresented groups in long range planning public involvement. Ad sets will run as a 3 to 4 week blitz approach to provide a high frequency of exposure and maximize return on investment.

POP-UP EVENTS

In addition to the public workshops, TPO staff will attend local public events and set up a booth from which they can distribute informational materials, including general materials about the TPO and its purpose and function, and the LRTP, encourage completion of the Metroquest survey, and generally inform participants about the LRTP update and opportunities to stay involved. The public involvement evaluation questionnaire will also be distributed at pop-up events and participants will be encouraged to complete and submit it to TPO staff.

A full list of pop-up events attended will be documented as they occur. Strategy for development of this list takes into account the desire to interact with a wide variety and cross-section of residents. This detailed breakdown will include event details, key point of contact, number of attendees, and costs to participate (if applicable).

As the plan update progresses, the LRTP pop-up at scheduled events will offer and collect input on the contemporaneous phase of the process.

OUTREACH TO UNDER-REPRESENTED POPULATIONS

To reach traditionally under represented communities in Marion County, the TPO will target specific community events to provide project information and obtain feedback. The Project Team will help prepare materials for these events and TPO staff will coordinate and attend the events. These activities will be closely coordinated with the TPO staff. The Project Team will also utilize social media boosting to specifically target the following under-represented populations:

- / LOWER INCOME;
- / MINORITY POPULATIONS;
- / PERSONS WITH DISABILITIES; and
- / UNDER 50 YEARS OLD POPULATIONS.

The Project Team is able to communicate directly to these populations through a combination of layered targeting. These include household income, zip code mapping, job titles, age, education status, and behavior/interests online. As an example, a person with a disability may participate in a Facebook support group in that interest area. This is one example that allows the Project Team to refine the targeting so populations are seeing and receiving information about the 2045 LRTP update.

VISUALIZATION

Visualization techniques include the use of graphical content designed to disseminate technical information in a way that is both accessible and engaging, thus encouraging participation and input into the planning process. Techniques that will be used in the 2045 LRTP include maps, graphs, conceptual corridor graphics, hands-on exercises, diagrams, photos, and videos. Effective visualization techniques can facilitate understanding, clarify concepts and ideas, and can be used to build consensus for proposed investment strategies. The following sections outline the visualization techniques to be used during the 2045 LRTP update.

PUBLIC MEETING MATERIALS

Poster boards will be prepared for each series of public workshops to display the appropriate data and information at the respective stage in the plan update process. Content included on the poster boards may include flowcharts, a schedule graphic, visual representations of the plan Goals and Objectives, corridor graphics, and investment strategies. Handouts will also be prepared and distributed at the public meetings with summaries of the information being presented at the respective meeting. Meeting evaluation forms will be distributed at all meetings in an effort to obtain feedback and continually improve the public engagement process. Table 4 includes a draft evaluation form to be distributed at all public engagement events.

TABLE 4 PUBLIC MEETING EVALUATION QUESTIONNAIRE

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
I have increased my understanding of the purpose of the LRTP	1	2	3	4	5
I have increased my understanding of the LRTP update process	1	2	3	4	5
My transportation question(s) were answered adequately	1	2	3	4	5
The presentation was helpful and informative	1	2	3	4	5
The visual aids were beneficial (handouts, display boards)	1	2	3	4	5
Staff were friendly and professional	1	2	3	4	5
The location of the meeting was appropriate and accessible	1	2	3	4	5
The time of the meeting was appropriate and accessible	1	2	3	4	5

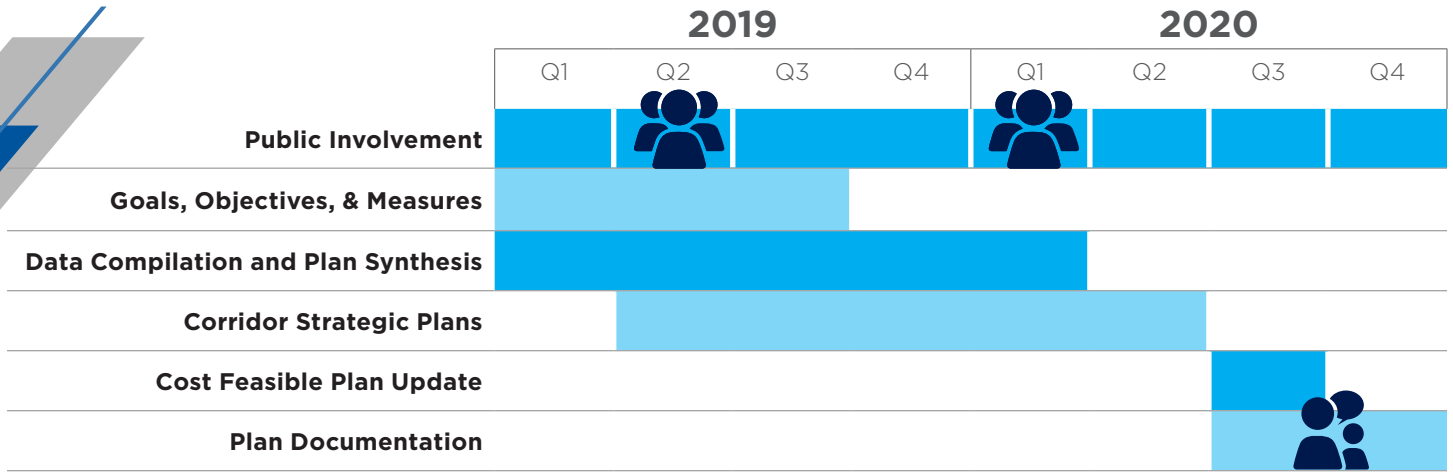
DOCUMENTATION

Documentation of the 2045 LRTP public outreach process will be completed continuously as the LRTP update unfolds. An agenda, sign-in sheet, submitted comment forms, survey results, photographs of meetings, and summary notes from each public outreach activity will be maintained and made available on the project website for public access at any time. A final technical Public Involvement memorandum will be prepared at the completion of the project to document public input into the process, how it was disseminated and incorporated into the plan and the materials developed for public distribution throughout the planning process. It will summarize the major activities, and document all public comments received in person, on line, via email and social media. The memorandum will also include a summary of the public involvement evaluation results, obtained through participants' submission of evaluation forms on line or at workshops. The appendix to the memorandum will include all original evaluation forms.

SCHEDULE

The Project Team will establish and maintain a regular communication with the TPO staff, agency stakeholders, TPO committees (TAC/CAC/Steering Committee), TPO Board, and the public at large throughout the LRTP update process. Materials presented and input solicited at public and stakeholder meetings will also be shared digitally through a LRTP specific website, social media, and a MetroQuest website. Figure 2 displays the schedule for the 2045 LRTP.

FIGURE 2 2045 LRTP UPDATE SCHEDULE



Workshop



Public Hearing



APPENDIX D

METROQUEST SURVEY SUMMARY

2045 Long Range Transportation Plan

METROQUEST SURVEY USER SURVEY SUMMARY

APRIL 2020



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I. INTRODUCTION

The following provides an overview of the process and results of the Ocala Marion 2045 LRTP survey. The survey was conducted using MetroQuest, an online interactive survey software developed to maximize public participation, solicit informed input, and create actionable results while conveying information to increase project awareness. The survey was available online from June 19th, 2019 through September 4th, 2019 and had 607 site visits, 257 participants, and 313 comments, and 5,439 data points¹ received.

¹A Data Point is any input given in any MetroQuest "screen" (i.e. one rating, one ranking, one comment; these are all considered as each their own separate data point).

607
SITE VISITS

257
PARTICIPANTS

313
COMMENTS

5,439
DATA POINTS

Figure 1. MetroQuest Participation Timeline

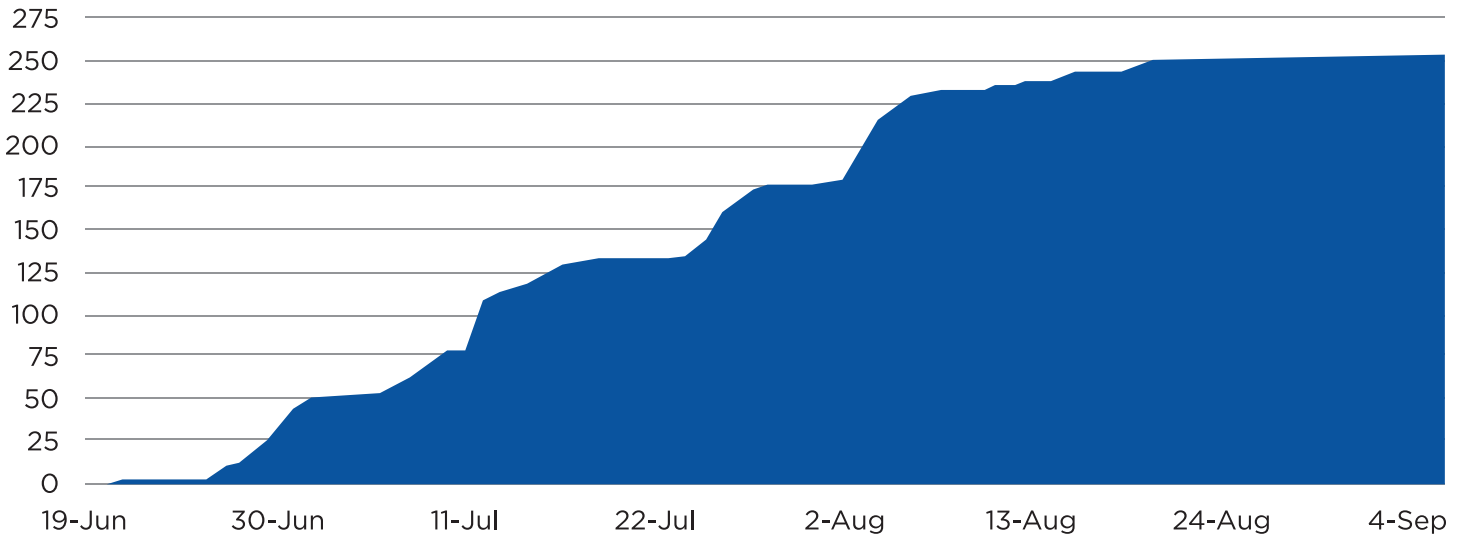


Figure 1 illustrates participation levels over the course of the survey. Five MetroQuest "screens" were used as part of the survey including "Welcome, Goals & Objectives, Existing Conditions, Priorities, and Stay Involved." **Appendix A** includes the MetroQuest screens and **Appendix B** includes all the comments entered into one or more of the screens by participants.

As shown in **Figure 1**, public participation levels spiked four times, in late June, mid July, late July, and early August. All four spikes coincided with social media advertising and TPO and Marion County email blasts advertising the meetings, indicating the effectiveness of digital media as an outreach tool. The following sections detail the social media marketing efforts, the specific questions asked in the survey, and the public responses.

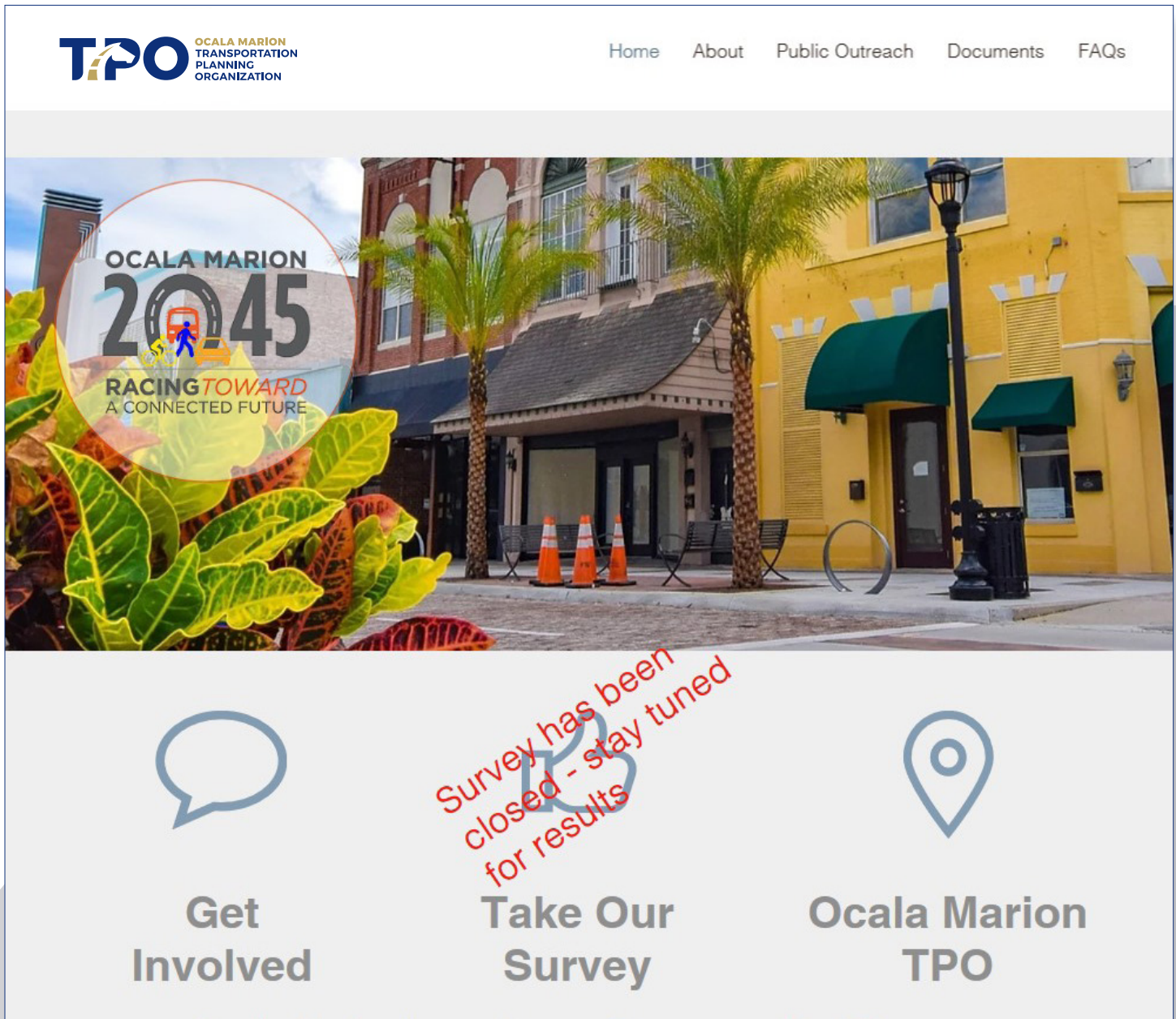
II. MARKETING EFFORTS SUMMARY

A total of 12 advertisements were procured on social media over the course of the survey period. The total number of impressions, defined as number of times a piece of content was shown to a Facebook user, garnered via the promotional advertisements was just under 28,300. The average number of impressions by advertisement was

more than 2,350. While not all people who were reached by the social media posts completed, or even viewed the survey instrument, this strategy certainly resulted in increases in survey responses.

A project website was also used to advertise the survey, with a link to the survey on the project home page at www.ocalamarion2045.com. In addition to the digital outreach, paper surveys were distributed at a series of six public workshops held in August 2019.

Figure 2: 2045 LRTP Website



III. GOALS AND OBJECTIVES

Participants were asked which of the draft goals and objectives are most important to them. The goals were arranged in a random order and participants were asked to rank them in order of importance. Objectives under each respective goal were listed when participants clicked on any given goal, to clarify the meaning of the different goals. The purpose of this part of the survey is to gain input from participants as a factor that can be used by the LRTP Steering Committee, and ultimately the TPO Board, to weight the LRTP goals for application in the needs assessment and cost feasible plan development. **Figure 3** illustrates the results of the Goals and Objectives ranking question.

Goals and Objectives – Key Findings

The Goal ranking results in the survey yielded a fairly modest distinction between the various goals in terms of average rank across all responses. The results depicted in **Figure 3** are charted by average rank. If a goal was consistently ranked the most important goal, the average rank would be 1.00. The lower the average rank, then, the higher the importance of the goal, on average. The highest ranked goal, based on this analysis, is the Quality & Natural Places goal, with an average rank of 1.65. Second highest is the Optimize Existing System Goal. The next three goals in order of importance differ in rank by an average of 0.02, effectively making them more or less equal in importance, according to the survey results. These include Economic Development, Travel Choices, and Safety & Security. The sixth and final goal is the Community Needs goal, ranked lowest with an average rank of 2.23.

Figure 3: Goals and Objectives Average Rank

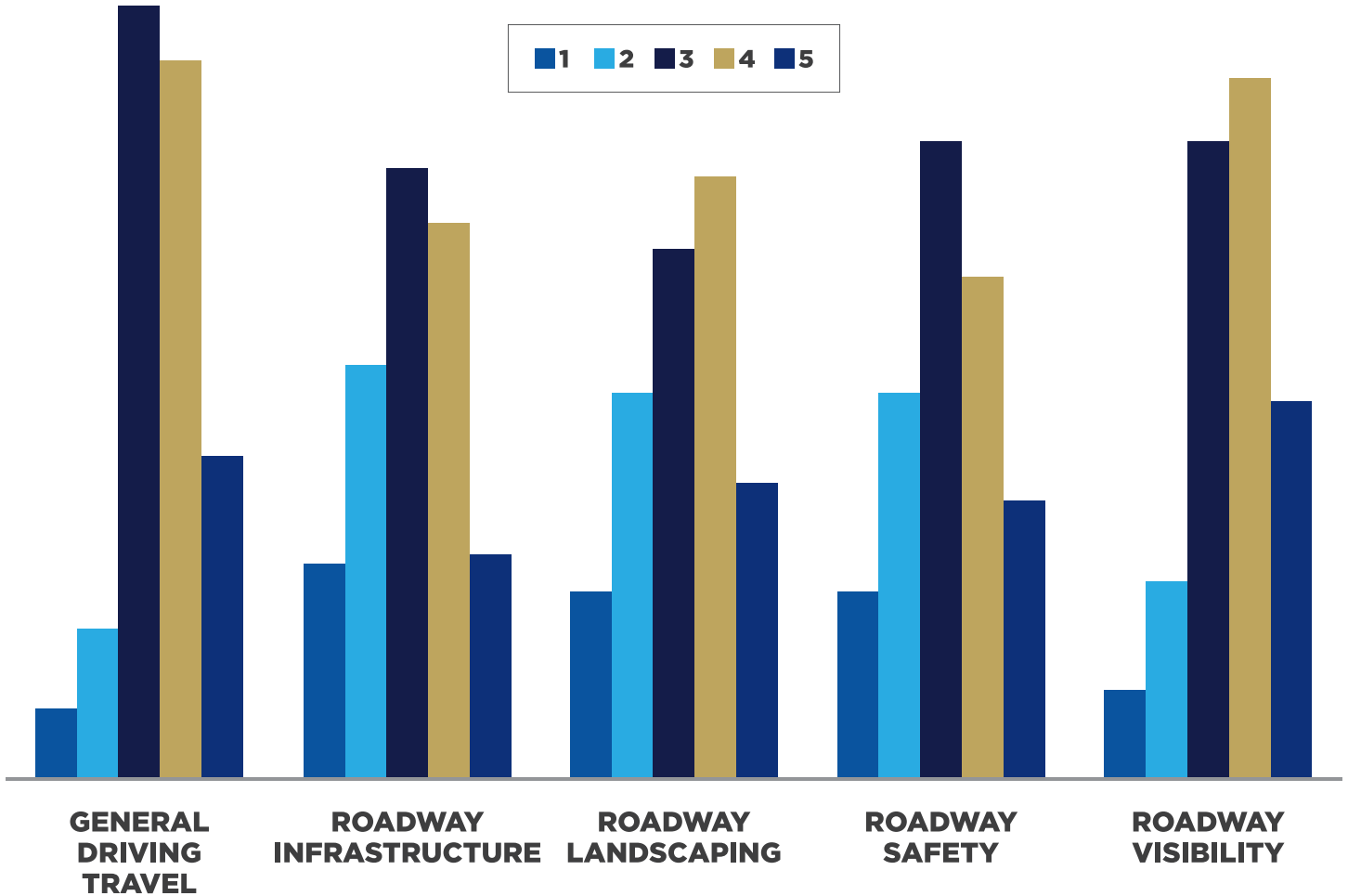


IV. EXISTING CONDITION RATINGS

Participants were asked to rate the existing driving, walking, bicycling, and transit conditions on a scale of 1 to 5 (with “1” being the worst and “5” being the best).

Questions were developed for driving, walking, bicycling, and transit conditions based on the unique needs and characteristics of each transportation mode; however, questions regarding general travel, infrastructure, connectivity, and safety were asked for all modes. **Figure 4** through **Figure 8** illustrate the results of the Existing Condition Rating.

Figure 4: Driving Conditions



General Driving Travel: Ease of commuting to and from work or school or traveling for personal errands.

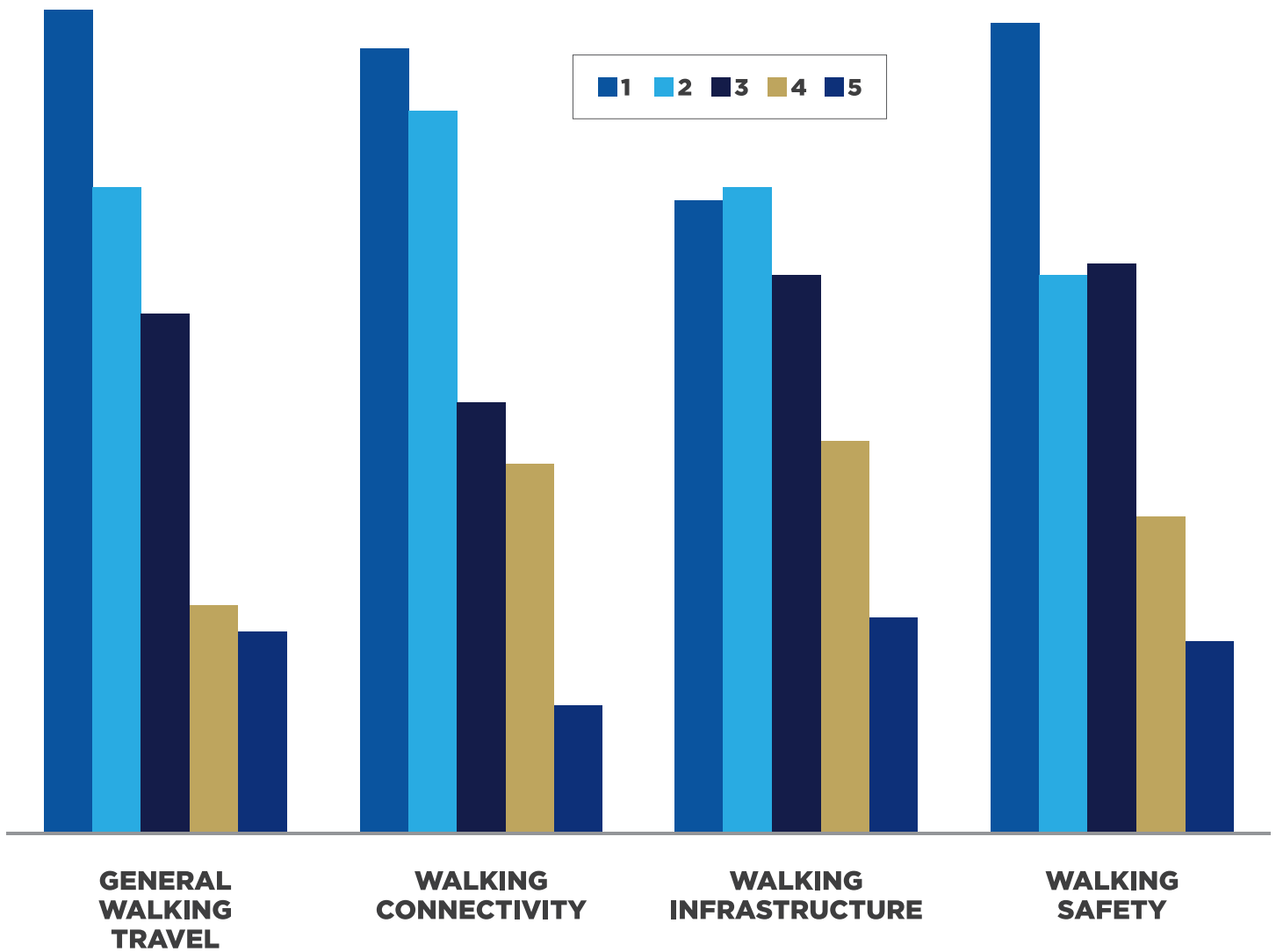
Roadway Infrastructure: Traffic signal timing and coordination, roadway conditions such as potholes, grooved pavement.

Roadway Landscaping: Trees, shrubbery, and other green features along roadways.

Roadway Safety: Your feeling of personal safety when driving (dangerous roadways, intersections, crashes, etc.)

Roadway Visibility: Sight distance visibility, clarity of roadway signage.

Figure 5: Walking Conditions



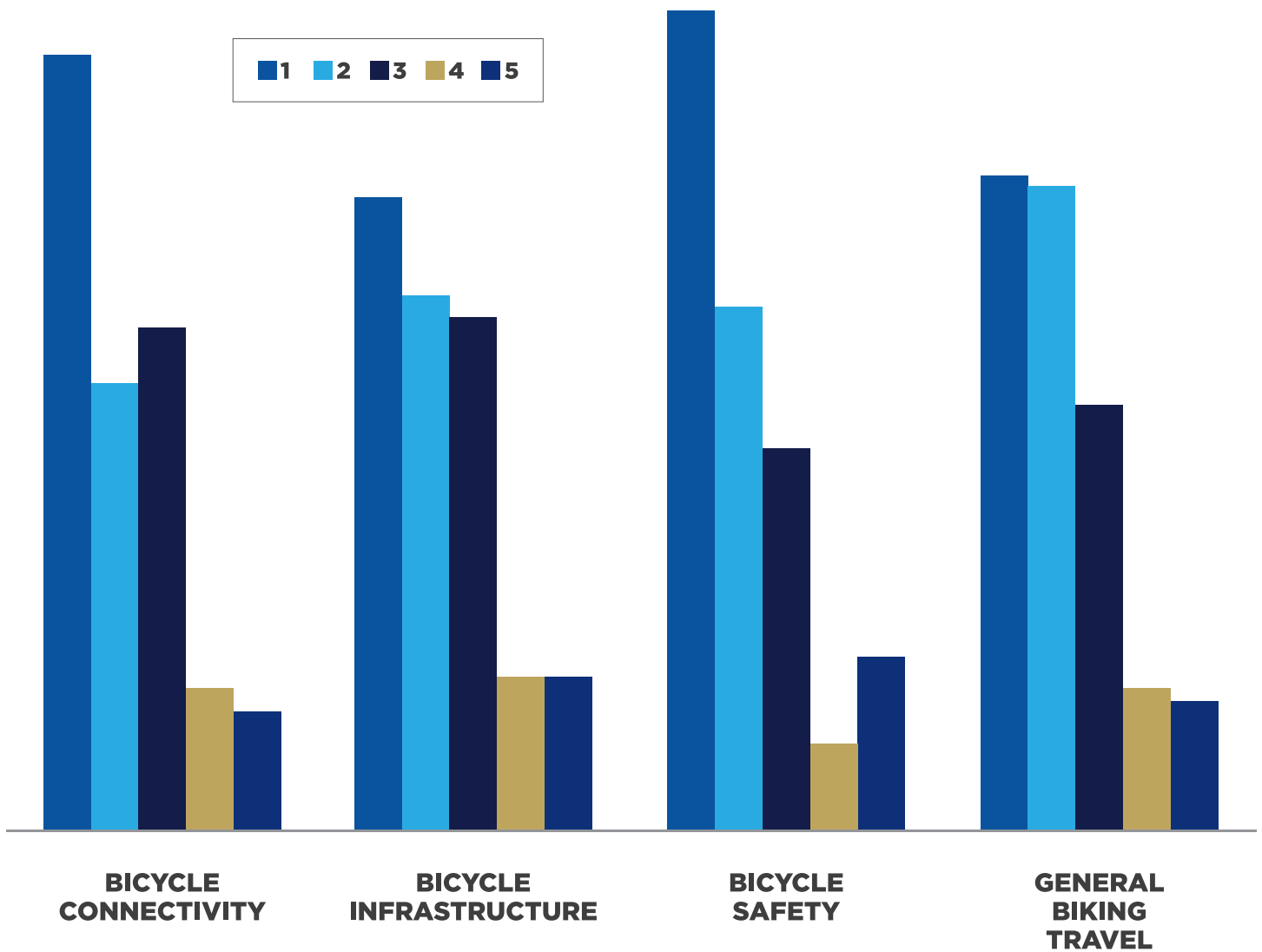
General Walking Travel: Ease of walking to and from work or school; or traveling for personal errands.

Walking Connectivity: Continuous sidewalks or other walking facilities without gaps in the network.

Walking Infrastructure: The presence and physical condition of sidewalks, crosswalks, shared-use paths, and trails.

Walking Safety: Your feeling of personal safety when walking (dangerous roadways, intersection crossings, etc.)

Figure 6: Bicycling Conditions



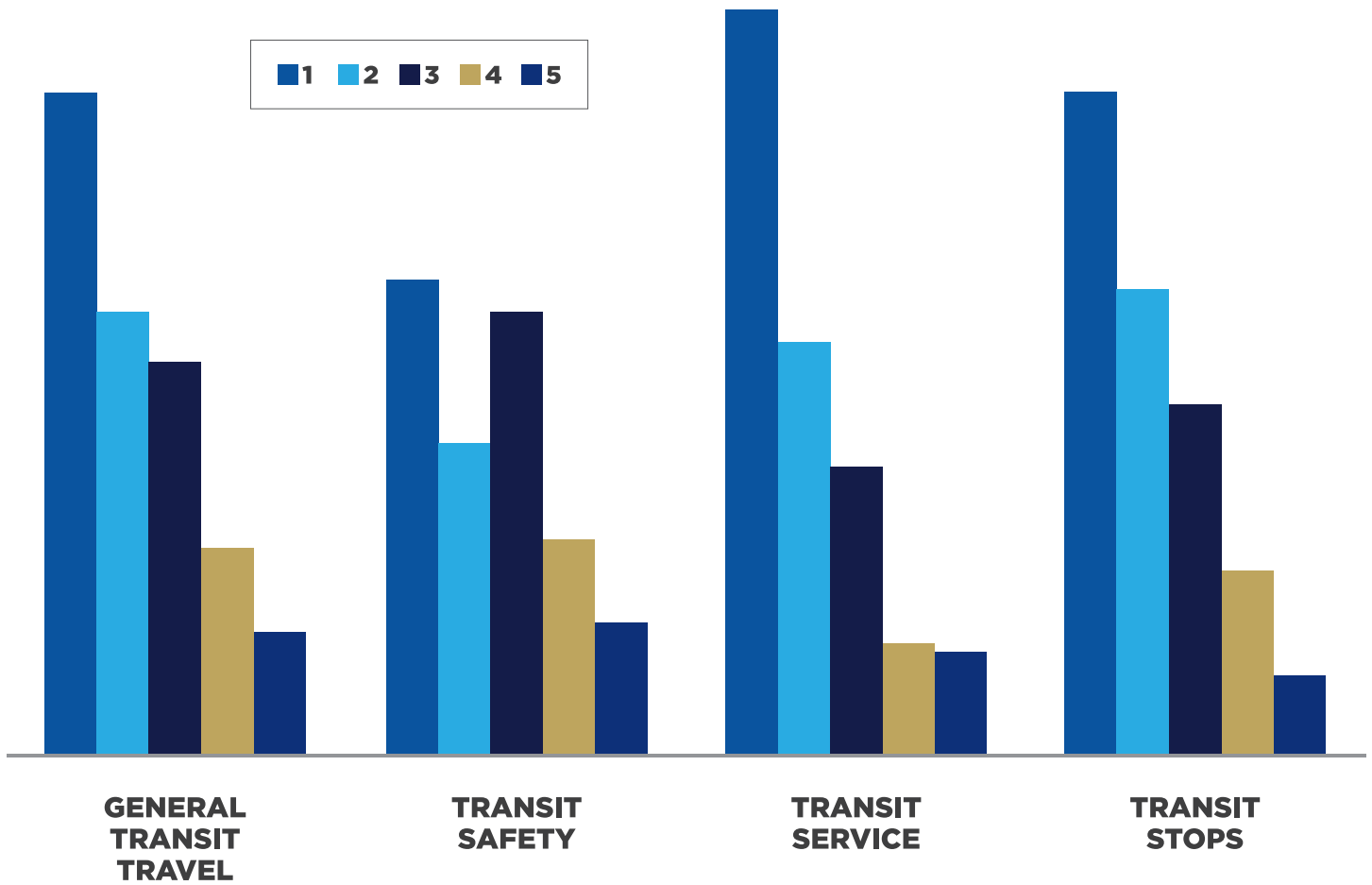
Bicycle Connectivity: Continuous bike lanes or other bicycle facilities without gaps in the network.

Bicycle Infrastructure: The presence and physical condition of bike lanes, bike parking, shared-use paths, and trails.

Bicycle Safety: Your feeling of personal safety when biking (dangerous roadways, intersections crossings, etc.)

General Biking Travel: Ease of bicycling to and from work or school; or traveling for personal errands.

Figure 7: Transit Conditions



General Transit Travel: Ease of taking transit to and from work or school; or traveling for personal errands.

Transit Safety: Your feeling of personal safety when waiting or riding public transit.

Transit Service: Routes that go directly where you need, without having to transfer. The amount of time it takes to get to your destination by bus.

Transit Stops: Transit shelters, signs, locations, conditions, and proximity to destinations.

Existing Condition Rating – Key Findings

The following section provides a summary of the key findings as part of the *Existing Condition Rating* section of the survey.² As described previously, the following findings are representative of the people who completed the survey and do not represent the entire population of Marion County.

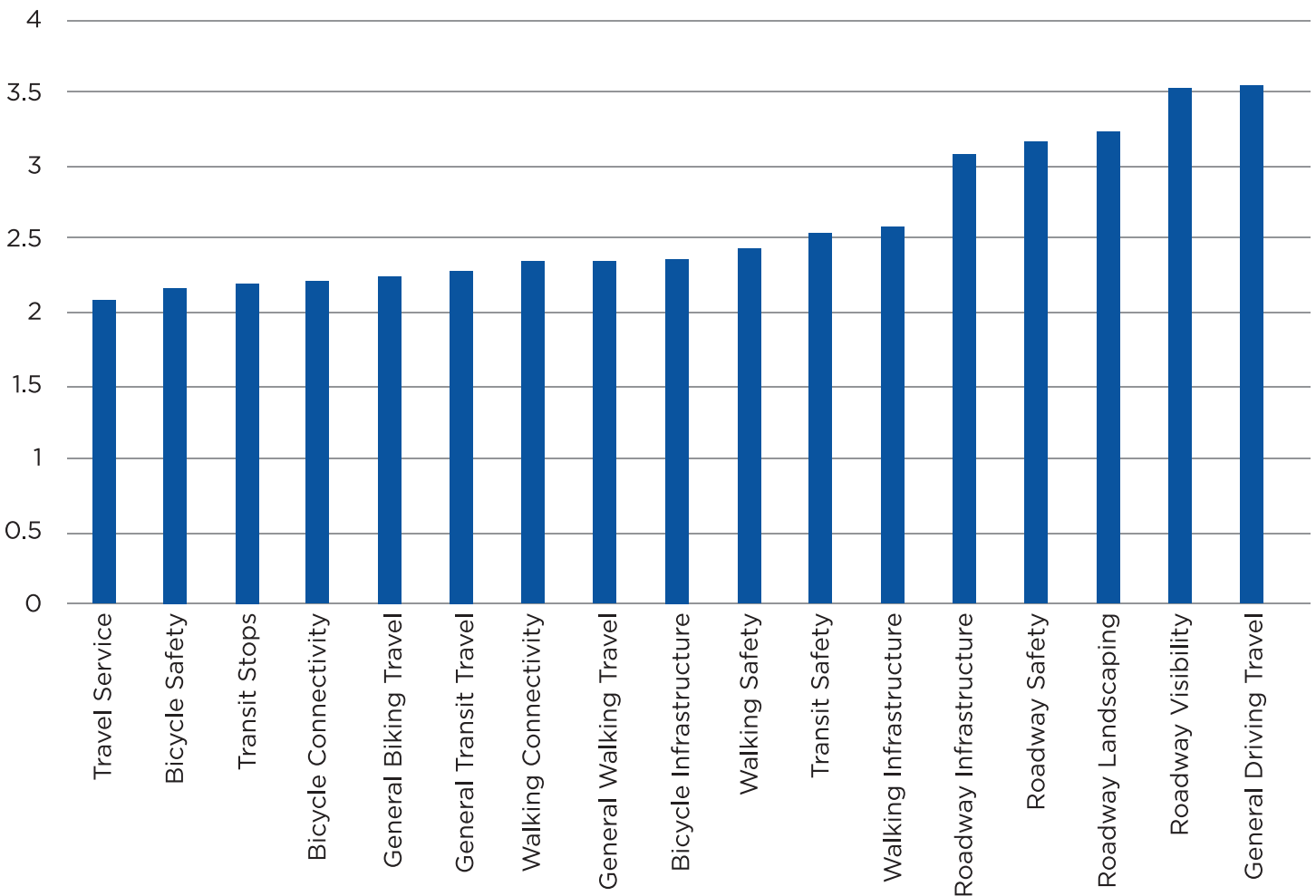
- The top average scores for the existing condition rating exercise included General Driving Travel (3.5), Roadway Visibility (3.5), Roadway Landscaping (3.2), and Roadway Safety (3.2).

- The bottom average scores for the existing condition rating exercise included Transit Service (2.1), Bicycle Safety (2.2), Transit Stops (2.2), Bicycle Connectivity (2.2), General Biking Travel (2.3), and General Transit Travel (2.3).

As illustrated in **Figure 8**, and described above, existing condition averages related to motorized vehicle travel rated highest whereas conditions for transit and bicycles rated the lowest.

² Existing Condition Ratings were based on a scale of 1-5 (with "1" being the worst and "5" being the best).

Figure 8: All Modes (Average)



V. IMPROVEMENT PRIORITY RANKING EXERCISE

Participants were asked to rank the importance of a range of transportation improvement types to meet Marion County’s future transportation system needs. Each participant ranked their top 5 priorities in order of 1 through 5 with “1” being the most important and “5” being the least important (of the top 5). The following represent the improvement types that were ranked and **Figure 9** illustrates the results of the ranking exercise.

Freight Movement - Focus more investment on major roadways used for freight movement

Local Roadways - Focus more investment on local roadways including bicycle and pedestrian facilities

Improve Bike and Pedestrian - Improve bicycle and pedestrian facilities by expanding infrastructure and closing gaps within the existing network

New Bus Routes - Add new bus routes to roadways and areas that are currently underserved

New Roadways - Expand existing roadways or add new roadways

Existing Roadways - Improve roadways with operational strategies like signal timing, real time travel information, limiting left turns, etc.

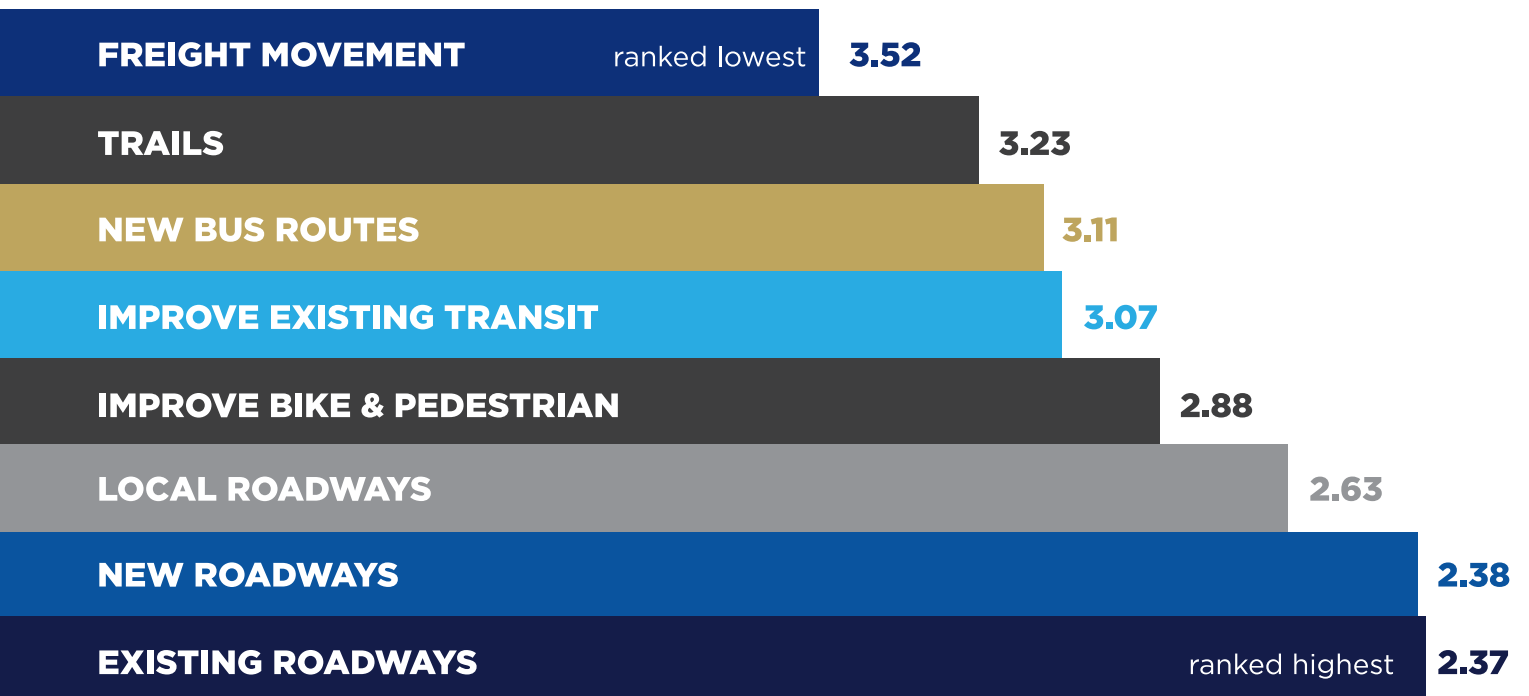
Trails - Improve and expand the existing trail network in Marion County

Improve Existing Transit - Add more service to existing transit routes such as increasing the number of buses per hour

Priority Ranking Exercise – Key Findings

The results depicted in **Figure 9** are charted by average rank. If an improvement type was consistently ranked the most important goal, the average rank would be 1.00. The lower the average rank, then, the higher the importance of the improvement type, on average. As illustrated above, the majority of people ranked Existing Roadways and New Roadways as the most important improvement types for meeting the future transportation system needs of Marion County. Improvements related to Freight Movement, Trails, and New Bus Routes ranked lowest and Improvements to Existing Transit and Bike and Pedestrian facilities were ranked in the middle.

Figure 9: Improvement Priority Ranking Average

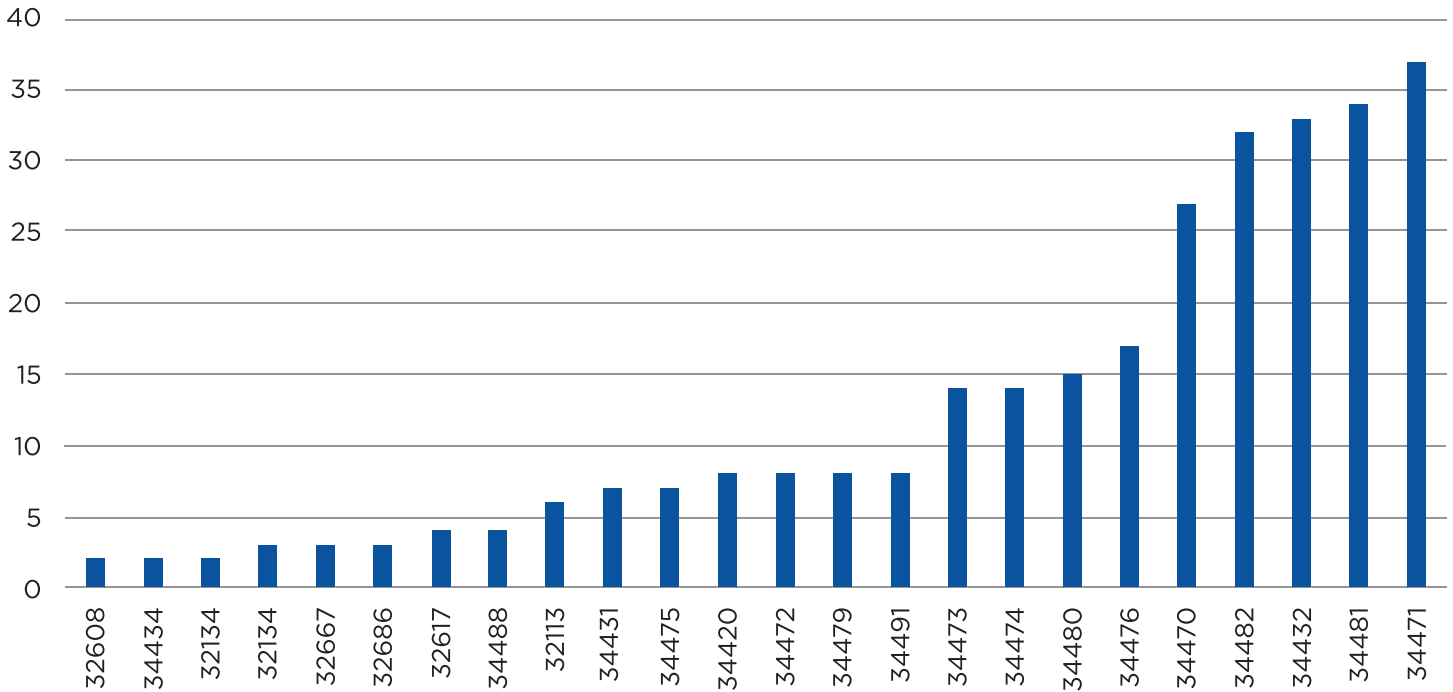


VI. STAY INVOLVED (DEMOGRAPHICS)

Participants were asked to provide contact information as well as demographic information to help gain a broader understanding of which

audiences were being reached, as well as which audiences could be better served through additional public outreach. **Figure 10** and **Figure 11** illustrate the results of the Stay Involved (Demographic) survey. Over 35 different home ZIP codes were recorded; **Figure 10** illustrates participation for all home ZIP codes represented by more than one respondent.

Figure 10: Home ZIP Code



34471 Ocala, FL

34481 Ocala, FL

34432 Dunnellon, FL

34482 Ocala, FL

34470 Ocala, FL

34476 Ocala, FL

34480 Ocala, FL

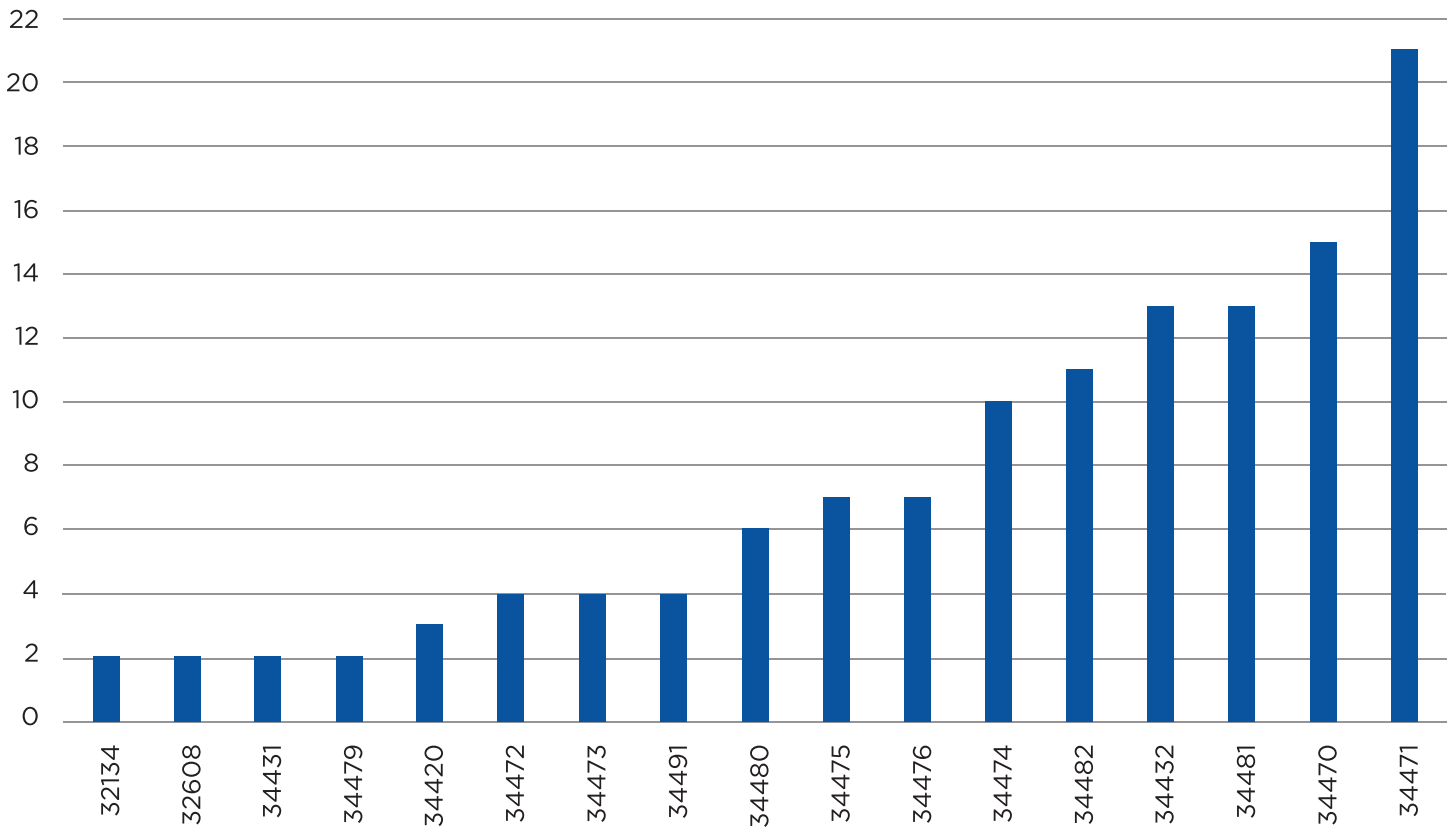
34474 Ocala, FL

34473 Ocala, FL

34491 Summerfield, FL

Over 25 different work or school ZIP codes were recorded; **Figure 11** illustrates participation for all work or school ZIP codes represented by more than one respondent.

Figure 11: Work or School ZIP Code



34471	Ocala, FL
34470	Ocala, FL
34481	Ocala, FL
34432	Dunnellon, FL
34482	Ocala, FL
34474	Ocala, FL
34476	Ocala, FL
34480	Ocala, FL
34491	Summerfield, FL
34473	Ocala, FL
34472	Ocala, FL
34420	Belleview, FL

Figures 12 and 13 break down respondents by age and race, with a comparison to the age and race breakdown for Marion County in the 2010 US Census.

Figure 12: Age

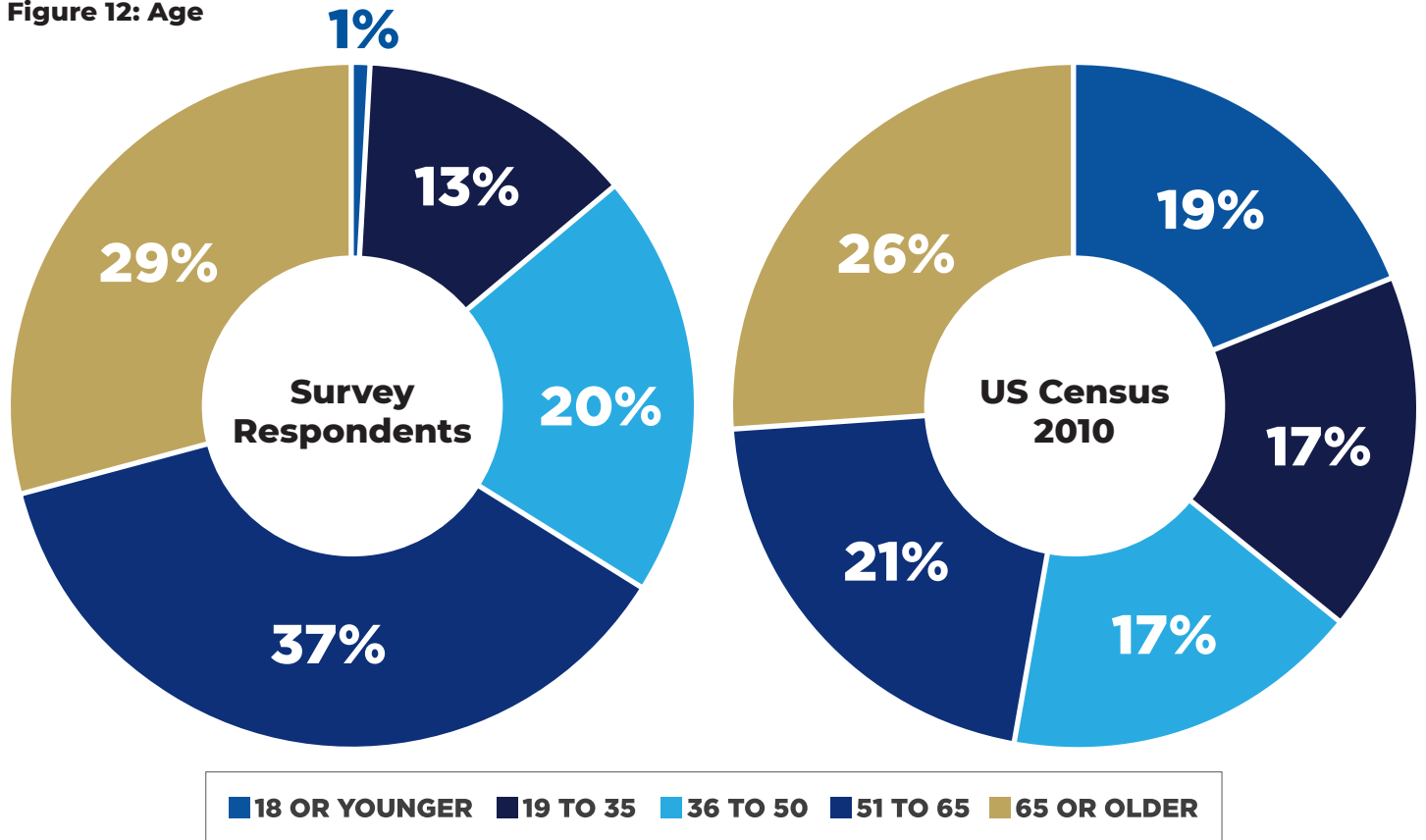
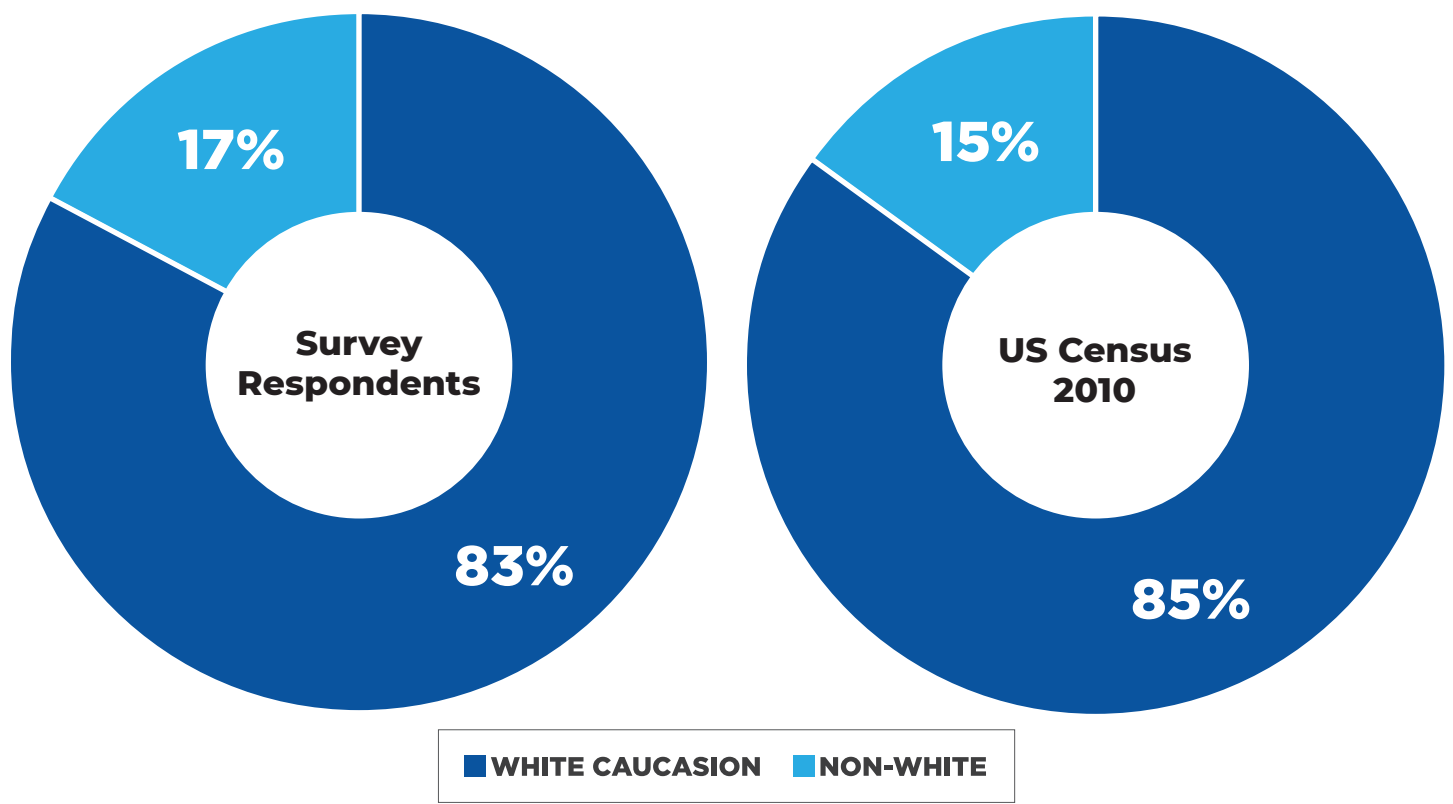


Figure 13: Race/Ethnicity



Demographics – Key Findings

The geographical breakdown of survey respondents, in terms of where they live, is fairly well dispersed, with 35 of 38 zip codes in Marion County represented by two or more survey respondents. For place of work or school, 25 of 38 zip codes in the County are represented.

The age breakdown of survey respondents closely mimics the Marion County population, with the exception of two cohorts. The 51 to 65 year old cohort is over-represented in the survey by about fifteen percentage points, while the 18 or younger cohort is under-represented by about eighteen percentage points. This age imbalance is fairly commonplace in transportation planning studies, but efforts have been made since the survey to reach out more to younger populations through additional social media and school outreach channels.

The race breakdown of survey respondents, simply categorized as White Caucasian vs Non-white, even more closely resembles the 2010 population in Marion County, with a slight over-representation of Non-white residents.

VII. SURVEY COMMENTS

In addition to pre-scripted questions in the Metroquest survey, respondents were given the opportunity to provide comments at every step of the survey process. More than 320 comments were provided, ranging from general comments about the existing condition of the Marion County transportation system to very specific comments about safety, mobility, and operating issues at the segment and intersection levels. Several summaries of the comments are provided in **Figures 14** and **15** below, categorized in different ways. **Figure 14** depicts a categorical summary of the comments, including general and facility-specific comments, with the largest share of the comments related to pedestrian/bicycle issues (25%), followed by roadway operational issues (21%), followed by public transit issues (18%). **Figure 15** summarizes by facility, including only facility-specific comments. The most commented facilities include SR 40 (19%), SR 200 (18%), US 41 (16%) and I-75 (13%). Finally, **Figure 16** narrows the categorical summary of comments to those that are facility-specific, indicating that as they pertain to specific facilities, the most commented issues are roadway operations (39%), pedestrian/bicycle (19%), and safety (16%). **Appendix B** lists all 327 comments submitted by respondents, organized by type.

Figure 14: Comments by Type

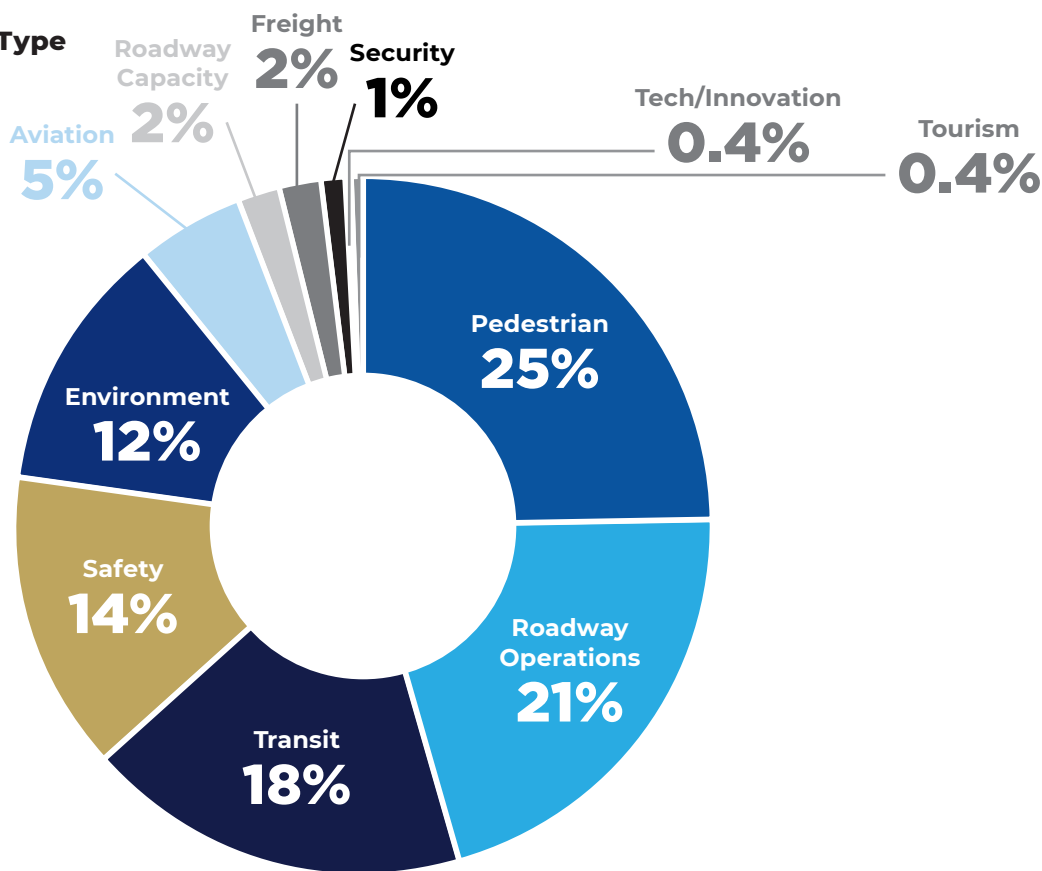


Figure 15: Comments by Facility

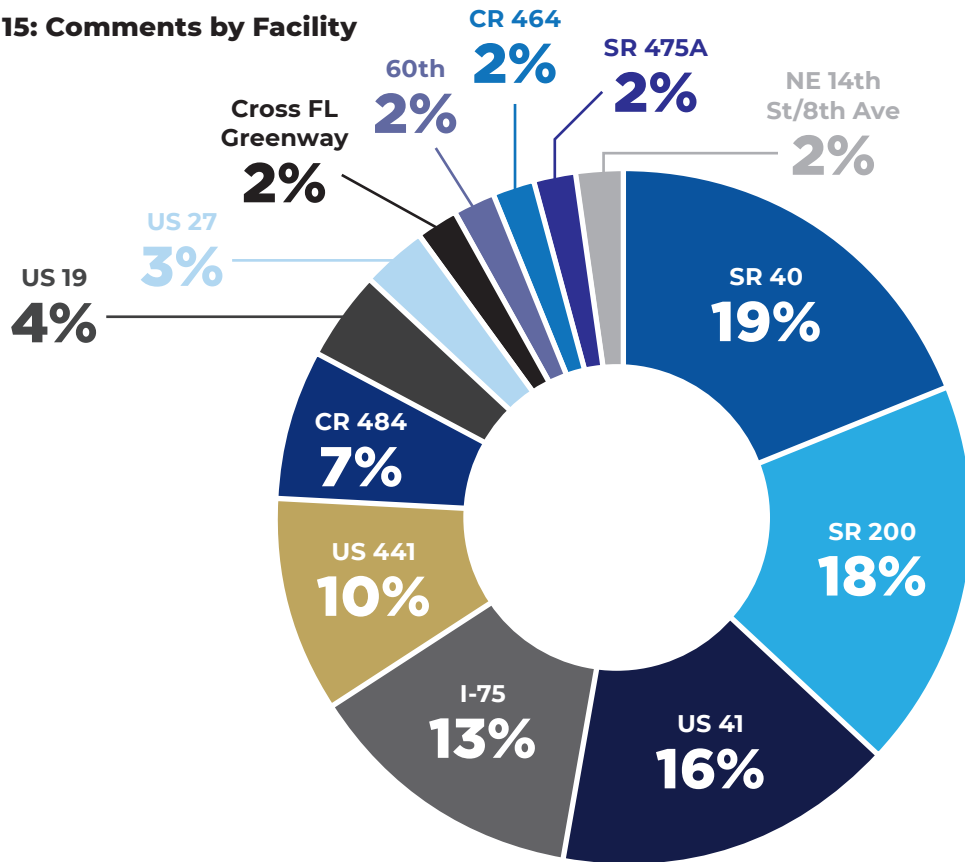
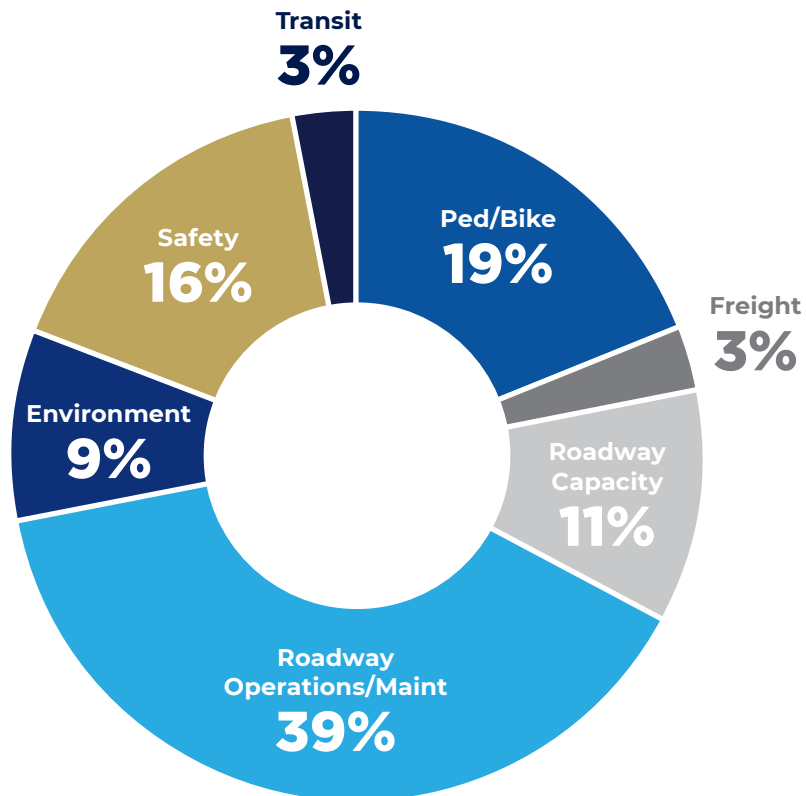


Figure 16: Facility Specific Comments by Type



APPENDIX A - METROQUEST SURVEY SCREENS

WELCOME
2 GOALS AND OBJECTIVES
3 EXISTING CONDITIONS
4 PRIORITIES
5 STAY INVOLVED

We Need Your Input!

The Ocala/Marion County Transportation Planning Organization (TPO) is currently developing the 2045 Long Range Transportation Plan (The Plan). The goal of this Plan is to create a transportation system to serve the needs of Marion County's residents and visitors



As part of our public outreach efforts, the Ocala/Marion TPO is seeking input through this survey to help guide Marion County's long term transportation needs



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WELCOME
2 GOALS AND OBJECTIVES
3 EXISTING CONDITIONS
4 PRIORITIES
5 STAY INVOLVED

What to do
Next Task

Order your top 2 items above this line

- Community Needs
- Safety & Security
- Optimize Existing System
- Economic Development
- Quality & Natural Places
- Travel Choices

Please rank up to 5 items.



Please drag 2 of the items above the line in your preferred order.

Suggest another

Goals and Objectives
 What to do

Tell us what goals and objectives are most important to you. Click on the Goal to view the associated objectives.

Please rank up to 5 items.



Please drag 2 of the items above the line in your preferred order.

Done
More

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WELCOME

2 GOALS AND OBJECTIVES

3 Existing Condition Rating

What to do Next Task

4 PRIORITIES

5 STAY INVOLVED

Driving Conditions

For each of the EXISTING driving conditions, please provide your opinion of its rating from 1 to 5 stars.

Walking Conditions

Bicycling Conditions

Transit Conditions

General Driving Travel

Ease of commuting to and from work or school or traveling for personal errands

Roadway Infrastructure

Traffic signal timing and coordination, roadway conditions such as potholes, grooved pavement

Roadway Landscaping

Trees, shrubbery, and other green features along roadways

Roadway Visibility

Sight distance visibility, clarity of roadway signage

Roadway Safety

Your feeling of personal safety when driving (dangerous roadways, intersections, crashes, etc.)

Next Category

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WELCOME

2 GOALS AND OBJECTIVES

3 Existing Condition Rating

What to do Next Task

4 PRIORITIES

5 STAY INVOLVED

Driving Conditions

For each of the EXISTING walking conditions in Marion County, please provide your opinion of its rating from 1 to 5 stars

Walking Conditions

Bicycling Conditions

Transit Conditions

General Walking Travel

Ease of walking to and from work or school; or traveling for personal errands

Walking Infrastructure

The presence and physical condition of sidewalks, crosswalks, shared-use paths, and trails

Walking Connectivity

Continuous sidewalks or other walking facilities without gaps in the network

Walking Safety

Your feeling of personal safety when walking (dangerous roadways, intersection crossings, etc.)

Next Category

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WELCOME 2 GOALS AND OBJECTIVES 3 Existing Condition Rating 4 PRIORITIES 5 STAY INVOLVED

What to do Next Task

Driving Conditions For each of the EXISTING bicycling conditions in Marion County, please provide your opinion of its rating from 1 to 5 stars

Walking Conditions

Bicycling Conditions

Transit Conditions

General Biking Travel ★ ★ ★ ★ ★
Ease of bicycling to and from work or school; or traveling for personal errands
Comment

Bicycle Infrastructure ★ ★ ★ ★ ★
The presence and physical condition of bike lanes, bike parking, shared-use paths, and trails
Comment

Bicycle Connectivity ★ ★ ★ ★ ★
Continuous bike lanes or other bicycle facilities without gaps in the network
Comment

Bicycle Safety ★ ★ ★ ★ ★
Your feeling of personal safety when biking (dangerous roadways, intersection crossings, etc.)
Comment

Next Category

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WELCOME 2 GOALS AND OBJECTIVES 3 Existing Condition Rating 4 PRIORITIES 5 STAY INVOLVED

What to do Next Task

Driving Conditions For each of the EXISTING transit conditions in Marion County, please provide your opinion of its rating from 1 to 5 stars

Walking Conditions

Bicycling Conditions

Transit Conditions

General Transit Travel ★ ★ ★ ★ ★
Ease of taking transit to and from work or school; or traveling for personal errands
Comment

Transit Stops ★ ★ ★ ★ ★
Transit shelters, signs, locations, conditions, and proximity to destinations
Comment

Transit Service ★ ★ ★ ★ ★
Routes that go directly where you need, without having to transfer. The amount of time it takes to get to your destination by bus
Comment

Transit Safety ★ ★ ★ ★ ★
Your feeling of personal safety when waiting or riding public transit
Comment

Next Task

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1 WELCOME

2 GOALS AND OBJECTIVES

3 EXISTING CONDITIONS

4 PRIORITIES

Transportation Priorities

What to do Next Task **5** STAY INVOLVED

Order your top 5 items above this line

- Freight Movement
- Improve Bike & Pedestrian
- Improve Existing Transit
- New Bus Routes
- Trails
- Local Roadways
- New Roadways
- Existing Roadways

Please rank the importance of the following improvements for meeting Ocala/Marion County's FUTURE transportation system and economic development needs.

Please drag 5 of the items above the line in your preferred order.

Suggest another

Help Privacy About MetroQuest

Transportation Priorities
What to do

Please rank the importance of the following improvements for meeting Ocala/Marion County's FUTURE transportation system and economic development needs.

Please drag 5 of the items above the line in your preferred order.

Done More

1 WELCOME

2 GOALS AND OBJECTIVES

3 EXISTING CONDITIONS

4 PRIORITIES

5 STAY INVOLVED

Stay Involved

What to do

Final Questions (Optional)

Home ZIP Code
Type...

Work or School ZIP Code
Type...

Race/Ethnicity
Select...

Age
Select...

How did you hear about the survey?
Type...

Email
Type...

Submit Final Questions Skip

Help Privacy About MetroQuest

Thank you!

Please provide your contact information if you would like to stay up-to-date on the Plan and future public engagement activities. Visit the project website to learn more: <https://www.ocalamarion2045.com/>

Stay Involved
What to do

- Thank you for your input so far! It has been recorded.
- Please answer a few optional questions. This helps us understand your input better.
- Your private information will be kept private.
- Use the sharing tools (on the right) to spread the word!

Start

APPENDIX B - METROQUEST COMMENTS

PED/BIKE

Urban Design- what does the sense of place for the pedestrian (the person spending money) feel like Transit options, BRT/ trackless trams for long distance to connect Ocala, the Shores, Belleview, the Villages, and toward Sunrail. Regional connections. And those little carts that look like mini buses. allow them to be circulators in our urban areas

Our small community does not need or want a new super highway that will destroy our rural way of life. More bike paths along school roads would be nice.

Very dangerous for bike commutes.

Few more crosswalks would stimulate walking with residential areas in town reducing sprawl.

On the major arterial roads, the highspeed limits and lack of mid-block crosswalks makes it feel dangerous to be a pedestrian.

Walking is very dangerous. No protection at all. No sidewalks, bike paths, street lights or neighborhood roads without potholes.

Design roads for the speed intended, use complete streets, build bike/ped infrastructure. Statistics show that if the protected and landscaped bike/ped infrastructure is there then people will use it. Here, no one walks because they are like Frankenstein's monster, they want to live. Wide Right Of Ways and stroads built like freeways, along with no trees and a history of huge setbacks has made this place ugly and dangerous by design.

There are some places where the sidewalk just ends.

There are some places where the sidewalk ends and some where there is no sidewalk at all.

Many sidewalks are uneven and not trimmed overhead. Also there aren't enough sidewalks in general

Love the Rails to Trails at Santos! Just needs a bathroom at the SR 200 end!

Walk from bestbuy to bed bath and beyond. You'll have to cross a total of at least 12 lanes of traffic, traffic is doing 45-55mph through there, the right of way is wide and the buildings are so far from the street. If you don't die of heat stroke or being run over then you deserve a medal from the Mayor. And a medal of navigation for making it through the seas of parking just to get to the pedestrian death zone. Ocala and it's love for the car.

I live on the NE section of MC near Silver Springs. There are no neighborhood sidewalks or bike paths.

I live and work downtown and the sidewalks are awful and end in random places.

Fill sidewalk gaps more often. Why rip out a segment but leave another segment, especially when the part ripped out is the high and dry place people could stand on when waiting for a bus - now they have to stand in the mud and puddles of water.

Fill in more sidewalk gaps, especially along critical roads - and finish off them as well - extend 1/2 down the road then stop - forcing people into the road?

Nice network of "ribbon" walkways at Heathbrook Hills and Fore Ranch, but not a good connector. Also, would be nice to incorporate park with rest stop/bathrooms south of Racetrac gas station, for walkers.

Nothing in my area to encourage walking.

Almost anywhere you drive in this county you can see sidewalk gaps or simply sidewalk ending or no sidewalk at all and you see a goat trail along the side of the road. that trail is from people trying to walk so much that the grass died. Just look at the maps of our sidewalks, for the sidewalks actually recorded...

There are some places where the sidewalk just ends and leaves you walking on the side of a busy road.

You're establishing California style bike lanes but the drivers here need to be educated and tested on how to treat bike lanes. They are not passing lanes and most space was taken from right turn lanes and I see a lot of infractions and safety issues because people don't understand.

Cycling here has to be similar to cycling in the world of mad max. No infrastructure, no network, no trees, few bike lanes, Cyclists have to stay to the side at intersections.

Drivers in Ocala have little respect for cyclists. no bike lanes make cycling extra dangerous

I am threatened every time I try to ride in the lanes.

There is a generational lack of understanding of bike lanes, their use, the rules, and safety of all drivers of bikes, cars, and trucks. Bikers need to understand that for a time, they need to be hyper vigilant about their surroundings and others around them.

I would love to be able to bike to work, but people treat the new bike lines on Baseline Rd like turn lanes and I don't want to die.

Bike lanes are similar to those in California but seem narrower (ie: NE 14th Street and NE 8th Ave.) Also, since the city borrowed the right lane on NE 8th Avenue as a bike lane and changed busy street from 2 lanes to 1, it's sometimes difficult to turn left (South) from NE 9th Street onto 8th. Because of the entertainment complex at Tuscawillia's entrance being there, I think a traffic signal is warranted. Aldo, since reducing NE 8th Avenue to a single lane, many more commercial vehicles, including 18 wheelers, are using my street, NE 10th Avenue as a bypass and exceed the 30mph residential speed limit. I would like a speed bump installed as a deterrent. Drivers used to NE 8th Avenue being 2 lanes don't observe the bike lane and still use it for passing and right hand turns. Otherwise, good job!

Many roads still lack bike lanes or some sort of bike boulevard designation.

Show us a map of bicycle connectivity. When you cannot provide one then your question is answered. I'd give these 0 stars but that isn't an option.

Bonnie Heath, 42nd St, 8th Ave are all excellent for bike traffic. SR 40, US 441, and SR 200 ARE NOT. These roads all need bicycle lanes.

Bike facilities are lacking for sure. Fill in the gaps, and connect the existing routes at least.

What bike lanes, etc. They only seem to be on the state's roads - nowhere else - and those are risky with the higher speeds better separate/mark - don't reduce the speeds.

I'm seeing more of these (bike lanes) proliferate but it's not enough. People here are not kind to people on bicycles. They do not like to share the road and are often unaware that bicycles follow all of the same traffic rules.

Santos Trail rocks...but needs to be finished or have a bathroom installed at the SR 200 end.

While Santos has a great option, it's only 15 miles. That leaves many of us out.

Every transit stop should have a safe sidewalk towards it and a crosswalk nearby.

I would like to bike commute but a lack of lanes stops me.

Need more multipurpose trails so that people can bike to grocery store, bank, exercise etc. less car use.

Living in Rainbow Spring I use the walking trail. Have to drive to stores

No shade, and oddly placed crosswalks don't help people who want/need to walk.

There are no sidewalks in my area- and because we are the "poor part of town" one would have to trudge through trash to get anywhere. I do not walk.

No sidewalks

I don't live in Citra. The only stores close to me that I could walk to are along US 301 and it does not have pedestrian accommodations and the people speed on the side streets so I wouldn't walk anywhere.

Not enough sidewalks or wide enough shoulders to walk or bike. The High School road in Dunnellon should have a wide shoulder for students and teachers who bike or walk to school.

Depending on where you live, walking to work or school is most likely not possible. In other areas there needs to be improvement of sidewalk availability and maintaining sidewalks.

Newer roads are better but the older roads are severely lacking. Sidewalks at hammett bowen need to be installed as kids are walking in grass or on the roadway to get to the cross walks

Florida and the few sidewalks we have are not lined with trees or shade. Combine that with the wide lanes and extra wide Right of Way. No way is walking comfortable or easy here.

We need better sidewalks/ bike lanes

Not enough sidewalks!

Lack of sidewalks for walking, biking, and Segway.

There are no walking paths in my neighborhood

Needs improvement - shade for routes would be good too.

On us 41 the new road in 2024 should have bike lane instead of sidewalks as in the plan people do not walk to Walmart

If it isn't safe to walk then it isn't safe to bike. Only a small % of cyclists will ride in the unprotected bike lanes. It's not safe out there on the extra wide roads built for freight or whatever the intent was, and that is where you actually find a bike lane. Not too many of them here. No trees so the ride is even more sweaty than it needs to be.(Cyclists- people going to a real place, work/school/shopping. not those in spandex and training for exercise or events).

Need more bike lanes

Need better bike lanes

My comments on biking are the same as walkingnot to be done unless you risk life and limb.

Lanes could be built off busy roads and reducing sprawl would make it easier to bicycle or walk to work or shopping.

(Bicycle facilities) need huge improvement

The only path I know of is Santos. I'd love to see a path on 40 and down 19. Connecting Alexander to Juniper (and other) springs would be awesome.

Depends on where you live (bicycle infrastructure). Newer areas seem to have pretty good conditions but older areas well not too good

I notice far more bike zones in the roadways. Now we need advertising because older people who may not understand biking as a mode of travel do not know how to respect the space you've created. They drive in it, they drive through it, they kill people. Time to advertise in "older people magazines" and TV (I am 67 so I am not being disrespectful, I am pointing out a generational problem that you need to overcome that requires resources)

We lack bike lanes and I will be quite hesitant to ride a bicycle to work, even though it is very easy for me to do so. Again it is related to how people choose to drive with carelessness and a lack of respect.

Where cyclist or walkers come close to the road or the trails are built on the right of ways, there should be a barrier from the cars. How about solar pathways that will light at night or dusk.

If it were more convenient for people to bike and walk we would have a healthier community.

We need a true network for protected bike infrastructure. the few bike lanes we have are unsafe and no novice or even somewhat capable rider is going to try their luck on them.

TRANSIT

Public transit

I would like to see more buses or trains.

We need to optimize our mass transit from buses to trains. Private auto travel will be reduced in the future and mass transit will be the mode

Most of our transit stops are out in full sun and weather elements. For those who rely on public transportation, they are exposed and the first thing I think of our our young children and senior citizens

I don't see a lot of (bus) shelters.

NON-EXISTENT (transit) how there ISN'T a bus system going up and down 200 is beyond me

There should be covered stops here. You want people to ride transit to real places like work or school, they need protection from the elements if they're going to get caught standing out there

Transit conditions look horrid with blazing sun in summer and few areas for seating if waiting for busses. Needs encouragement with more communication to residents.

(Transit) not sufficient

Don't see many (bus) shelters

Transit conditions look horrid with blazing sun in summer and few areas for seating if waiting for busses.

I gave it (transit infrastructure) one star - but it doesn't even deserve that. No covers, no benches or places to lean, and you have to stand in mud/puddles, etc. (especially after the sidewalk is removed and never replaced).

Marion County doesn't have general transit in my area. Why not?

Marion County doesn't have general transit in my area.

Again, I couldn't give "0" stars. A stop is right where I live and right where I work - they are 1 mile apart (no shade up hill walk on major highway) - but to go the one mile, I have to go all the way downtown and back to get there.

Bring passenger trains to Ocala. It would help the economy, especially downtown&events.

I don't live where transit is available

Not for me (transit). Sorry, we could not calculate transit directions from "Home ...

Otow provides transit as well as Marion transit. what about a rail system thru Ocala

Need improvement (transit)

The bus service is extremely limited here.

We need real bus stops in Ocala!

Really don't know (transit). Suntran has never been a reasonable option for me.

Haven't used transit. Would love to have a user-friendly transit/trolley linking Churchhill Square Shopping Center with Downtown and Tusawilla Park

No transit in my area!

Marion County doesn't have general transit in my area.

When you're within city limits it is probably a lot easier (transit). However outside of the city limits, challenging.

Some people can take it (transit). Maybe the flex routes will be nicer when that is up and running but they aren't advertising it to the residents. I live in a "future flex route area" and haven't heard it. Though I believe I'd be on the blue route flex and that would make my 6 minute drive to work probably closer to an hour transit ride. That first and last mile seems to be a killer in the transit here. For those that have transit options. Still aren't seeing any west of 75

We don't have metro or trains

No transit that I know of in Dunnellon.

Ease is NOT the term (transit). When a one-way trip takes an hour because you have to go downtown first - is NOT efficient.

Marion County doesn't have general transit in my area.

There is almost no public transportation, at least in Dunnellon and other smaller cities. This needs improvement.

Service should really aim for 7 days a week with a bus every 15 minutes on peak and every half an hour off-peak. Lack of connections to intercity transportation is another challenge.

Ease? if walking over a mile to the nearest bus stop constitutes "ease"

I am retired so I answer this from the perspective of an older retired individual. My over 55 community provides a fair system to get around and outside the community for personal needs. I do not see a lot of elder service vans that you see in many other larger cities... and it could be that my community fulfills that need through its own transit system.

There should be a priority to work with the FDOT, CSX and Amtrak to get passenger rail service back on the S-line serving Ocala.

Rail transportation with connections to other cities.

Provide connections to Rail (Amtrak, SunRail, Brightline/Virgin TrainsUSA)

If buses are typically less than half full, perhaps more smaller, user friendly buses, particularly in areas where there is a lot of on/off traffic.

Increasing the schedule so the buses run on Sunday

Consider alternative transit patterns other than a hub/spoke only arrangement.

Higher frequency transit would be nice.

Deplorable (transit)

Add park and Rest Stop/Rest Rooms south of Racetrack on 200 close to Market Street. Nice walks for Heathbrook Hills and Fore Ranch could converge here.

SW Ocala could use bus transportation

Change the bus services so that it can run on Sundays as well

There is no service on the SW quad of Ocala!

Improve use of rail system for movement of passengers and freight. Rail and use right-away with freeways and existing track.

AVIATION

Airport

Upgrade airport for human travel on commercial airlines.

Airport

Get us a major airport.

The Ocala airport needs to be expanded so commercial airlines can land.

Upgraded Airport for human travel by commercial carriers.

Passenger airport

We need an airport in Ocala. Too far to Orlando, Sanford or Tampa and traveling from Gainesville is ridiculous. Need major hub airport here.

The Ocala airport should allow commercial airlines, if it needs to be expanded then that should be reviewed, Orlando, Tampa and Gainesville take quite a while to reach.

Airline service

Does this objective (Travel Choices) include intercity travel choices? Ocala in the last 40 years has lost both rail and commercial air service.

Need commercial plane service at Ocala.

My experience is only with car, ride share, and plane. Ride Share into the airport is affordable and although there is a change of vehicles from Ocala to Orlando, it is reasonable. I wish Ocala would expand the airport to include some of the smaller commuter airlines that can barely keep up with jet Blue and Southwest. If you expanded the airport so carriers like Spirit Air and Frontier could take off, land, and develop their own hubs, you would get a ton of business. These airlines purchase a lot of the older, smaller models that could be doable in the space you have. You should look at the statistics of how many "unaccompanied minors" fly in and out of Orlando daily. The multiply that by 1.5 and you could get a rough idea of how many people would come just to visit their aging grandparents who are driving to and from Orlando to pick them up and bring them back.

ENVIRONMENT

Sustain the Quality of our Aquifer.

Quality of our Aquifer to not be interrupted

Save our Rural NW County to breed horses & cattle

Complete cross Florida bike trail on greenways

Leave us alone. We don't want any more growth. The more development we get, the more ugly and expensive it is to live here.

Stop all this development

Minimize transient traffic crossing through the area. Many developments and major roads focus only on the immediate vicinity, and the impact on increased traffic to the peripheral roads are neglected, and unfunded. The increased traffic is a burden to the area, and the costs remain unfunded. Developers are subsidized, and environmental deterioration is made worse.

Because of the robust economy, unfortunately, our rural environment is quickly changing as landowners sell to become retired millionaire and developers go from 30-60 courses a year to 30 or more a month. There should be incentives for landowner's and farmers to continue to maintain and utilize (and contribute) the land, or as a county, we should think about acquiring a percentage for green space. Otherwise we will look like Orlando Central and before you know it we will have a theme park just outside of "old town" downtown Ocala. (can you see it?)

One of the main attractions of Marion County is it's natural beauty, which can be preserved by improving the existing systems.

The environment is my number one priority. If we do not protect the water, air, and land we are not protecting ourselves.

Residents' voices should be heard first, realizing the importance of drinking water, and the damage caused by new roads and growth.

I moved here from Pinellas to enjoy nature and horse country wide open spaces and farmland with retirement.

The community needs to maintain " horse capital of the world" it is beautiful!

Protecting the natural and farm environment should be the primary long-term goal. Development that impinges on these areas is not desirable and will adversely affect the quality of life in Marion County. At the same time, improvements to transportation in the areas of mass transit options and making existing roads and highways more efficient will help the underserved residents as well as visitors and locals without "breaking the bank" through tax hikes or tax breaks to developers.

We need to keep in mind always our natural resources and waterways like Rainbow Springs and the Rainbow River.

Complete 4 lanes of SR 40 and US 41 with underpasses for wildlife transit.

Stop already with all this development. It makes things worse. The more we grow, the uglier our county gets. And the more expensive and unpleasant for those living here.

More traffic is unsafe, particularly where freeways do not exist, and are not wanted. Maintaining farmland is essential, and sprawling growth unconnected to a central sewerage system is unsafe for water.

Highway 40 from rt326 to 60th street needs something in the median strip road as made ugly from the past tree lined road

Could be much better. They recently removed beautiful old oaks to widen a road. (unnecessary btw) and could have left them standing in the median.

I don't see much landscaping. Unless you count the beautiful live oaks.

Obviously power lines shouldn't be in danger, but native and existing plants should be encouraged to grow along roadsides.

Please do something about all the trash! You could save thousands of dollars with all the free labor that we have sitting in the jail and prison. I'm sure some of those folks would love to work to get some gain time.

Street trees would be nice. -pedestrians might actually walk if it wasn't 100 degrees and no shade. The roads are designed like freeways, wide lanes and no trees or landscaping. sign my say 35 but the road says 65 and unwalkable.

Don't plant if you are not going to spend the money to maintain it. Then it becomes a waste of money. It made me so mad when there were beds installed on either side of Pine south of the train trestle. Lots of times they looked terrible because of weeds, etc.

I would say one of the most beautiful things about Ocala/Marion County is our scenery. The embellishments along the roadways in different areas... Very nice and makes traveling pleasant. I realize within city limits... Deep in the city, can't be difficult. However, I've been to other cities in which placement of businesses have zero rhyme or reason...Our community has done very well! I am sure we can always look for places to beautify as we should never settle for less

Would love to find a way to do wildlife underpasses along 40.

And where necessary animal wildlfie crossings

Keep bicycles away from autos. I have experience with bicyclists taking chances as well as auto drivers negligence.

Ease of travel and quality environment will bring more economic development with lower costs to citizens and secure a safe, reliable, friendly community.

There is a constant fight between green space and routes heaving your sidewalk up in pieces. Not sure how you balance those out.

OTHER

Do not overpopulate existing communities

Get rid of the threat of eminent domain

Get rid of the threat of eminent domain & keep transit people out of our NW County

Stop crazy street and bike lane changes.

I don't bike for now - I don't have a death wish.

Don't ride

Bike lanes not the best way to spend limited funds

Live in rural nw and have no problem traveling to Ocala

Rush hour congestion but most of the time if no accidents, no problem

Crazy street changes....stop already!

Hwy 484 from Ocala to Dunnellon across the Rainbow river congestion needs to be addressed when school is in session. the light at Williams street and Pennsylvania backs up from downtown across the rainbow river bridge.

For me, n/a. No stores etc for several miles and I'm quite ok with that.

No comment. I live out in the country

I live in the country, no walking

I work about 20 miles from where I live. Wouldn't bike.

It is my impression that cyclists are largely catered to in this area.

Don't use (transit) so don't know.

Don't ride bus

It would take some cars off the road.

I know nothing about public transit in Marion County.

Waiting looks isolated from buildings/ safety, but I do not use public transit at this time.

Traffic at BT school during morning commute is ridiculous

Marion is a rural county and one would hope will remain so, which makes walking somewhat irrelevant. In some towns, walking is downright dangerous. Downtown Ocala is nicely laid out and walkable, but would benefit from more city parking areas (garages).

Don't use (transit) so don't know.

Don't use (transit) do cannot comment.

Can't comment as I don't use buses etc.

Have not used the transit in Marion recently

Have not used Marion County Transit recently

Presently don't use transit.

I don't use buses etc

Don't use (transit) so don't know.

Don't use (transit) so don't know.

It's the best of times and the worst of times. We are now a society that must watch around us. All the time. No matter where we are. We must be aware of our surroundings.

Our commute times have doubled.

The transportation needs of the future cannot be developed by maintaining or trying to upgrade current antiquated systems. We should look to our niche market and ensure that we have the transportation options that continue to attract money to be spent in our county through business ownership or trade.

Should be contained. Too many central urban areas can be used with existing roads. Developers should not be subsidized.

Don't forget about those of us on the Lake border...we pay taxes too and would love to see stuff down our way.

Tax dollars should be spent on infrastructure not landscaping.

I Commute 35 miles each way to work. Piece of cake most days. Even the Villages isn't that bad except not all visitors can figure out 'rotors' aka circle jerks.

Transportation services on Sunday

Living in the outskirts of Marion County we have no transportation. I would hope this would be considered, as a trial first and if all goes well a new system to provide transportation for those on the outer perimeter of Marion County.

Suntran

Don't do it. The definition of insanity is doing the same thing over and expecting different results. We know by studying organization that we cannot change the paradigm by placating a percentage of people who want what's familiar and comfortable for them. Bite the bullet and go wild. You might not see another economic climate like this to help leverage expensive changes for decades so take full advantage of it while you can. Don't do death by committee...(wink wink)

Expanded future development, even within zoning, exceeds funding for road systems, and each new business or subdivision increases pressure on the barely adequate status quo.

I'm a safe and cautious driver. I use local roads so have no need for toll roads.

Omg - naming of roadways in Marion is ridiculous. Why does each road have so many names - 441, 301, Pine Ave for example. And why is everything Street Road??? And get GPS mapping updated and correct in neighborhoods and communities

Depends on where you live. Some bike lane IMHO interfere with traffic

As an equestrian, I've noticed that we are not acknowledged as recreational users in a serious way, as the cyclists are even though it's been proven over and over that we are every bit as much or more of an economic impact in this area. We have lost so many peaceful trails in Ocala that got paved to become road cyclist and skateboard playgrounds. It's quite disappointing.

Don't use (transit) so don't know.

Don't use (transit) so don't know.

I do not use public transportation so I'm giving a neutral rating because I do not know how well we do here in this specific factor.

Don't use (transit) so don't know.

You've got to make sure you are serving your residential needs first. After all it's your tax base.

Clean up all the blight.

Want to see more horse trails open d up to Driving carriages .. not just horseback

Would like to see some acknowledgement that equestrians have right of way on the roads too. Ocala is known as a HORSE town, not a BIKE town. There are plenty of BIKE towns in FL. We don't need more roads or bike trails. We need more beautiful settings and quiet country living, and less emphasis on rezoning so that the TPO can get their hands on more money.

The disparity is massive

Route 200 is quickly becoming difficult to traverse during peak hours for workers/commuters.

Other Modes of Transportation

Need to consider the aging population, they will need more options to doctors and facilities.

Landscaping is good. But don't plant the big trees in the center - put small ones in the center with big ones on the side - that way they shade sidewalks and if they fall or drop a limb at times, it won't automatically block some of the lanes.

ROAD OPS/SYSTEM PRESERVATION

Stop crazy street and bike lane changes. Stop with the 4-way stops, you are driving the driving public crazy

We really need to improve the existing roads I-75 and US 19 before creating urban sprawl in north central Florida

Access management is key. Stop giving everyone a driveway on the strip commercial highways. it's ridiculous

I75 needs to be improved and more FHP patrols

We do not need new highways, we need improvements to existing roads in the Dunnellon area like HWY 41,484 and 40 West. we do not need new highways.

Optimize what we have, do not increase traffic by removing automobile lanes.

Improving the existing roads and infrastructure would help with the flow of traffic and congestion. In Dunnellon, there is a section of Rt 20 near Rt 41 where the train overpass is too narrow and causes flooding. There should be a shoulder along the road instead of a curb.

Potholes everywhere, inclines to get off the highway (you have to use a highway to get to any commercial in this town because strip commercial is the only way here) you scrape your car trying to get in and out. of all the driveways.

There are roads with turn arrows that should allow yielding when the arrow is not green. That would help improve flow in places where traffic must wait through an entire cycle.

36th Ave around the railroad is bad, as well as the intersection at the Indian Cultural center

Traffic lights on 200 need to be synced better.

Please work on signal timing. Some lights only let a couple of cars go through before they change. I have actually sat through three red lights at 27th ave and 40. There are many others throughout the county that are the same way.

The pot hole issue is awful and need re-paving instead of just worthless patching.

It seems we could have a coordinated effort with all out traffic signals not just downtown Ocala.

Signal timing... and please address the length of the yellow lights along 60th between 27 and 200, horse trailers cannot stop in time.

Many county roads are in need of resurfacing.

Traffic signal timing illogical and unrealistic.

Many of our county's residents are pulling horse trailers, and in some instances the light system doesn't allow for adequate stopping or getting through the light.

Road change at Hwy 27 & NW 160 is bad. Having to turn left from CR 316 instead of 160 is dangerous. Can't see traffic coming.

Stop relying on the public to notify you of issues, there are enough city employees traveling the streets to recognize and report most issues if they would?

A light is needed at Rainbow Lakes Estates Blvd & SR41 ... also close the closest exit at the BP before someone gets killed. Major problem.

There is too much pressure to build toll roads and not enough money spent on present road repair or improvement.

Many roads in Dunnellon are in poor condition. There should be large shoulders along the roads so people would feel safer biking/ walking to commute or exercise.

Instead of dumping hot top in hole it should be squared and rolled which is being done in Northern cities

Signal timing is off - you aren't "doing the speed limit" from light to light - you have get up to speed, so you have to do 10mph over the speed limit to get to the next light in time to get through - otherwise you get stopped at every light.

Suggest pressure washing and/or painting concrete components of I-75 bridging and adjacent roads and upgrading landscaping at connectors.

441 from Belleview to Ocala could use some additional landscaping for being a major artery.

You can't maintain roads and sidewalks what makes you think you can maintain greenery?

SR 200 through Ocala looks terrible.

Extra wide lanes, no street trees, barely any sidewalks, few bike/pedestrian facilities, no on street parking. Combine that racetrack feel of highway on every road with terrible access management, strip commercial, and terrible drivers. oh, it's not safe out there. Design roads for the speed intended, fix the access management, provide protected multi-modal paths with landscaping, and use trees. Also, do we need HUGE right of ways? Let's work on making them more compact so the area is walkable.

Green left turn arrow lights at all intersections.

Standing water after/during hard rains a problem on

Question allowing left hand turns from and to Hwy SR200, and number of accesses from businesses along SR200. Suggest not allowing or minimizing left turns, except at intersections, and providing more connecting drives, back routing.

Many signs are faded and many damaged from hurricane Irma & not repaired. Some missing all together (breakwater & tiger lakes blvd)

Some overgrowth of trees hiding signage, and problems with fences obstructing oncoming traffic.

Need street lights in southeast Marion County. Especially along 200 south of 75

Most of time feel this excellent, except in residential areas - especially the only exit from Shadow Woods on 38th St. The bushes need to be cut WAY BACK so you can see.

You can see the signs, long straightaway drag strips lined with commercial and the tacky signs in the area.

Tree/shrub maintenance to keep signs visible needs work! And the nice new shiny pavements just turn into mirrors when they get wet so you can't see any stripping or where the lanes are.

As our residents age, we need better maintenance of lines etc.

Street lights are insufficient around intersections - more lights in each direction to better light it - but they don't have to be major high power lights - light the immediate space/location, not the entire neighborhood

Traffic lights not synced so you get stopped always. And everyone gets a commercial driveway 10 ft from the last driveway. stop and go and stop and go and stop and go. that's Ocala driving. Fix the traffic lights and access management and traveling would be easy here. there are only 350,000 people here. very low population but stop and go stop and go. Take the right lane on 200 and make it acceleration and deceleration lane plus transit only. that will help that crap highway. 6 lanes of congestion because of bad design

SW Marion county to downtown needs more alternate roads. Designers need to observe how traffic backs up during rush hours and put in appropriate turn lanes and adjust timing on signals

Some Tulane secondary roads are very congested during the most busiest points of the day (lunch hour, morning traffic, and evening traffic) some two lanes secondary roads are very congested during the most busiest periods of the day (lunch hour, morning traffic, and evening traffic). Further, traffic lights... The timing on some of the traffic lights in relation to congestion needs to be improved significantly. I do not know if these lights are out dated and maybe that is the need to improve efficiency... A serious look at doing something with the timing of traffic lights may be an easy and economical solution.

Roads and many intersections are 20+ years old or behind needs

Access Management and Traffic Light Sync/timing. Long lights make for terrible pedestrian climate.

You look the road in fl. highland road there lake when rain and safe for kids walk pave road for school bus.

Until existing county roadways can be made safe and maintain why continue to build new roads that take \$\$ away from maintenance of existing roads.

This tollroad nonsense, I follow the money. It's being driven by the wrong people. Improve the roads we have. Leave the rural areas alone, that is unless you want to turn into California sprawl. Saw that happen firsthand

Please address existing roads and bridges in and around Dunnellon specifically HWYS 484, 41, 40.

Why spend billions acquiring right of ways and thru adverse possession when the existing infra structure could be improved for millions and NO TOLLS!!!

Absolutely improve existing roadways, new roads are 100% NOT needed

17th St intersection with Pine Ave is terrible at rush hour. People coming out of Dunkin Donuts and Burger King should not be able to turn left...way too dangerous!

Too much sprawl increases cost of infrastructure and road repair as well as safety and emergency services.

SAFETY

Improve safety by installing left hand turn arrows. Improve traffic flow by widening roads for more automobile lanes.

I think the biggest issue with traffic crashes truly belong to help people choose to drive. If we were all respectful to each other, I think we would see a tremendous difference. Maybe this is where there needs to be more education for young drivers. And a greater presence of law-enforcement. But I know that in itself is a huge budgetary challenge! Not every teenager goes through driver's education or that fantastic program given by the Sheriff's Department. Again, I think there needs to be a greater emphasis on education and law-enforcement.

I say this with tongue in cheek considering my age but, old people drive scary... you MUST be on the defense.

Too many drivers weaving in and out of traffic lanes at high speeds

Many drive too fast for conditions, not enough LEOs to go around, how about red light cameras and other speed control. Like Europe, your car going fast, the car get the ticket and it MUST BE PAID no matter who was driving. This should make the lawyers happy LOL

Aggressive driving, tailgaters and speed are the name of the game in Marion Cty. Even our police drive way too fast when not on emergency runs. I've witnessed police driving far too aggressively. Set the example please.

Need more officers on 301/441

Too little control of speeders, road rage, red-light runners. I-75 is a nightmare and needs immediate (not 2045) change. Trucks in right lane only would help. FHP monitoring would help.

Avoid I75 and 200. People drive too fast and wild.

Not worried about road conditions but worried about detracted drivers

Turning from southbound 60th to eastbound 200 TOO MANY northbound drivers ignore the "no right turn" signage and light!

The US441 and US301 interchange North of Ocala needs a study done. There has been various accidents there over the years.

301/441 is a zoo need mores patrols

I travel Rt 40 and 484 often. I feel that many people drive way too fast on these roads and pass when it is not safe. I am always on guard for a car heading toward me in my lane!

People drive crazy here. stop to turn right from left turn lane. stop to turn left from right lane. Speed to get to their appointment. Not give right of way to fire trucks.

There are some areas due to the road layout or where are structures are in place that it can be difficult to see clearly. I know outside of city limits there are areas where it might be strawberry and other things that make it difficult to see clearly. Safety issue.

Alternate solution for panhandlers instead of their working intersections would increase feeling of safety.

When walking on trails I feel safe...but not on the roads.

Goes with excess speeding should say texting as well, no matter what be on guard.

Walking can be dangerous, to your health and it goes along with cars speeding

Warm weather and ease of travel will be aided by more shade producing trees along transportation corridors to slow traffic as well as for safety

200 is speedway

Safety while walking in terms of lighting depends on the area where you are walking or things I like to do, like running. Sometimes the lighting is really not that great and I do not feel safe.

Very dangerous for bike commutes.

On the major arterial roads, the highspeed limits and lack of mid-block crosswalks makes it feel dangerous to be a pedestrian.

Walking is very dangerous. No protection at all. No sidewalks, bike paths, street lights or neighborhood roads without potholes.

Design roads for the speed intended, use complete streets, build bike/ped infrastructure. Statistics show that if the protected and landscaped bike/ped infrastructure is there then people will use it. Here, no one walks because they are like Frankenstein's monster, they want to live. Wide Right Of Ways and stroads built like freeways, along with no trees and a history of huge setbacks has made this place ugly and dangerous by design.

There are places where there are no sidewalks and there definitely should be. SR 200, SW 27th Ave/475a, S. Pine, 17th St/ Maricamp/464. There are also places where the design of the crosswalk is actually hazardous. The intersection of 200 and SW 27th Ave: rather than the crosswalks meeting at a 90 degree angle the crosswalk to cross 200 is actually around the corner on the other side of the pole. People who are turning right onto wb 200 cannot see the people waiting to cross 200.

Walk from bestbuy to bed bath and beyond. You'll have to cross a total of at least 12 lanes of traffic, traffic is doing 45-55mph through there, the right of way is wide and the buildings are so far from the street. If you don't die of heat stroke or being run over then you deserve a medal from the Mayor. And a medal of navigation for making it through the seas of parking just to get to the pedestrian death zone. Ocala and it's love for the car.

You're establishing California style bike lanes but the drivers here need to be educated and tested on how to treat bike lanes. They are not passing lanes and most space was taken from right turn lanes and I see a lot of infractions and safety issues because people don't understand.

Drivers in Ocala have little respect for cyclists. no bike lanes make cycling extra dangerous

I am threatened every time I try to ride in the lanes.

There is a generational lack of understanding of bike lanes, their use, the rules, and safety of all drivers of bikes, cars, and trucks. Bikers need to understand that for a time, they need to be hyper vigilant about their surroundings and others around them.

I would love to be able to bike to work, but people treat the new bike lines on Baseline Rd like turn lanes and I don't want to die.

We lack bike lanes and I will be quite hesitant to ride a bicycle to work, even though it is very easy for me to do so. Again it is related to how people choose to drive with carelessness and a lack of respect.

My comments on biking are the same as walkingnot to be done unless you risk life and limb.

If it isn't safe to walk then it isn't safe to bike. Only a small % of cyclists will ride in the unprotected bike lanes. It's not safe out there on the extra wide roads built for freight or whatever the intent was, and that is where you actually find a bike lane. Not too many of them here. No trees so the ride is even more sweaty than it needs to be.(Cyclists- people going to a real place, work/school/shopping. not those in spandex and training for exercise or events).

FREIGHT

Restricting freight movement on Suncoast would preserve it as a scenic highway instead of creating another grimy transportation chute like I-75 is becoming.

Restricting freight movement on Suncoast would preserve it as a scenic highway instead of creating another grimy transportation chute like I-75 is becoming. Anything to improve movement of trucks and autos on I-75 would be appreciated and save lives.

I would put both freight movement and new roadways as last if I could. Marion County is rural, and that is why people move here. If I wanted to live in a big city I would move to Orlando.

This is tricky because we need the commerce and that means larger trucks on the road all day and night... I know they are supposed to travel in the far right lane, but they don't so maybe more restriction around lane driving.

Need extension of Suncoast Parkway to Ga. line and beyond for emergency egress during hurricanes. Florida needs three ways out.

ROAD CAPACITY

Widen Hwy 41

SR 40 to 41 as well as SR41 should be 4 lanes.

Add another lane, but do it quickly, get big crews in, no long construction builds

More emphasis should be placed on rail. It is not to evacuate during a hurricane, and residents should shelter in place in county facilities. Florida should use contra flow for evacuations consistent with existing examples in neighboring states.

Complete 4 lanes of SR 40 and US 41 with underpasses for wildlife transit.

SECURITY

Suggest adding, "particularly during emergencies, such as hurricanes."

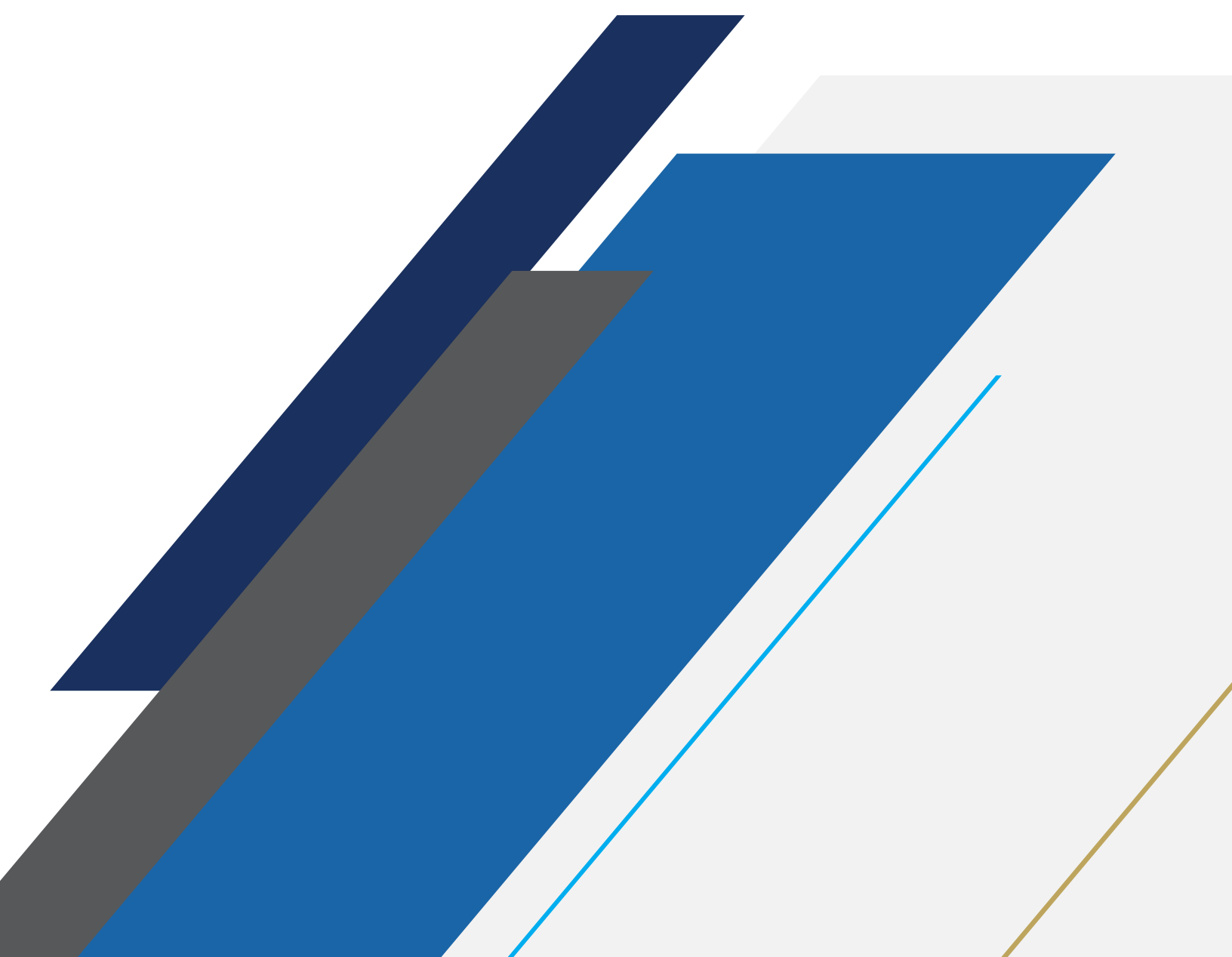
Before we even consider travel and visitors, etc. we need to ensure that our residents of Marion County can navigate it for work opportunities, general commerce, medical treatment, etc. Remember the old Maine saying "if you can't get there from here..." then you are not going anywhere. This includes creative use of Uber, busses, train transportation, ride share, and telecommuting options.

TECH/INNOVATION

Well really this is a priority on a much larger scale than just transportation but this is a good opportunity to talk about innovative things like automated cars and how they will work on an 8 lane roadway etc.

TOURISM

Let's face it. We all need a level of tourism to bring dollars into our County to help keep our tax base reasonable considering the average age range within our county... That being said, we need to make sure people will come and stay in the County even though many attractions like theme parks etc. or more than an hour or two away. So high speed affordable train and ride share systems can attract people who want to relax from the hustle in downtown Orlando or Tampa but can still get there for a day or two. At the same time, we have to promote a level of tourism/ tourist attraction that says to folks (and their wallets) "hey stay here and do these wonderful things while relaxing in a beautiful country like environment and we will get you to Disney for a few days somewhere in between".



APPENDIX E

GOALS AND OBJECTIVES

TECHNICAL MEMORANDUM



2045 Long Range Transportation Plan

GOALS AND OBJECTIVES TECHNICAL MEMORANDUM

APRIL 2020

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I. INTRODUCTION

One of the first steps in the preparation of any plan is to establish a vision and/or goals and objectives that serve to guide the planning process. The late great Yogi Berra once said “If you don’t know where you are going, you’ll end up someplace else”. The most effective way to plan for anything is to first establish what it is the plan needs to address, whether it is population growth or worsening safety, etc. This is the purpose of outlining plan Goals and Objectives, which establish the “mission” of the plan and are subsequently used to guide the process.

The 2045 Long Range Transportation Plan (LRTP) for the Ocala Marion Transportation Planning Organization (TPO) includes Vision and Goals, Objectives, and Evaluation Criteria formulated to guide the Plan update process. The 2045 Vision reflects a desired future for Marion County that embraces the values of safety, accessibility, convenience, environmental protection, and system preservation. The Goals and Objectives represent the desired outcomes of the planning process, in a much more tangible way than the Vision, and actionable steps or targets for those outcomes, respectively.

Current federal legislation dictating the long-range planning requirements for TPOs, the Fixing America’s Surface Transportation (FAST) Act signed into law in December 2015, includes a requirement to practice performance-based planning (PBP), which is a data-driven process that involves goal setting, target setting, and performance monitoring to track progress toward the targets. A review of the Planning Factors and National Goals as set forth by the U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) is a necessary preliminary step in the establishment of LRTP Goals and Objectives. The relationship of the LRTP Goals, Objectives, and Evaluation Criteria to the PBP requirements established by FHWA is also important. In addition, the Plan’s Goals, Objectives, and Evaluation Criteria used to prioritize investments must align with performance monitoring requirements.

Finally, the Florida Department of Transportation (FDOT) has established planning factors and goals, as laid out in the Florida Transportation Plan (FTP). Consistency with Statewide goals and requirements is critically important, as the LRTP represents a coordinated effort with FDOT, as well as local planning partners.

The following sections describe the Federal and State goals and planning factors, as well as a detailed description of the Goals, Objectives, and Evaluation Criteria developed to guide the Ocala Marion 2045 LRTP. **Appendix A** through **C** of this report also include a comparison of the LRTP Goals and Objectives to the National Goals, Florida Transportation Goals and Objectives, and the Florida Highway Safety Plan Program Areas and Strategies.

II. 2045 VISION

The 2045 LRTP Vision encapsulates the goals and objectives, singling out key elements that represent overarching guiding principles. There are nuances within each of the explicit Vision elements that are more fully fleshed out in the Goals and Objectives. 2045 Vision:



DEVELOP A SAFE, CONVENIENT AND ACCESSIBLE MULTIMODAL TRANSPORTATION SYSTEM THAT SUPPORTS A VIBRANT ECONOMY, PRESERVES EXISTING ASSETS AND PROTECTS THE NATURAL ENVIRONMENT.

The elements of safety, convenience, and accessibility encapsulate multi-modality, including pedestrian, bicycle, transit, and automobile; support for a vibrant economy addresses growth, economic development and freight movement; protecting the natural environment refers to the unique landscape of Marion County, including its national forest, parks and trails, and natural springs; and preserving existing assets addresses a “fix it first” mentality that implicitly acknowledges the importance of cost efficient operational solutions in lieu of major capital investments.

III. STATE GOALS AND REQUIREMENTS

Chapter 339.155 in the Florida Statutes requires that FDOT develop a Statewide Long-Range Transportation Plan that mimics the federal legislation pertaining to MPO/TPOs. This Statewide LRTP requires a minimum 20-year planning horizon, regular plan updates every 5 years, and coordination/reconciliation with local LRTPs. The FDOT Metropolitan Planning Organization (MPO) Program Management Handbook requires that MPOs and TPOs consider the goals and objectives in the FTP in metropolitan long-range plans. Section 175(6)(b) of the statute also requires that metropolitan plans also consider the following in the identification of improvement strategies, consistent with Planning Factors established in federal statute:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

Florida Statewide Plans

The FTP is a Statewide plan developed by FDOT to fulfill Chapter 339.155. The FTP includes three separate documents. The first is the Vision Element, which examines growth and development trends and establishes a desired direction for a longer-term period of 50 years. The second piece of the FTP is the Policy Element, which is essentially a strategic plan that establishes goals and objectives and sets a policy framework for the State and for regional and local partners. The final document is the

Implementation Element, which is action oriented in terms of the short- and long-term investments and, as such, is a more fluid plan that is updated on a more regular basis. The goals of the FTP, as outlined in the Policy Element, address the core elements of both the State and Federal legislation guiding transportation planning. The FTP goals include:

- Safety and Security for Residents, Visitors, and Businesses
- Agile, Resilient, and Quality Infrastructure
- Efficient and Reliable Mobility for People and Freight
- More Transportation Choices for People and Freight
- Transportation Solutions that Support Florida's Global Economic Competitiveness
- Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play
- Transportation Solutions that Support Florida's Environment and Conserve Energy

Other Statewide plans reviewed for consistency and effectively adopted by reference include the Florida Transportation Asset Management Plan (TAMP), updated in 2019; the Florida 2017 Highway Safety Plan (HSP); Florida Strategic Highway Safety Plan (SHSP), updated in 2016; the Strategic Intermodal System (SIS) Policy Plan, updated in 2016; and the Freight Mobility and Trade Plan, updated in 2019. Objectives and strategies in those respective plans are listed in the following section. **Appendices B and C** includes a fuller description of Florida Transportation Plan and the Florida Highway Safety Plan goals.



SIS PLAN OBJECTIVES

Interregional Connectivity

- Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations.

Intermodal Connectivity

- Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations.

Economic Development

- Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment

HSP PROGRAM AREAS

- Aging Road Users
- Community Traffic Safety
- Comprehensive Traffic Enforcement & Education
- Distracted Driving
- Florida Law Enforcement Liaison
- Impaired Driving
- Motorcycle Safety
- Occupant Protection & Child Passenger Safety
- Paid Media
- Pedestrian Bicycle and Safety
- Public Traffic Safety Professionals Training
- Speed/Aggressive Driving
- Teen Driver Safety
- Traffic Records

SHSP STRATEGIES

Engineering

- Identify, develop and deploy engineering solutions that encourage safe driving behavior and reduce roadway fatalities and serious injuries
- Incorporate policies and practices into roadway design, construction, operation, and maintenance that make Florida's transportation system safer for all users
- Ensure infrastructure design allows for safe and efficient access for first responders

Enforcement

- Increase targeted enforcement activities in high-crash locations and at relevant times
- Increase enforcement of high-risk driving behaviors
- Coordinate with prosecutors and the courts to improve prosecution and adjudication of traffic safety-related cases

Education

- Educate all road users on sharing the road
- Develop and implement communication strategies for all road users and improve public awareness of highway safety.
- Increase training and educational opportunities for first responders and other traffic safety partners focused on reducing roadway-related fatalities and serious injuries.
- Increase motorists' understanding of engineering solutions and best practices, and vehicle technologies that can reduce the number and injury severity of crashes

FMTTP GOALS

- Increasing the flow of domestic and international trade through the state's seaports and airports, including specific policies and investments that will recapture cargo currently shipped through seaports and airports located outside the state.
- Increasing the development of Intermodal Logistics Centers (ILCs) in the state, including specific strategies, policies, and investments that capitalize on the empty backhaul trucking and rail market in the state.
- Increasing the development of manufacturing industries in the state, including specific policies and investments in transportation facilities that will promote the successful development and expansion of manufacturing facilities.
- Increasing the implementation of compressed natural gas (CNG), liquefied natural gas (LNG), and propane energy policies that reduce transportation costs for businesses and residents located in the state.

TAMP OBJECTIVES

- Ensure the safety and security of transportation customers.
- Minimize damage to infrastructure from vehicles.
- Achieve and maintain a state of good repair for transportation assets.
- Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of extreme weather and events.

IV. FEDERAL PLANNING REQUIREMENTS

One of the key provisions of the Fixing America's Surface Transportation Act (FAST Act), signed into law by President Obama in 2015, is the requirement that states and TPOs improve project decision making through a performance-based planning process. The FHWA's rule implementing the FAST Act includes seven goals to guide that process and the establishment of targets and measurement of progress toward those targets in 23 U.S.C. 150(b). FHWA also included a set of ten planning factors in the final rule, including two new planning factors since passage of the FAST Act. A comparison of the National Planning Factors to the Ocala Marion 2045 Goals and Objectives is included in **Appendix A**.

NATIONAL GOALS

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



NATIONAL PLANNING FACTORS

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the **safety** of the transportation system for motorized and non-motorized users;
- Increase the **security** of the transportation system for motorized and non-motorized users;
- Increase the **accessibility and mobility** of people and freight;
- Protect and enhance the **environment**, promote energy conservation, improve the **quality of life**, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the **integration and connectivity** of the transportation system across and between modes for people and freight;
- Promote **efficient system management and operations**;
- Emphasize the **preservation** of the existing transportation system;
- **NEW:** Improve the **resiliency and reliability** of the transportation system, and reduce or mitigate storm water impacts of surface transportation; and
- **NEW:** Enhance travel and **tourism**.

Performance Measures

The 2045 LRTP cycle is the first time TPOs are required to set performance targets based on consistent federal performance measures and monitor progress towards those measures. The requirement involves a successive process beginning with the establishment of National Goals by Congress, followed by USDOT establishing performance measures, culminating in states, TPOs, and public transit agencies setting targets and monitoring progress toward them. The target setting process is also successive, with states setting targets first, followed by metropolitan target setting within 180 days of state targets being set. There are three performance measure programs for which targets have been set by FDOT and TPOs, including:

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

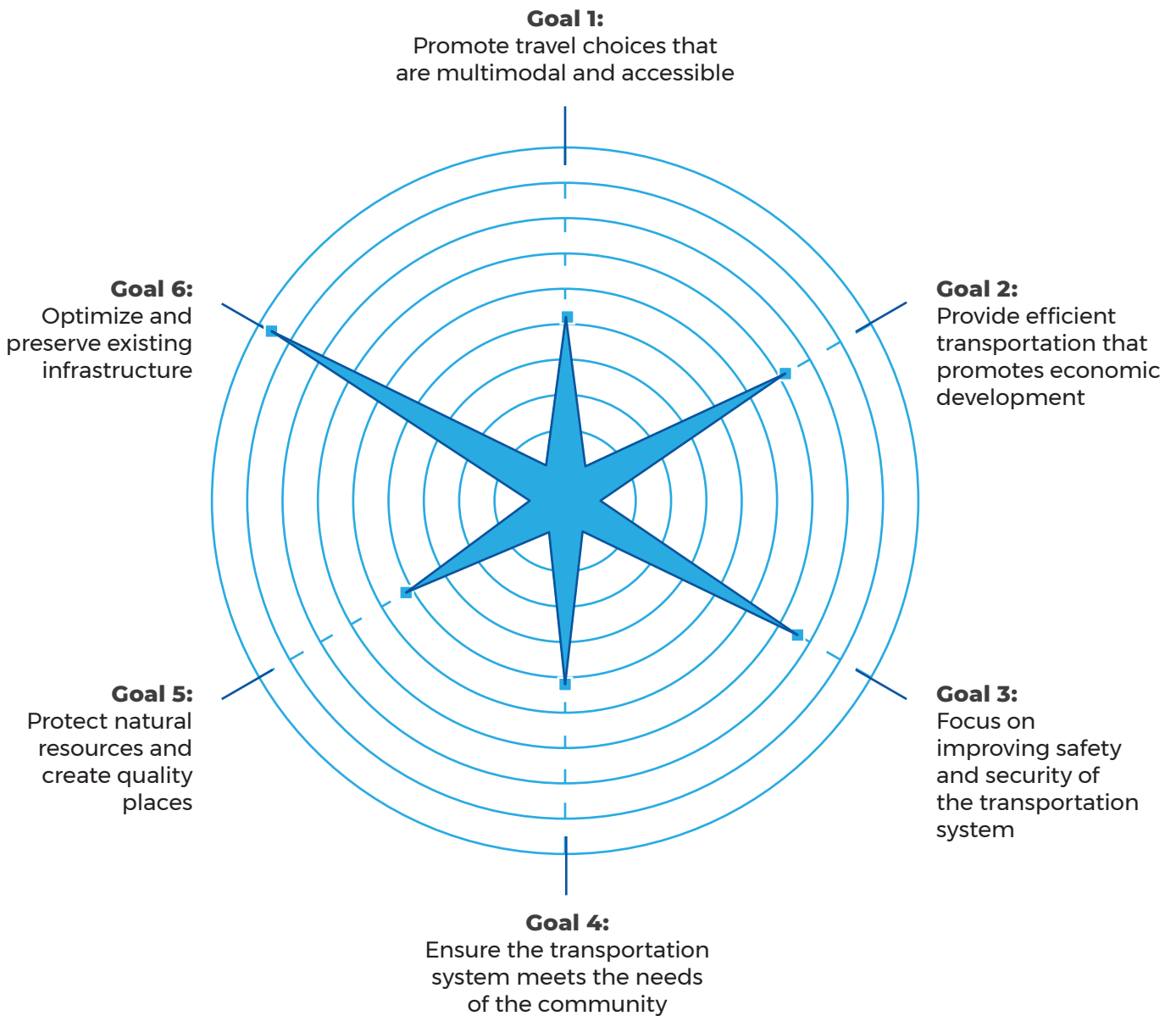
The Ocala Marion TPO Board has adopted its own targets for the PM1 and adopted PM 2/3 measures consistent with FDOT targets at their February 2018, 2019, 2020 and October 2018, February 2020 TPO Governing Board meetings, respectively.

The target setting and monitoring process, as mandated by the FAST Act, is an important part of performance-based planning, but it must also be complemented by a performance-oriented assessment and evaluation process in the prioritization of investments. There are two parts to evaluating performance from a planning standpoint. The first is to identify currently or historically under-performing facilities and the second is to forecast performance using the travel demand model and other tools to estimate the impacts of growing demand on the system.

Goal Metrics and Weights

The LRTP Objectives all have quantitative metrics associated with them, as outlined in **Table 1**, that are used to evaluate improvements for prioritization purposes, and to assess the system as a whole to identify additional needed improvements. The connection between the Goal Metrics and the Performance Measures used to set targets and monitor progress toward them is crucial to the effectiveness of planning based on specific goals and objectives.

An added nuance that aligns the quantitative evaluation process more closely to community needs and desires is the assignment of weights to the Goals. The weights reflect the relative importance of each individual goal, relative to the others. So, for instance, if the safety goal is the most important goal, it should be weighted more heavily than the other goals. Each goal's weight is included in Table 1 below, consistent with the TPO Board's assignment of weights to the goals. The weights are used in the evaluation of improvements used to prioritize them and develop the cost feasible plan. The goal weighting process is described in **Appendix D**.



Public Involvement Measures of Effectiveness





A FHWA requirement related to the public involvement process in LRTP includes monitoring of the effectiveness of the public involvement program. As described in detail in the 2045 LRTP Public Involvement Plan, goals, targets, and measures were developed to monitor the LRTP

public involvement program. These measures of effectiveness will be employed throughout the plan update process in an effort to continuously improve the program through the feedback generated by the measures. Every interaction with members of the public during the plan update process will include the opportunity to complete a comment card, which is displayed in **Figure 1** below. The Public Involvement Plan contains a more comprehensive description of the metrics and goals.

Figure 1. Public Involvement Questionnaire

OCALA MARION 2045

RACING *TOWARD* A CONNECTED FUTURE



Thank you for attending our meeting or visiting our booth today! We appreciate and value your participation in this process and we are focused on providing quality information that is accessible to all who participate. We also are committed to making our interactions with the communities of Marion County accessible, in terms of where, when and how we hold these meetings. Please take a few moments to complete this survey to help us to continuously improve this process. Thank you!

For all questions, 1 is not good, 5 is great.

1. How would you rate the **TIME OF DAY** chosen to hold this meeting?

1 2 3 4 5

3. How would you rate the clarity and usefulness of the **CONTENT** presented at this meeting?

1 2 3 4 5

2. How would you rate the **LOCATION** chosen to hold this meeting?

1 2 3 4 5

4. How would you rate the **STYLE AND PRESENTATION** of materials presented at this meeting?

1 2 3 4 5

5. How would you rate the **ELECTRONIC MEDIA** developed for the project (Website, Metroquest, Facebook)?

1 2 3 4 5

Please tell us how you learned about the meeting you attended and any comments you have on the process or transportation issues in Marion County.

V. OCALA MARION TPO 2045 LRTP GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Table 1. 2045 LRTP Goals, Weights, Objectives, and Evaluation Criteria

GOALS	WEIGHTS	OBJECTIVES	EVALUATION CRITERIA
Goal 1: Promote travel choices that are multimodal and accessible	13%	1.1 Increase transit ridership by providing more frequent and convenient service.	<ul style="list-style-type: none"> Does project include public transit frequency improvement? Does project fill sidewalk gap, bike lane gap, or develop a trail? Does project fill sidewalk gap, bike lane gap, trail, or include transit in EJ area?
		1.2 Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county.	
		1.3 Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population.	
		1.4 Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.	
Goal 2: Provide efficient transportation that promotes economic development	18%	2.1 Improve access to and from areas identified for employment development and growth.	<ul style="list-style-type: none"> Is project is on a facility that traverses an employment growth area? Is project on a facility that accesses a freight intensive area? Is project on a congested facility?
		2.2 Foster greater economic competitiveness through enhanced, efficient movement of freight.	
		2.3 Address mobility needs and reduce the roadway congestion impacts of economic growth.	
Goal 3: Focus on improving safety and security of the transportation system	19%	3.1 Provide safe access to and from schools.	<ul style="list-style-type: none"> Is project on a facility in the vicinity of a school (1/2 mile)? Is project on a facility designated as an evacuation route? Is project on a facility with a history of fatal and/or severe crashes (last 5 yrs)?
		3.2 Increase the accessibility and mobility of people and freight within the region and to other areas.	
		3.3 Improve security by enhancing the evacuation route network for natural events and protecting access to military asset.	
		3.4 Reduce the number of fatal and severe injury crashes for all users	



GOALS	WEIGHTS	OBJECTIVES	EVALUATION CRITERIA
<p>Goal 4: Ensure the transportation system meets the needs of the community</p>	<p>13%</p>	<p>4.1 Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations.</p> <p>4.2 Support community education and involvement in transportation planning.</p> <p>4.3 Coordinate with local government to consider local land use plans when identifying future transportation projects.</p> <p>4.4 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.</p> <p>4.5 Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.</p>	<ul style="list-style-type: none"> • Is project in one or more local plans? • Does project traverse EJ area?
<p>Goal 5: Protect natural resources and create quality places</p>	<p>13%</p>	<p>5.1 Limit impacts to existing natural resources, such as parks, preserves, and protected lands.</p> <p>5.2 Avoid or minimize negative impacts of projects and disruption to residential neighborhoods.</p> <p>5.3 Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events.</p> <p>5.4 Enhance access to tourist destinations, such as trails, parks and downtowns.</p>	<ul style="list-style-type: none"> • Does facility encroach on natural resource areas? • Does project improve facilities that traverse flood prone areas? • Does project improve a facility that provides access to a tourist destination?
<p>Goal 6: Optimize and preserve existing infrastructure</p>	<p>24%</p>	<p>6.1 Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies.</p> <p>6.2 Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.</p> <p>6.3 Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades.</p> <p>6.4 Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network</p> <p>6.5 Improve the reliability of the transportation system through operational and incident management strategies.</p>	<ul style="list-style-type: none"> • Does project include operational or ITS improvement? • Is project on facility due or overdue for resurfacing/ maintenance? • Does project includes operational or ITS imp. on high crash corridors?

Appendix A: Ocala Marion TPO LRTP Goals vs National Goals

NATIONAL PLANNING FACTORS

OCALA MARION GOALS	OCALA MARION OBJECTIVES	ECONOMIC VITALITY	SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	ENVIRONMENT & QUALITY OF LIFE	INTEGRATION & CONNECTIVITY	EFFICIENT MANAGEMENT & OPERATION	SYSTEM PRESERVATION	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
Goal 1: Promote travel choices that are multimodal and accessible	1.1 Increase transit ridership by providing more frequent and convenient service.				1	2	1			1	2
	1.2 Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county.		2		1	1	1				2
	1.3 Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population.		2		1	2	2				
	1.4 Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.				1	2	2				
Goal 2: Provide efficient transportation that promotes economic development	2.1 Improve access to and from areas identified for employment development and growth.	1			1		2				2
	2.2 Foster greater economic competitiveness through enhanced, efficient movement of freight.	1			1			2			
	2.3 Address mobility needs and reduce the roadway congestion impacts of economic growth.	1			1			2			1
Goal 3: Focus on improving safety and security of the transportation system	3.1 Provide safe access to and from schools.		1		1		2				
	3.2 Increase the accessibility and mobility of people and freight within the region and to other areas.	1			1		1	2			
	3.3 Improve security by enhancing the evacuation route network for natural events and protecting access to military asset.							2			
	3.4 Reduce the number of fatal and severe injury crashes for all users		1								

1 = Directly addresses National Planning Factor
2 = Indirectly addresses National Planning Factor

NATIONAL PLANNING FACTORS

OCALA MARION GOALS	OCALA MARION OBJECTIVES	ECONOMIC VITALITY	SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	ENVIRONMENT & QUALITY OF LIFE	INTEGRATION & CONNECTIVITY	EFFICIENT MANAGEMENT & OPERATION	SYSTEM PRESERVATION	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
Goal 4: Ensure the transportation system meets the needs of the community	4.1 Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations.				2	2					
	4.2 Support community education and involvement in transportation planning.				2	2					
	4.3 Coordinate with local government to consider local land use plans when identifying future transportation projects.					2	2				
	4.4 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.	1			1		1	2		2	
	4.5 Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.			1		2	2				
Goal 5: Protect natural resources and create quality places	5.1 Limit impacts to existing natural resources, such as parks, preserves, and protected lands.					1				1	2
	5.2 Avoid or minimize negative impacts of projects and disruption to residential neighborhoods.					1					
	5.3 Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events.						2			1	2
	5.4 Enhance access to tourist destinations, such as trails, parks and downtowns.	2			1	2	2				1

NATIONAL PLANNING FACTORS

OCALA MARION GOALS	OCALA MARION OBJECTIVES	ECONOMIC VITALITY	SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	ENVIRONMENT & QUALITY OF LIFE	INTEGRATION & CONNECTIVITY	EFFICIENT MANAGEMENT & OPERATION	SYSTEM PRESERVATION	RESILIENCY & RELIABILITY	TRAVEL & TOURISM	
Goal 6: Optimize and preserve existing infrastructure	6.1 Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies.				1			1	1	1		
	6.2 Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.				1			1	1	2		
	6.3 Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades.				1			1	1	2		
	6.4 Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network	2	2		2			2				
	6.5 Improve the reliability of the transportation system through operational and incident management strategies.				1			1		1		

1 = Directly addresses National Planning Factor
 2 = Indirectly addresses National Planning Factor

Appendix B: Florida Transportation Plan Goals and Objectives

Goal 1: Safety and Security for Residents, Visitors, and Businesses

- **Objective 1:** Prevent transportation-related fatalities and injuries
- **Objective 2:** Reduce the number of crashes on the transportation system
- **Objective 3:** Prevent and mitigate transportation-related security risks
- **Objective 4:** Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies

Goal 2: Agile, Resilient, and Quality Infrastructure

- **Objective 1:** Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation
- **Objective 2:** Optimize the functionality and efficiency of existing infrastructure and right-of-way
- **Objective 3:** Adapt transportation infrastructure and technologies to meet changing customer needs
- **Objective 4:** Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions

Goal 3: Efficient and Reliable Mobility for People and Freight

- **Objective 1:** Reduce delays related to bottlenecks, gaps, and crashes and other incidents for all modes of Florida's transportation system
- **Objective 2:** Increase the reliability of all modes of Florida's transportation system
- **Objective 3:** Increase customer satisfaction with Florida's transportation system and regulatory processes for residents, visitors, and businesses
- **Objective 4:** Increase the efficiency of the supply chain for freight moving to, from, and through Florida
- **Objective 5:** Increase the efficiency and flexibility of transportation related regulatory processes

Goal 4: More Transportation Choices for People and Freight

- **Objective 1:** Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles

- **Objective 2:** Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles
- **Objective 3:** Increase the number of quality options for visitor travel to, from, and within Florida
- **Objective 4:** Increase the number of quality options for moving freight to, from, and within Florida
- **Objective 5:** Increase the efficiency and convenience of connecting between multiple modes of transportation

Goal 5: Transportation Solutions that Support Florida's Global Economic Competitiveness

- **Objective 1:** Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters
- **Objective 2:** Increase transportation connectivity between Florida's economic centers and regions
- **Objective 3:** Increase transportation connectivity between Florida and global and national trading partners and visitor origin markets
- **Objective 4:** Increase the number of skilled workers in Florida's transportation-related industries

Goal 6: Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play

- **Objective 1:** Plan and develop transportation systems that reflect regional and community values, visions, and needs
- **Objective 2:** Increase customer satisfaction with Florida's transportation system
- **Objective 3:** Provide convenient, efficient accessibility to the transportation system for Florida's residents and visitors
- **Objective 4:** Provide transportation solutions that contribute to improved public health

Goal 7: Transportation Solutions that Support Florida's Environment and Conserve Energy

- **Objective 1:** Plan and develop transportation systems and facilities in a manner that protects, and where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts
- **Objective 2:** Decrease transportation-related air quality pollutants and greenhouse gas emissions
- **Objective 3:** Increase the energy efficiency of transportation
- **Objective 4:** Increase the diversity of transportation-related energy sources, with emphasis on cleaner and more efficient fuel

Appendix C: Florida Highway Safety Plan Program Areas and Strategies

AGING ROAD USERS PROGRAM STRATEGIES

- Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources
- Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility
- Provide information and resources regarding aging road user safety, access, and mobility
- Inform public officials about the importance and need to support national, State, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility
- Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users)
- Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation
- Promote safe driving and mobility for aging road users through licensing and enforcement
- Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles)
- Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders
- Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia friendly transportation)

COMMUNITY TRAFFIC SAFETY PROGRAM

- Increase public awareness and highway traffic safety programs
- Expand the network of concerned individuals to build recognition and awareness about traffic safety
- Support initiatives that enhance traffic laws and regulations related to safe driving

COMPREHENSIVE TRAFFIC ENFORCEMENT AND EDUCATION PROGRAM

- Increase public awareness of highway traffic safety programs
- Expand the network of concerned stakeholders to build recognition and awareness of traffic safety
- Support initiatives that enhance traffic safety laws and regulations related to safe driving
- Support and promote effective law enforcement efforts related to safe driving

DISTRACTED DRIVING PROGRAM

- Increase public awareness and outreach programs on distracted driving
- Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles
- Support legislative initiatives that enhance distracted driving-related traffic laws and regulations
- Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers
- Increase law enforcement officer understanding of Florida traffic crash reporting and distracted driving data collection
- Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving
- Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation

FLORIDA LAW ENFORCEMENT LIAISON PROGRAM

- No specific strategies

IMPAIRED DRIVING PROGRAM

- Improve DUI enforcement
- Improve prosecution and adjudication of impaired driving cases
- Improve the DUI administrative suspension process
- Improve prevention, public education, and training
- Improve the treatment system (i.e., DUI programs, treatment providers, and health care providers)
- Improve data collection and analysis

MOTORCYCLE SAFETY PROGRAM

- Collect and analyze data on motorcycle crashes, injuries, and fatalities to provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida
- Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort
- Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity
- Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation
- Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at State-approved training centers
- Reduce the number of alcohol, drug, and speed-related motorcycle crashes in Florida
- Support legislative initiatives that promote motorcycle safety-related traffic laws and regulations
- Ensure State and local motorcycle safety programs include law enforcement and emergency services components

- Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance
- Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles
- Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs

OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY PROGRAM

- Support the Occupant Protection Resource Center which provides stakeholders with occupant protection public information and education materials, information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training
- Promote safety belt and child restraint use to high-risk groups through the Florida Occupant Protection Task Force
- Support the national Click It or Ticket mobilization through overtime enforcement efforts targeting safety belt and child restraint use during day and nighttime hours

PAID MEDIA PROGRAM

- Increase public awareness of highway traffic safety programs and enforcement
- Expand the network of concerned individuals to build recognition and awareness

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

- Increase awareness and understanding of safety issues related to vulnerable road users
- Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement
- Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures
- Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking
- Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety

PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

- Increase traffic safety professionals' awareness of highway safety issues
- Improve traffic enforcement and detection skills
- Improve crash investigation and prosecution skills
- Improve detection, prosecution, and adjudication of impaired driving cases
- Increase understanding of the importance of accurate data collection and analysis

SPEED/AGGRESSIVE DRIVING PROGRAM

- Support and promote effective law enforcement efforts to reduce aggressive driving
- Support and promote effective law enforcement efforts to reduce speed-related crashes
- Increase training and education on the problems of speed/aggressive driving
- Identify and support initiatives that reduce instances of speeding and aggressive driving

TEEN DRIVER SAFETY PROGRAM

- Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support for the Florida Teen Safe Driving Coalition
- Create a safe driving culture for teen drivers through outreach and education
- Support initiatives that enhance safe teen driving-related traffic laws and regulations related to safe teen driving

TRAFFIC RECORDS PROGRAM

- Develop and maintain complete, accurate, uniform, and timely traffic records data
- Provide the ability to link traffic records data together
- Facilitate access to traffic records data
- Promote the use of traffic records data




Appendix D: Goal Weighting Worksheet

The worksheet used to weight the goals was completed by the LRTP Steering Committee and Citizens and Technical advisory committees and

the results were provided to the TPO Board for their consideration in assigning final weights. It consists of a very simple pairwise comparison process in which one of two goals is picked as more important than the other in every possible combination of goals. The results of this process are then summarized and converted to percentage values, which become the goal weights.

OCALA MARION 2045

RACING TOWARD A CONNECTED FUTURE



Goal Weighting Exercise Instructions

1. Complete the matrix choosing more important goal of all 2-goal comparisons
2. Add number of times a goal was more important
3. Divide each goal "score" by 15 (number of combinations)
4. Results represent relative weight of each goal

B. Economic Development

C. Safety & Security

D. Community Needs

E. Quality & Natural Places

F. Optimize Existing System

						A. Travel Choices
						B. Economic Development
						C. Safety & Security
						D. Community Needs
						E. Quality & Natural Places

#	A	B	C	D	E	F	
							Report number of times each goal is more important

%	A	B	C	D	E	F	
							Divide number above by 15 for each relative goal weight

APPENDIX F

SYSTEM PERFORMANCE REPORT

2045 Long Range Transportation Plan

SYSTEM PERFORMANCE REPORT

SEPTEMBER 2020



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2 - BACKGROUND

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Ocala Marion Transportation Planning Organization (TPO) must include a description of the performance measures and targets that apply to the TPO planning area and a System Performance Report as an element of its LRTP. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison

¹ The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

with baseline data and previous reports.

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures;
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition (PM2) and System Performance (PM3) measures; and
- In any LRTP adopted on or after July 20, 2021, the System Performance Report must reflect Transit Safety measures.

The Ocala Marion TPO [2045 Long-Range Transportation Plan](#) was adopted on November 24, 2020. Per the Planning Rule, the System Performance Report for the TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), and Transit Asset Management.

3 - HIGHWAY SAFETY MEASURES (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2020. For the 2020 HSIP annual report, FDOT established statewide at “0” for each performance measure to reflect Florida’s vision of zero deaths.

The Ocala Marion Transportation Planning Organization adopted/approved safety performance targets on February 25, 2020 via Resolution 20-03.

² 23 CFR Part 490, Subpart B

Table 3.1. Highway Safety (PM1) Targets

PERFORMANCE MEASURES	OCALA MARION TRANSPORTATION PLANNING ORGANIZATION BASELINE PERFORMANCE (FIVE-YEAR ROLLING AVERAGE 2015-2019)	CALENDAR YEAR 2020 OCALA MARION PLANNING AREA PERFORMANCE TARGETS
Number of Fatalities	81	88
Rate of Fatalities per 100 Million VMT	1.80	1.86
Number of Serious Injuries	407	433
Rate of Serious Injuries per 100 Million VMT	9.06	9.19
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	51	55

Baseline Safety Conditions

After FDOT set its Safety Performance Measures targets in 2020, the Ocala Marion Transportation Planning Organization established 2019 Baseline Safety Performance Measures. To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2015-2019) of crash data and VMT were utilized. Table 3-2 presents the Baseline Safety Performance Measures for Florida and Ocala Marion TPO. For Florida, 2014-2018 is considered as the baseline performance since this is the latest available statewide data.

Trends Analysis

The Ocala Marion TPO used fatality and serious injury data provided by FDOT in its calculation to determine 2020 Safety targets. Specifically, the number of fatalities, serious injuries and non-motorized fatalities and serious injuries for every year from 2011 to 2019 were recorded. Table 3-3 shows the changes in Safety Performance Measures for the TPO from 2015 through 2019. The measures shown in Table 3-3 were calculated by following the same methodology as that used to calculate the baseline conditions.

The 2020 targets for the Number of Fatalities, Serious Injuries and Non-motorized fatalities and serious injuries were determined by applying the annual percent change of the five 5-year rolling averages to the most recent rolling average (2015-2019). The Fatality Rate was calculated by dividing the 2020 target for Number of Fatalities by the projected Vehicle Miles Traveled (VMT) for 2020. The same calculation was performed to determine the Serious Injury Rate.

Table 3.2. Baseline Safety Performance Measures

PERFORMANCE MEASURE	FLORIDA (2014-2018)	OCALA MARION TPO (2015-2019)
Number of Fatalities	2,972	81
Rate of Fatalities per 100 Million VMT	1.4	1.8
Number of Serious Injuries	20,738	407
Rate of Serious Injuries per 100 Million VMT	9.8	9.1
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,339	51

Table 3.3. Trends of Ocala Marion Safety Performance Measures 2015-2019

PERFORMANCE MEASURE	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019
Number of Fatalities	60.0	62	66.0	74	81
Rate of Fatalities per 100 Million VMT	1.5	1.5	1.5	1.7	1.8
Number of Serious Injuries	327.0	328	321.0	370	407
Rate of Serious Injuries per 100 Million VMT	8.0	7.9	7.5	8.4	9.1
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	38.0	41	43.0	46	51
VMT (100 MVMT)	40.6	41.6	42.7	43.9	44.9

Coordination with Statewide Safety Plans and Processes

The Ocala Marion TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Ocala Marion TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

LRTP Safety Priorities

The Ocala Marion TPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. Goal Three in the LRTP is to Focus on Improving the Safety and Security of the Transportation System, with the following objectives, related to safety:

- Goal 3, Objective 3.1: Provide safe access to and from schools.
- Goal 3, Objective 3.4: Reduce the number of fatal and severe injury crashes for all users.

The Ocala Marion TPO has developed a project selection process that includes three safety measures of effectiveness related to the above-stated objectives to evaluate and prioritize projects for inclusion in the LRTP cost feasible plan. The measures include:

- Annual severity-weighted crash frequency
- Five year crash history involving bicyclists and pedestrians
- Number of schools within 0.5 miles of transportation facility

The first two measures are intended to identify those facilities that have a history of crashes, weighted by severity, measured by number of fatalities, serious injuries, and property damage and facilities with a history of crashes involving bicyclists and pedestrian. The third measure is intended to prioritize any facility near schools as those facilities for which safety of particular and critical importance.

The Ocala Marion TPO's 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.

4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted

speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the rating for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by

the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Ocala Marion Transportation Planning Organization LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will

continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM2 measure for the State and for the Ocala Marion Transportation Planning Organization area as well as the two-year and four-year targets established by FDOT for the State.

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Ocala Marion Transportation Planning Organization agreed

Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets

PERFORMANCE MEASURE	STATEWIDE (2017 BASELINE)	STATEWIDE 2019 ACTUAL	OCALA MARION TPO 2019 ACTUAL*	STATEWIDE 2-YEAR TARGET (2019)	STATEWIDE 4-YEAR TARGET (2021)
Percent of Interstate pavements in good condition	66.0%	68.5%	66.4%	n/a	≥60%
Percent of Interstate pavements in poor condition	0.1%	0.2%	0.0%	n/a	<5%
Percent of non-Interstate NHS pavements in good condition	76.4%	41.0%	37.8%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	3.6%	0.2%	0.0%	<5%	<5%
Percent of NHS bridges (by deck area) in good condition	67.7%	74.19%	59.1%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	1.2%	0.40%	0%	0%<10%	<10%

*For bridge condition, 2018 Actual data is represented, as 2019 data is unavailable

to support FDOT's pavement and bridge condition performance targets on October 23, 2018. By adopting FDOT's targets, the Ocala Marion Transportation Planning Organization agrees to plan and program projects that help FDOT achieve these targets.

The Ocala Marion TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the TPO's 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.

- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Ocala Marion TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal Six in the LRTP is to Optimize and Preserve Existing Infrastructure, which includes the following objectives:

- Goal 6, Objective 6.2: Emphasize the preservation of the existing transportation system and

establish priorities to ensure optimal use.

- Goal 6, Objective 6.3: Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades.

5 - SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per

capita (PHED);

5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR ≥ 1.50 during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable³; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Ocala Marion Transportation Planning Organization LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance 3 Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

Table 5.1. System Performance and Freight (PM3) - Performance and Targets

PERFORMANCE MEASURE	STATEWIDE (2017 BASELINE)	STATEWIDE 2019 ACTUAL	OCALA MARION TPO 2019 ACTUAL	STATEWIDE 2-YEAR TARGET (2019)	STATEWIDE 4-YEAR TARGET (2021)
Percent of person-miles on the Interstate system that are reliable	82.2%	83.0%	100%	≥75.0%	≥70.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%	87%	96%	n/a	≥50.0%
Truck travel time reliability index (TTTR)	1.43	1.45	1.42	≤1.75	≤2.00

Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 5.1 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative

approach when setting its initial PM3 targets.

The Ocala Marion TPO agreed to support FDOT’s PM3 targets on October 23, 2018. By adopting FDOT’s targets, the Ocala Marion Transportation Planning Organization agrees to plan and program projects that help FDOT achieve these targets.

The Ocala Marion TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Ocala Marion Transportation Planning Organization 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida’s transportation future. It defines the state’s long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT’s work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and

Freight.

- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Ocala Marion TPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The Ocala Marion TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal Two in the LRTP is to Provide Efficient Transportation that Promotes Economic Development and Goal Six is to Optimize and Preserve Existing Infrastructure. The following objectives under those two goals, related to reliability and congestion, include:

- Goal 2, Objective 2. 2: Foster greater economic competitiveness through enhanced, efficient movement of freight.
- Goal 2, Objective 2.3: Address mobility needs and reduce the roadway congestion impacts of economic growth.
- Goal 6, Objective 6.1: Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies.
- Goal 6, Objective 6.4: Plan for the future of Automated, Connected, Electric, and Shared (ACES) vehicles and other emerging technologies into the transportation network.
- Goal 6, Objective 6.5: Improve the reliability of the transportation system through operational and incident management strategies.

The Ocala Marion TPO has developed a project selection process that includes three reliability and mobility measures of effectiveness related to the above-stated objectives to evaluate and

prioritize projects for inclusion in the LRTP cost feasible plan. The measures include:

- Facility congestion level (projected 2045 PM peak period volume-to-capacity ratio under LOS C conditions in no-build network scenario)
- Facilities identified for ITS and emergency vehicle signal pre-emption in the 2018 ITS Strategic Plan

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule

Table 6.1. FTA TAM Performance Measures

ASSET CATEGORY	PERFORMANCE MEASURE AND ASSET CLASS
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 below identifies performance measures outlined in the final rule for transit asset management.

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography and service frequency.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes

targets. Instead, subsequent MPO targets must be established when the MPO updates the L RTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II

Table 6.2. Florida Group TAM Plan Participants

DISTRICT	PARTICIPATING TRANSIT PROVIDERS	
1	Good Wheels, Inc ¹ Central Florida Regional Planning Council	DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit ² Baker County Transit Nassau County Transit	Ride Solution Levy County Transit Suwannee River Economic Council
3	Tri-County Community Council Big Bend Transit ² Gulf County ARC	Calhoun Transit Liberty County Transit JTRANS Wakulla Transit
4	<i>No participating providers</i>	
5	Sumter Transit Marion Transit	
6	Key West Transit	
7	<i>No participating providers</i>	

1 no longer in service

2 provider service area covers portions of Districts 1 and 2

providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group. A total of 19 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). These are FDOT's Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

The MPO has the following Tier I and Tier II providers operating in the region:

The Ocala Marion TPO planning area is served by two (2) transit service providers: SunTran and Marion Transit. SunTran is considered a Tier I

provider and, as such, must develop a TAM Plan. Marion Transit is considered a Tier II provider and thus is included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

On November 24, 2020, the Ocala Marion TPO agreed to support SunTran's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

SunTran established the transit asset targets

Table 6.3. FTA TAM Targets for SunTran

ASSET CATEGORY PERFORMANCE MEASURE	ASSET CLASS	FY 2019 ASSET CONDITION	FY 2023 TARGET
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Articulated Bus	NA	NA
	Bus	69%	0%
	Cutaways	0%	100%
	Van	NA	NA
	Etc.	NA	NA
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non Revenue/Service Automobile	80%	20%
	Trucks and other Rubber Tire Vehicles	NA	NA
	Maintenance Equipment	NA	NA
	Etc.	NA	NA
Infrastructure			
% of track segments with performance restrictions	Guideway Elements	NA	NA
	Power & Signal Elements	NA	NA
	Track elements	NA	NA
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	NA	NA
	Maintenance	0%	0%
	Parking Structures	NA	NA
	Passenger Facilities	NA	NA
	Shelter	NA	NA
	Storage	NA	NA
	Etc.	NA	NA

identified in Table 6.3 in July, 2019:

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Marion Transit is part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT for Tier II providers in Florida and coordinates with FDOT on reporting of group targets to NTD.

The FY 2019 asset conditions and 2020 targets for the Tier II providers are shown in Table 6.4.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The

Table 6.4. FDOT Group Plan Transit Asset Management Targets for Tier II Providers

ASSET CATEGORY PERFORMANCE MEASURE	ASSET CLASS	FY 2019 ASSET CONDITION	FY 2023 TARGET
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	27.3%	≤27%
	Bus	9.1%	≤9%
	Cutaway Bus	15.6%	≤15%
	School Bus	25%	≤25%
	Mini-Van	13.8%	≤13%
	SUV	10.0%	≤10%
	Van	30.1%	≤30%
Equipment			
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue Automobile	20%	≤20%
	Trucks and other Rubber Tire Vehicles	4%	≤4%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	0%	≤0%
	Administration/Maintenance Facilities	0%	≤0%

targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year.

As required by FTA, FDOT will update this TAM Plan at least once every four years. FDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the MPOs in which they operate when the targets are updated.

These targets for the MPO planning area reflect the targets established by SunTran through its Transit Asset Management Plans, as well as the statewide targets established by FDOT for those providers participating in the Group Transit Asset Management Plan, which includes the following provider(s) in the MPO planning area:

TAM Performance

The Ocala Marion TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the SunTran Transit Development Plan, and the current Ocala Marion 2040 LRTP.

The Ocala Marion TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal Six in the LRTP is to Optimize and Preserve Existing Infrastructure, which includes the following objectives:

- Goal 6, Objective 6.2: Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.
- Goal 6, Objective 6.3: Maintain the transportation network by identifying and prioritizing

infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades.

The 2045 LRTP was coordinated closely with SunTran, reflecting the priority operational and maintenance costs reflected in the Transit Development Plan to replace fixed route and paratransit vehicles and continuously improve bus stops and maintain facilities to maintain a state of good repair.

7 - TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.

2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Ocala Marion Transportation Planning Organization must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.
- MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.
- MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Over the course of 2020-2021, the Ocala Marion TPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.

APPENDIX G

**PLAN SYNTHESIS
TECHNICAL
MEMORANDUM**

2045 Long Range Transportation Plan

PLAN SYNTHESIS TECHNICAL MEMORANDUM

APRIL 2020



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I. OVERVIEW

The Ocala Marion Long Range Transportation Plan (LRTP) must address transportation infrastructure needs for a minimum of 20 years into the future. The costs of planned projects must be balanced against a forecast of available revenue and must also consider projected population and employment growth over the 20-year period, estimating the impacts of growth on transportation infrastructure. The LRTP typically includes projects to add roadway capacity to existing roads, new roads, transit services, bicycle lanes, and sidewalks and trails to support a growing community. In addition to mobility for future residents, visitors, and businesses in Marion County, the plan must also consider safety, security, connectivity, cost efficiency, and other performance categories as stipulated by the ten Federal Planning Factors in the FAST Act, administered by FHWA.

The ten planning factors that TPOs are required to consider when developing LRTPs include:

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

Due to the constrained nature of the LRTP, the priorities of the County and its municipalities will help to identify local priorities and needs in order to define the prioritized in the 2045 cost feasible plan.

Plans Reviewed

This report provides a review and synthesis of the following relevant transportation and capital improvement plans in Marion County and its municipalities:

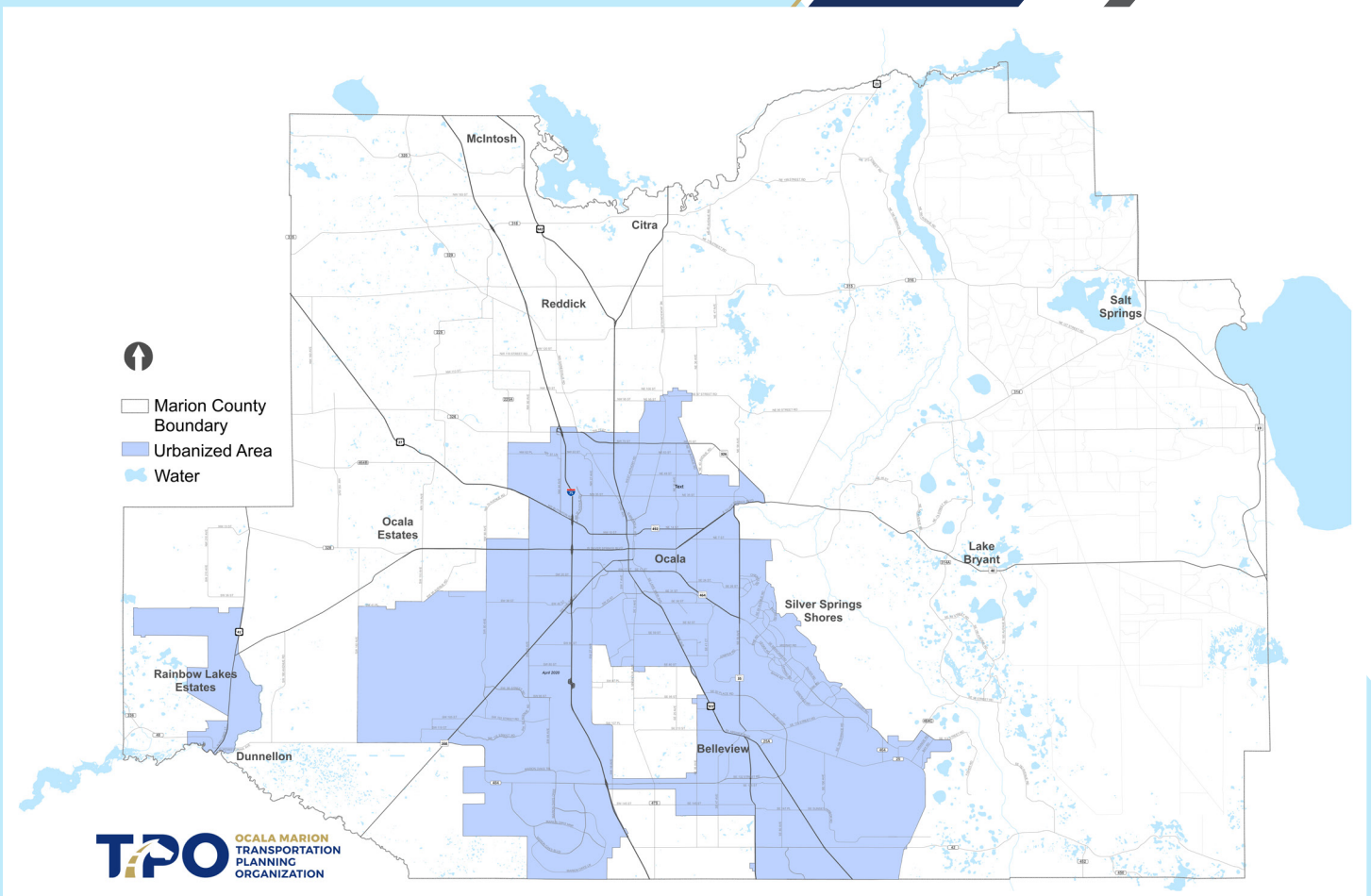
- Marion County 2035 Comprehensive Plan
- Ocala/Marion County MPO 2040 LRTP
- City of Ocala 2035 Comprehensive Plan
- City of Ocala 2035 Vision
- City of Belleview Comprehensive Plan
- City of Dunnellon Comprehensive Plan
- Ocala Downtown Master Plan
- Silver Springs Community Redevelopment Plan
- Dunnellon Bicycle, Pedestrian, & Blueway Facilities Master Plan
- Ocala/Marion TPO 2035 Bicycle & Pedestrian Master Plan
- SunTran Ocala/Marion County Florida Transit Development Plan (created in 2017)
- Ocala International Airport Master Plan (created in 2014)
- Ocala Marion 2018 ITS Strategic Plan
- FDOT Freight Mobility and Trade Plan
- SIS Cost Feasible Plan
- Regional Trails Facilities Plan
- Marion County 2045 population and employment forecasts
- Ocala/Marion TPO Congestion Management Process

The purpose of this planning review and synthesis is to identify the common themes across modal and regional plans in Marion County to inform the development of a list of projects to be considered for inclusion in the LRTP.

II. MARION COUNTY AND MUNICIPALITIES

The 2045 LRTP update is focused on the transportation plans and needs for Marion County, the cities of Ocala, Dunnellon, and Belleview, and unincorporated communities of Ocala Estates, Lake Bryant, Marion Oaks, Homosassa Springs/ Beverly Hills/Citrus Springs, Rainbow Lake Estates, Citra, McIntosh, Reddick, Silver Springs Shores, and Salt Springs. The County and urbanized area boundaries are depicted in **Figure 1**.

Figure 1. Ocala Marion County TPO Urbanized Area



III. PLANNING REVIEW AND SYNTHESIS

The results of this planning review and synthesis identifies priorities, projects, common themes and areas of conflict organized under each of the following topic areas:

Development & Growth

- INFILL & REDEVELOPMENT
- NEW DEVELOPMENT

Multimodal Facilities

- PUBLIC TRANSPORTATION
- BIKE/PED/TRAILS

Roadways

- LOS/CONGESTION MANAGEMENT
- NEW ROADS
- ROADWAY EXPANSION
- INTERSECTION IMPROVEMENTS
- ITS & CORRIDOR MANAGEMENT

Intermodal & Freight

- AIRPORT
- RAIL
- FREIGHT

Emergency & Safety

- SAFETY/CRASH REDUCTION
- EVACUATION ROUTES

Development & Growth

The plans reviewed include analysis of how to manage growth as new residents move to the state of Florida and the Ocala-Marion region. The plans discuss supporting and encouraging infill and redevelopment in already-developed areas of the county, while recognizing that new development will occur and identifying ways to ensure that the needs of the existing and future populations are addressed.

INFILL & REDEVELOPMENT

Infill and redevelopment optimizes existing infrastructure and targets places that are already developed to foster communities that encourage walking, bicycling, and transit. This is consistent with the national planning factor regarding system preservation, which emphasizes improvement, as opposed to expansion of the existing infrastructure. Plans reviewed indicate a preference for walkable, livable communities, which are dependent on employment centers and residential areas within walking distance of each other. The plans focus on encouraging clustered and mixed-use developments, especially in downtown areas, to facilitate non-motorized forms of transportation and support transit and pedestrian accessibility. The County requires development review procedures to consider multimodal system impacts.

The Marion County Comprehensive Plan stresses protection of the unique assets, character, and quality of life in the County by conserving natural, cultural, and physical resources to discourage urban sprawl and enhance neighborhoods. The County will accomplish these goals by considering all transportation options and impacts and ensuring that transportation investments recognize the unique character of the County. Strategies include supporting a balanced transportation network for all modes, including bicycle and pedestrian and establishment of cooperative agreements with local governments and transportation agencies to discourage urban sprawl and reduce greenhouse gas emissions through compact, mixed-use, energy-efficient development. The City of Belleview has incorporated similar goals in its Comprehensive Plan, encouraging infill development through higher density/intensity development and targeted redevelopment programs. The City of Dunnellon chooses not to implement transportation currency or level of service standards to encourage infill development.

The Silver Springs Community Redevelopment Plan is focused on removing the slum and blighting influences identified in the Silver Springs “Finding of Necessity” study. **Figure 7** depicts the Silver Springs Community Redevelopment Area boundaries.

Figure 7. Silver Springs Community Redevelopment Area



Image copied from Silver Springs Community Redevelopment Plan

Objectives of the Community Redevelopment Plan include the creation of jobs, stabilization of existing businesses, and livability improvements in the area. Among the strategies identified in the area are the redevelopment of the Silver Springs Park area and revitalization of the SR 40 business corridor, taking advantage of the reconstruction of Baseline Road (NE 58th Ave.), which has improved access to SR 40. The Plan also recognizes the importance of preserving the environment and the nearby Ocala National Forest, as key assets in Marion County. The Plan's Capital Improvement Program section

identifies two broad areas of capital improvement needs, including Stormwater Management/ Utilities and Transportation, which in many cases go hand in hand. Aside from general stormwater management improvements, streetscaping and improved lighting on SR 40, support for FDOT's SR 40 improvement plans, access management, public transit expansion, and pedestrian/bicycle improvements. The plan notes the absence of curbs, gutters, sidewalks, and bicycle lanes in the majority of the study area and the insufficiency of existing transit service and bus stop amenities.

POPULATION AND EMPLOYMENT GROWTH

The 2045 population and employment projections that are used to forecast future demand on the transportation system for the LRTP are based on the University of Florida's Bureau of Economic and Business Research (BEBR) and Woods & Poole forecast control totals for the County. The projected growth totals are allocated to high growth areas across the County based on approved large development data, historical trends, and vacant land. Figures 2 through 5 depict 2045 population and population growth; and 2045 employment and employment growth, respectively. The primary growth areas, as can be seen in Figures 3 and 5, is concentrated in the south part of the County, with most of the growth clustered around the SR 200, Maricamp Rd, I-75 and SR 40 corridors. **Table 1** summarizes population and employment in 2015 and 2045, and corresponding growth rates.

Table 1. Population and Employment

	2015	2045	2015-2045 GROWTH RATE
Population	333,200	444,900	33.5%
Employment	111,500	174,500	56.5%

Figure 2. 2045 Population

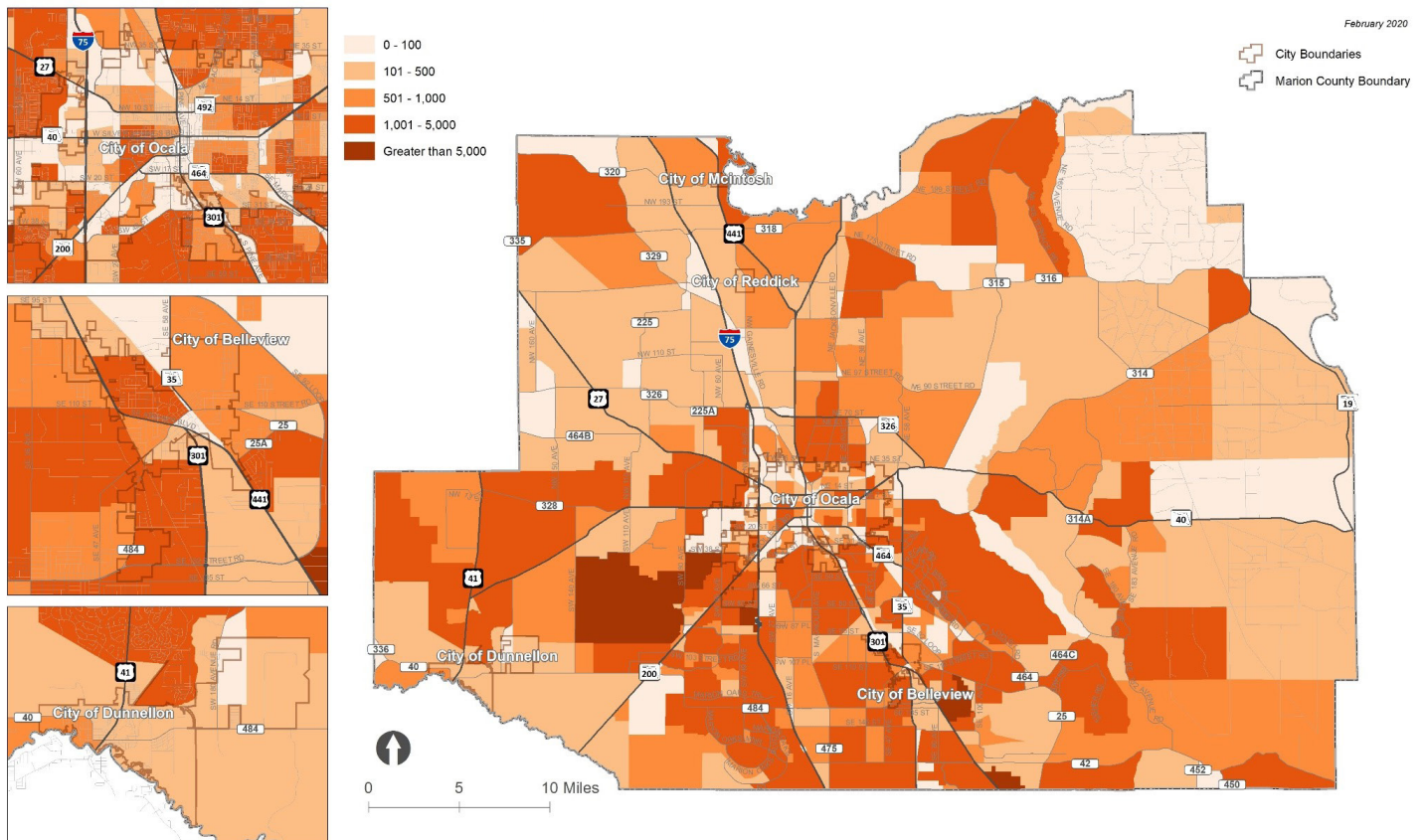


Figure 3. Population Growth 2015 – 2045

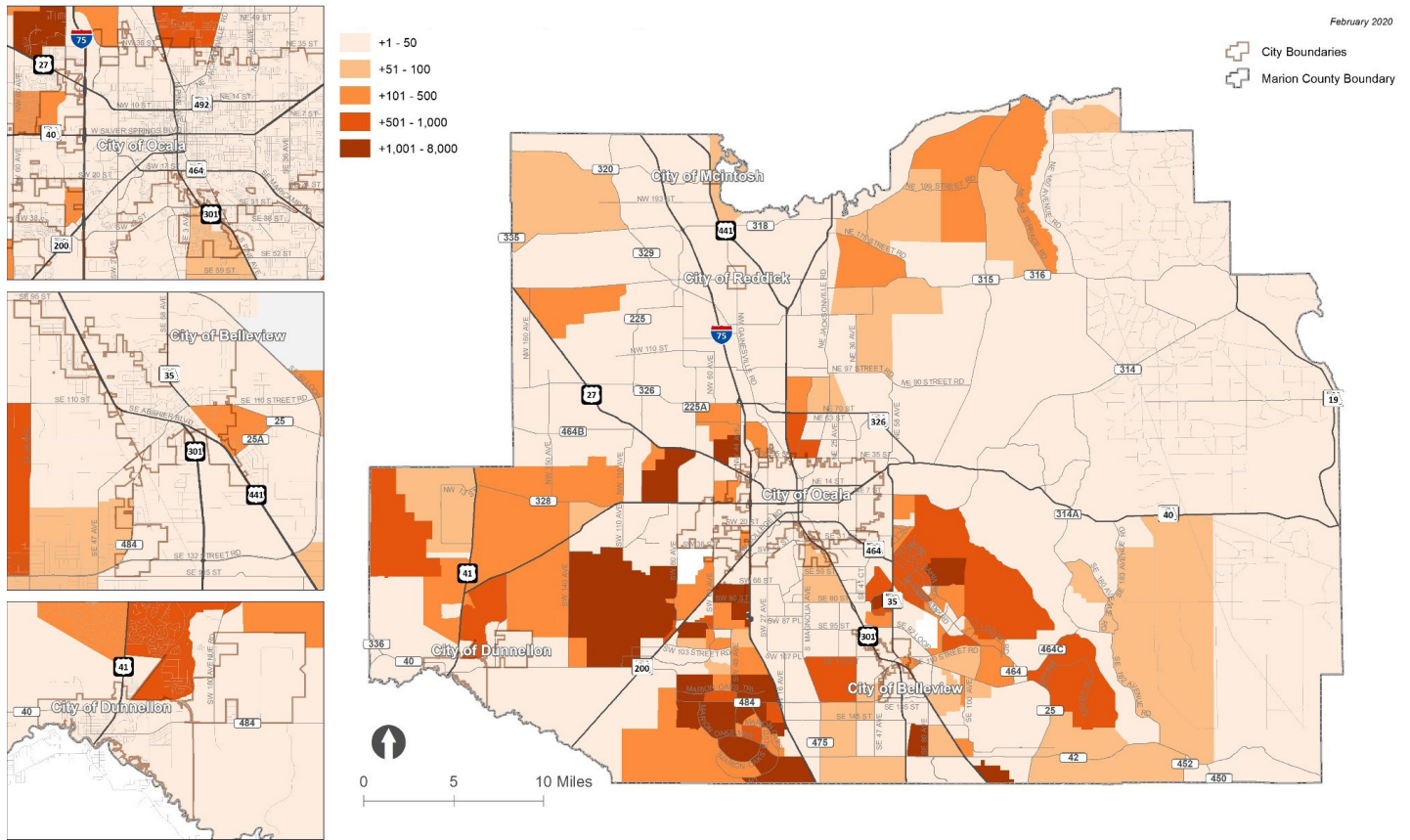


Figure 4. 2045 Employment

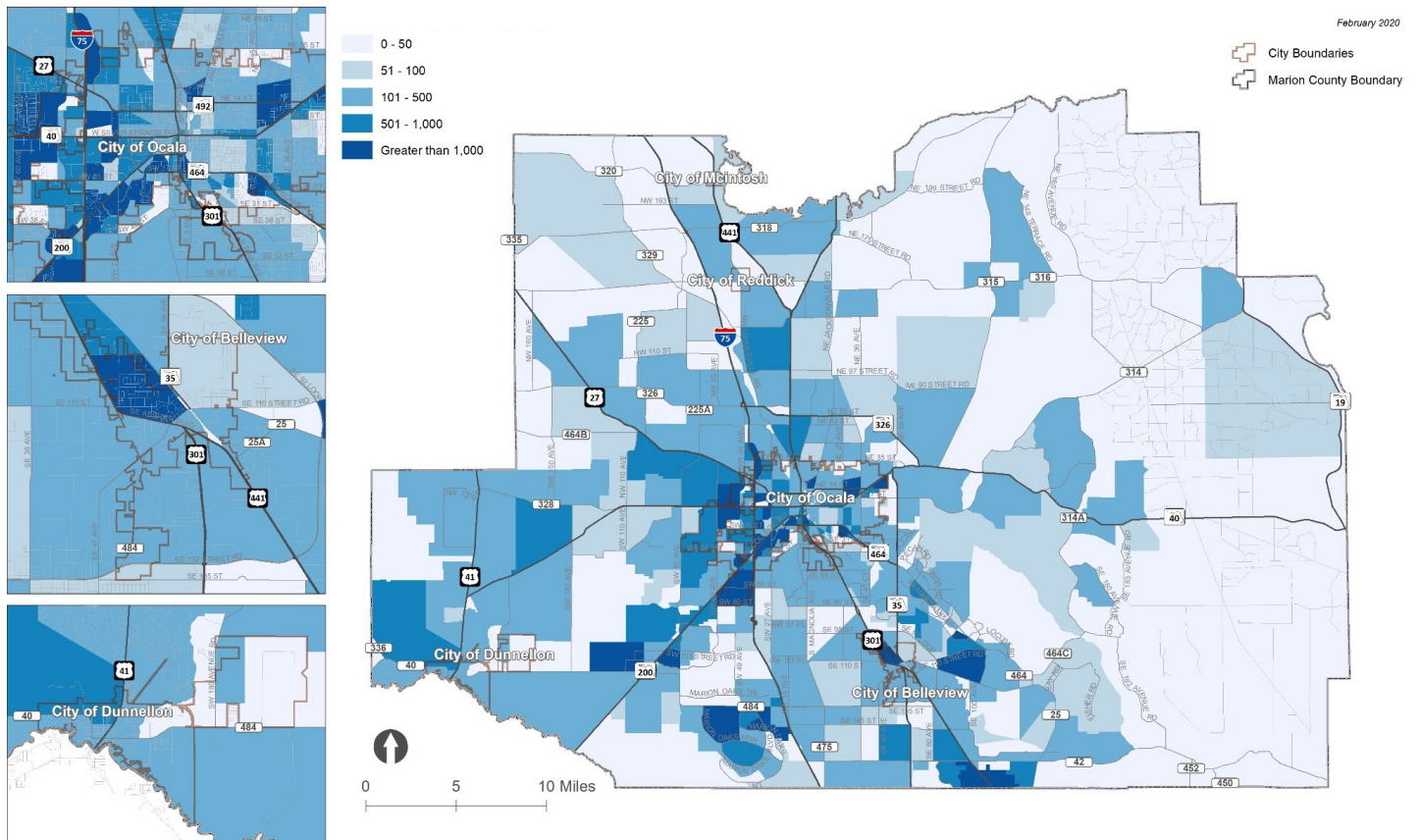
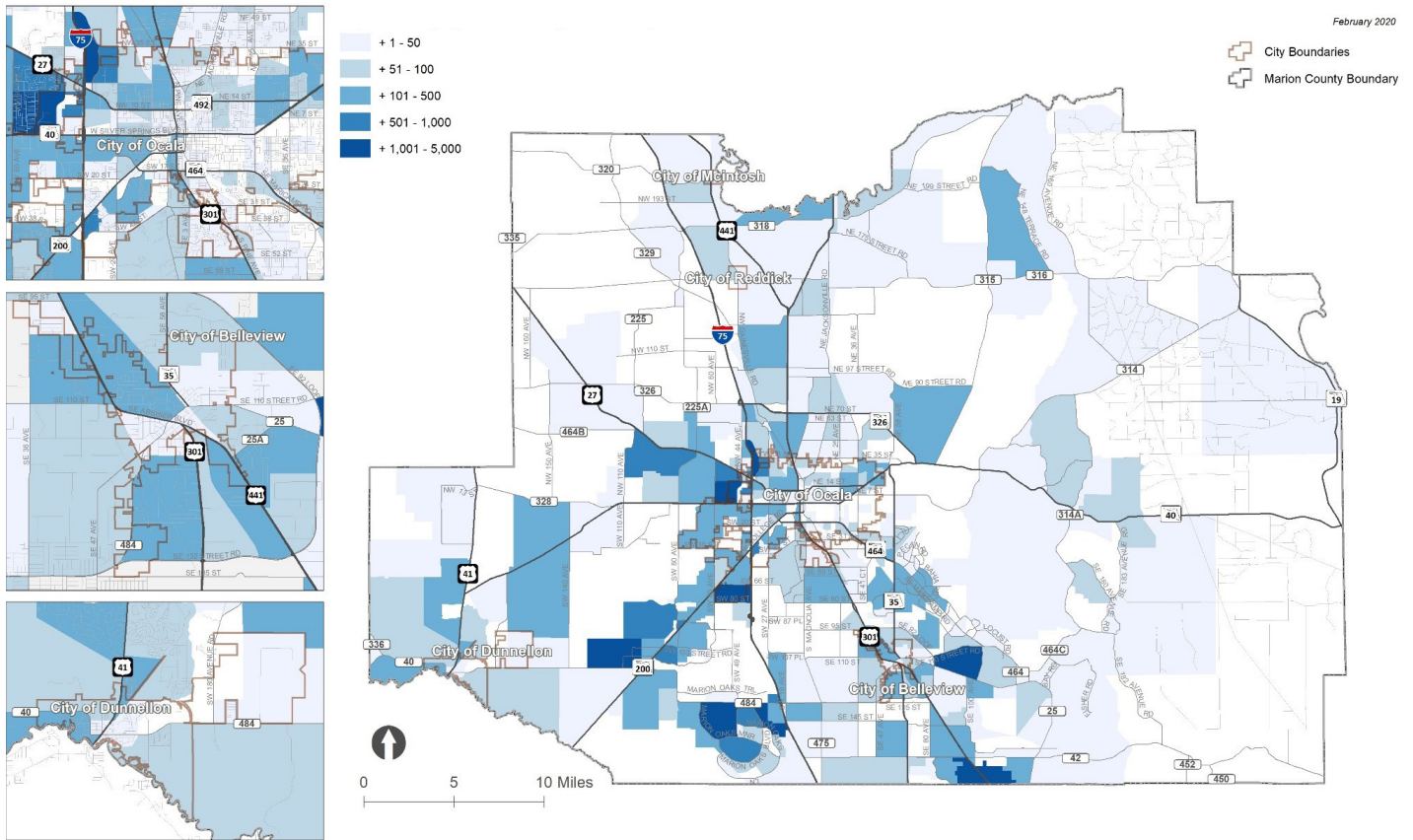


Figure 5. Employment Growth 2015 – 2045



NOTEWORTHY PROJECTS

The Ocala Downtown Master Plan notably includes an infill component titled the, “Infill Housing Sites South of Seminole Feed”. The goal of this plan is to convert the existing surface parking lots and manufacturing/services land uses south of the Seminole Feed plant between Watula Ave and First Avenue into higher density housing developments.

The Master Plan recognizes the decreased demand for parking as a result of shared mobility services such as Uber and Lyft. The Plan highlights the advantages of this infill project’s location because of its proximity to Downtown Ocala and Tuscawilla Park. Transportation infrastructure projects proposed in the Downtown Master Plan to help spur redevelopment include five segments of the Osceola Greenway project, recommended to be implemented in three phases, as outlined in **Table 2**.

Table 2. Osceola Greenway Phases

OSCEOLA GREENWAY	FROM	TO	COST
Phase 1	BROADWAY	SILVER SPRINGS BLVD	\$88,000
Phase 2	FIRST ST	SILVER SPRINGS BLVD	\$97,000
	SILVER SPRINGS BLVD	NW 1ST ST	\$97,000
Phase 3	NE FIRST ST	AMTRAK STATION	\$585,000
	FORT KING	SE THIRD ST	\$195,000

NEW DEVELOPMENT

While plans encourage infill and redevelopment that makes use of existing developed land and infrastructure, most also recognize that new development will also occur in the County. Marion County's compact development initiative is designed to discourage sprawl and disjointed development. The County also requires development review procedures to consider multimodal transportation system impacts. Strategies are proposed to manage this growth and encourage the creation of communities that have services and employment centers within walking distance of residential neighborhoods.

The City of Belleview Comprehensive Plan states that new development shall provide for a bicycle and pedestrian friendly environment. It also emphasizes circulation and access as important elements of new development.

Multimodal Facilities PUBLIC TRANSPORTATION

Public transportation investments align with the above goals to discourage sprawl and encourage density, and address equity issues in the region. Marion County intends to improve accessibility and increase mobility for people who are transportation disadvantaged. The County aims to integrate transit service into a multimodal network and provide resources to transportation disadvantaged people. The municipal comprehensive plans support improvements to transit-related policy as well. For example, the City of Belleview promotes land use patterns that support a compact transit system. The City of Ocala supports improving access to bus stops by adding sidewalks and wheelchair ramps.

Existing transit services in Marion County are provided by SunTran and the Marion Transit Service. SunTran provides fixed-route services operating primarily in the urban area. Marion Transit Service (MTS) provides paratransit service throughout the county and ADA service within the fixed-route area for SunTran. MTS is also the designated Community Transportation Coordinator through the Commission for the Transportation Disadvantaged.

The SunTran Transit Development Plan lists four primary goals:

1. Increase ridership and accessibility for current and potential transit users;
2. Maximize coordination and efficiency of transportation services to better serve the entire population of Marion County, including the transportation disadvantaged, and regional commuters
3. Provide for the most cost-effective transportation services possible; and
4. Promote and provide for the necessary expansion of the fixed-route transit services necessary to meet the future needs of the general public, including the transportation disadvantaged.

The themes in SunTran's goals that correlate very closely with national planning goals and the LRTP goals include increasing accessibility, efficiency improvements, equity considerations, and addressing high growth areas with public transit service.

NOTEWORTHY PROJECTS

The 2040 LRTP identified six routes for frequency improvements and new express, local, and circulator bus services in addition to two rail corridors. The SunTran Transit Development Plan (TDP) also outlines service and capital improvements including realignment of existing routes, adding hourly service on Sundays, and new transit services. Proposed transit improvements in the LRTP include:

Frequency Improvements

- Green Route (70 to 45-minute frequency)
- Blue Route (70 to 45-minute frequency)
- Purple Route (70 to 45-minute frequency)
- Orange Route (70 to 45-minute frequency)
- Red Route (120 to 60-minute frequency)
- Yellow Route (120 to 60-minute frequency)

New Local and Express Bus Routes

- Intercity Connector – express service connecting Ocala to Belleview and beyond
- Marion-Ocala Express – express service connecting Ocala to Marion Oaks
- SR 200 Local – local service connecting Ocala to southwest Marion County
- Ocala West Connector – local service connecting downtown Ocala to areas west of I-75
- Villages-Belleview Limited Express – express service connecting The Villages, Belleview, and downtown Ocala
- Marion Oaks Express – express service connecting south Marion County to downtown Ocala

New Circulator Services

- Downtown Circulator
- SR 200 North and Marion Oaks
- East and South Ocala
- Belleview

Flex Services

- SR 200 Flex – flexible route service on SR 200 from I-75 to SW 60th Ave
- Marion Oaks Flex – flexible route service on I-75 from southern Marion County to downtown Ocala
- On-Top-of-the-World Flex – flexible route service on SR 200 north and south of Cross Florida Greenway
- Baseline Flex – flexible route service along Baseline Rd in east Ocala

New Rail Lines

- Light Rail – connecting Ocala to Silver Springs Shores

Capital and infrastructure improvements highlighted in the TDP include park-n-ride lots, bus stop accessibility, and capital vehicle replacements:

- Expand and improve bus stop infrastructure, safety, and ADA accessibility
- Establish shared park-and-ride lots on SR200, west of I-75, and along SW County Highway 484 and I-75
- Replace and add new vehicles

Other proposed service expansions in the TDP include the Downtown Circulator and the Marion Oaks Express fixed routes and the Baseline, Marion Oaks, and On-Top-Of-The-World Flex routes. The plan also suggests frequency increases on all routes and improving bus stop infrastructure to provide safer, more accessible, and comfortable bus stops. Shared park-n-ride lots are also planned at I-75/SR 200 and I-75/484. Traffic signal preemption is a roadway operations strategy that can improve bus speeds, thus providing more competitive and attractive service. Intersections identified in the TDP for potential signal preemption treatments include:

- SW 43rd Street Road at SR 200
- SW 38th Court at SR 200
- I-75 South at SR 200
- I-75 North at SR 200
- SW 34th Avenue at SR 200

BICYCLE, PEDESTRIAN, AND TRAILS PROJECTS

One of the greatest transportation-related assets of Marion County is the extensive trail system that supports the County's equestrian, cycling, and outdoor recreational culture. The Marjorie Harris Carr Cross Florida Greenway trail connects Dunnellon in the southwest corner of the County to the Ocala National Forest on the east side of the County, providing the foundation of a trail system that can be leveraged to link population and employment centers across the County. The TPO completed the Regional Trails Facilities Plan in 2019 to build onto the Cross Florida and other trails in the region in an effort to accomplish three primary goals, including:

- Make key connections between populated areas and the regional trail system
- Provide safety and facility recommendations as more facilities are constructed and user numbers increase
- Provide appropriate information and amenities to trail users

Connectivity, Safety, and Information/Amenities are the hallmarks of an accessibility-based strategy to improve the ability for residents and visitors to reach destinations via non-motorized modes of travel. This expands the purpose and function of the County's trail system beyond the recreational value of trails, leveraging the system to provide an actual travel option.

Other bicycle, pedestrian and multiuse trail projects are noted in several plans in order to support the growth of multimodal transportation options. The 2035 Bicycle and Pedestrian Master Plan identifies hundreds of sidewalk gaps, bicycle infrastructure improvements, and trail improvements throughout the County to improve walkability, safety, regional connections, and economic development. The Marion County Comprehensive Plan has specific policies to provide increased bicycle and pedestrian access to schools. The City of Belleview's Comprehensive Plan includes an objective to provide an energy-efficient multimodal system by maintaining the existing network and including provisions to promote bicycle and pedestrian infrastructure in certain developments and transportation planning projects.

NOTEWORTHY PROJECTS

Regional Trails

The City of Dunellon Bicycle and Pedestrian Master Plan proposes the Withlacoochee Trail Extension, a priority non-motorized project that involves multiple segments over four phases. This project will require coordination of multiple entities in the western area of the county. The phases for this extension are as follows:

- Phase 1 – Cross Florida Greenway – Dunnellon Sports Complex
- Phase 2 – Blue Run Park Spur Trail
- Phase 3 – Short term signing solution
- Phase 4 – Long-term connection

The Ocala-Marion TPO 2035 Bicycle and Pedestrian Master Plan also outlines three regional multiuse trail projects, which aim to connect communities from Downtown Ocala to the Cross Florida Greenway:

- The Silver Springs Bikeway Extension
- The Cross Florida Greenway Multiuse Path
- The Florida Northern Railroad (FNOR) Rail Trail

The 2035 Bicycle Pedestrian Master Plan, TPO project priority lists, and other sources were used by the TPO to identify fourteen multi-use trail projects, six of which are included in the 2040 LRTP Cost Feasible Plan. Those projects are listed in **Table 3**.

Table 3. Bicycle Pedestrian Master Plan Trail Projects

STATUS IN 2040 LRTP	PROJECT NAME	DESCRIPTION	DISTANCE	PLAN(S)
Cost Feasible	Downtown Ocala to Silver Springs Trail (Project # 4367561)	Multiuse trail	6.0	2040 LRTP
	Indian Lake Trail: Silver Springs State Park to Indian Lake Trailhead	Multiuse trail	5.0	2040 LRTP
	Silver Springs Bikeway Phase II: Baseline paved trail – North Trailhead to CR 42	Multiuse trail	18.5	2040 LRTP
	Belleview Greenway Trail: Lake Lillian Park to Cross Florida Greenway	Multiuse trail	5.3	2040 LRTP
	Ocala National Forest Trail: Silver Springs State Park to Wildcat Lake Boat Ramp	Multiuse trail	27	2040 LRTP
	Lake County Connection: along SE HWY 42 and SE HWY 452	Multiuse trail	4.8	2040 LRTP
Unfunded	Cross Florida Greenway Gap: Silver Springs Bikeway to E HWY 40	Multiuse trail	3.7	2040 LRTP
	Chiefland to Dunnellon Corridor: Levy County Line to Citrus County Line	Multiuse trail	8.6	2040 LRTP
	Cross Florida Greenway Corridor: East HWY 40 to Putnam County Line	Multiuse trail	32.5	2040 LRTP
	Gainesville to Ocala Corridor: Alachua County Line to NE 58th Ave	Multiuse trail	26.5	2040 LRTP
	Lake to Cross Florida Greenway Corridor: Santos Gap Trail to Sumter County	Multiuse trail	12.7	2040 LRTP
	Orange Creek Corridor: Alachua County Line to Ocklawaha River	Multiuse trail	24.0	2040 LRTP
	Silver River to Bronson Corridor: Levy County Line to NE 58th Ave	Multiuse trail	27.7	2040 LRTP
	Williston to Orange Creek Corridor: Levy County to Alachua County Line	Multiuse trail	12.1	2040 LRTP

Table 4. Regional Trails Facilities Plan Projects

PROJECT	FROM	TO	TRAIL TYPE	LENGTH	COST
SE Maricamp Rd	SE 31st St	Baseline/SE 58th Ave	12' multi-use trail	2.10	\$602,000
Maricamp Rd	Baseline/SE 58th Ave	Designated Bike Lane east of Oak Rd	12' multi-use trail	4.85	\$1.4 m
CR 484	Cross Florida Greenway	Designated Bike Lane on CR 484	12' multi-use trail	4.4	\$1.2 m
McIntosh to Ocala Connector			12' multi-use trail	21	\$6 m
Old Ocala-Summerfield Rd/135th St/SE 80th Ave			Sharrows, signage, traffic calming	7	\$210,000
US 27/Bonnie Heath Blvd	NW 60th Ave	CR 225A	12' multi-use trail	1.15	\$330,000

In the TPO's 2019 Regional Trails Facilities Plan, six key multi-use trail projects were identified and vetted as key safety and connectivity improvements to the County's multimodal system, listed in **Table 4**. These projects will help to complete the Cross Florida Greenway, which will enable 60,000 Marion County residents to live within ¼ mile of a paved trail.

Bicycle Facilities

The 2035 Bicycle and Pedestrian Master Plan organized bicycle facility recommendations in three distinct categories. The first includes regional projects that improve connections to recreation areas, complete links in the Heart of Florida loop trail system, improve connections to the Withlacoochee Trail and to Lake County. The second category of bicycle improvements includes more localized needs such as bike lanes and shoulders on existing roadways that improve the connections between Marion County neighborhoods to the regional trail system. The third and final category includes improvements suggested by members of the public to provide shoulder and/or bike lane improvements on various roadways throughout the County. All three categories and associated improvements are included in **Table 5**.

The 2035 Bicycle and Pedestrian Master Plan listed the seven projects in **Table 6** as the Urban Sidewalk Plan, focused on improving multimodal access to transit, schools, parks, and economic hubs. These projects were also vetted by the project team through field observations, stakeholder interviews, and safety considerations. The Urban Sidewalk Plan is supplemented by over 160 sidewalk gap projects on functionally classified roadways also included in the 2035 plan and listed in **Table 7**.

Table 5. Bicycle Pedestrian Master Plan Bicycle Projects

TYPE	FACILITY	FROM	TO	RECOMMENDATION	LENGTH	EST. COST*
Regional Improvements – Bicycle Beltway	NE 97th Street Rd	NE 58th Ave	CR 200A	5' paved shoulder	3.8	\$585,000
	CR 200A	NE 97th Street Rd	NE 100th St	5' paved shoulder	0.18	\$39,550
	NE/NW 100th St	CR 200A	CR 225A	5' paved shoulder	7.5	\$1,695,000
	CR 225A	NE 100th St	SR 40	5' paved shoulder	8.0	\$1,808,000
	SW 80th Ave	SR 40	SW 90th St	5' paved shoulder	6.5	\$1,469,000
	SW 95th Street Rd	SW 60th Ave	SW 49th Ave	5' paved shoulder	1.0	\$226,000
	SW 49th Ave	SW 95th Street Rd	Marion Oaks Course	5' paved shoulder	3.5	\$791,000
	Marion Oaks Course	SW 49th Ave	CR 484	5' paved shoulder	0.85	\$192,100
	CR 484	SW 16th Ave	SR 25 (Hames Rd)	5' paved shoulder	7.6	\$1,717,600
	SR 25 (Hames Rd)	US 441	SR 35 (Baseline Rd)	5' paved shoulder	0.35	\$79,100
	SR 35 (Baseline Rd)	SR 25 (Hames Rd)	SE Mericamp Rd	Designated bike lane	5.4	\$1,220,400
	SR 35 (Baseline Rd)	SR 40	NE 97th Street Rd	Designated bike lane	10.5	\$2,373,000
Regional Improvements – Lake Weir Connection	CR 25 (Ocala Rd)	SR 35 (Baseline Rd)	SE Sunset Harbor Rd	5' paved shoulder	12.5	\$2,825,000
	SE Sunset Harbor Rd	CR 25 (Ocala Rd)	SE 100th Ave	5' paved shoulder	3.75	\$847,500
	SE 100th Ave	SE Sunset Harbor Rd	CR 25 (Ocala Rd)	5' paved shoulder	4.4	\$994,400
	SE 132nd Place	SE 100th Ave	Carney Island Park Entrance	5' paved shoulder	1.5	\$339,000

*Estimated project costs are presented for the addition of 5' paved shoulders only, not the cost of resurfacing the existing roadway. These estimates do not include costs associated with roadway resurfacing, such as mobilization, maintenance of traffic, silt fencing, and stabilization of the shoulder. These estimates assume that the shoulder was stabilized when the road was originally constructed.

TYPE	FACILITY	FROM	TO	RECOMMENDATION	LENGTH	EST. COST*
Local Bicycle Improvements	Goethe Connection	Downtown Dunnellon	Levy County line	12' shared use path	8.34	\$1,928,863
	Withlacoochee Bay Trail	Downtown Dunnellon	Levy County line	12' shared use path	4.62	\$1,068,507
	Villages Trail	Lake Weir	Lake County line	12' shared use path	2.5	\$578,196
	Interlachen/Hawthorne Trail	Silver Springs State Park	Putnam County line	12' shared use path	25.75	\$5,955,424
	SR 40 Trail	Baseline Rd	Lake County line	12' shared use path	26.27	\$3,075,689
	SR 40 to Silver Springs State Park Connection	Half Mile Creek Trailhead	Silver Springs State Park	Bicycle bridge or underpass	0.12	\$1,200,000
	Indian Lake State Forest Connection	Half Mile Creek Trailhead	Indian Lake State Forest	12' shared use path	1.5	\$346,917
Other Bicycle Improvements	CR 200A	NE 35th St	CR 200	5' paved shoulder	12.5	\$2,825,000
	SR 40	CR 328	US 41	5' paved shoulder	9.6	\$2,169,600
	CR 42	CR 475	County line	5' paved shoulder	29.0	\$6,554,000
	SE 110 Street Rd	CR 25	SE Maricamp Rd	5' paved shoulder	4.0	\$904,000
	CR 464C	CR 25	CR 314A	5' paved shoulder	4.6	\$1,039,600
	CR 475A (SW 27 Ave)	SR 200	CR 475	5' paved shoulder	13.0	\$2,938,000
	CR 475 (S Magnolia Ave)	US 27	South County line	5' paved shoulder	14.0	\$3,164,000
	CR 314	SR 35	CR 214A	5' paved shoulder	14.0	\$3,164,000
	CR 314A	CR 314	CR 464C	5' paved shoulder	15.0	\$3,390,000
	SE 36th Ave	SR 40	Maricamp Rd	5' paved shoulder	2.7	\$610,200
	SE 95th St	CR 475	US 441	5' paved shoulder	3.3	\$745,800
NE Osceola Ave	Bonnie Heath Blvd	NE 14th St	5' paved shoulder	0.3	\$67,800	

Table 6. Urban Sidewalk Plan

ROADWAY	FROM	TO	SAFETY CONSIDERATIONS	LENGTH (IN MILES)	COST
NE 12th Ave	NE 14th Sr	Silver Springs Blvd	Provides a collector sidewalk for students crossing with the crossing guard	0.76	\$83,000
NE 17th Ave	NE 14th St	NE 3rd St	Improves school access, crossing guard access, and transit access	0.74	\$82,000
SE 32nd Ave	SE Fort Kiing St	SE 13th St	Increases safety for students walking and provides access to future trail	0.69	\$76,000

YMCA/Hillcrest School Sidewalk Gap

24th St	36th Ave	SE Maricamp Rd	Connectivity to the park and YMCA	0.95	\$105,000
SE 17th St	SE 30th St	SE 32nd Ave			
SE 30th Ave	SE 32nd Ave	Existing sidewalk to the south			
SW 1st Ave	Ft. King St	SE Pine Ave	Fills critical sidewalk gap	0.86	\$95,000
NE 28th St	NE 12th Court	NE 19th Ave	Improves access to transit, and school crossing	0.61	\$67,000

Belleview sidewalk connection to Cross Florida Trail

SE 95th St	Cross Florida Trail	SE 36th Ave	Crossing at US 441	2.53	\$279,000
SE 36th Ave	SE 95th St	SE 110th St			
SE 110th St	US 301	Lilian Lake Park			

Table 7. Sidewalk Gap Projects

ROADWAY	FROM	TO	SIDE OF ROAD	LENGTH (MILES)	ESTIMATED COST
NE 10th St	NE 8th Ave	NE 9th St	E	0.31	34,581.13
US-27 (S Pine Ave)	SE 38th St	SE 52nd St	E	1.11	122,058.42
NE 14th St	NE 24th Ave	NE 25th Ave	S	0.07	8,153.95
US-27 (S Pine Ave)	SE 3rd Ave	SE 30th St	W	0.37	41,083.38
SW College Rd	SW 39th St	SW 17th St	S	0.59	65,294.35
US-27 (S Pine Ave)	SE 3rd Ave	SE 30th St	E	0.33	36,420.99
US-301	W Anthony Rd	NW 28th St	E	0.23	24,880.01
NE 35th St	NE 25th Ave	NE 49th Ct	S	0.21	23,437.39
SE 17th St	SE 25th Ave	SE 29th Terr	N	0.23	25,632.69
SW 38th St	SW 60th Ave	SW 51st Terr	N	0.75	83,274.87
SE 11th Ave	SE 5th St	SE 17th St	E	0.74	81,455.91
SE 18th Ave	SE 18th St	SE 21st Ln	W	0.13	14,572.58
SE 3rd Ave	S Magnolia Ave	SE 17th St	W	0.25	27,535.27
SE 1st Ave	SW 1st Ave	SW 6th St	W	0.20	21,722.97
N Magnolia Ave	NW 28th St	NW 20th St	E	0.59	64,855.29
SW 32nd Ave	SW College Rd	SW 31st Rd	W	0.11	12,398.19
SW 32nd Ave	SW 33rd Rd	SW 34th Ave	W	0.09	9,889.28
SW 1st Ave	SW 15th Pl	SW 17th St	E	0.11	12,502.73
SE 22nd Ave	SE 12th St	SE 17th St	E	0.36	39,536.22
SE 24th St	SE 32nd Ave	SE 36th Ave	S	0.34	37,131.85
SE 3rd Ave	SE 6th St	SE 8th St	E	0.07	7,798.53
SE 17th Ave	SE 29th Terr	SE 30th Ave	N	0.09	9,492.04
SW 43rd Ct	SW 40th St	N of SW 44th St	E	0.15	16,349.72
SW 32nd Ave	SW 34th Ci	SW 34th Cr	E	0.06	6,774.05
NE 19th Ave	NE 28th St	NE 14th St	W	0.99	109,409.33
SE 17th St	SE 30th Ave	W of SE 36th Ave	S	0.15	16,600.61
SE 11th Ave	Silver Springs Blvd	E Fort King St	W	0.05	5,164.17
NE 19th Ave	NE 28th St	NE 14th St	E	1.00	110,057.47
SE Maricamp Rd	SE 36th Ave	SE 39th Ave	N	0.32	34,978.37
SE 22nd Ave	E Fort King St	SE 12th St	E	0.57	62,639.09
SE 24th St	SE Maricamp Rd	SE 32nd Ave	S	0.05	5,164.17
NE 8th Ave	NE Jacksonville Rd	NE 14th St	W	0.72	79,197.89
SE 11th Ave	SE 5th St	SE 17th St	W	0.74	81,623.17
SE 18th Ave	SE 21st Ln	SE 27th St	W	0.18	19,653.12
SW 1st Ave	SW 10th St	SW 11th St	E	0.11	11,750.06
SW 13th St	SW 33rd Ave	SW 12th St	N	0.38	41,815.15
NE 28th St	US 301	E of NE Jacksonville Rd	N	1.23	136,296.47

ROADWAY	FROM	TO	SIDE OF ROAD	LENGTH (MILES)	ESTIMATED COST
SE 18th Ave	SE 17th St	S of SE 18th St	E	0.15	16,872.41
SW 38th St	SW 51st Terr	SW 48th Ave	N	0.32	35,417.43
SW 43rd Ct	N of SW 32nd Pl	SW 40th St	E	0.64	70,437.62
NE 8th Ave	NE 24th St	NE 14th St	E	0.73	80,201.45
NE 8th Ave	NE 14th St	NE 10th St	W	0.06	6,878.59
Dirt Rd	SW 43rd Ct	SW College Rd	N	0.19	21,012.11
SE 11th Ave	E Fort King St	SE 5th St	W	0.19	20,907.57
SE 19th Ave	SE 24th Rd	SE 31st St	E	0.09	9,910.19
SW 1st Ave	SE 14th Pl	SW 15th St	E	0.06	6,460.44
NW 27th Ave	S of NW 17th St	NW Old Blitchton Rd	E	0.09	10,014.73
SE 24th St	SE Maricamp Rd	SE 32nd Ave	N	0.10	10,976.48
SE Maricamp Rd	SE 36th Ave	SE 31st St	S	0.27	29,542.40
SE 22nd Ave	E Fort King St	SE 12th St	W	0.57	62,994.52
SW 13th St	SW 12th St	SW 27th Ave	N	0.07	8,237.58
SE 11th Ave	Silver Springs Blvd	SE 5th St	E	0.27	30,274.17
SE 38th St	SE Lake Weir Ave	SE 19th Ave	N	0.25	27,681.63
SE 22nd Ave	SE 12th St	SE 17th St	W	0.36	39,912.56
SE 17th St	SE 25th Ave	SE 29th Terr	S	0.24	26,489.90
SE 38th St	SE 19th Ave	SE 31st St	N	1.79	198,036.54
NE 3rd St	NE Tusawilla Ave	NE Sanchez Ave	N	0.06	7,129.48
SW 1st Ave	SW 12th St	SE 14th Pl	E	0.04	4,265.15
SE 17th St	SE 30th Ave	SE 36th Ave	N	0.45	49,300.06
SE 19th Ave	SE 28th St	SE 31st St	W	0.27	30,127.81
SE 24th St	SE 32nd Ave	SE 36th Ave	N	0.39	42,839.62
SE Maricamp Rd	SE 39th Ave	SE 38th St	N	0.76	84,006.63
SW 1st Ave	US 27 (S Pine Ave)	SW 29th St Rd	E	0.20	21,806.6
NE 36th Ave	NE 21st St	NE 17th Pl	W	0.24	26,531.71
SW 17th St	SW 15th Ave	SW 12th Ave	S	0.13	14,447.13
SW 17th St	SW College Rd	SW 19th Ave Rd	S	0.23	25,047.27
NE 36th Ave	NE 17th Pl	NE 14th St	E	0.22	24,670.94
SW 17th St	SW 19th Ave Rd	SW 15th Ave	S	0.31	34,622.94
SW 17th St	SW 18th Ave	SW 12th Ave	N	0.41	45,055.82
NE 35th St	US 301	NE Jacksonville Rd	N	1.32	145,851.24
SW 20th St	SW 37th Ave	SW 34th Ct	N	0.29	31,465.90
SE Lake Weir Ave	SE 31st St	SE 38th St	E	0.54	59,816.57
NW 16th Ave	NW 16th Rd	NW 31st St	E	0.10	11,394.63
W Anthony Rd	NW 34th Pl	US 301	E	0.20	22,224.75
NE 25th Ave	NE 24th St	NE 23rd St	W	0.58	13,255.40

ROADWAY	FROM	TO	SIDE OF ROAD	LENGTH (MILES)	ESTIMATED COST
W Anthony Rd	NW 44th St	NW 35th St	W	0.58	63,768.10
NW MLK Jr Ave	NW 31st St	NW 22nd St	W	0.48	52,791.62
NE 25th Ave	NE 35th St	NE 24th St	W	0.85	94,104.99
SW 20th St	SW 60th Ave	SW 57th Ave	N	0.30	33,263.95
NW Gainesville Rd	NW 37th St	S of NW 35th St	W	0.40	43,655.01
SW 20th St	SW 60th Ave	SW 57th Ave	S	0.30	33,452.12
NE 25th Ave	NE 23rd St	NE 14th St	W	0.47	51,558.08
NE 7th St	NE 43rd Ct	NE 58th Ave	S	1.32	145,809.42
NE 35th St	US 301	W Anthony Rd	S	0.05	5791.40
SW 20th St	I-75	SW 31st Ave	S	0.53	58039.43
SW 19th Ave Rd	SW 17th St	W of SW 21st Ave	W	0.41	45097.64
NE 25th Ave	NE 24th St	NE 14th St	E	0.74	81,497.72
NE 7th St	NE 36th Ave	NE 43rd Ct	S	0.62	68,681.38
NE 7th St	NE 36th Ave	NE 43rd Ct	N	0.64	70,207.63
NW 16th Ave	NW Gainesville Rd	NW 31st St	E	0.48	53,209.78
NW 35th St	NW Gainesville Rd	US 301	S	0.15	16,830.60
NW MLK Jr Ave	NW 31st St	NW 22nd St	E	0.39	43,299.59
NE 35th St	W Anthony Rd	NE Jacksonville Rd	S	1.14	126,302.65
NE 35th St	NE Jacksonville Rd	NE 25th Ave	S	1.21	133,306.69
NE 25th Ave	NE 35th St	NE 24th St	E	0.84	92,306.94
NE 24th St	NE Jacksonville Rd	NE 19th Ave	S	0.85	93,540.49
NE 12th Ave	NE 4th St	Silver Springs Blvd	W	0.24	26,197.19
NE 12th Ave	NE 9th St	NE 6th Pl	W	0.18	19,423.14
NE 12th Ave	NE 14th St	NE 9th St	W	0.32	35,438.34
NW 16th Ave	NW Gainesville Rd	NW 16th Rd	E	0.33	36,358.27
SW 5th St	SW 1st Ave	Pine Ave	N	0.26	29,145.16
US 441	US 301	Del Webb Blvd	E	0.35	38,532.66
US 441	US 301	Del Webb Blvd	W	0.35	38,825.36
SE 110th St	SE 36th Ave	US 441	N	1.21	133,683.03
SE 36th Ave	SE 95th St	SE 100th St	E	0.48	52,854.35
SE 36th Ave	SE 95th St	SE 103rd Ln	W	0.62	68,681.38
SE 102nd Pl	US 441	SE 52nd Ct	S	0.64	70,563.06
SE 95th St	SE 36th Ave	SE 38th Ct	S	0.19	21,492.99
CR 484	SE 36th Ave	SE 35th Ave Rd	N	0.29	31,779.51
SE 110th St Rd	SE Baseline Rd	W of SE 83rd Terr	N	1.81	199,583.70
CR 484	SE Brown Rd	US 27 (SE Ashbier Blvd)	W	0.33	36,567.35
CR 484	US 27 (SE Ashbier Blvd)	CR 484/SE 132nd St Rd	E	0.22	24,650.03
SE 110th St/CR 25	SE Baseline Rd	CR 25A	S	1.25	138,303.60

ROADWAY	FROM	TO	SIDE OF ROAD	LENGTH (MILES)	ESTIMATED COST
SE 55th Ave Rd	US 27 (SE Ashbier Blvd)	SE 132nd St Rd	W	0.25	27,472.55
SE 55th Ave Rd	US 27 (SE Ashbier Blvd)	SE 132nd St Rd	E	0.25	27,368.01
E Pennsylvania Ave	Palmetto Way	SW 196th Terr	N	0.06	6,355.90
E Pennsylvania Ave	Palmetto Way	SW 196th Terr	S	0.05	5,624.14
E Fort King St	NE 48th Ave	NE 58th Ave	N	0.90	99,373.70
E Fort King St	SE 48th Ct	SE 48th Ave	S	0.90	99,143.72
NE 35th St	NE 25th Ave	NE 36th Ave Rd	N	0.96	106,335.92
NE 35th St	NE Jacksonville Rd	NE 25th Ave	N	1.20	132,616.74
NW 35th St	NW Gainesville Rd	US 301	N	0.16	17,645.99
NE 7th St	NE 52nd Ct	NE 58th Ave	N	0.44	48,777.37
W Anthony Rd	NW 44th St	NW 35th St	E	0.60	66,381.55
NW 35th St	NW 16th Ave	NW Gainesville Rd	N	0.08	8,927.53
CR 25	SE 110th St Rd	E of SE 80th Ct	N	1.22	135,000.20
CR 25	CR 25A	SE 108th Terr Rd	S	0.33	36,316.46
SE Maricamp Rd	SE 31st St	SE 44th Ave Rd	S	0.75	82,522.19
SE Maricamp Rd	SE 47th Ave	SE 58th Ave	N	1.15	127,473.48
NE Jacksonville Rd	NE 53rd St	NE 35th St	W	1.31	144,701.32
NE Jacksonville Rd	NE 49th St	NE 35th St	E	0.98	108,343.05
SE Maricamp Rd	SE 58th Ave	SE 55th Pl	W	0.94	103,680.66
SE Maricamp Rd	SE 55th Pl	Midway Rd	E	1.13	124,588.23
SE Maricamp Rd	SE 58th Ave	SE 67th Ave	W	0.91	100,962.67
SE Maricamp Rd	Pine Rd	Midway Rd	W	0.89	97,993.80
SE Maricamp Rd	Midway Rd	Cedar Trace	W	0.09	10,119.27
SE Maricamp Rd	Bahia Ave	Oak Rd	W	0.24	26,573.53
SE Maricamp Rd	Bahia Rd	Oak Rd	E	0.21	23,019.24
SE Maricamp Rd	SE 42nd St	SE 58th Ave	W	0.84	93,059.61
CR 42 (SE Hwy 42)	SE 165th Mulberry Ln	US 441	S	1.74	191,847.90
SE Maricamp Rd	SE 44th Ave Rd	SE 47th Ave	N	0.12	13,150.86
SE Maricamp Rd	SE 44th Ave Rd	SE 42nd St	S	0.43	47,439.29
CR 42 (SE Hwy 42)	SE 80th Ave	SE 84th Terr	N	0.44	48,631.02
CR 42 (SE Hwy 42)	SE 84th Terr	US 441	N	1.44	159,085.73
SE 79th St	SE 41st Ct	Juniper Rd	S	0.29	32,344.02
SW 40th St	SW 48th Ave	SW 43rd Ct	N	0.35	38,114.51
SE 38th St	SE 38th St / SE 36th St	SE 37th Ct	S	0.12	12,983.60
SE 44th Ave Rd	SE 48th Place Rd	SE Maricamp Rd	W	0.74	82,229.49
NE 25th Ave	NE 49th St	NE 35th St	E	0.99	109,451.15

ROADWAY	FROM	TO	SIDE OF ROAD	LENGTH (MILES)	ESTIMATED COST
NE 25th Ave	NE 49th St	NE 35th St	W	0.99	109,262.98
SE 95th St	SE 93rd Pl	US 441	N	0.43	47,669.27
SE 95th St	SE 38th Ct	US 441	S	0.23	24,838.20
NW 44th Ave	NW 73rd Pl	S of NW 63rd St	W	0.91	100,879.04
NW 44th Ave	S of W Hwy 326	S of NW 63rd St	E	1.06	116,601.54
SE Sunset Harbor Rd	SE 95th Ave	SE 155th St	E	1.38	152,646.20
SE Sunset Harbor Rd	SE 95th Ave	SE 99th Ave	S	0.41	45,515.79
SE Sunset Harbor Rd	SE 155th St	CR 42 (SE Hwy 42)	W	1.15	126,616.27
CR 42 (SE Hwy 42)	US 441	SE 104th Terr	S	0.44	48,359.22
SE Sunset Harbor Rd	SE 103rd Terr	SE 105th Ave	E	0.56	61,321.91
SE Sunset Harbor Rd	US 441	SE 95th Ave	S	0.55	61,112.84
SE 147th Pl	SE 84th Terr	US 441	S	0.32	35,605.60
SE 110th St Rd	W of SE 83rd Terr	SE 90th Ct	S	0.89	98,704.66
SE 110th St Rd	W of SE 83rd Terr	Oak Rd	N	0.64	71,043.94
SE 36th Ave	CR 484	SE Hwy 42	W	0.30	32,950.34
SE 36th Ave	CR 484	SE Hwy 42	E	0.30	32,992.15
SE 36th Ave	SE 110th St	CR 484	E	0.25	27,493.46
SE 36th Ave	SE 110th St	CR 484	W	0.25	27,388.92
SE 36th Ave	SE 100th St	SE 110th St	E	0.97	107,444.02
SE 36th Ave	SE 103rd Ln	SE 110th St	W	0.46	50,261.81
CR 42 (SE Hwy 42)	US 441	SE 105th Ave	N	0.45	49,634.58
SE Sunset Harbor Rd	US 441	SE 95th Ave	N	0.62	68,409.58
SE 147th Pl	SE 84th Terr	US 441	N	0.32	35,250.17
SE 110th St Rd	CR 25	W of SE 83rd Terr	S	1.12	123,919.19
NE 35th St	NE 48th Terr	NE 59th Terr	S	0.97	107,360.39
NE 35th St	NE 36th Ave Rd	NE 59th Terr	N	0.22	24,106.43
US 27 (Pine Ave)	W of SE 10th Ave	SE 10th Ave	E	0.04	4,244.24
US 441	SE Sunset Harbor Rd	SE 173rd St	E	0.31	34,685.67
US 441	SE Sunset Harbor Rd	SE 173rd St	W	0.32	35,459.25
US 441	Del Webb Blvd	SE Sunset Harbor Rd	E	0.79	86,745.52
US 441	Del Webb Blvd	SE 147th Pl	W	0.74	82,020.41
CR 484	SE 25th Ave	SE 47th Ave	S	0.20	21,743.88
CR 484	SE 30th Ct	SE 36th Ave	N	0.48	52,603.46
SE 132nd St Rd	SE 55th Ave Rd	US 301	N	0.13	14,614.39
CR 484	SE 47th Ave	SE 132nd St Rd	S	0.40	44,616.76
SE 95th St	E of SE 25th Ave	SE 35th Ct	N	0.40	43,634.11

Roadways - Expansion, extension, & creation

Though many of the plans placed a focus on managing growth and fostering communities that support multimodal transportation options, they also include new roads and road widening.

The Transportation Element in Marion County's Comprehensive Plan includes a checklist regarding the provision of infrastructure for new developments. The City of Belleview plan highlights the importance of providing standards and definitions to preserve and protect existing and future right-of-way in land development regulations. The City of Ocala focuses on multimodal opportunities whenever an existing roadway is expanded or when a new roadway is created. The City of Dunnellon emphasizes coordination with Marion County and the TPO to expand CR 484. This project is prioritized in the Transportation Improvement Program.

Some priorities identified include:

- Congestion Management
- Maintaining Level of Service (LOS) Standards
- System preservation: Preserving existing & future roadways
- Intersection improvements

CONGESTION MANAGEMENT/ LOS STANDARDS

The reviewed documents share a focus on implementing LOS standards for the County and for each municipality within the County. LOS is a common metric used to prioritize funding for CIPs. Most LOS standards differentiate between county and state roads, and urban and rural roads. The Marion County 2010 Congestion Management Process (CMP) describes a detailed congestion and safety monitoring program and identifies a toolbox of non-capacity strategies to mitigate congestion and safety issues. The CMP is guided by four broad goals, including:

1. Reduce vehicle miles of travel per capita.
2. Increase the viability and usage of non-automobile modes of travel.
3. Improve and increase transit as a viable transportation option.
4. Improve roadway operations to reduce congestion.

The CMP identified two primary corridors of concern, based on two dimensions: period, defined as current network versus five year network, and level of congestion defined by level of service (LOS). The two corridors identified for further study include:

- SR 200/SW College Rd from I075 to Pine Ave
- SR 40/Silver Springs Blvd from Pine Ave to 25th Ave

Potential improvement strategies identified in the CMP to address the congestion on SR 200 and SR 40 include a variety of both demand management strategies and operational management strategies. Specific demand management interventions include:

- Transportation Demand Management policies and strategies like telecommuting/alternative work hours and congestion priced lanes
- Public Transit Improvements like reduced transit fares and premium transit improvements
- Bicycle/Pedestrian/Trail like new sidewalk connections and Complete Streets
- Land use/growth management like Transit Oriented Development (TOD) guidelines and mixed use development

Operational strategies, many of which were identified as potential solutions for various intersections and segments along the SR 200 and SR 40 corridors, include:

- Corridor preservation/management
- Access management policies and improvements
- Incident management strategies like freeway incident detection and management systems
- Intelligent Transportation Systems (ITS) improvements

Marion County's Comprehensive Plan Transportation Element emphasized that the LOS standards should not require the County to construct new roadways or widen existing roadways outside of the Urban Growth Boundary. Other measures should be considered to provide capacity for new development or to address the impacts of unmitigated development from adjacent areas.

The City of Belleview CIP states that all future private developments should assume 100% of the cost of facility improvements necessitated by each development at LOS D for roadways funded through the Transportation Regional Incentive Program and state roadways, and LOS E for County and City roadways.

The City of Dunnellon CIP states that all future development should bear a proportionate cost of facility improvements necessitated by the development to sustain LOS C as a general guide. The City should coordinate with the TPO on short and long-range transportation improvements.

The City of Ocala CIP states that the City will ensure that all development receives public facility levels of service greater than or equal to the standards that the City adopted. These standards are LOS E for City and County facilities, LOS D +10% for all state facilities, and LOS C for state facilities on the Strategic Intermodal System (SIS).

NEW ROADS

The City of Ocala Comprehensive Plan, Marion County Comprehensive Plan and 2040 LRTP all include significant lists of new roads that are needed to facilitate travel within and outside of the county. Projects in particular that appear in all three of these plans, include:

- SW 44th Ave from SW 32nd ST to SR 200 – New 4 Lane
- I-75 at NW 49th St – New Interchange

PROJECTS – NEW ROADS

Table 8 summarizes the new roadway projects identified in the plans reviewed, including both funded and unfunded projects.

Table 8. New Roadways Projects

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
NW 49th/35th St Ph 2b from City Limit to North end of Limerock Pit	New 4-lane divided pit area	2018/19	\$7,800,000	Marion County Comp Plan
NW 49th/35th St Ph 2c from NW 44th Ave to North end of Limerock Pit	New 4-lane divided with interchange 0.9 miles	2018/19	\$2,400,000	Marion County Comp Plan
		2019/20	\$4,145,000	
		2020/21	\$26,415,531	
		2021/22	\$1,490,000	
SW 49th/40th Ave Ph 1 from SW 66th St to SW 42nd St Flyover	New 4-lane divided 2.1 miles	2019/20	\$6,800,000	Marion County Comp Plan
SW 49th/40th Ave Ph 2 & 3 from SW 95th St to SW 66th St	New 4-lane divided 2.9 miles	2018/19	\$10,700,000	Marion County Comp Plan
Emerald Rd Extension from SE 92nd Loop to Florida Northern Railroad	New 2 lanes 1.8 miles	2018/19	\$600,000	Marion County Comp Plan
		2019/20	\$1,000,000	
		2020/21	\$4,500,000	
SW 44th Ave SR 200 to SW 32nd St Project # 4355471	New road construction	2018/19	\$4,428,000	Marion County Comp Plan
NW 49th St Ext from NW 44th Ave to NW 35th Ave for 0.8 miles (West impact fee district)	New 4 lanes	2021-25	PE: \$544,000 ROW: \$3.26 million CST: \$5.71 million	2040 LRTP
SW 44th Ave from SR 200 to SW 20th St for 1.8 miles (West impact fee district)	New 4 lanes	2026-30	CST: \$7.55 million	2040 LRTP
SW 44th Ave from SR 40 to NW 10th St for 0.8 miles (West impact fee district)	New 4 lanes	2026-30	PE: \$599,000 ROW: \$3.6 million CST: \$6.29 million	2040 LRTP
Marion Oaks Manor Ext from SW 18th Ave Rd to CR 475 for 2.4 miles (West impact fee district)	New 2 lanes	2026-30	PE: \$1.33 million ROW: \$7.98 million CST: \$17.87 million	2040 LRTP
SW 49th Ave from Marion Oaks Tr to CR 484 for 0.7 miles (West impact fee district)	New 4 lanes	2026-30	PE: \$527,000 ROW: \$3.16 million	2040 LRTP
		2031-40	CST: \$7.08 million	

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
SW 49th Ave from CR 484 to Marion Oaks Manor for 1.9 miles (West impact fee district)	New 4 lanes	2026-2030	PE: \$1.53 million ROW: \$9.21 million	2040 LRTP
		2031-2040	CST: \$20.61 million	
SW 95th St from interstate 75 to CR 475A for 1 mile (West impact fee district)	New 4 lanes	2031-2040	PE: \$815,000 ROW: \$6.07 million CST: \$10.63 million	2040 LRTP
Emerald Rd Ext from SE 92nd Loop to Emerald Rd for 0.5 miles	New 2 lanes	2031-2040	PE: \$362,000 ROW: \$2.18 million CST: \$3.8 million	2040 LRTP
Unfunded				
NW 49th St from NW 80th Ave to NW 44th Ave for 2.5 miles (West impact fee district)	New 2 lanes	Unfunded	PE: \$923,000 ROW: \$5.54 million CST: \$9.96 million	2040 LRTP
NW 60th Ave from US 27 to NW 49th St for 1.1 miles (West impact fee district)	New 2 lanes	Unfunded	PE: \$401,000 ROW: \$2.4 million CST: \$4.21 million	2040 LRTP
Dunnellon Bypass from CR 40 to US 41 for 1.3 miles (West impact fee district)	New 2 lanes	Unfunded	PE: \$478,000 ROW: \$2.87 million CST: \$5.02 million	2040 LRTP
SE 17th St from SE 44th Ave to SE 47th Ave for 0.3 miles (East impact fee district)	New 2 lanes	Unfunded	PE: \$96,000 ROW: \$573,000 CST: \$1 million	2040 LRTP

ROADWAY EXPANSION

Roadway expansion projects are significant in both the Marion County Comprehensive Plan and the 2040 LRTP. These include widening from two to four lanes, and four to six lanes. **Table 9** lists the roadway expansion projects identified in the SIS cost feasible and unfunded needs plans; 2040 LRTP cost feasible and unfunded needs plans; and the Marion County Comprehensive Plan.

Table 9. Roadway Expansion Projects

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
I-75 (SR93) from SR 200 to CR 234	Project Dev. & Env.	2020	\$7,590,000	SIS 1st 5 yrs
I-75 (SR 93) from Turnpike (SR 91) to SR 200	Project Dev. & Env.	2020	\$6,305,000	SIS 1st 5 yrs
I-75 Interchange at SW 95th St from 49th Ave to CR 475a	Project Dev. & Env	2020	\$40,000	SIS 1st 5 yrs
I-75 (SR93) at NW 49th St from End of NW 49th St to End of NW 35th St	Modify interchange	2020	\$4,000	SIS 1st 5 yrs
		2022	\$2,104,000	
SR 326 from SR 326 RXR Crossing to E of CR 25 a (nw Gainesville Rd)	Add Turn Lane	2020	\$1,511,000	SIS 1st 5 yrs
		2021	\$122,000	
SR 40 from East of CR 314 to E of CR 314a	Preliminary Engineering	2020	\$14,000	SIS 1st 5 yrs

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
SR 40 from end of 4 Lanes to E of CR 314	Add 2 to build 4 lanes	2020	\$4,580,000	SIS 1st 5 yrs
		2021	\$2,600,000	
		2022	\$223,000	2nd 5 yrs
		2029 (const)	\$185,303,000	
I-75 from CR 318 to Marion/Alachua county line	Add 4 lanes (special use lanes)	PD&E, PE - 2029-35	\$16,695,000	SIS 2045 CFP
I-75 from CR 484 to CR 318	Add 2 lanes to build 8	PE, CST - 2029-35	\$195,061,200	SIS 2045 CFP
I-75 from CR 484 to CR 318	Add 4 lanes (special use lanes)	PD&E, PE - 2029-35	\$46,746,000	SIS 2045 CFP
I-75 from CR 318 to Marion/Alachua county line	Add 2 lanes to build 8	PE - 2029-35 ROW,CST - 2036-40	\$9,540,000 \$212,127,300	SIS 2045 CFP
I-75 from Sumter/Marion county line to CR 484	Managed lanes	PDE,PE - 2029-35 ROW,CST - 2036-40	\$66,764,100 \$522,637,500	SIS 2045 CFP
I-75 from end of NW 49th St to end of NW 35th St	New Interchange	PE - 2029-35 ROW - 2036-40 CST - 2041-45	\$3,816,000 \$18,939,900 \$70,795,200	SIS 2045 CFP
I-75 at US 27	Modify Interchange	PE - 2029-35 CST - 2041-45	\$3,100,500 \$57,521,100	SIS 2045 CFP
SR 326 from SR25/US301/US441 to old US301/CR200A	Add 2 lanes to build 4	PE - 2029-35 ROW,CST - 2041-45	\$2,321,400 \$61,884,900	SIS 2045 CFP
SR 40 from E of CR 314 to CR 314A	Add 2 lanes to build 4	PE, ROW,CST - 2029-35	\$250,351,860	SIS 2045 CFP
SR 40 from SR 314A to Levy Hammock Rd	Add 2 lanes to build 4	PE, ROW,CST - 2029-35	\$28,424,430	SIS 2045 CFP
NW/NE St Ph 1b from 600 feet East of W Anthony Rd to 200A	Add 2 lanes 0.9 miles	2018/19	\$1,100,000	Marion Co. Comp Plan
		2019/20	\$4,190,000	
		2020/21	\$560,000	
NE 35th St Ph 4 from NE 36th Ave to SR 40	Add 2 lanes 2.6 miles	2018/19	\$250,000	Marion Co. Comp Plan
		2019/20	\$1,500,000	
CR 484 from SW 49th Ave to SW 20th Ave Rd	Add 2 lanes 1.3 miles	2018/19	\$630,000	Marion Co. Comp Plan
		2020/21	\$1,300,000	
		2021/22	\$2,170,000	
CR 484 interchange with Interstate 75 from SW 20th Ave Rd to CR 475A	Add lanes and ramps 0.6 miles	2020/21	\$12,000,000	Marion Co. Comp Plan
SR 35 at Foss Rd, Robinson Rd & SR 25 Project # 4352081	Add lanes and reconstruct	2018/19	\$1,005,000	Marion Co. Comp Plan
SR 40 East, SR 40 End of 4 lanes to CR 314 - Project # 4106742	Add lanes and reconstruct for 4.803 miles	2018/19	\$2,085,100	Marion Co. Comp Plan
		2019/20	\$123,330,473	
		2020/21	\$344,270	

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
SR 40/Interstate 75 SR 40 interchange SR 40 SW 40th Ave 27th Ave Project # 4336521	Add turn lane(s)	2018/19	\$43,600	Marion Co. Comp Plan
		2019/20	\$3,420,000	
		2020/21	\$1,274,359	
		2021/22	\$1,041,576	
US 441 at SE 98th Lane Project # 4356861	Add left turn lanes	2019/20	\$667,007	Marion Co. Comp Plan
Interstate 75 Rest Area, N of CR 484, S of SR 200 Project # 4385621	Expand services 0.547 miles	2018/19	\$1,830,000	Marion Co. Comp Plan
SR 326 at CR 25A Project # 4356602	Add turn lane(s) 0.034 miles	2018/19	\$197,000	Marion Co. Comp Plan
		2019/20	\$1,201,676	
		2020/21	\$68,920	
US 41 SW 111th Place Lane to SR 40 Project # 2386481	Add lanes & reconstruction for 3.585 mi	2018/19	\$40,377,044	Marion Co. Comp Plan
SR 40 from NE 60th Ct to CR 314 Project # 4106742)	Widen to 4 lanes	2016-2019	ROW: \$8,184,630	2040 LRTP
		2020	CST: \$105,371,872	
US 41 from SW 111th Place Ln to SR 40 Project # 2386481	Widen to 4 lanes	2019	CST: \$29,495,120	2040 LRTP
SR 40 from CR 314 to CR 314A for 5.8 miles (East impact fee district)	Add 2 lanes	2021-2025	ROW: \$29.94 million	2040 LRTP
		2026-2030	CST: \$118.96 million	
SR 40 from CR 314A to Levy Hammock Rd for 2.7 miles (East impact fee district)	Add 2 lanes	2031-2040	ROW: \$29.94 million CST: \$87.50 million	2040 LRTP
US 301 from CR 42 to SE 143rd Pl for 2.3 miles (East impact fee district)	Add 2 lanes	2031-2040	ROW: \$8.09 million CST: \$24.29 million	2040 LRTP
NE 36th Ave from NE 14th St to NE 20th Pl for 0.5 miles (East impact fee district)	Add 2 lanes	2021-2025	ROW: \$4.48 million CST: \$3.49 million	2040 LRTP
NE 36th Ave from NE 25th St to NE 35th St for 0.7 miles (East impact fee district)	Add 2 lanes	2021-2025	ROW: \$5.77 million CST: \$3.49 million	2040 LRTP
NE 25th Ave from NE 14th St to NE 24th St for 1.6 miles (East impact fee district)	Add 2 lanes	2021-2025	ROW: \$11.61 million CST: \$24.32 million	2040 LRTP
NE 25th Ave from NE 24th St to NE 35th St for 0.9 miles (East impact fee district)	Add 2 lanes	2021-2025	ROW: \$4.23 million	2040 LRTP
		2026-2030	CST: \$8.27 million	
NE 35th St from W Anthony Rd to CR 200A for 1.2 miles (East impact fee district)	Add 2 lanes	2026-2030	PE: \$634,000 ROW: \$6.84 million CST: \$6.65 million	2040 LRTP
NE 35th St from CR 200A to NE 25th Ave for 1.2 miles (East impact fee district)	Add 2 lanes	2026-2030	PE: \$649,000 ROW: \$7.01 million CST: \$6.82 million	2040 LRTP
NE 35th St from NE 25th Ave to NE 36th Ave for 1 mile (East impact fee district)	Add 2 lanes	2026-2030	PE: \$529,000 ROW: \$4.76 million CST: \$5.55 million	2040 LRTP

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
CR 25 from SR 35 to SE 92nd Loop for 1.5 miles (East impact fee district)	Add 2 lanes	2031-2040	PE: \$985,000 ROW: \$5.91 million CST: \$10.34 million	2040 LRTP
CR 25 from SE 92nd Loop to SE 108 Tr Rd for 3 miles (East impact fee district)	Add 2 lanes	2031-2040	PE: \$2 million ROW: \$11.98 million CST: \$20.96 million	2040 LRTP
SW 44th Ave from SW 13th St to SR 40 for 0.9 miles (West impact fee district)	Add 2 lanes	2026-2030	CST phase: \$7.3 million	2040 LRTP
SW 49th Ave from SW 95th St to Marion Oaks Tr for 3.4 miles (West impact fee district)	Add 2 lanes	2026-2030	PE: \$1.8 million ROW: \$10.78 million	2040 LRTP
		2031-2040	CST: \$24.12 million	
SW 95th St from SW 60th Ave to interstate 75 for 1 mile (West impact fee district)	Add 2 lanes	2031-2041	PE: \$670,000 ROW: \$4.02 million CST: \$7.03 million	2040 LRTP
SR 200 from Citrus Line to CR 484 for 6 miles (West impact fee district)	Add 2 lanes	2021-2025	CST: \$32.75 million	2040 LRTP
		2026-2030	CST: \$15.4 million	
Unfunded Needs				
Interstate 75 from Sumter County Line to SR 326 for 21.5 miles (East impact fee district)	Add 2 lanes		PE: \$20.96 million present day costs (PDC) ROW: \$83.85 million (PDC) CST: \$160.71 million	2040 LRTP
Interstate 75 from SR 326 to CR 318 for 10.2 miles (East impact fee district)	Add 2 lanes		PE: \$9.97 million ROW: \$39.90 million CST: \$76.47 million	2040 LRTP
Interstate 75 from CR 318 to Alachua County Line for 5.9 miles (East impact fee district)	Add 2 lanes		PE: \$5.75 million ROW: \$23.01 million CST: \$44.10 million	2040 LRTP
SR 326 from US 441 to CR 200A for 2.3 miles (East impact fee district)	Add 2 lanes		PE: \$1.46 million ROW: \$5.85 million CST: \$11.21 million	2040 LRTP
SR 326 from CR 200A to NE 36th Ave for 1.2 miles (East impact fee district)	Add 2 lanes		PE: \$750,000 ROW: \$3 million CST: \$5.75 million	2040 LRTP
SR 35 from CR 25 to SE 92nd Place Rd for 1.8 miles (East impact fee district)	Add 2 lanes		PE: \$1.12 million ROW: \$4.46 million CST: \$8.35 million	2040 LRTP
US 27 from interstate 75 to NW 27th Ave for 0.6 miles (East impact fee district)	Add 2 lanes		PE: \$852,000 ROW: \$6.81 million CST: \$6.53 million	2040 LRTP
SR 40 from interstate 75 to SW 27th Ave for 1 mile (East impact fee district)	Add 2 lanes		PE: \$697,000 ROW: \$2.79 million CST: \$5.34 million	2040 LRTP
US 441 from Sumter County Line to CR 42 for 2 miles (East impact fee district)	Add 2 lanes		ROW: \$5.10 million CST: \$15.27 million	2040 LRTP

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
US 441 from CR 42 to SE 132nd Street Rd for 4 miles (East impact fee district)	Add 2 lanes	PE: \$282,000 ROW: \$11.26 million CST: \$21.58 million		2040 LRTP
SR 40 from US 41 to SW 140th Ave for 3.9 miles (West impact fee district)	Add 2 lanes	ROW: \$3.36 million CST: \$10.16 million		2040 LRTP
SR 40 from SW 140th Ave to CR 328 for 2 miles (West impact fee district)	Add 2 lanes	ROW: \$1.69 million CST: \$5.11 million		2040 LRTP
SR 40 from SW 60th Ave to interstate 75 for 2.1 miles (West impact fee district)	Add 2 lanes	PE: \$1.45 million ROW: \$5.80 million CST: \$11.12 million		2040 LRTP
US 41 from SR 40 to Levy County Line for 1 mile (West impact fee district)	Add 2 lanes	PE: \$3.63 million ROW: \$14.50 million CST: \$27.80 million		2040 LRTP
US 27 from NW 44th Ave to interstate 75 for 0.6 miles (West impact fee district)	Add 2 lanes	PE: \$450,000 ROW: \$3.60 million CST: \$3.45 million		2040 LRTP
CR 475A from SW 66th St to SW 42nd St for 1.8 miles (East impact fee district)	Add 2 lanes	PE: \$595,000 ROW: \$3.57 million CST: \$6.25 million		2040 LRTP
CR 484 from SW 20th Ave Rd to CR 475A for 0.6 miles (East impact fee district)	Add 2 lanes	PE: \$1.73 million ROW: \$20.73 million CST: \$18.14 million		2040 LRTP
SW 20th St from I-75 to SR 200 for 1.1 miles (East impact fee district)	Add 2 lanes	PE: \$371,000 ROW: \$2.22 million CST: \$3.89 million		2040 LRTP
Lake Weir Ave from SE 31st St to SR 464 for 1.1 miles (East impact fee district)	Add 2 lanes	PE: \$384,000 ROW: \$2.31 million CST: \$4.03 million		2040 LRTP
SE 92nd Pl Rd from US 441 to SR 35 for 1.7 miles (East impact fee district)	Add 2 lanes	PE: \$575,000 ROW: \$3.45 million CST: \$6.03 million		2040 LRTP
NW 44th Ave from NW 60th St to SR 326 for 1.1 miles (West impact fee district)	Add 2 lanes	PE: \$462,000 ROW: \$2.78 million CST: \$4.86 million		2040 LRTP

INTERSECTION IMPROVEMENTS

A number of intersection improvements are identified in the Marion County Comprehensive Plan and the 2040 LRTP to improve access to and from I-75 to the surrounding areas and alleviate existing congestion and safety issues. These projects address a wide range of other issues, including livability, by alleviating traffic on local roads and economic development, by providing direct access to the growing Ocala 489 Commerce Park adjacent to I-75 and other growing areas. Intersection improvements are listed in **Table 10** below.

ITS AND CORRIDOR MANAGEMENT

ITS and Corridor Management projects typically provide lower-cost solutions to addressing congestion and are a key aspect of the Ocala-Marion TPO's transportation efficiency solutions. Such improvements provide operational solutions, directly addressing the national planning goal to preserve the existing transportation system and employ a "fix it first" approach to addressing transportation challenges.

2018 ITS STRATEGIC PLAN - PROJECTS

The goals of the 2018 ITS Strategic Plan plan include a focus on efficient multimodal movement of people and goods; safety and security; and providing a predictable transportation experience. The 2018 strives to learn from and build upon the original ITS plan developed by the TPO in 2008 and resulting ITS projects that have since been developed. The existing ITS infrastructure was used to screen initial projects to determine opportunities to expand remote communication (fiber or radio), CCTV cameras and Bluetooth® travel time devices. Identification of intersecting facilities that are also in the Top 25 lists were also identified and used to determine starting and ending points of a projects. With the project limits defined, the existing ITS infrastructure was once again referenced and used to identify appropriate locations to expand the communication infrastructure, locations of CCTV cameras and Bluetooth® travel time devices. Additionally, locations for Advanced Traffic Controller (ATC) upgrades were identified along these corridors.

Table 10. Intersection Improvements

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
SR 40 @ interstate 75 (SW 27th Ave to SW 40th Ave) (Project # 4336521)	Interchange operational improvements	2018-2020	ROW phase: \$10,848,976	2040 LRTP
		2021-2025	CST: \$7.21 million	
US 441 intersection operations (Project # 4336601)	Intersection improvements	2019-2020	\$363,709	Marion County Comp Plan
		2020-2021	\$280,000	
		2021-2022	\$232,744	
NW 49th St Ext at interstate 75 (West impact fee district)	New interchange	2021-2025	PE: \$4.58 million CST: \$45.19 million	2040 LRTP
Marion Oaks Manor Ext at interstate 75 (West impact fee district)	New overpass	2031-2040	CST: \$16.75 million CST: \$12.41 million	2040 LRTP
SW 95th St at interstate 75 (West impact fee district)	New interchange	2031-2040	PE: \$8.86 million CST: \$67.96 million	2040 LRTP

Unfunded

Interstate 75 at US 27 (East impact fee district)	Operational improvements	Unfunded	ROW: \$7.50 million CST: \$5.50 million	2040 LRTP
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Table 11 summarizes the Proposed Project Corridors the limits, and the recommended devices. The table also includes a cost estimate which includes capital costs, maintenance and operations cost and life-cycle replacement costs.

2040 LRTP

While the 2018 ITS Strategic Plan focuses on high priority improvements recommended on a 10-year timeline, the 2040 LRTP Cost Feasible Plan includes a broader set of ITS and Corridor Management projects that are listed in **Table 12**.

Table 11. ITS Strategic Plan Projects

PROJ #	ROAD NAME	FROM	TO	ATC CONTROLLERS	CCTV DEVICES	RADIO DEVICES	BLUETOOTH DEVICES	CAPITAL COST ESTIMATE
1	US 27	NW 70th Ave	I-75	4	0	2	3	\$161,370
2	SR 40	SR 35	CR 314A	4	1	0	2	\$171,600
3	SR 326	I-75	SR 200A	6	1	5	2	\$279,870
4	SR 200	CR 484	SR 464	15	6	0	1	\$671,360
5	US 301/ US 441	SE 165th St	SR 464	19	0	0	3	\$549,570
6	US 301	NW 35th St	SR 326	0	1	1	0	\$52,640
7	SR 40	Hwy 328	SW 27th Ave	3	1	3	1	\$166,260
8	SR 40	NE 1st Ave	SE 25th Ave	0	4	0	0	\$167,650
9	E Magnolia Ave/E 1st Ave	NE 20th St	SR 200A	18	6	0	0	\$743,070
10	SR 464	SR 200	Oak Rd	24	2	0	0	\$739,280
11	SE 36th St	SR 464	SR 40	5	3	0	0	\$262,290
12	NW 35th St	Nw 35th Ave Rd.	NE 36th Ave	5	0	4	0	\$179,470
13	SR 200A	US 301	NE 49th St	4	3	0	1	\$245,210
14	SW 42nd St	SR 200	SR 464	6	2	0	1	\$257,910
15	SR 484	Marion Oaks Course	US 441	11	0	0	2	\$320,860
16	Hwy 42	US 301	US 441	4	0	5	1	\$173,120
17	SW 27th Ave/SW 29th Ave Road	SW 42nd St	SR 464	4	0	0	0	\$109,240
18	SW 20th St	Nw 60th Ave	SR 200	5	0	0	1	\$146,780

Table 12. Other ITS 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 60th 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



Intermodal & Freight AIRPORT

Two airports operate within Marion County, including the Marion County Airport in unincorporated Dunnellon and the Ocala International Airport, which is owned and operated by the City of Ocala. The Marion County Airport is owned by Marion County and overseen by the Dunnellon Airport Authority and has two functioning runways. The Ocala International Airport, which is owned and operated by the City of Ocala, serves a mixture of business, commercial, and general uses and contributes nearly \$89 million in economic impact to the city of Ocala and Marion County.

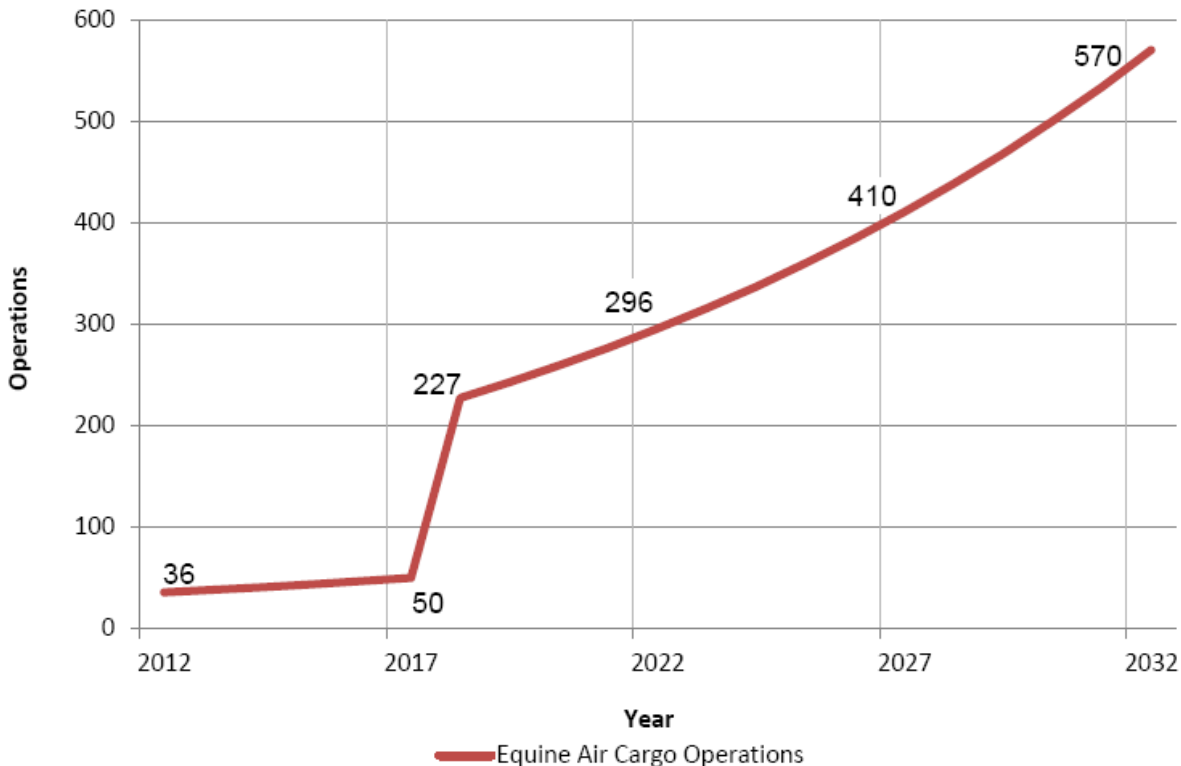
The planning documents reviewed demonstrate a focus on the importance of providing aviation-compatible land uses for the airports and outline the applicability of a special zoning category or Special Use Permit. An airport overlay district is outlined in the City of Ocala's Comprehensive Plan, Transportation Element with provisions outlining noise exposure levels, building height restrictions, housing criteria for nearby dwellings, and noise studies. Both the County and the City of Ocala recognize the importance of minimizing the environmental impacts associated with airport operations as well as coordinated expansion improvements as the airports grow.

The Ocala International Airport Master Plan, updated in 2014, projects annualized growth of 1.02 percent, reaching 64,000 annual aircraft operations by 2032, 96% of which are expected to be conducted by general aviation aircraft. It is expected that 500 large cargo aircraft operations will occur in 2032, the majority of which are equine related freight. **Figure 6** depicts the Airport's projected freight trend from 2012 to 2032. The plan recommends development of a portion of the airport dedicated to large cargo aircraft, taking advantage of local and statewide initiatives to increase trade in Florida. **Table 13** lists relevant projects from the Airport Master Plan.

RAIL

The Marion County Comprehensive Plan Transportation Element focuses on freight and rail's integral significance to goods movement. This plan highlights the importance of having industrial uses located near rail lines and continuing this land use relationship into the future as well as maintaining the intermodal relationships between freight modes of transport. Since the City of Belleview has a CSX line traveling through it, the Belleview comprehensive plan focuses on coordination with CSX regarding their S-line to mitigate possible negative impacts of increased rail traffic as well as promoting safe operations within the City.

Figure 6. Air Cargo Operations Forecast

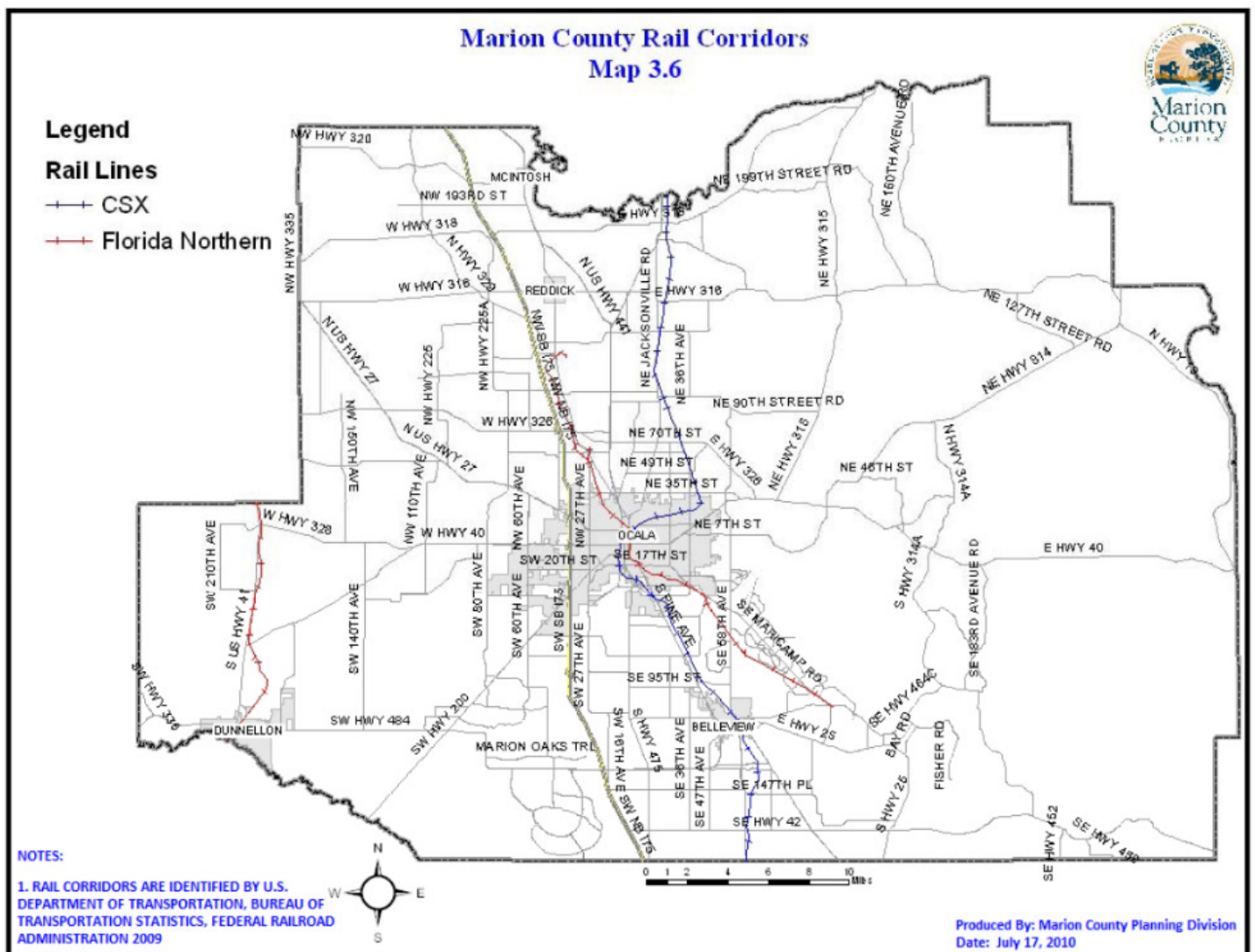


Note: Graph copied from Ocala International – Jim Taylor Field Master Plan Update

Table 13. Aviation Projects

PROJECT NAME	DESCRIPTION	PHASE (YEAR)	COST	PLAN(S)
Design and Construct Parking Facilities	General aviation terminal parking facilities located adjacent to existing terminal	2015	\$495,000	Airport Master Plan 2023
West Industrial Park Roads (North)	Construct North portion of the West industrial park roads for non-aeronautical development	2018	\$500,000	Airport Master Plan 2023
		2019	\$710,461	
West Industrial Park Roads (South)	Construct ~0.5 miles of roadway on the south end of West Industrial Park off SW 67th Ave	2018	\$1,031,754	Airport Master Plan 2023
Extend West Side Access Road	Extension of northern portion of west side access road	2019	\$212,500	Airport Master Plan 2023

Figure 7. Marion County Rail Corridors



FREIGHT ROADWAYS

Marion County identified freight needs and challenges as a planning principle. The County's plan has provisions to enhance the freight transportation network, including aviation, highways, and rail, by ensuring that industry and manufacturing entities have access to the network, promoting an intermodal freight strategy, reaching out to industries on future land use decisions, and taking special considerations in terms of design for infrastructure that carries freight traffic.

The city's largest industrial and distribution employment center and the planned Ocala Marion County Commerce Park (MCCP, the Magna project) are within the boundaries of the West Ocala Vision Plan.

The 2019 update of the Florida Freight Mobility and Trade Plan includes one project to enhance the freight network in Marion County by improving the interchange at County Highway 484 and I-75, as described in the table below.

PROJECT	DESCRIPTION	COST (ALL YEARS)
CR 484 from SW 20th Ave to CR 475A	Interchange improvement	\$13,455,000

Safety & Security

SAFETY/CRASH REDUCTION

Roadway safety is a clear priority for Marion County and its municipalities. The Marion County Comprehensive Plan, the Ocala Comprehensive Plan, the West Ocala Vision and Community Plan, and the Belleview Comprehensive Plan all contain safety provisions. The County aims to coordinate land use decisions, access locations, and configurations to maintain and improve safety of the transportation system for effective movement of all modes. It will do so by upholding access standards on State roads and evaluating annual accident frequency reports on all collectors and arterial roads to determine safety capital improvement priorities.

The City of Ocala aims to provide a safe and aesthetic transportation system. It aims to reduce vehicular accidents by identifying high accident intersections, conducting traffic counts and accident summaries on selected streets, and referencing TPO Crash Data Management Systems. The City also aims to employ Complete Streets design to promote safety and "Road Diets" to promote bicycle and pedestrian safety. The City also aims to provide safe transit. The City will increase safety for various modes by employing Intelligent Transportation Systems (ITS) technologies.

The West Ocala area aims to ensure safe connections between destinations. It, too, is interested in Complete Streets design as a means of increasing safety. The City of Belleview desires to maintain a safe transportation system, which includes multimodal transportation. It aims to reduce accidents by requiring all development proposals to include provisions for the safe flow of traffic. The City also will emphasize safety through design and maintenance of the transportation system.

The TPO has set its safety targets based on historical crash data, aiming to reduce traffic fatalities and working toward established targets through crash analysis and identification of safety improvements, all of which will be assessed and included in the LRTP. Analysis of high crash corridors will support this effort and result in potential safety studies to be included in the Cost Feasible Plan.

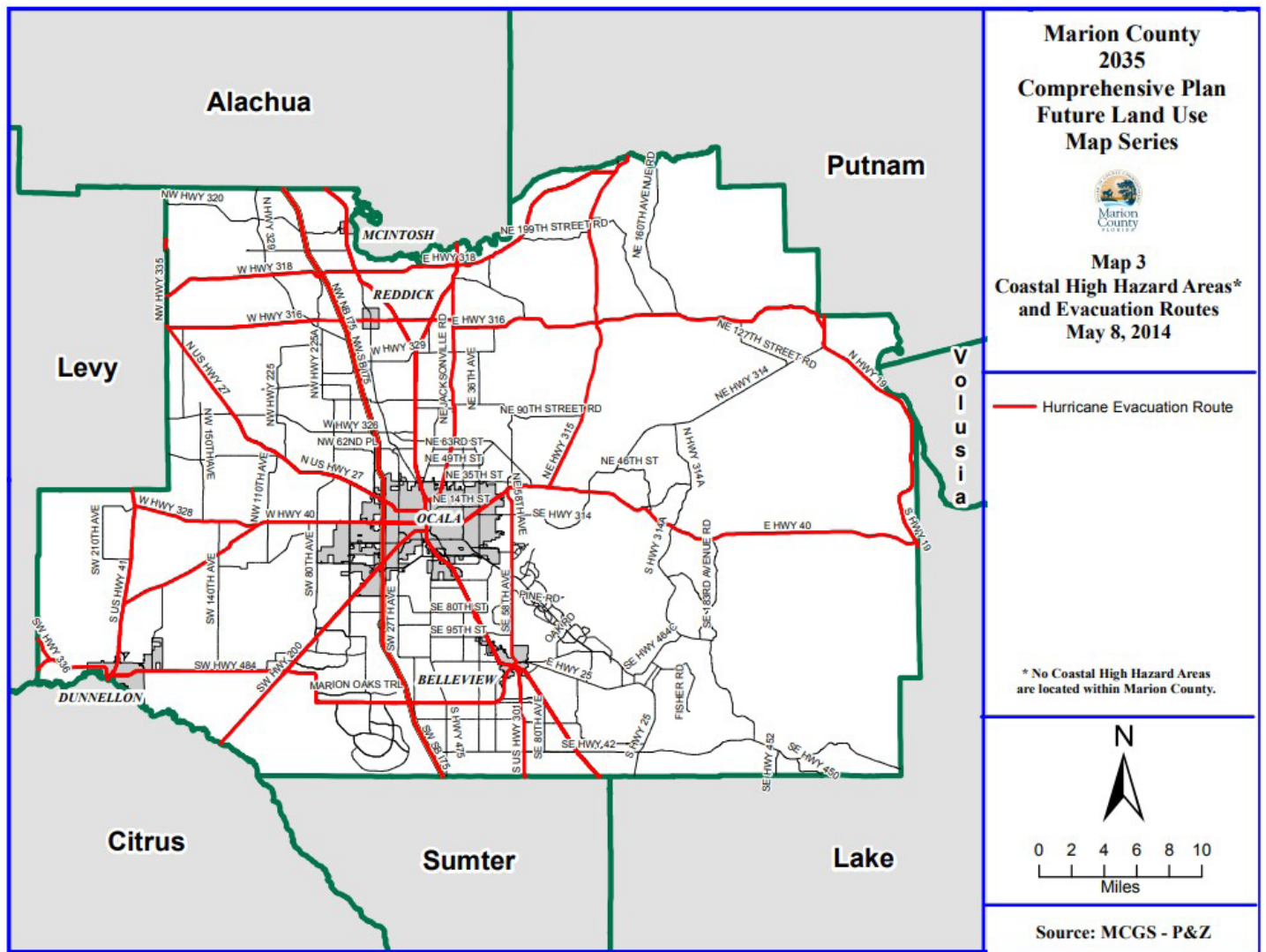
EVACUATION ROUTES

Marion County notes a number of evacuation routes in its Comprehensive Plan, depicted in **Figure 8**. Improvements to these facilities are included in a number of plans reviewed and will be summarized in the context of security related improvements in the final LRTP documentation.

IV. THEMATIC SYNTHESIS - SUMMARY OF PRIORITIES & ALIGNMENT WITH NATIONAL PLANNING FACTORS

This review of planning documents revealed overlapping themes in objectives, priorities, strategies and projects. These are summarized in **Table 14** with a correlation to respective National Goals and 2045 LRTP goals.

Figure 8. Marion County Evacuation Routes



\\mcbec1\dfs\GIS_GS_Shared\2013 Comp Plan Update\FIUM Map Series\2035 Map 3 CHHA and Evacuations Routes.mxd

Table 14. Synthesis Themes and Goals

PLAN SYNTHESIS THEMES	2045 LRTP GOALS	NATIONAL PLANNING FACTORS
<ul style="list-style-type: none"> Promote walkable, livable communities and multimodal accessibility of employment centers from nearby population centers. Support creation of jobs and stabilization of existing businesses in downtowns, major activity centers and redevelopment areas of Marion County. 	<ul style="list-style-type: none"> Provide efficient transportation that promotes economic development 	<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</p>
<ul style="list-style-type: none"> Improve network connectivity and safety to encourage use of non-motorized modes of transportation. Focus on efficient multimodal movement of people and goods; safety and security; and providing a predictable transportation experience through ITS infrastructure improvements 	<ul style="list-style-type: none"> Focus on improving safety and security of the transportation system 	<p>Increase the safety of the transportation system for motorized and nonmotorized users.</p> <p>Increase the security of the transportation system for motorized and nonmotorized users.</p>
<ul style="list-style-type: none"> Encourage higher density/intensity development through infill and redevelopment strategies. 	<ul style="list-style-type: none"> Promote travel choices that are multimodal and accessible 	<p>Increase the accessibility and mobility for people and freight.</p>
<ul style="list-style-type: none"> Protect unique natural, cultural, and physical resources in Marion County and discourage urban sprawl. Reduce greenhouse gas emissions by supporting non-motorized transportation options and discouraging urban sprawl. Manage growth as the County’s population continues to grow. Integrate transit service into a multimodal network and provide resources to transportation disadvantaged people. 	<ul style="list-style-type: none"> Protect natural resources and create quality places Ensure the transportation system meets the needs of the community 	<p>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>
<ul style="list-style-type: none"> Support regional facilities that provide connections to recreation areas, the Heart of Florida loop trail system, and the Withlacoochee Trail and Lake County. Enhance freight infrastructure, including aviation, highways, and rail, ensuring that industry and manufacturing land uses have access to the freight network. 	<ul style="list-style-type: none"> Promote travel choices that are multimodal and accessible 	<p>Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.</p>
<ul style="list-style-type: none"> Focus on efficient multimodal movement of people and goods; safety and security; and providing a predictable transportation experience through, congestion management strategies and ITS infrastructure improvements 	<ul style="list-style-type: none"> Optimize and preserve existing infrastructure 	<p>Promote efficient system management and operation.</p>

APPENDIX H

FINANCIAL RESOURCES

TECHNICAL MEMORANDUM

2045 Long Range Transportation Plan

FINANCIAL RESOURCE PROJECTIONS TECHNICAL MEMORANDUM

APRIL 2020



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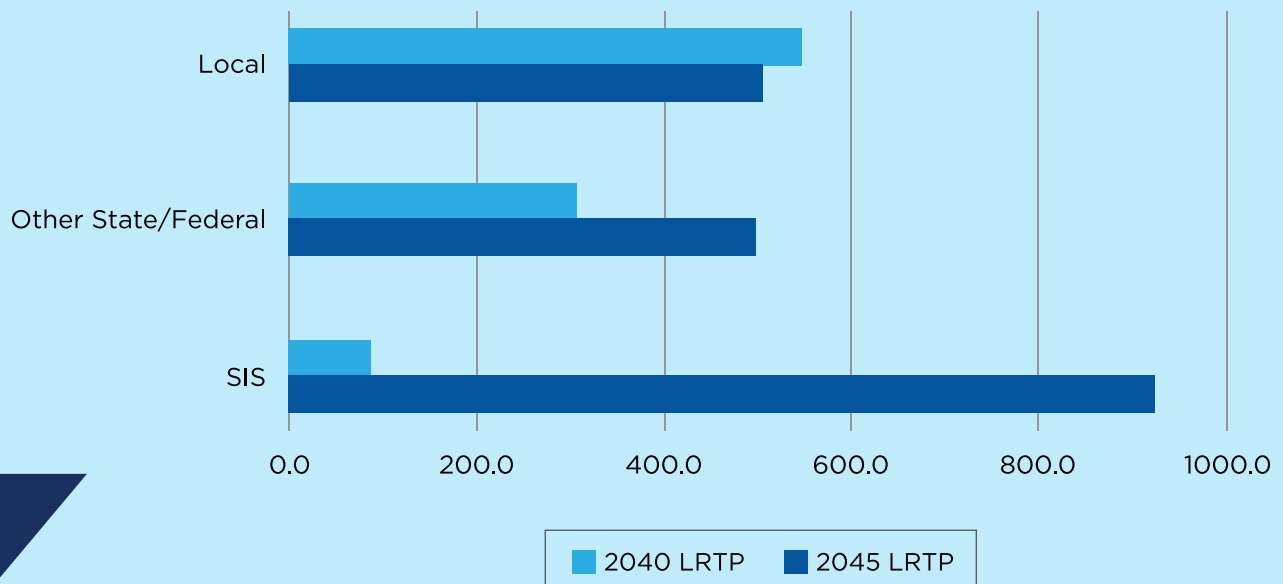
I. INTRODUCTION

The Ocala Marion LRTP is required, by federal law, to demonstrate the cost feasibility of improvements contained in the 2045 cost feasible plan. The period between 2021 and 2025, reflecting the FDOT Work Program and local capital improvement programs, is based on available revenues in the short term, as projected by those agencies. Financial resources expected to be available during the remainder of the cost feasible plan period, between 2026 and 2045, must be projected based on a variety of data, including historical receipts, future population growth, expected changes in fuel efficiency, and inflation. **Appendix A** includes data source references for key inputs informing the forecasts. The total revenue projected to be available between the years 2026 and 2045 for Ocala Marion transportation capacity improvements is \$3.3 billion, in Year of Expenditure (YOE) dollars, inclusive of Strategic Intermodal System funding, which is allocated by the FDOT.

II. 2040 VS 2045 LRTP FORECASTS

Each update of the Long Range Transportation Plan, which occurs once every five years, includes a re-examination of the assumptions built into revenue projections based on changing economic conditions at the local, state, and national levels. The revenue projections must also take into consideration changes in fiscal policy, including both potentially new revenue sources as well as shifts in allocations as directed by policy makers. Other important factors include updated population growth projections, fuel consumption trends, and travel behaviors, as these represent the core mathematical drivers of the revenue forecasts. **Figure 1** provides a comparison of 2045 revenue forecasts to the 2040 forecasts prepared five years ago for a consistent 20-year period between 2026-2045 and 2021-2040, respectively. The comparison indicates a significant increase in the 2045 forecast relative to 2040, reflecting the distance and continued recovery from the Great Recession which occurred in the period from 2007 to 2009; passage of an infrastructure sales surtax referendum in 2016; and significant increases in SIS investments on I-75, SR 326, and SR 40.

Figure 1. 2045 vs 2040 Revenue Forecasts (present day \$ in millions)



III. INFLATION FACTORS

All revenue projections in this report, with the exception of the comparative analysis presented in Figure 1, are represented in Year of Expenditure dollars (YOE). It is a federal requirement that the LRTP cost feasible plan be represented in YOE terms, based on period inflation factor rates applied to both revenues and project costs. For cost projections in the LRTP, FDOT provides present-day cost inflation factors, which are shown in **Table 1**. These factors are used to inflate project costs based on the time period when the funded activity is expected to occur to meet the FHWA requirements for illustrating financial feasibility using YOE project costs.

Table 1. FDOT Inflation Factors

TIME PERIOD	FDOT INFLATION FACTOR
2024-2025	1.19
2026-2030	1.32
2031-2035	1.55
2036-2045	2.05

IV. STATE/FEDERAL REVENUES

State and Federal transportation revenue forecasts are provided by the Florida Department of Transportation, reflecting current policy and based on State Revenue Estimating Conference (REC) and FDOT Federal Aid Forecasts.

Some of the State and Federal funding programs include allocations to the Ocala Marion TPO area, while others are estimated at the FDOT district level or statewide level. The largest allocation of State/Federal funds to transportation improvements in central Florida is dedicated to Strategic Intermodal System (SIS) facilities. Due to the nature of the SIS as a statewide system of roadways, rail lines, and intermodal hubs, project prioritization and funding allocations are determined by FDOT at the district level as part of the SIS Cost Feasible Plan and are not subject to TPO prioritization or cost feasible plan development.

There are two other revenue programs that are subject to TPO planning and cost feasible plan development, including Other Roads Construction & ROW and Transit. While the Ocala Marion TPO area is not currently classified as a Transportation Management Area (TMA), it may be designated at TMA after the 2020 US Census, which would result in additional funding. These revenue sources represent two of the most flexible, with respect to the TPO's ability to allocate the funds to projects and/or programs. Another funding source with some degree of flexibility is the Other Roads Construction & ROW program. The other revenue programs have very specific eligibility requirements that dictate the types of improvements that can be funded. A portion of Other Roads can be allocated to capital improvements on off-system facilities, defined as facilities not part of the State Highway System.

The remainder of State and Federal funding includes a mix of capital, operations, and enhancement funding for both highway and multimodal uses that are forecast at the FDOT district or statewide level. These programs include statewide Florida New Starts, Transportation Alternatives (TALL and TALT), Transportation Regional Incentives Program (TRIP), and non-capacity funding for the following purposes:

- Safety
- Resurfacing
- Bridge
- Product Support
- Operation and Maintenance
- Administration

Detailed descriptions of these programs and statewide estimates of their funding allocations are included in **Appendix B** to this report.

V. LOCAL REVENUES

Local revenues also include a variety of sources and types of funds with varying eligibility requirements for their expenditure based on state and local policy. Local transportation revenues in Marion County include revenues collected based on Home Rule Authority and revenues authorized by the Florida Legislature. Home Rule Authority revenues include transportation impact fees, assessed against new development based on a fee rate schedule by development type. State authorized revenues include state-shared revenues distributed to all counties and state authorized local revenues enacted by local governments. State-shared transportation revenues sources include the Constitutional Fuel tax and County Fuel tax. Locally enacted transportation revenues in Marion County include the 1-6 and 1-5 cent Local Option Gas Taxes (LOGT) and the Ninth-Cent fuel tax on non-diesel motor fuel. A portion of these revenues are dedicated to debt service on series 2010 and 2016 Public Improvement Revenue bonds and to the operation and maintenance of the existing transportation system and the remainder is eligible for capacity improvements.

In 2016, Marion County voters approved a 1% Local Government Infrastructure Surtax, scheduled to sunset in 2020. For the purpose of developing revenue forecasts for the 2045 LRTP, three distinct Surtax scenarios were prepared. The first assumes that the surtax will be extended and will be collected for the duration of the plan period. The second assumes the Surtax will be collected for a period of four years, and the third assumes the Surtax will not pass in 2020. In 2017, The Marion County Board of County Commissioners reinstated the transportation impact fee program, which had been suspended since 2010 to facilitate recovery from the Great Recession.

VI. REVENUE PROJECTIONS

State and Federal Sources

The Florida State Transportation Trust Fund (STTF) is comprised primarily of state revenues, including State fuel taxes, motor vehicle fees, rental car surcharge, Documentary Stamp taxes, and several others. Combined, these State-collected revenues account for approximately 70% of the Trust Fund. Of that 70%, almost half is State fuel taxes and the rest is composed of various sources, none of which makes up more than 16% of the trust fund. (source: FDOT Office of Policy Planning). State and Federal revenue projections developed by FDOT and provided to the Ocala Marion TPO are categorized as TPO allocations, FDOT districtwide, and statewide revenues. The first category includes the monies that can be expected by the TPO to be allocated to projects, as determined by the TPO in the cost feasible plan. The other categories require local matching funds and, in most cases cannot be assumed to be available for cost feasible plan development. TPO allocated funds are summarized below in **Table 2**.

Table 2. State and Federal Projections (County Specific in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Other Roads Construction & ROW	\$16.1	\$118.3	\$143.7	\$155.1	\$161.3	\$161.3	\$756.0
Transit	\$6.4	\$35.5	\$44.8	\$49.1	\$51.1	\$51.1	\$238.1
TOTAL	\$22.5	\$153.8	\$188.5	\$204.2	\$212.4	\$212.4	\$994.1

OTHER ROADS, TRANSIT

The Other Roads Construction & ROW program can be allocated to non-SIS roadways on the State Highway System (SHS), with up to 15% eligible for off-system facilities. Transit program revenues can be allocated to operating and capital assistance for transit, paratransit, and rideshare programs. The Transportation Alternatives Program, distinguished as urban (TALU), distributed to TMAs with population greater than 200,000, and districtwide (TALT) funding allocations, are eligible for locally and regionally defined projects, respectively, that expand modal travel choices and improve cultural, historic, or environmental aspects of the transportation infrastructure. Transportation Regional Incentive Program (TRIP) funds apply to improvements on facilities designated as regionally significant and the funds are allocated within each district based on regional project prioritization processes. More details on eligible expenditures for each of the programs is defined in **Appendix C. FDOT Revenue Forecast – Ocala Marion TPO.**

STRATEGIC INTERMODAL SYSTEM

The SIS program, representing the majority of STTF, in terms of allocation to transportation improvements, is allocated to facilities at the regional level by FDOT. Three separate documents are prepared by FDOT as part of the SIS Funding Strategy, including the SIS Adopted 5-Year Plan, SIS Approved 2nd 5-Year Plan, and SIS 2029-2045 Long Range Cost Feasible Plan. SIS facilities with planned improvements in one or more of those three plan documents include:

Interstate 75

- New Interchange at end of NW 49th St /End of NW 35th St (ROW, CST)
- Add lanes from Sumter/Marion Co Line to CR 484 (PE, ROW, CST)
- Add lanes from CR 484 to CR 318 (PE, CST)
- Add lanes from CR 318 to Marion/Alachua Co Line (PE, ROW, CST)
- Managed lanes from Sumter/Marion Co Line to CR 484 (PDE, PE, ROW, CST)
- Modify interchange at US 27 (PE, CST)

SR 326

- Add lanes from SR 25/US 301/US 441 to Old US 301/CR 200A (PE, ROW, CST)

SR 40

- Add lanes from end of 4 lanes to E of CR 314 (ROW, CST)
- Add lanes from E of CR 314 to CR 314A (PE, ROW, CST)
- Add lanes from CR 314A to Levy Hammock Rd (PE, ROW, CST)

The improvements in the SIS cost feasible plan are all slated for construction in the period between 2020 and 2045. For the purpose of reflecting SIS allocations in the revenue forecasts, improvement costs for those projects are summarized in **Table 3.**

Table 3. Strategic Intermodal System Projections (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
SIS Highways/ FIHS Constr/ ROW	N/A	\$46.2	\$185.3	\$730.4	\$349.9	\$56.9	\$1,368.7

OTHER STATE/FEDERAL

Other districtwide and statewide revenue projections that are discretionary and therefore not appropriate to assume available for the 2045 Cost Feasible Plan are summarized in **Table 4**.

Table 4. State and Federal Projections (Districtwide and Statewide in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Districtwide State Hwy System O&M	\$561.0	\$2,362.0	\$2,785.0	\$3,006.0	\$3,108.5	\$3,108.5	\$14,931.0
TALL (<200k pop., Districtwide funds)	\$0.8	\$4.1	\$4.1	\$4.1	\$4.1	\$4.1	\$21.3
TALT (Districtwide funds)	\$5.2	\$25.9	\$25.9	\$25.9	\$25.9	\$25.9	\$134.7
TRIP Funds (districtwide)	\$4.7	\$32.8	\$49.0	\$54.4	\$55.9	\$55.9	\$252.6
New Starts Funds (statewide)	\$41.8	\$226.3	\$259.2	\$282.4	\$296.7	\$296.7	\$1,403.1



Local Revenue Sources

There are two broad categories of fuel taxes distributed to Marion County. The first includes the Constitutional and County Fuel Taxes, and Ninth-Cent tax on diesel fuel, all levied by the State and distributed to all counties. The second includes Local Option Fuel Taxes, levied at the county level based on local referendum or County Commission adoption. All fuel tax revenues were projected based on historical receipts, projected population growth, projected Gross State Product (GSP) growth, and projected inflation. A fuel efficiency factor was applied to fuel tax revenue projections, at a 1.05% annualized rate, per the U.S. Energy Information Administration.

STATE-LEVIED FUEL TAXES

Distribution of State-levied fuel taxes to counties is based on three basic factors that are a function of the geographical size of the County relative to the State, the current population of the County relative to the State population, and the historical proportion of tax receipts collected in the County relative to the total for the State. The Constitutional Fuel Tax is collected on every gallon of motor fuel sold in the State at a rate of two cents per gallon. Proceeds from this revenue source can be used by counties for roadway right of way acquisition, construction, operation, and maintenance, but only after debt service is paid on any bonds on the revenue source. The County Fuel Tax is levied by the State at a rate of one cent per gallon of motor fuel sold. The distribution and eligibility of this source for transportation improvements is the same as the Constitutional Fuel Tax. Both the Constitutional and County fuel taxes were projected based on the last five years of distribution to Marion County (2014-2018), an annualized growth rate based on GSP growth projections, and projected inflation on an annual basis. The GSP projections used for this process were developed by the University of Central Florida Center for Economic Competitiveness and inflation rates used to factor the growth were developed and published in FDOT's Revenue Forecasting Handbook (July 2018).

Projections of the State-levied fuel taxes distributed to Marion County are presented in **Table 5**. The combined state distributed fuel tax revenues, approximately \$254 million are available for the period between 2020 and 2045 for the acquisition, construction and routine maintenance of local roadway infrastructure, including multimodal components of roadways.

LOCAL OPTION FUEL TAXES

A maximum of 12 cents per gallon of fuel sold can be levied by county governments in three separate programs. The first is the Ninth-Cent Fuel tax, which can be levied at a rate of one cent per gallon on non-diesel fuel sales. This tax is levied in all Florida counties for diesel fuel. Marion County levies this tax on non-diesel motor fuel. The Ninth-Cent tax proceeds may be used by the County for most roadway and public transportation operation and maintenance expenses. The second program is the 1-5 cent Local Option Fuel Tax (LOFT). This tax can be levied up to five cents per gallon of fuel sold and is levied for the full 5 cents by Marion County. The third program is the 1-6 cent LOFT, which is authorized by the Florida Legislature in all counties on diesel fuel sales. Counties also have the option of levying this fuel tax on all motor fuel, by either majority vote of the Board of County Commissioners or by a countywide referendum. Marion County does levy the 1-6 LOFT on all motor fuel sold in the County. Eligible uses of LOFT revenues include public transportation operations and maintenance; roadway and right-of-way maintenance; roadway and right-of-way drainage; street lighting installation, operation, maintenance, and repair; traffic signs, traffic engineering, signalization, and pavement markings, installation, operation, maintenance, and repair; bridge maintenance and operation; debt service and current expenditures for transportation capital projects, including construction or reconstruction of roads and sidewalks.

The projection of LOFT revenues for Marion County assumes a base revenue amount equal to the average of LOFT revenues distributed to Marion County over the last five years (2014-2018). For the period between 2020 and 2045, the per capita revenue in the preceding five years is extrapolated based on projected population growth in the County, adjusted for inflation using the annual inflation rates published in FDOT's Revenue Forecasting Handbook.

Projections of local option fuel taxes collected in Marion County are presented in **Table 6**. A portion of the Local Option Fuel Tax revenues are netted out of the total projection to cover 2010 and 2016 Public Improvement Revenue bonds issued against this revenue source, which are scheduled to be paid by 2020 and 2029, respectively. The remainder of the LOFT revenues, approximately \$665 million, are available for the acquisition, construction and routine maintenance of local roadway infrastructure, including multimodal components of roadways.

Table 5. State-Levied Fuel Taxes (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Constitutional Fuel	\$4.4	\$24.5	\$28.4	\$33.4	\$39.4	\$46.4	\$176.5
County Fuel	\$2.0	\$10.8	\$12.5	\$14.8	\$17.4	\$20.5	\$77.9
TOTAL	\$6.6	\$35.3	\$40.9	\$48.2	\$56.8	\$66.9	\$254.4

Notes:

Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research.
Municipal fuel tax distributions are not included.

Table 6. Local Option Fuel Taxes (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Ninth Cent	\$2.2	\$12.1	\$14.0	\$16.3	\$18.9	\$21.8	\$85.2
Local Option Fuel 1 to 6	\$9.8	\$53.4	\$61.8	\$72.1	\$83.6	\$96.4	\$377.0
Local Option Fuel 1 to 5	\$6.3	\$34.3	\$39.8	\$46.4	\$53.8	\$62.1	\$242.7
Debt Service	(\$4.0)	(\$19.8)	(\$15.9)	\$0.0	\$0.0	\$0.0	(\$39.6)
TOTAL (net of debt service)	\$14.3	\$80.0	\$99.7	\$134.8	\$156.3	\$180.3	\$665.3

Notes:

Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research.
Totals may not sum perfectly due to rounding.
Municipal fuel tax distributions are not included.
Fuel tax revenues projected to decline 1% per year from the base assumption over time on a per capita basis to account to reflect declining fuel consumption trends.

SUMMARY OF FUEL TAXES

The state-levied and local option fuel tax revenues expected to be distributed to and/or collected by Marion County are partially encumbered to fund existing infrastructure operation and maintenance (O&M). The total amount of gas tax revenues estimated to cover O&M expenses for the plan period, extrapolated based on the 2020 Marion County budget for O&M costs covered by gas tax revenues, is approximately \$728 million. The balance of gas tax revenue for capacity improvements over the plan period is approximately \$191 million, as outlined in **Table 7** below..

Table 7. Fuel Taxes (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Local Option Fuel Taxes¹ (net of debt service)	\$14.4	\$79.9	\$99.6	\$134.7	\$156.3	\$180.3	\$665.3
State Distributed Fuel Taxes	\$6.40	\$35.30	\$40.90	\$48.20	\$56.80	\$66.90	\$254.40
O&M Obligations	(\$17.7)	(\$93.2)	(\$116.9)	(\$137.3)	(\$181.6)	(\$181.6)	(\$728.3)
TOTAL (net of O&M obligations)	\$3.1	\$22.0	\$23.6	\$45.6	\$31.5	\$65.6	\$191.4

Notes:

Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research.

Totals may not sum perfectly due to rounding.

Municipal fuel tax distributions are not included.

Fuel tax revenues projected to decline 1% per year from the base assumption over time on a per capita basis to account to reflect declining fuel consumption trends.

¹ Includes 9th cent fuel tax on both diesel and non-diesel fuel

IMPACT FEES

In 2017, the Marion County Board of County Commissioners reinstated the County's transportation impact fee program, adopting a rate schedule that was substantially lower than the rates recommended in the 2015 Marion County Transportation Impact Fee Update Study. The 2017 ordinance reflects rates approximately 20% and 11% of the rates recommended in the 2015 study for residential and non-residential development, respectively. Impact fee revenues were projected on a unit and 1,000 square feet of development basis, respectively, for residential and non-residential development. For the purpose of projecting impact fee revenues, the discounted rates were used, as outlined in fee rates in **Table 8**, under the assumption that those rates would remain in place for the duration of the plan period. 2045 Population and employment growth projections developed for the Ocala Marion LRTP were used, with the impact fee rates, to project total revenues. Due to differences in population and employment categories in the socioeconomic data growth projections, relative to impact fee rate categories, assumptions were made to convert the former to units consistent with the latter. **Table 8** illustrates those assumptions in each category for which population and employment projects are available.

Table 8. Growth Category Conversion Assumptions for Impact Fees

	SOCIOECONOMIC DATA	IMPACT FEE RATES
Residential	Single-Family dwelling units	Single Family detached - 1,501 sf to 2,499 sf
	Multi-Family dwelling units	Average of rates for Multi-Family (1 & 2 stories) and Multi-Family (3 & more stories)
Non-Residential	Industrial	Average of rates per 1,000 square feet of all Industry categories
	Commercial	Average of rates per 1,000 square feet of all retail categories (with 1,000 square foot unit, excluding gas/service station, self-service car wash, and quick lube)
	Service	Average of rates per 1,000 square feet of all Office categories

The average impact fee assumptions per land use for the two residential and three non-residential development categories are shown in **Table 9**. The average annual number of new dwelling units and workers forecast from 2020-2045 was multiplied by the relevant impact fee rate assumption for that jurisdiction to estimate the annual revenue from transportation impact fees. Non-residential employment growth was factored by 75% to account for a portion of that growth in employment allocated to existing structures, rather than new development. Conversion factors were used to relate employment to each 1,000 square feet of non-residential development. For industrial development the factor assumes one employee per 1,000 square feet; for commercial, 2 employees per 1,000 square feet; and for service, 3 employees per 1,000 square feet.

Impact fee districts adopted as part of the 2015 ordinance include the east district and the west district, defined as the areas east and west of I-75, respectively. **Table 10** includes impact fee revenue projections over the course of the plan period, by district, based on the effective rates outlined in **Table 9**. Inflation was not applied to impact fee rates, but was applied to the revenue projections themselves.

Table 9. Impact Fee Rates

	DEVELOPMENT TYPE	RECOMMENDED RATES	EFFECTIVE RATE
Residential	Single Family Detached (per unit)	\$ 6,994	\$ 1,397
	Multi Family (per unit)	\$ 3,682	\$ 735
Non-Residential	Commercial (per 1,000 sq ft)	\$ 13,841	\$ 1,463
	Service (per 1,000 sq ft)	\$ 9,418	\$ 996
	Industrial (per 1,000 sq ft)	\$ 2,003	\$ 212

Table 10. Impact Fee Revenue Projections at 2017 rates (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
East of I-75 Impact Fees	\$1.1	\$6.4	\$7.1	\$8.3	\$11.0	\$11.0	\$44.8
West of I-75 Impact Fees	\$2.1	\$12.8	\$14.1	\$16.6	\$22.0	\$22.0	\$89.6
TOTAL	\$3.2	\$19.1	\$21.2	\$24.9	\$33.0	\$33.0	\$134.4

Notes:

Impact Fee revenues based on 2020-2045 household and employment forecasts, using current effective fee rates. Totals may not sum perfectly due to rounding.

SUNTRAN

SunTran receives operating and capital revenues from federal, state, and local sources. Local revenue estimates are documented in SunTran’s FY 2018-2027 Transit Development Plan (TDP). Revenue projections for subsequent years, between 2028 and 2045, were estimated using average annual revenues reflected in the TDP, FDOT’s inflation rates and projected population growth during that period. Federal and state revenue estimates provided in FDOT’s 2045 Revenue Forecast Handbook were used in lieu of estimates in the TDP, for consistency with FDOT revenue guidance. Projections to 2045 were estimated using annual local revenues reported in the TDP, relative to projected population in those years, extrapolated to 2045 on a per capita basis, adjusted for inflation using FDOT inflation rates.

Table 11 reports local transit revenue forecasts.

INFRASTRUCTURE SALES SURTAX

The Infrastructure Sales Surtax approved by Marion County voters in 2016, is a 1% local sales surtax, the proceeds of which are divided and allocated to the Fire Department, Emergency Medical Services, Emergency Communications, Sheriff Department, and Transportation. The surtax is scheduled to sunset in 2020 and will be reassessed by voters in November 2020. For the purpose of 2045 revenue forecasts, 3 projection scenarios were estimated based on whether the 2020 referendum passes and whether future sales surtax referenda pass. The first scenario assumes no sales surtax starting in 2020. The second assumes the referendum will pass, re-enacting the surtax for a period of four years and the third assumes that the tax will be re-enacted multiple times, covering the entire plan period to 2045. The allocation of surtax revenues to the various functions is broken down to 60% for transportation and 40% for the other functions. The surtax revenue forecasts in **Table 12** below includes only the County portion of the surtax for transportation improvements and is based on Florida Department of Revenue’s Office of Tax Research (FDOR) guidance and population growth estimates for Marion County. The unincluded portion is allocated to municipalities per FDOR guidance.

Table 11. Transit Local Revenue Projections (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
SunTran Local Revenue	\$1.1	\$5.7	\$7.3	\$9.5	\$11.6	\$14.1	\$49.2

Notes:

Totals may not sum perfectly due to rounding.

Table 12. Infrastructure Sales Surtax Projections (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Sales Surtax Scenario 1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Sales Surtax Scenario 2	\$26.1	\$117.1	\$0.0	\$0.0	\$0.0	\$0.0	\$143.2
Sales Surtax Scenario 3	\$26.1	\$146.3	\$178.6	\$219.7	\$268.7	\$326.9	\$1,166.3

Notes:

Figures include 60% of total surtax forecast allocated to Marion County.

Scenario 1 – assumes no sales surtax

Scenario 2 – assumes sales surtax for 4 years

Scenario 3 – assumes sales surtax for entirety of plan period

Potential New Revenues

Other revenue sources that may be available to fund some infrastructure improvements include private developer contributions, grants, and other tax revenue mechanisms that may be instituted, including value capture or mobility fee revenues. Estimates of these types of sources are not included in estimates developed for the LRTP, due to the uncertainty of both the potential and the magnitude of these sources. Another potential revenue source that, while not reflective of current local policy, can easily be estimated based on historical and future growth data, includes the balance of impact fee revenues, defined as the difference between the 2015 recommended rates and the effective rates.

Summary of Projected Revenues

The total revenues available in the 26-year period between 2020 and 2045 include a total of \$4.1 billion in YOE dollars, including \$2.8 billion in state/federal revenues, and \$1.2 billion in local revenues. **Table 14** provides a summary of revenues by period, by source, but does not include the discretionary programs like TRIP, TALT, and New Starts.

Table 13. Potential New Revenues (illustrative - in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
Transportation Impact Fees (balance of rec. rates – 80%/89%)	\$15.1	\$90.1	\$99.9	\$117.3	\$155.1	\$155.1	\$632.6

Notes:

Impact Fee revenues reflects the difference between rates recommended in the 2015 Marion County Transportation Impact Fee Update Study and the reduced rates of 80% for residential and 71% commercial.

Table 14. Summary of Local, State, Federal Revenues (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
STATE/FEDERAL REVENUES (1)							
SIS Highways/ FIHS Constr/ ROW	N/A	\$46.2	\$185.3	\$730.4	\$349.9	\$56.9	\$1,368.7
Other Roads Construction & ROW	\$16.1	\$118.3	\$143.7	\$155.1	\$161.3	\$161.3	\$756.0
Transit	\$6.4	\$35.5	\$44.8	\$49.1	\$51.1	\$51.1	\$238.1
Subtotal State/Federal	\$22.5	\$200.1	\$373.9	\$934.6	\$562.4	\$269.3	\$2,362.7
LOCAL REVENUES (2)							
Marion County Impact Fees (capacity) (3)	\$3.2	\$19.1	\$21.2	\$24.9	\$33.0	\$33.0	\$134.4
Constitutional Fuel (4)	\$4.4	\$24.5	\$28.4	\$33.4	\$39.4	\$46.4	\$176.5
County Fuel (4)	\$2.0	\$10.8	\$12.5	\$14.8	\$17.4	\$20.5	\$77.9
Ninth Cent fuel tax (4)	\$2.2	\$12.1	\$14.0	\$16.3	\$18.9	\$21.8	\$85.2
Local Option Fuel 1 to 6 (4)	\$9.8	\$53.4	\$61.8	\$72.1	\$83.6	\$96.4	\$377.0
Local Option Fuel 1 to 5 (4)	\$6.3	\$34.3	\$39.8	\$46.4	\$53.8	\$62.1	\$242.7
Infrastructure Sales Surtax (5)	\$26.1	\$117.1	\$0.0	\$0.0	\$0.0	\$0.0	\$143.2
SunTran Local Revenues	\$1.1	\$5.7	\$7.3	\$9.5	\$11.6	\$14.1	\$49.2
Subtotal Local	\$55.10	\$277.00	\$185.00	\$217.40	\$257.70	\$294.30	\$1,286.1
TOTAL	\$77.6	\$477.1	\$558.9	\$1,152.0	\$820.1	\$563.6	\$3,648.8

Notes:

(1) State/Federal Revenues from November 2018 2045 Revenue Forecast Ocala Marion TPO - 2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

(2) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research. Municipal fuel tax distributions are not included.

(3) Impact Fees revenues based on 2020-2045 household and employment forecasts, using current fee rates (80%/71% of recommended rates). Totals may not sum perfectly due to rounding.

(4) Fuel tax revenues projected decline 1% per year from the base assumption over time on a per capita basis to account for declining fuel consumption trends.

(5) Sales Surtax projection assumes passage of 2020 referendum, enacting the tax for a period of four years

Revenues Available for Capacity

Each revenue source has specific requirements with regard to the types of eligible expenditures. For example, some revenue sources are very flexible and can be allocated to both capital and operating expenses. Others are specifically limited to one or the other. **Table 15** summarizes revenues that are available for capacity improvements only, net of debt service and O&M obligations, broken down by State/Federal and Local revenues for a total of \$3.3 billion.

Table 15. Summary of Revenues for Capital Improvements (in millions of YOE \$)

	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL
STATE/FEDERAL REVENUES (1)							
SIS Highways/ FIHS Constr/ ROW	N/A	\$46.2	\$185.3	\$730.4	\$349.9	\$56.9	\$1,368.7
Other Roads Construction & ROW	\$16.1	\$118.3	\$143.7	\$155.1	\$161.3	\$161.3	\$756.0
Transit	\$6.4	\$35.5	\$44.8	\$49.1	\$51.1	\$51.1	\$238.1
Subtotal State/Federal	\$22.5	\$200.1	\$373.9	\$934.6	\$562.4	\$269.3	\$2,362.7
LOCAL REVENUES (2)							
Impact Fees (capacity) (3)	\$3.2	\$19.1	\$21.2	\$24.9	\$33.0	\$33.0	\$134.4
Fuel Taxes net of O&M, debt service obligations (4)	\$3.1	\$22.0	\$23.6	\$45.6	\$31.5	\$65.6	\$191.4
Infrastructure Sales Surtax	\$26.1	\$117.1	\$0.0	\$0.0	\$0.0	\$0.0	\$143.2
Subtotal Local	\$32.40	\$158.20	\$44.80	\$70.50	\$64.50	\$98.60	\$469.00
TOTAL	\$54.9	\$358.3	\$418.7	\$1,005.1	\$626.9	\$367.9	\$2,831.7

Notes:

(1) State/Federal Revenues from November 2018 2045 Revenue Forecast Ocala Marion TPO - 2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

(2) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research. Municipal fuel tax distributions are not included.

(3) Impact Fees revenues based on 2015-2045 household and employment forecasts, using current fee rates.

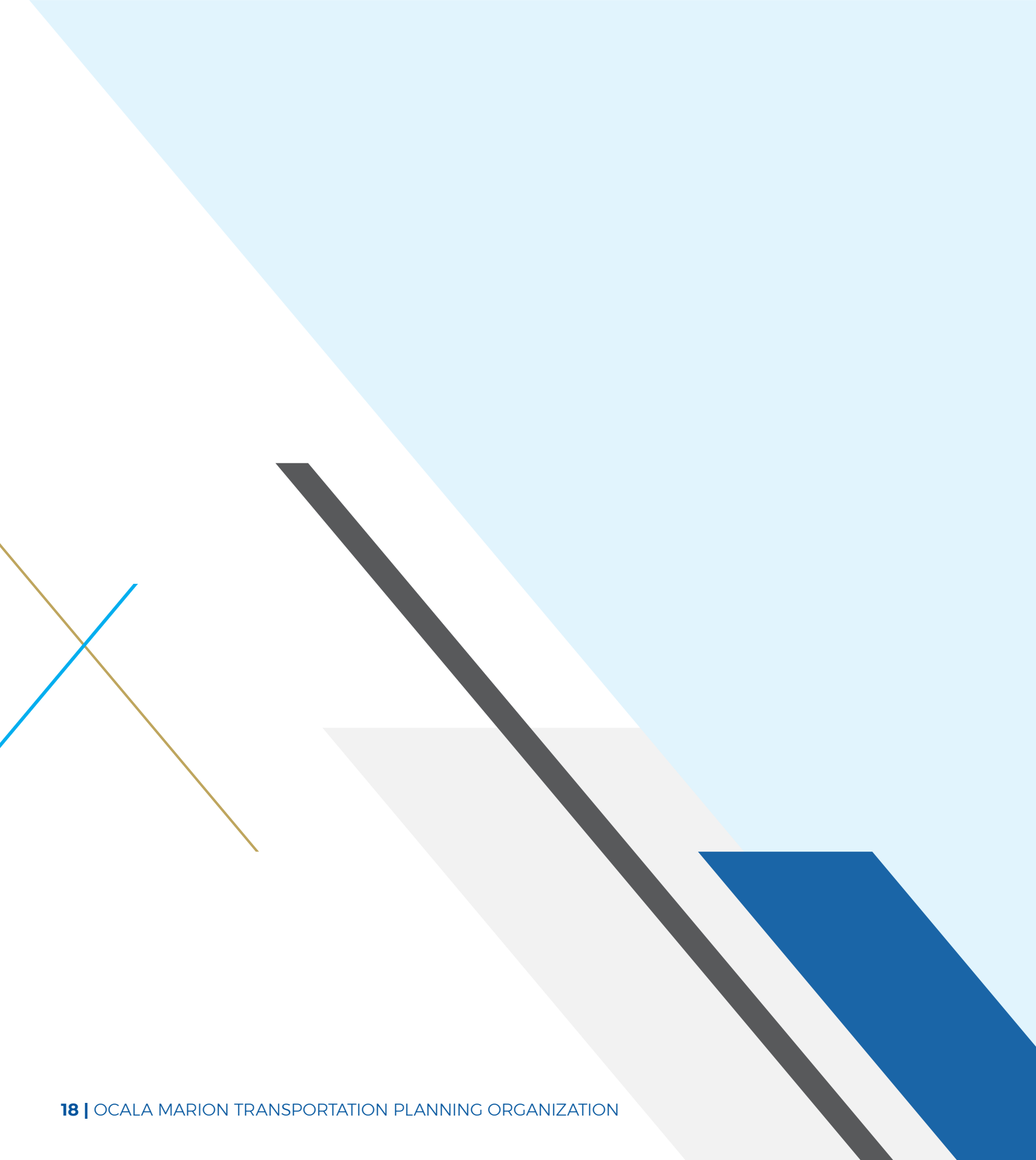
Totals may not sum perfectly due to rounding.

(4) Fuel tax revenues projected decline 1% per year from the base assumption over time on a per capita basis to account for declining fuel consumption trends.

APPENDIX A. DATA INPUT REFERENCES

VARIABLE	DATA INPUT ASSUMPTIONS	SOURCE
Inflation Factors	Period specific inflation factors applied to represent revenues in Year of Expenditure terms	<i>FDOT Revenue Forecasting Guidebook</i> https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/revenueforecast/revenue-forecasting-guidebook.pdf?sfvrsn=b40e9ddc_0
Strategic Intermodal System revenue	Based on costs of improvements in Marion County included in SIS Cost Feasible Plan	<i>SIS 1st five Years, 2nd Five Years, 2045 Cost Feasible Plan</i> https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm
Historical gas tax receipts	Historical gas tax receipts used to estimate per capita local option gas tax revenue 2014-2018	<i>Local Government Financial Information Handbook</i> (2013, 2014, 2015, 2016, 2017, 2018, 2019 editions) prepared by The Florida Legislature's Office of Economic and Demographic Research http://edr.state.fl.us/Content/local-government/reports/index.cfm
Fuel consumption reduction rate	Projected to account for the emergence of electric vehicles and fuel efficiency improvements	U.S. Energy Information Administration https://www.eia.gov/outlooks/aeo/data/browser/#/?id=2-AEO2019&ases=ref2019&sourcekey=0
Gross State Product (GSP) growth projection	Projected GSP growth used to estimate Constitutional and County gas tax revenue growth 2020-2045	<i>Florida & Metro Forecast 30 Year Report 2018-2047</i> prepared by University of Central Florida Institute for Economic Competitiveness https://business.ucf.edu/
Marion County LOFT debt service requirements	Based on remaining 10 years of debt service requirements on existing Series 2010 and 2016 LEFT bonds	<i>Marion County, Florida Comprehensive Annual Financial Report 2018</i> https://frontrunner-mccc.s3.amazonaws.com/F27D2E8D-5056-907D-8D6E-42E5CE245096.pdf
Impact Fee Rates	Current impact fee rates used to estimate impact fee revenue	<i>Marion County Transportation Impact Fee Schedule</i> https://www.marioncountyfl.org/home/showdocument?id=11666
Local Transit Revenue	SunTran operating and capital revenue projections 2018-2027	<i>2017 Transit Development Plan</i> https://www.suntran.org/about-us/2018-2027-transit-development-plan
Ad Valorem tax revenue	Based on 29 years of historical Ad Valorem tax receipts (1991-2019)	<i>Florida Department of Revenue – Florida Ad Valorem Valuation and Tax Data Book</i> https://floridarevenue.com/property/Pages/DataPortal_DataBook.aspx

APPENDIX B. FDOT REVENUE FORECASTING GUIDEBOOK



APPENDIX C. FDOT REVENUE FORECAST - OCALA MARION TPO

APPENDIX I

PUBLIC INVOLVEMENT SUMMARY

Public Involvement Summary under development

APPENDIX J

MCORES PROJECT

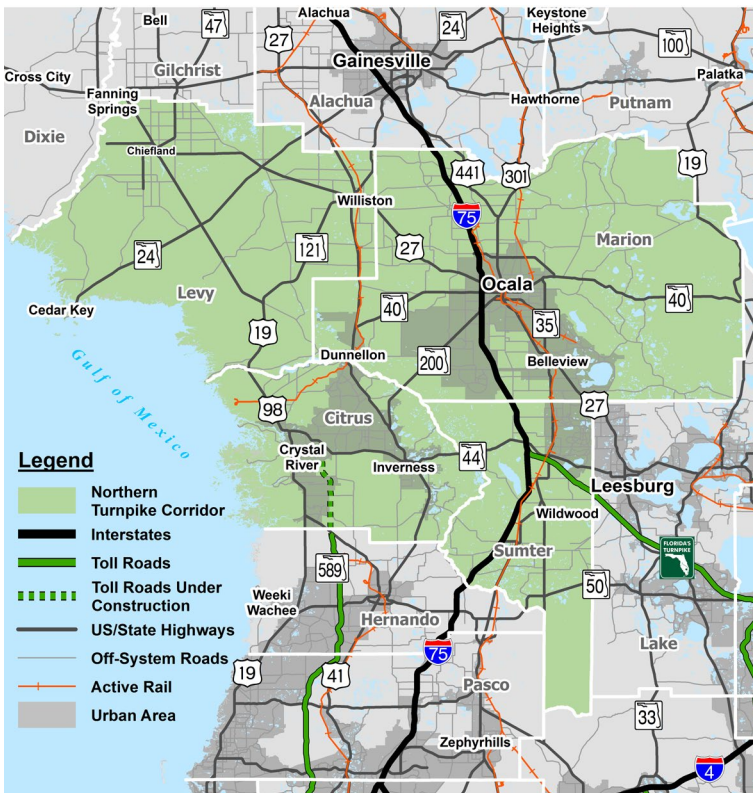
Program Overview

The Multi-use Corridors of Regional Economic Significance (M-CORES) Program has been created by Section 338.2278, Florida Statutes (F.S.) to revitalize rural communities, encourage job creation and provide regional connectivity while leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources. The Florida Department of Transportation (FDOT) is charged with assembling task forces to study three specific corridors:

- The Suncoast Corridor, extending from Citrus County to Jefferson County
- The Northern Turnpike Corridor, extending from the northern terminus of Florida’s Turnpike northwest to the Suncoast Parkway
- The Southwest-Central Florida Corridor, extending from Collier County to Polk County

The objective of the M-CORES Program is to advance the construction of regional corridors that will accommodate multiple modes of transportation and multiple types of infrastructure. The Program benefits include, but are not limited to, addressing issues such as hurricane evacuation; congestion mitigation; trade and logistics; broadband, water, and sewer connectivity; energy distribution; autonomous,

connected, shared, and electric vehicle technology; other transportation modes, such as shared-use non-motorized trails, freight and passenger rail, and public transit; mobility as a service; availability of a trained workforce skilled in traditional and emerging technologies; protection or enhancement of wildlife corridors or environmentally sensitive areas; and protection or enhancement of primary springs protection zones and farmland preservation. Additional information is available at www.floridamcores.com.



Northern Turnpike Corridor Study Area

The Northern Turnpike Corridor study area spans four (4) counties—Citrus, Sumter, Marion, and Levy (as shown in the map). The Ocala Marion TPO area is part of the Northern Turnpike Corridor study area.

L RTP Considerations

M-CORES projects are considered to be projects of regional significance and therefore are required by Title 23 of the Code of Federal Register (CFR), Section 450.324(d) and Section 339.175(7), F.S. to be included in the MPO/ TPO Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and the State Transportation Improvement Program (STIP).

MPOs and TPOs are responsible for actively involving all affected parties in an open, cooperative, and collaborative process when developing LRTPs and TIPs. Regional coordination is required since M-CORES projects affect more than one MPO. Public participation required for the development of LRTP and TIP is neither affected nor replaced by the public engagement activities conducted as part of the M-CORES corridor development process.

The Ocala Marion TPO will use travel demand forecasts generated by the Florida Turnpike Statewide Model for M-CORES projects. As such, Ocala Marion TPO will coordinate all M-CORES related analyses with FDOT for consistency purposes.

The proposed projects within the Northern Turnpike Corridor will be tolled facilities and will be part of the Florida's Turnpike system and the Strategic Intermodal System (SIS). The projects will be included in the LRTP and TIP/STIP in accordance with guidance provided in the FDOT MPO Program Management Handbook, as information on the projects becomes available. FDOT is working with the Northern Turnpike Corridor Task Force to develop purpose and need, guiding principles, and potential paths/courses. The Ocala Marion TPO is a member of the Northern Turnpike Corridor Task Force and is actively engaged in pertinent aspects of planning and corridor analysis through the Task Force activities. The Task Force will submit its evaluation report to the Governor, the President of the Senate, and the Speaker of the House of Representatives by November 15, 2020. As the M-CORES Program progresses to Project Development and Environment (PD&E), design and construction phases, FDOT will identify projects, prepare cost estimates, and coordinate with Ocala Marion TPO to add identified projects into the LRTP and TIP. Subject to the economic and environmental feasibility statement requirements of Section 337.25, F.S., projects may be funded through Turnpike revenue bonds or right-of-way and bridge construction bonds or financing by the Florida Department of Transportation Financing Corporation; by advances from the State Transportation Trust Fund; with funds obtained through the creation of public-private partnerships; or any combination thereof. FDOT also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects in accordance with Section 337.25, F.S. To the maximum extent feasible, construction of the M-CORES projects will begin no later than December 31, 2022, and the corridors will be open to traffic no later than December 31, 2030.



APPENDIX K

TECHNICAL NEEDS ASSESSMENT RESULTS

Technical summary under development

2045

Long-Range Transportation Plan (LRTP)

OCTOBER
2020



LRTP PROCESS

- **PROJECT KICK OFF** - The once every five years update of the LRTP commenced in May 2019.
- **ESTABLISH GOALS & OBJECTIVES** - The LRTP goals and objectives were identified through public input, federal guidelines, and TPO Board action in November, 2019
- **IDENTIFY NEEDED IMPROVEMENTS** - Identify needed improvements to the transportation system
- **PROJECT PRIORITIZATION** - Prioritize needed improvements based on Goals & Objectives metrics
- **COST FEASIBLE PLAN** – Develop cost feasible plan based on prioritized projects and projected revenues
- **PLAN ADOPTION** - The TPO Board will adopt the 2045 LRTP in a Public Hearing no later than November 24, 2020



WE ARE HERE



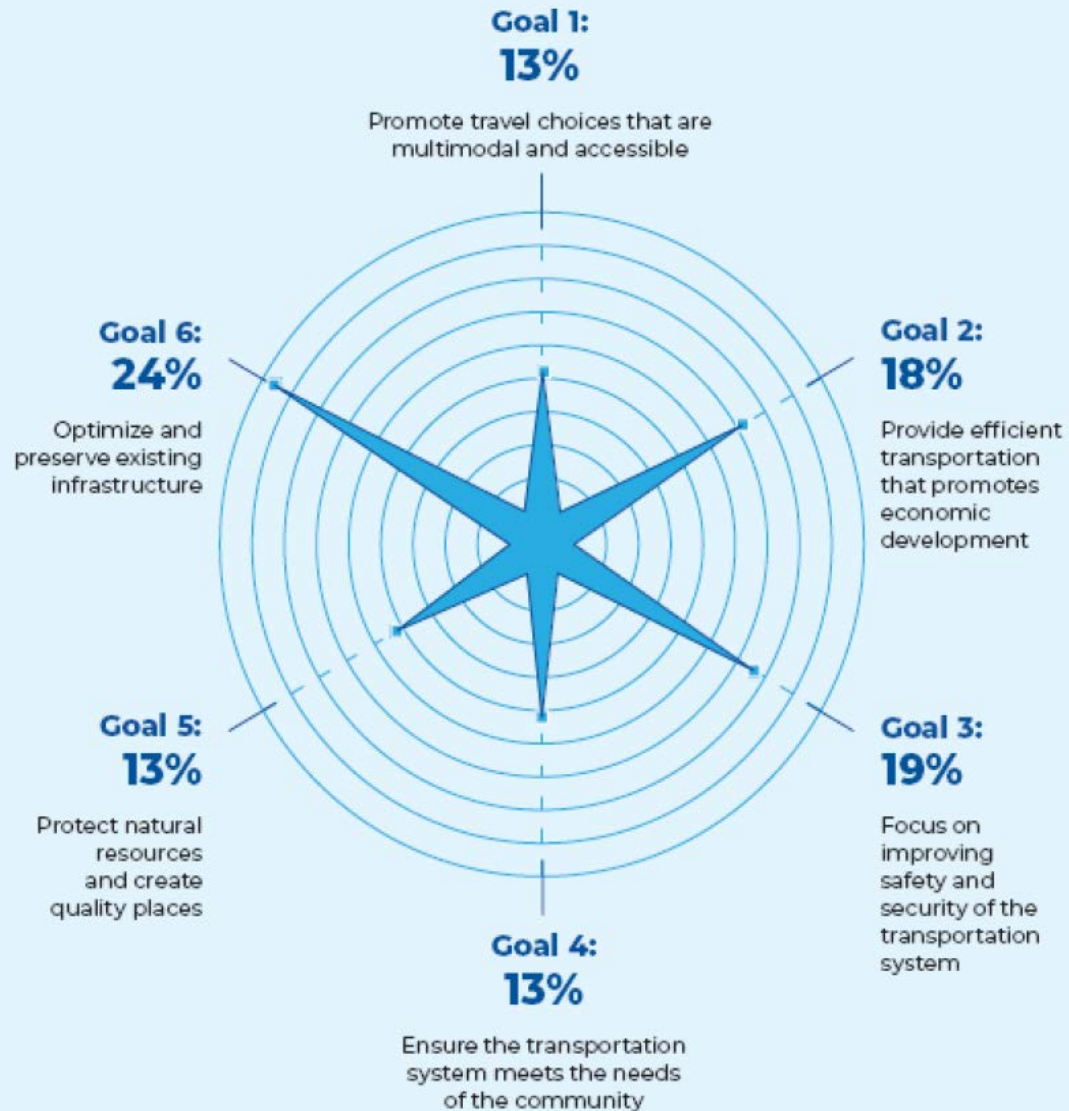
PLAN DOCUMENT

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- Chapter 1 – Introduction
- Chapter 2 – Vision, Goals, & Objectives
- Chapter 3 – Public & Stakeholder Involvement
- Chapter 4 – Environmental Analysis
- Chapter 5 – Transportation Needs Assessment
- Chapter 6 – Financial Revenue Forecasts
- Chapter 7 – Funding the Plan
- Chapter 8 – Plan Amendment & Implementation



GOALS & OBJECTIVES



- **GOAL 1** – Promote **Travel Choices** that are multimodal and accessible
- **GOAL 2** – Provide efficient transportation that promotes **Economic Development**
- **GOAL 3** – Focus on improving **Safety and Security** of the transportation system
- **GOAL 4** – Ensure the transportation system meets the **Needs of the Community**
- **GOAL 5** – Protect **Natural Resources** and create quality places
- **GOAL 6** – **Optimize and Preserve** existing infrastructure

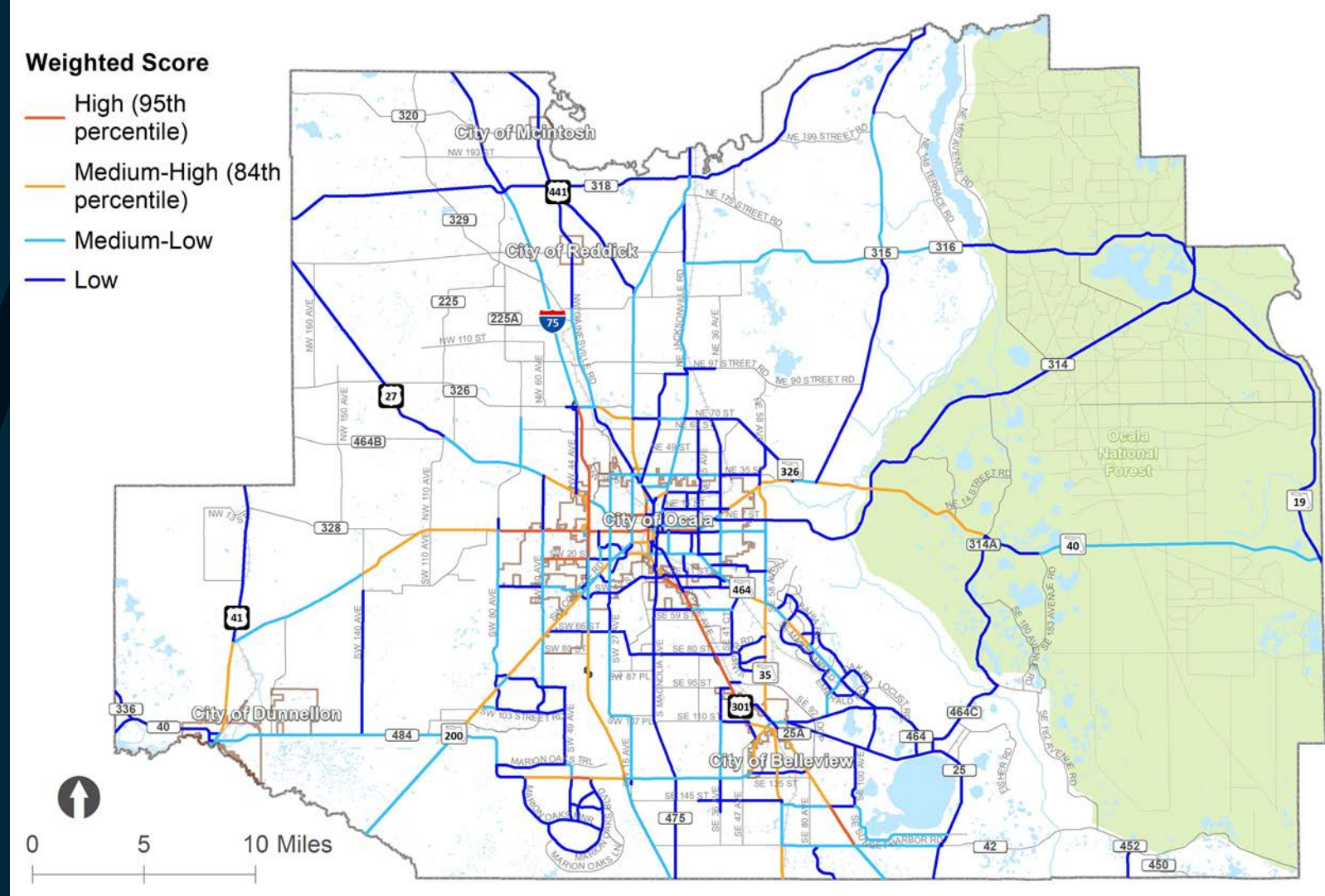
PUBLIC INVOLVEMENT

- Meetings, Communication, Survey, & Workshops
- Presented at or utilized the following forms of communication throughout the planning process to share information:
 - Citizen and Technical Advisory Committees (CAC/TAC)
 - LRTP Steering Committee
 - TPO Board
 - Email Blasts
 - Public Notices
 - Social Media
- Metroquest Survey Early Fall 2019
- Public Workshop (In-Person) Fall 2019
- Virtual & In-Person Public Workshop Summer 2020



NEEDS ASSESSMENT

- Used over 20 data sources to assess the roadway network
 - Crash Data from Signal 4
 - Freight data from FDOT
 - FEMA Flood Zone data
 - Attraction data from Visitors & Convention Bureau
- Assessment consisted of analyzing the following:
 - Crashes
 - Congestion
 - Tourist hotspots
 - Connectivity, etc...



REVENUE

- State/Federal Revenues:
 - Other Arterials Funding Source
 - 758 million
 - Only 15% eligible for non-state highway projects
- Local Revenues:
 - Fuel Taxes (Marion County)
 - Impact Fees (Based on current rates)
 - 278 million



COST FEASIBLE PLAN

- Roadway capacity projects
- Roadway operational projects
- Corridor studies boxed fund
- Multimodal projects boxed fund
- ITS projects boxed fund



82% Roadway
Capacity



2% Roadway
Operational



6% ITS



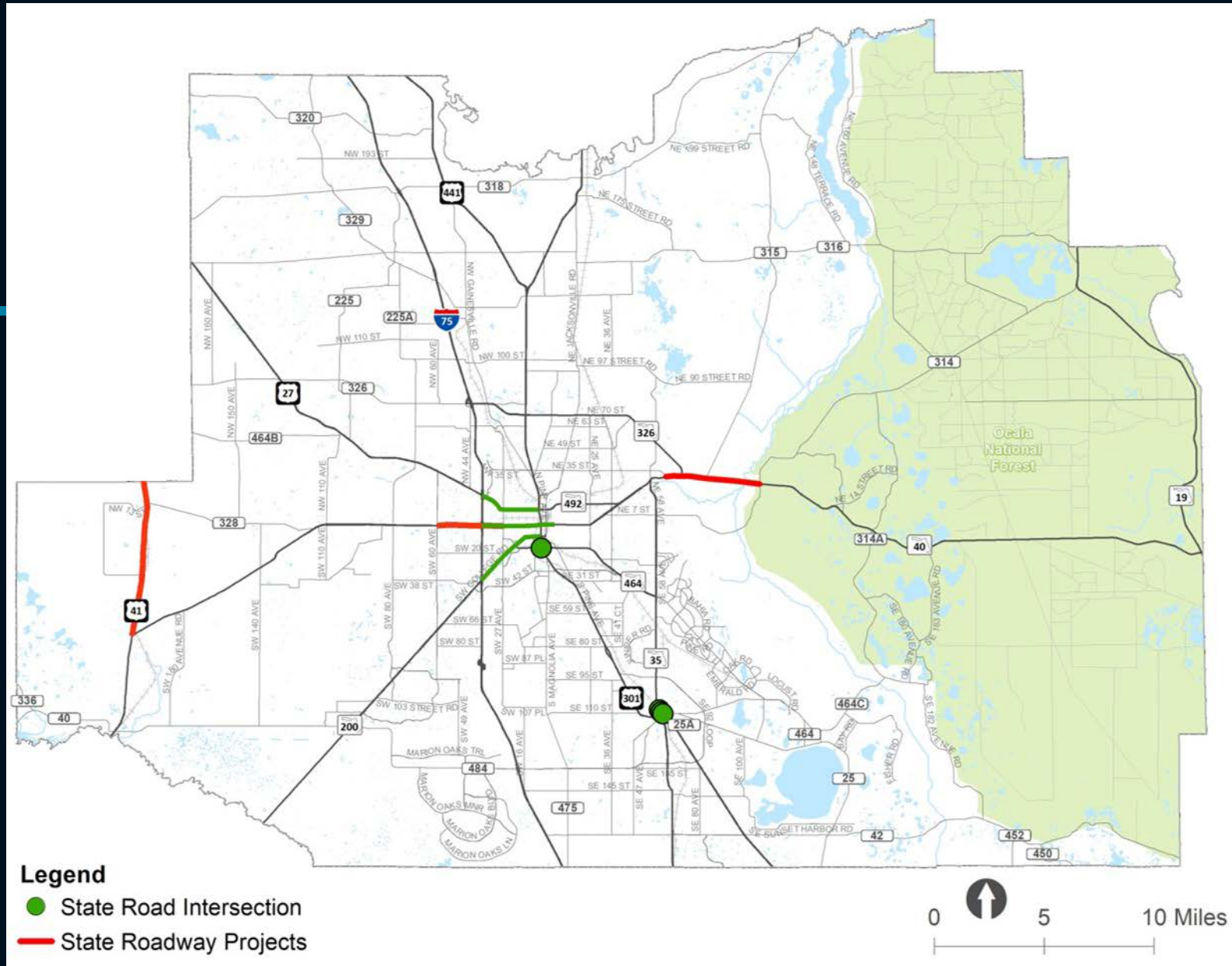
10% Multimodal



0.3% Corridor
Studies

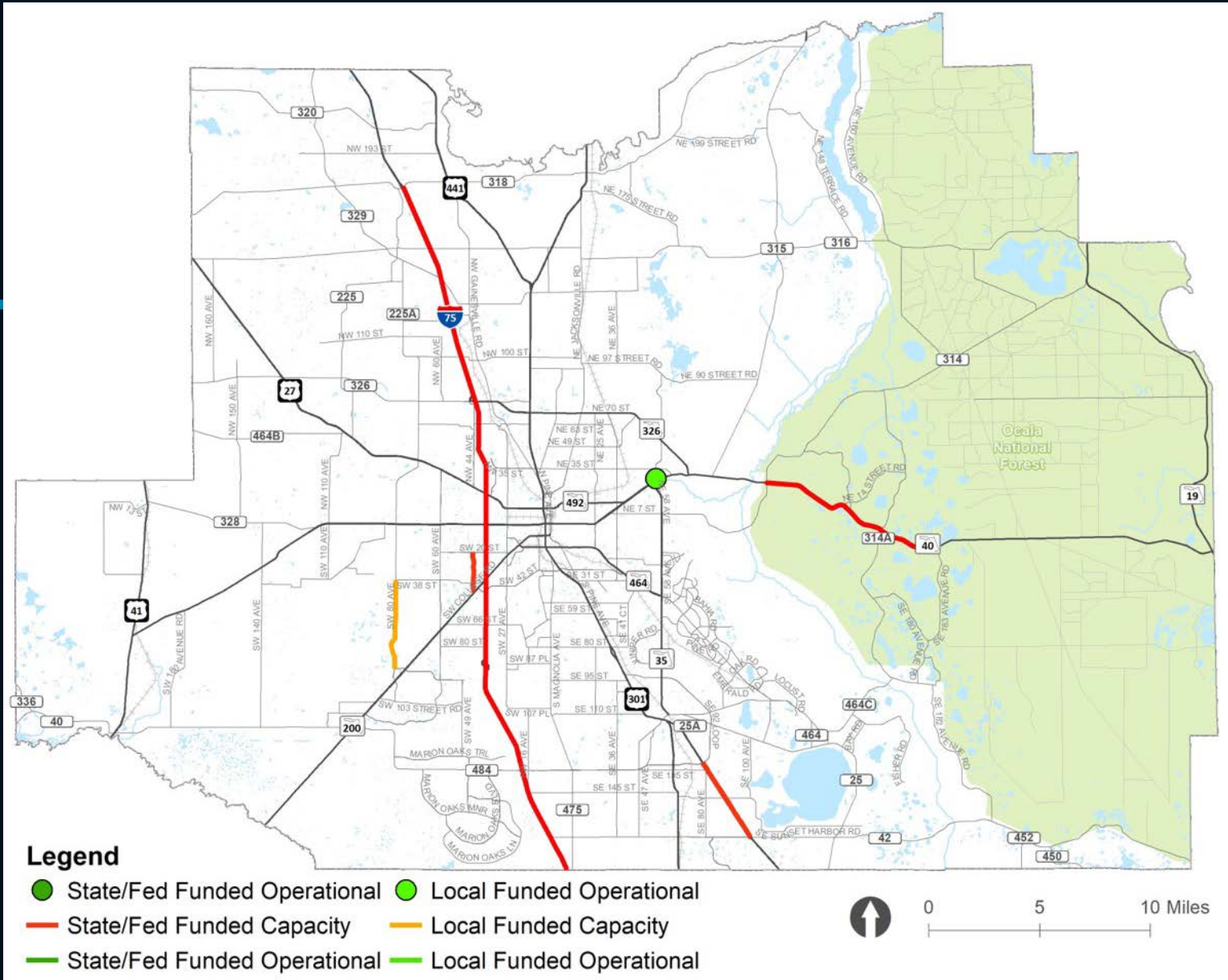
COST FEASIBLE PLAN 2026-2030

Facility	From	To	Project Description
I-75 FRAME Off System			ITS infrastructure
SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry
SR 40	SW 40th Ave	SW 27th Ave	Left turn lane
SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street
SR 40	SW 60th Avenue	I-75	Widen to 6 lanes
SR 40	I-75	SW 27th Avenue	Widen to 6 lanes
SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes
US 41	SR 40	Levy County Line	Widen to 4 lanes
US 441	at SR 464		Turn lane



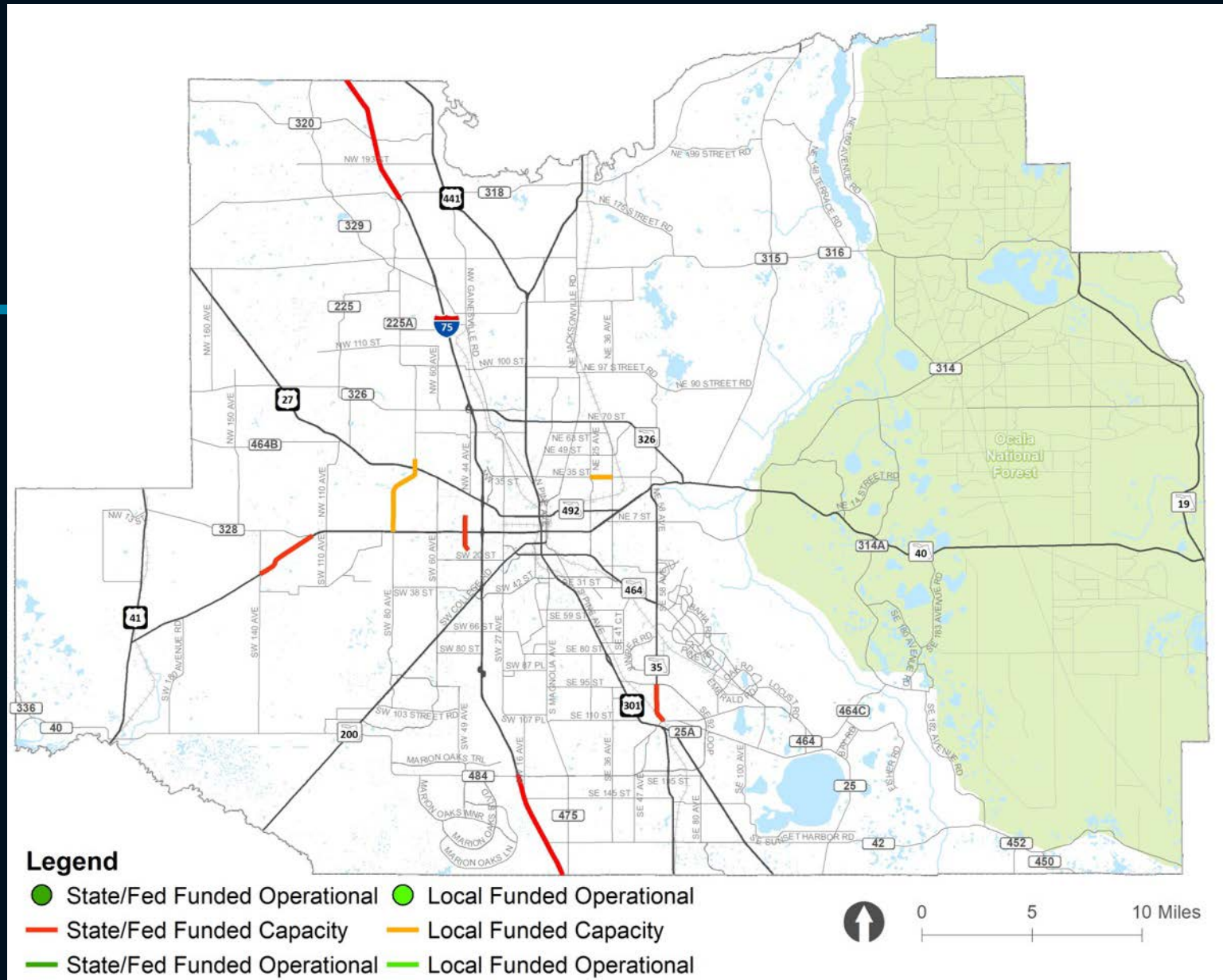
COST FEASIBLE PLAN 2031-2035

Facility	From	To	Project Description
I-75	Sumter/Marion Co Line	CR 484	Widen to 8 lanes
I-75	CR 484	CR 318	Widen to 8 lanes
SR 40	E of CR 314	CR 314A	Widen to 4 lanes
SR 40	CR 314A	Levy Hammock Rd	Widen to 4 lanes
SR 40	SR 35		Intersection geometry
SW 44th Ave	SR 200	SW 20th Street	New 4 lane
US 441	CR 42	SE 132nd Street Rd	Widen to 6 lanes
SW 70th/80th Ave	SW 90th St	SW 38th St	Widen to 4 lanes



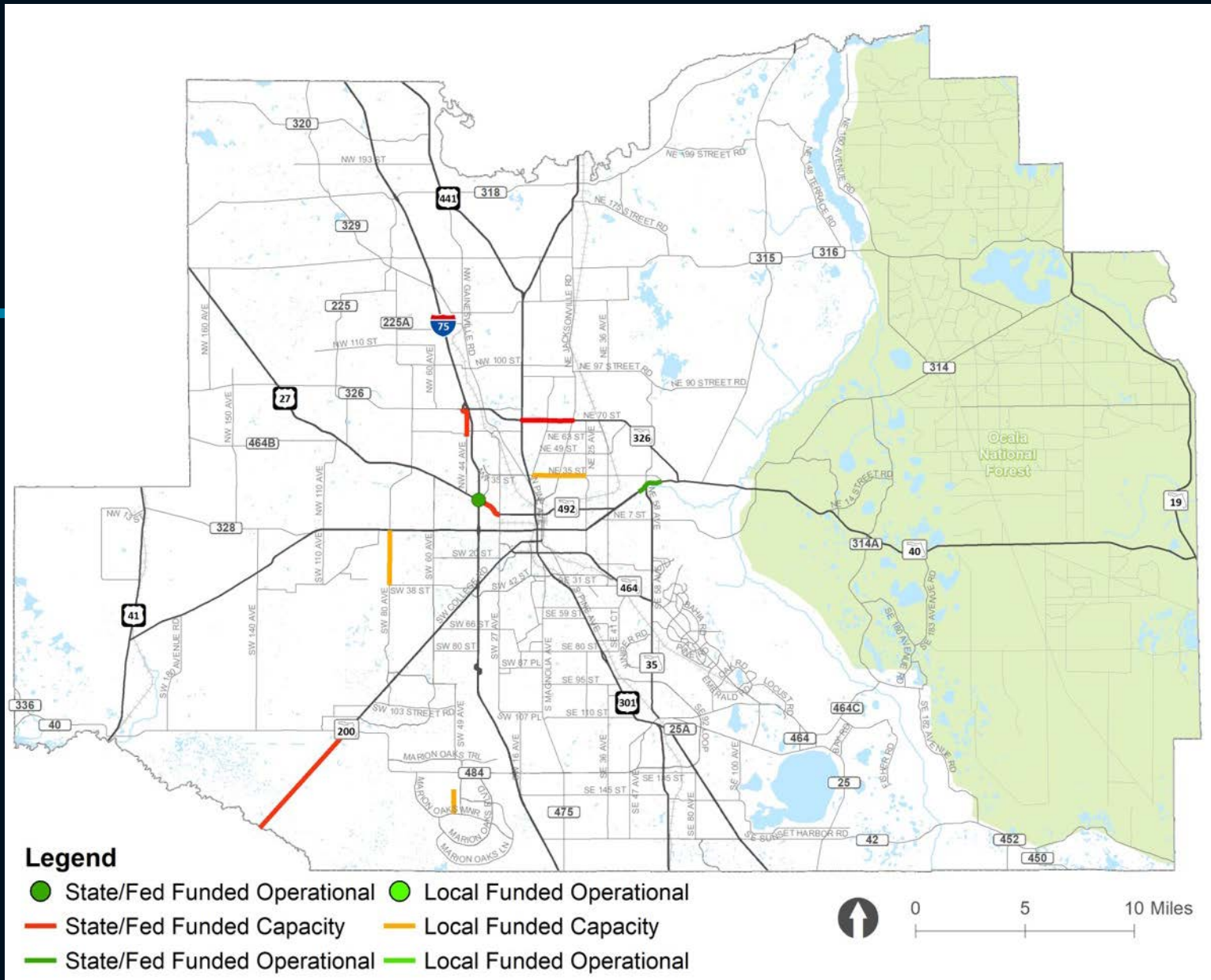
COST FEASIBLE PLAN 2036-2040

Facility	From	To	Project Description
I-75	CR 318	Marion/Alachua Co Line	Widen to 8 lanes
I-75	Sumter/Marion Co Line	CR 484	Managed Lanes
SR 35	CR 25	SE 92nd Place Rd	Widen to 4 lanes
SR 40	SW 140th Avenue	CR 328	Widen to 4 lanes
SW 44th Ave	SW 13th St	SR 40	Widen to 4 lanes
NW 44th Ave	SR 40	NW 10th Street	New 4 lane
NE 35th Street	NE 25th Avenue	NE 36th Avenue	Widen to 4 lanes
NW 70th/80th Ave	SR 40	US 27	Widen to 4 lanes
NW 70th Ave	US 27	NW 43rd St/NW 49th Street	Widen to 4 lanes



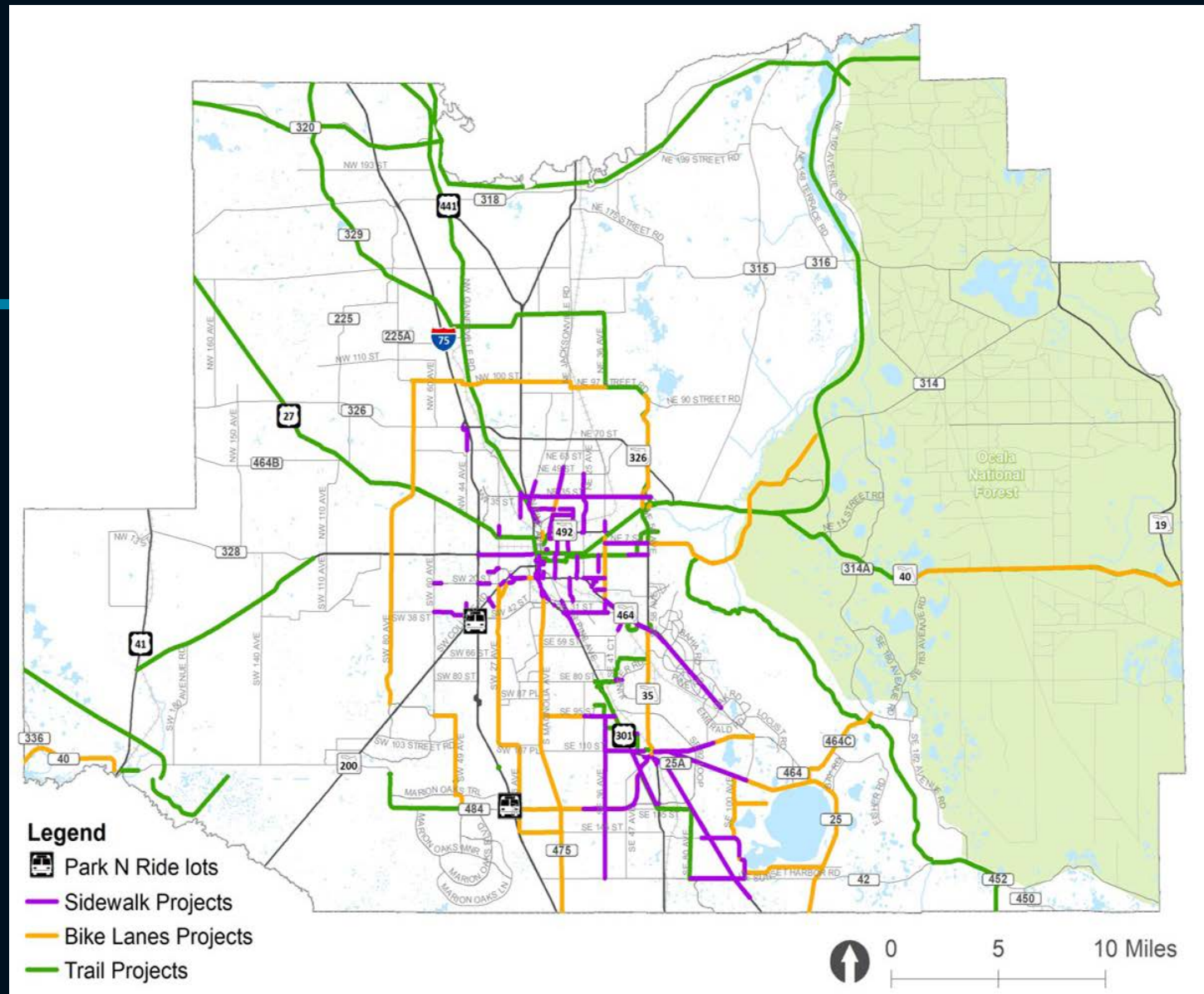
COST FEASIBLE PLAN 2041-2045

Facility	From	To	Project Description
I-75	at US 27		Modify Interchange
NW 44th Ave	NW 60th St	SR 326	Widen to 4 lanes
SR 200	Citrus County Line	CR 484	Widen to 4 lanes
SR 326	SR 25/US301/US 441	Old US 301/CR200A	Widen to 4 lanes
SR 40 – East Multimodal	NE 49th Terr	NE 60th Ct	Left turn lane, illumination, ped safety
US 27	I-75	NW 27th Ave	Widen to 6 lanes
NE 35th St	W Anthony Rd	SR 200A	Widen to 4 lanes
NE 35th St	SR 200A	NE 25th Ave	Widen to 4 lanes
SW 49th Ave	Marion Oaks Manor	SW 142nd Pl Rd	Widen to 4 lanes
SW 70th/80th Ave	SW 38th St	SR 40	Widen to 4 lanes



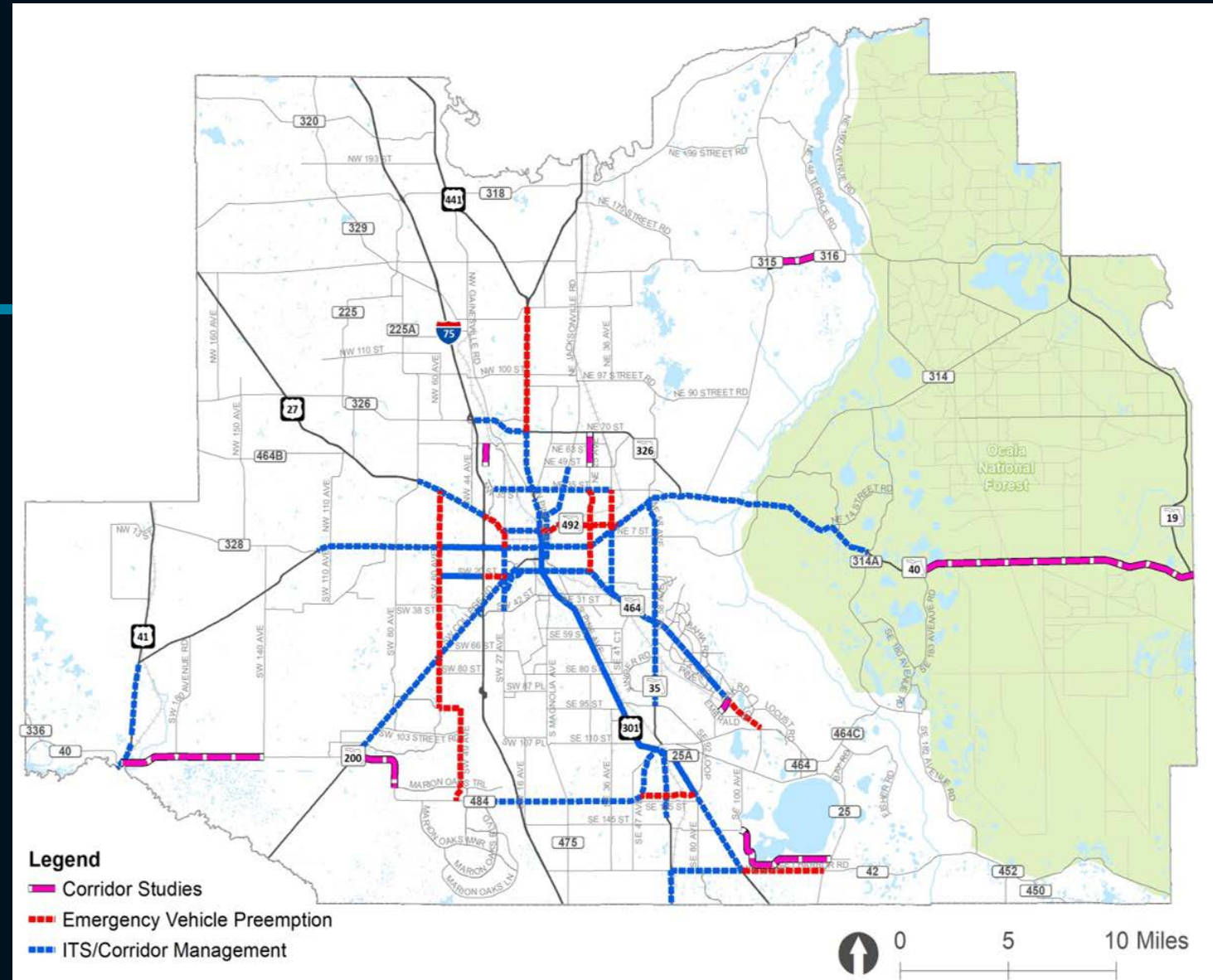
COST FEASIBLE PLAN – MULTIMODAL BOXED FUNDS

- 50 miles of sidewalk improvements
- 170 miles of bicycle facility improvements
- 280 miles of new trails



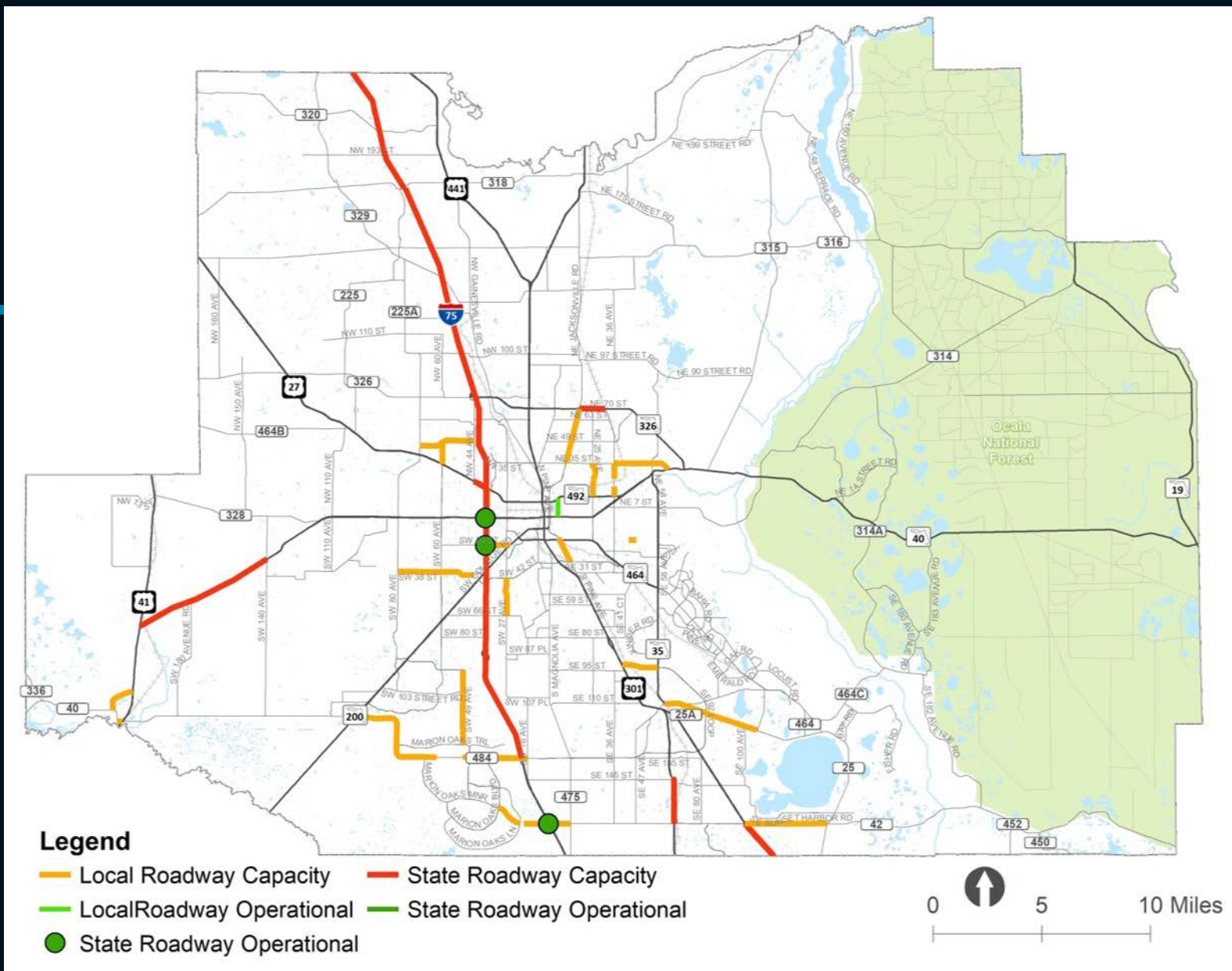
COST FEASIBLE PLAN – ITS & CORRIDOR STUDIES BOXED FUNDS

- 8 corridor studies
- 40 miles of emergency vehicle pre-emption improvements
- 170 miles of ITS improvements



UNFUNDED NEEDS

- Managed Lanes (I-75)
- New interchanges
- Widening's
- New Roads
- Intersection Improvements
- \$750m in present day dollars
 - Additional Revenues (Impact Fees, Sales Tax)



CORRIDOR SUMMARIES

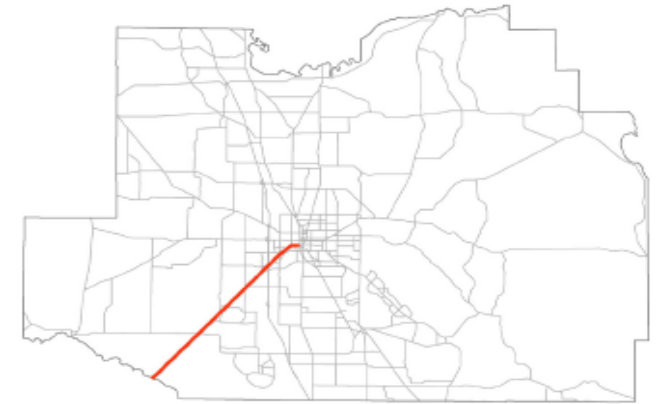
- Summaries for 12 Corridors
 - SR 200
 - SR 40
 - US 41
 - I-75
 - SR 464
 - US 27 (West of I-75)
 - US 301/441/27
 - SR 492
 - SR 326
 - SR 35
 - CR 484
 - CR 25/25A
- Additional resource for stakeholders, public, staff, and committees

CORRIDOR SUMMARIES

SR 200

SR 200 is a key north/south arterial connecting the growing suburban area in southwest Marion County with downtown Ocala. There are several major activity centers on this corridor, including the College of Central Florida, and one of the largest growth rates in the County, in terms of both population and employment. Improvements identified in this corridor include bicycle and sidewalk infrastructure, ITS infrastructure, and new transit service providing a mobility alternative on this congested corridor.

Corridor Map



Corridor Projects

NAME	PROJECT TYPE	PERIOD	FACILITY	FROM	TO	DESCRIPTION
TIP6	Roadway operations	2026-2030	I-75 FRAME Off System			ITS
R1	Roadway capacity	2036-2040	SR 200	Citrus County Line	CR 484	Add 2 lanes
B36	Bike	Multimodal Boxed Fund Program	SW 19th Ave Rd	SW 27th Ave	SW 17th St	5' paved shoulder
SW5			SW College Rd	SW 39th St	SW 17th St	fill sidewalk gap
SW6			US?27 (S Pine Ave)	SE 3rd Ave	SE 30th St	fill sidewalk gap
SW16	Pedestrian		SW 32nd Ave	SW College Rd	SW 31st Rd	fill sidewalk gap
SW23			SW 43rd Ct	SW 32nd Pl	SW 44th St	fill sidewalk gap
SW35			SW 1st Ave	SW 10th St	SW 11th St	fill sidewalk gap
OPS41				SW 42nd St.	SR 200	SR 464
OPS31			SR 200	CR 484	SR 464	ITS/Corridor Management
OPS50	Roadway operations	ITS Boxed Fund Program	SR 200A	US 301	NE 49th St.	ITS/Corridor Management
OPS64			SW 20th St	I-75	SR 200	Emergency vehicle preemption
OPS50			SR 200A	NE 49th St	US 301	ITS/Corridor management
R63	Roadway operations			SW 40th Ave	at SR 200	
R43	Roadway capacity		SW 20th Street	I-75	SR 200	Add 2 Lanes
PT9		Unfunded	SR 200/VA	Ocala	Ocala	New Local Services
PT4	Transit		Orange Route			



THANK YOU!

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