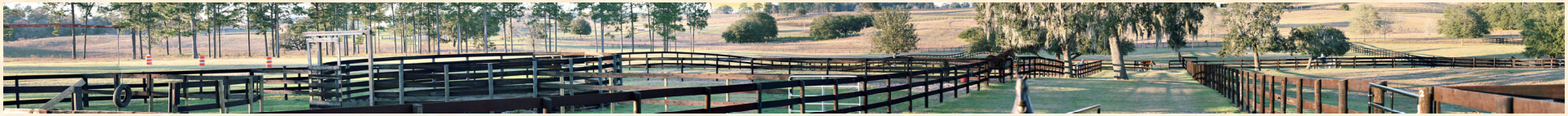

2035 Long-Range Transportation Plan Update

TPO
Ocala • Marion County

Final Report
Adopted November 23, 2010

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Chapter 1
Introduction

Introduction

This report documents the Ocala/Marion County Transportation Planning Organization (TPO) 2035 Long Range Transportation Plan (LRTP). The LRTP sets forth a vision to address the transportation system needs and cost feasible improvements in Marion County through the year 2035. The multi-modal plan documented in this report addresses highways, public transportation (transit), bicycle facilities, pedestrian facilities, and multiuse trails.

BACKGROUND

The 2035 LRTP updates the previous 2025 LRTP adopted in November 2005. This 2035 Long Range Transportation Plan represents a significant effort to address the long term transportation needs of Marion County . Key highlights of this plan include:

- Make improvements at interchanges along I-75
- Construct a 4-lane improvement around Belleview on the northeast side, from SE 132nd Street Road to US 27/US 441.
- Expand SR 200 to 4 lanes from the Citrus County line to CR 484.
- Expand CR 464 to 6 lanes from SR 35 to Oak Road.

Additional aspects of the Long Range Transportation Plan are identified in later chapters of this report.

OVERVIEW OF THE PLAN

Including this Introduction, the 2035 LRTP Final Report is organized into 12 chapters. The remaining chapters are summarized below.

Chapter 2 Goals & Objectives presents the TPO's policy-related goals, objectives, and measures of effectiveness that were adopted by the TPO to guide the plan development process. Measures of effectiveness are used to determine if the objectives are being achieved.

Chapter 3 Plan Development Process presents the 2035 LRTP development process. Included is a summary of the approach and planning assumptions used in developing the plan.

Chapter 4 Forecasting Growth and Land Use provides a summary of the forecasted growth and land use in Marion County. The population and employment projections used in the planning assumptions and modeling are presented along with the methodology used for allocating growth to areas throughout Marion County.

Chapter 5 Cost and Revenue Assumptions presents the cost and revenue assumptions used to determine the budget for the transportation improvement projects in the county to be included as part of the Cost Feasible Plan.

Chapter 6 Needs Plan presents the 2035 Needs Plan, which includes *all* transportation improvement projects needed in the county, as indicated by either the transportation model or during public workshops. This chapter also describes how projects were chosen from the Needs Plan to be included in the Cost Feasible Plan.

Chapter 7 Cost Feasible Plan presents the 2035 Cost Feasible Plan. The Cost Feasible Plan includes the highest priority projects that can be feasibly funded and how the plan complies with the Americans with Disabilities Act (ADA).

Chapter 8 Performance Evaluation presents the performance evaluation of the 2035 LRTP Update. Performance measures are included for highway congestion and alternative modes. Environmental mitigation efforts are also described in this chapter.

Chapter 9 Congestion Management Process summarizes the congestion management process and safety considerations and activities in Marion County.

Chapter 10 Public Participation summarizes the public participation efforts that played a major role in shaping the 2035 LRTP. A summary of public comments is provided, along with an overview of how public input has impacted the plan.

Chapter 11 Transportation Safety and Security makes recommendations on how the TPO can enhance safety and security measures throughout the transportation system.

Chapter 12 Plan Implementation documents issues and activities the TPO may consider addressing in future planning efforts.

This LRTP was developed to comply with the TPO's Public Involvement Plan. The Public Involvement Plan (PIP) is a plan that is adopted by the TPO separately from the LRTP and is to be implemented in all transportation planning activities of the TPO, in addition to and including this LRTP.

TPO PUBLIC INVOLVEMENT PLAN (PIP)

The TPO's Public Involvement Plan (PIP), updated in October 2009, documents the tools and techniques used to incorporate public opinion into the transportation planning process. These techniques include, but are not limited to, the following:

- TPO website
- Legal advertisements
- Press releases
- Project update meetings
- Community meetings
- Civic groups
- Newsletters
- Maps
- Surveys
- Comment forms
- Posted mail and e-mail/automated e-mail systems
- Sign-in sheets and contact database
- TPO logo

The PIP also includes Goals and Objectives for public outreach, as well as an evaluation process of these efforts. For more information on the specific public involvement activities conducted for this plan, see Chapter 10.

Table 1-1 summarizes the 11 public involvement requirements set forth in SAFETEA-LU and how each requirement was met in the development of this LRTP.

ADOPTION OF THE PLAN

The LRTP documented in this report was adopted by resolution on November 23, 2010, by the Ocala-Marion County TPO Board.

MPO PROGRAM MANAGEMENT HANDBOOK

The *MPO Program Management Handbook* is provided by the Florida Department of Transportation (FDOT) to guide the transportation planning processes of Florida MPOs, per the guidance offered by federal regulation.

Table 1-1: SAFETEA-LU Requirements

	SAFETEA-LU Requirement	Where/How Requirement was Met
1	Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised.	The public comment period was consistent with the MPOs Public Involvement Plan and federal and state requirements.
2	Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, other interested parties, freight shippers, private providers of transportation, and the segment of the community affected by transportation plans, programs, and projects including, but not limited to, central city and other local jurisdictions.	This LRTP was presented at various stages of development at the monthly TAC, CAC, and TPO meetings.
3	Provide reasonable public access to technical and policy information used in the development of plans, TIPs, and open public meetings where matters related to federal-aid highway and transit programs are being considered.	Technical and policy information can be found in documents that are accessible to the public on the TPO's website.
4	Require adequate public notice of public involvement activities and time for public review and comment at key decision points including, but not limited to, approval of plans and TIPs.	Public notices were published before each committee meeting that had an actionable item. These notices can be found in the Technical Appendix.
5	Demonstrate explicit consideration and response to public input received during the planning and program development processes.	All comments received during public workshops conducted for the purpose of developing this LRTP are documented in Chapter 10 and its corresponding appendices.
6	Seek out and consider the needs of those traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households in an effort to ensure that the requirements of Title VI and Environmental Justice have been met during the planning and project process.	Considerations of the needs of those traditionally underserved by existing transportation systems are described in Chapter 4 and were incorporated into the public workshops conducted as part of this LRTP development process documented in Chapter 10 of this report.
7	When significant written and oral comments are received on the draft LRTP or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. Environmental Protection Agency's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP.	All comments received during public workshops conducted for the purpose of developing this LRTP are documented in Chapter 10 and its corresponding appendices.
8	If the final LRTP or TIP differs significantly from the one made available for public comment by MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available.	This LRTP does not differ significantly from the one made available for public comment.
9	Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in ensuring that the process provides full and open access to all.	The TPO's Public Involvement Plan was updated in October,2009.
10	These procedures will be reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) during certification reviews for Transportation Management Areas, and as otherwise necessary for all MPOs, to ensure that full and open access is provided to the MPO decision-making processes.	The TPO will assist the FHWA/FTA in the compliance review.
11	Metropolitan public involvement plans shall be coordinated with statewide and regional public involvement plans wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.	This LRTP has been developed in coordination with the surrounding counties' transportation planning efforts through the CFRPM.

A RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE YEAR 2035 COST FEASIBLE LONG RANGE TRANSPORTATION PLAN AS THE OFFICIAL TRANSPORTATION PLAN OF THE OCALA/MARION COUNTY PLANNING AREA.

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for the coordinated, comprehensive and continuing transportation planning process for the Ocala/Marion County area; and

WHEREAS, the TPO is required to maintain an up-to-date long range transportation plan that guides the development of a transportation system that will adequately serve both the existing and future population of the Ocala/Marion County area; and

WHEREAS, 23 CFR part 450.322 stipulates that a long range transportation plan shall address at least a twenty year planning horizon and be updated every five years to confirm its validity and consistency with current and forecasted transportation and land use trends, and

WHEREAS, the Year 2035 Long Range Transportation Plan will guide federal, state and local funding of major transportation improvements within the Ocala/Marion County area over the next twenty-five years; and

WHEREAS, the Year 2035 Long Range Transportation Plan was developed consistent with the Safe, Accountable, Flexible Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), the Florida Transportation Plan and local government comprehensive plans; and

WHEREAS, the 2035 Long Range Transportation Plan was made available for public review for a 30-day period as required by 23 CFR 450.316; and

WHEREAS, the proposed Plan was reviewed and approved for transmittal to the TPO by the Citizen's Advisory Committee and Technical Advisory Committee at their regularly scheduled meetings; and

WHEREAS, the Year 2035 Long Range Transportation Plan was reviewed by the TPO at a duly noticed public hearing.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization that:

The Ocala/Marion County Transportation Planning Organization hereby adopts the Year 2035 Long Range Transportation Plan as the official transportation plan for the Ocala/Marion County planning.

Certificate

The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 23rd day of November 2010.

By: _____
Stan McClain, Chairman

Attest: _____
Greg Slay, TPO Director

Figure 1-1: LRTP Resolution

Yellow boxes such as this are found throughout this LRTP document. The text within these yellow boxes indicates how the following section is compliant with federal regulations regarding the LRTP set forth in the *MPO Program Management Handbook*.

The requirement is stated in orange text .

The location of where the compliance is found in the chapter is shown in italics.

Chapter 2
Goals & Objectives

Goals & Objectives

INTRODUCTION

The 2035 Long Range Transportation Plan (LRTP) establishes a set of goals that have been updated from the 2025 LRTP to comply with Federal transportation requirements, including the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and the Florida Transportation Plan.

Safety

Environment/Quality of Life

Integration and Connectivity

Efficient Management

Figure 2-1: SAFETEA-LU Planning Factors

SAFETEA-LU

To comply with SAFETEA-LU, the goals and objectives set forth in the 2035 LRTP must address the eight metropolitan planning factors identified below:

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 non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility and mobility** of people and for freight.
5. Protect and enhance the **environment,** promote energy conservation, improve the **quality of life,** and promote **consistency** between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient system management** and operation.
8. Emphasize the **preservation** of the existing transportation system.

Accessibility and Mobility

Economic Vitality

Preservation

Security

FLORIDA TRANSPORTATION PLAN

The 2035 LRTP is required by state statute to be consistent with the goals and objectives of the Florida Transportation Plan. These goals, as of March 2006, are:

1. A **safer** and more **secure** transportation system for residents, businesses, and visitors.
2. Enriched **quality of life** and responsible **environmental stewardship.**
3. Adequate and **cost-efficient maintenance** and **preservation** of Florida's transportation assets.
4. A stronger **economy** through enhanced mobility for people and freight.
5. **Sustainable** transportation investments for Florida's future.

GOALS, OBJECTIVES, AND MEASURES OF EFFECTIVENESS

Table 2-1 on the following pages summarizes the adopted goals and objectives, along with the appropriate measures of effectiveness (MOEs). MOEs are identified to help measure the extent to which objectives have been achieved. As indicated in the table, there are two types of MOEs: those that are *quantitatively* measured and those that are *qualitatively* measured. These goals and objectives were approved by the Ocala/Marion TPO at their regularly scheduled Board meeting.

CONCLUSION

Table 2-1 illustrates how the eight metropolitan planning factors set forth in SAFETEA-LU and the five goals from the Florida Transportation Plan have been addressed extensively in the established 2035 LRTP goals. Most of the objectives and MOEs are quantifiable and easily measurable. The qualitative objectives that are more policy-based require follow-up that cannot be easily evaluated as part of this plan. These goals, objectives, and measures of effectiveness were used throughout the development of the Plan and were used to quantify the performance of the selected cost feasible plan alternative, as presented in Chapter 8.

Table 2-1: Goals, Objectives, and Measures of Effectiveness and SAFETEA-LU Factors

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 1 - DEVELOP AND ENHANCE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ADDRESSES THE TRAVEL NEEDS OF USERS AND FACILITATES THE MOVEMENT OF FREIGHT AND GOODS WITHIN THE COMMUNITY AS WELL AS THE CENTRAL FLORIDA REGION.			♦			♦		♦		♦				♦	♦
HIGHWAYS															
Objective 1.11: Support development of a roadway system which meets level of service standards established in locally adopted comprehensive plans.	Percentage of Strategic Intermodal System (SIS) and Regionally Significant (RS) roadways below adopted LOS.	LOS Performance	♦			♦		♦	♦	♦		♦	♦	♦	♦
Objective 1.12: Expansion of existing roadways to accommodate travel demand shall be given preference over establishment of new roadways.	Number of lane miles added to existing roadways.	GIS/Database				♦	♦		♦	♦		♦	♦	♦	♦
	Number of lane miles added with new facilities.	GIS/Database													
Objective 1.13: All new roadways shall include provisions for multi-modal facilities: bicycle lanes, sidewalks, and transit facilities where appropriate or identified in the Bicycle/Pedestrian Master Plan and/or the Transit Development Plan.	Number of miles of bicycle lanes added to the system.	GIS/Database													
	Number of miles of sidewalks added to the system.	GIS/Database		♦		♦	♦	♦				♦		♦	♦
	Number of miles and type of transit amenities added to the system.	GIS/Database													
Objective 1.14: Reconstruction or resurfacing of roadways shall include provisions for bicycle and pedestrian facilities consistent with the Bicycle/Pedestrian Master Plan and the Americans with Disabilities Act (ADA).	Number of facilities upgraded to meet ADA requirements.	GIS/Database		♦		♦	♦	♦				♦		♦	♦
Objective 1.15: Coordinate with adjacent Metropolitan Planning Organizations, regional MPO groups and local governments to facilitate regional roadway planning and prioritization.	Are priority projects coordinated with the Central Florida MPO Alliance LRTP?	Yes or No	♦			♦	♦	♦				♦	♦	♦	♦
	Are local government TIPs consistent with LRTP priorities?	Yes or No													
Objective 1.16: Ensure the 2035 LRTP is consistent with the Florida Transportation Plan.	Is the 2035 LRTP consistent with the Florida Transportation Plan?	Yes or No	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦

Table 2-1 (continued): Goals, Objectives, and Measures of Effectiveness and SAFETEA-LU Factors

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 1 - DEVELOP AND ENHANCE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ADDRESSES THE TRAVEL NEEDS OF USERS AND FACILITATES THE MOVEMENT OF FREIGHT AND GOODS WITHIN THE COMMUNITY AS WELL AS THE CENTRAL FLORIDA REGION.			♦			♦		♦		♦				♦	♦
PUBLIC TRANSPORTATION															
Objective 1.21: Provide increased fixed route transit services by expansion of the existing transportation system into areas of high population and/or employment densities, or services and by decreasing existing bus route times providing more frequent service.	Route miles of service of fixed-route transit.	GIS/Database	♦			♦	♦	♦			♦	♦		♦	♦
Objective 1.22: Continue to evaluate options for bus stops, shelters and other fixed route amenities ensuring that these facilities have multi-modal accessibility.	Is funding for new bus stops, shelters, and amenities included in the Plan?	Yes or No		♦	♦	♦		♦			♦	♦			
Objective 1.23: Coordinate with the Lake/Sumter Metropolitan Planning Organization on the development and implementation of a public transportation system to serve south Marion County and north Lake County and Sumter County.	Are connections established between SunTran and LakeExpress?	Yes or No	♦			♦	♦	♦				♦		♦	♦
Objective 1.24: Periodically evaluate fares for fixed route transit and the paratransit system.	Was fare box recovery included as a revenue source in the plan?	Yes or No	♦							♦			♦	♦	♦
Objective 1.25: Provide safe and reasonable access to transportation services and facilities for the transportation disadvantaged.	Are newly installed facilities ADA-compliant?	Yes or No	♦	♦	♦	♦					♦	♦		♦	
	Was an Environmental Justice workshop conducted so that the needs of the transportation disadvantaged can be better understood?	Yes or No		♦		♦					♦			♦	

Table 2-1 (continued): Goals, Objectives, and Measures of Effectiveness and SAFETEA-LU Factors

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 1 - DEVELOP AND ENHANCE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ADDRESSES THE TRAVEL NEEDS OF USERS AND FACILITATES THE MOVEMENT OF FREIGHT AND GOODS WITHIN THE COMMUNITY AS WELL AS THE CENTRAL FLORIDA REGION.			♦			♦		♦		♦				♦	♦
BICYCLE & PEDESTRIAN															
Objective 1.31: All TPO projects shall include provisions for bicycle and pedestrian facilities consistent with the TPO 2015 Bicycle/Pedestrian Master Plan.	Are improvements to bicycle and pedestrian facilities included in the 2035 LRTP?	Yes or No		♦	♦	♦	♦	♦			♦	♦		♦	
Objective 1.32: Coordinate with FDOT and other agencies to explore opportunities for converting abandoned rail corridors into multi-use paths.	Are abandoned rail corridors identified for acquisition through appropriate agency (i.e. FDOT, DEP, Office of Greenways and Trails)?	Yes or No				♦	♦	♦		♦		♦	♦	♦	
Objective 1.33: Annually identify and prioritize Transportation Enhancement projects giving emphasis to those projects identified in the TPO 2015 Bicycle/Pedestrian Master Plan.	Are Transportation Enhancement projects identified in the plan and are they consistent with the projects identified in the TPO 2015 Bicycle/Pedestrian Master Plan?	Yes or No	♦	♦		♦	♦	♦			♦	♦		♦	
Objective 1.34: Bicycle/pedestrian projects providing connection to multi-modal facilities and service shall be given priority.	Number of bicycle/pedestrian improvements on connections to multi-modal facilities	GIS/Database				♦	♦	♦				♦		♦	♦
	Are multi-modal facilities and connections to multi-modal facilities included in the prioritization process?	Yes or No													
Objective 1.35: Incorporate design guidelines as specified in the TPO 2015 Bicycle/Pedestrian Master Plan (or more current guidelines) for all bicycle and pedestrian facilities.	Does the Plan require appropriate design guidelines to be used on projects contained within the Plan?	Yes or No		♦		♦	♦	♦	♦		♦	♦	♦	♦	

Table 2-1 (continued): Goals, Objectives, and Measures of Effectiveness and SAFETEA-LU Factors

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 1 - DEVELOP AND ENHANCE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ADDRESSES THE TRAVEL NEEDS OF USERS AND FACILITATES THE MOVEMENT OF FREIGHT AND GOODS WITHIN THE COMMUNITY AS WELL AS THE CENTRAL FLORIDA REGION.			♦			♦		♦		♦					♦	♦
AIRPORT & RAIL															
Objective 1.41: Explore rail opportunities using existing rail lines and development of new facilities for economic development and potential passenger rail service.	Does the Plan appropriately address rail opportunities?	Yes or No	♦	♦	♦	♦	♦	♦		♦	♦	♦	♦	♦	♦
Objective 1.42: Support establishment of expanded aviation services to include commercial air passenger service, air freight cargo service, and heliport service in Marion County and the Central Florida region.	Does the Plan appropriately address commercial air travel and goods movement opportunities?	Yes or No	♦		♦	♦		♦			♦	♦		♦	♦
Objective 1.43: Explore the feasibility of establishing intra-county rail service using existing or abandoned railway lines for social/recreational or commuter purposes.	Does the Plan appropriately consider a regional rail service?	Yes or No	♦			♦	♦	♦		♦		♦	♦	♦	♦
OPERATIONS & MAINTENANCE															
Objective 1.51: Improve traffic signal timing and coordination using Intelligent Transportation Systems strategies and technologies.	Are ITS improvements included or maintained in the Plan?	Yes or No		♦	♦	♦	♦		♦		♦	♦	♦	♦	♦
Objective 1.52: Maintain an annual traffic count program for all federal functional classified roadways.	Are traffic count stations maintained and updated annually on all federal functional classified roadways and used by the Plan?	Yes or No		♦					♦	♦	♦		♦		♦
Objective 1.53: Maintenance of the existing transportation system shall be given priority over expansion.	Number/miles of improvements to existing roadways compared to number/miles of new roadways included in the plan.	GIS/Database					♦		♦	♦		♦	♦		♦

Table 2-1 (continued): Goals, Objectives, and Measures of Effectiveness and SAFETEA-LU Factors

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 2 - CONTINUALLY IMPROVE UPON THE SAFE OPERATION OF LOCAL TRANSPORTATION FACILITIES.			♦	♦	♦	♦				♦	♦	♦		♦	
SAFETY PROGRAMS															
Objective 2.11: Continue collection, analysis and dissemination of crash data to local agencies and law enforcement.	Does the Plan include a discussion on safety and crash data by safety emphasis area?	Yes or No		♦	♦	♦			♦		♦	♦			
Objective 2.12: Annually identify high hazard intersections and potential improvements to reduce crashes.	Does the Plan identify high hazard intersections and recommend improvements to reduce crashes in the CMP?	Yes or No		♦	♦	♦			♦		♦	♦			
Objective 2.13: Utilize FDOT's 'Safe Mobility for Life' program to enhance senior mobility and improve safety for senior drivers.	Does the Plan support FDOT's "Safe Mobility for Life" program initiative?	Yes or No		♦	♦	♦			♦		♦	♦		♦	
Objective 2.14: Continue to coordinate with local law enforcement agencies on transportation safety issues.	Were members of local law enforcement agencies solicited for input on safety issues during the development of the CMP for the Plan?	Yes or No		♦	♦	♦			♦		♦	♦			
Objective 2.15: Promote safety through compliance with established, safe design guidelines and monitoring of the transportation system.	Does the Plan comply with established safe design guidelines?	Yes or No		♦	♦	♦			♦	♦	♦	♦	♦	♦	
Objective 2.16: Coordinate with FDOT and local governments to maintain and/or implement access management guidelines and regulations.	Were efforts made to coordinate with FDOT and local governments to maintain and/or implement access management guidelines and regulations where appropriate?	Yes or No		♦		♦		♦	♦		♦	♦		♦	♦

Table 2-1 (continued): Goals, Objectives, and Measures of Effectiveness and SAFETEA-LU Factors

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 3 - ENSURE THE TRANSPORTATION SYSTEM HAS SUFFICIENT CAPACITY TO SERVE THE ANTICIPATED GROWTH WITHIN THE PLANNING AREA.			♦	♦		♦	♦	♦	♦		♦	♦		♦	♦
LOCAL COORDINATION															
Objective 3.11: Coordinate with local governments to ensure that transportation facilities will meet the needs of current and future land uses.	Were current and future land use maps of the municipalities within the county used during the development of the plan?	Yes or No	♦	♦		♦	♦	♦				♦		♦	
Objective 3.12: New subdivisions and development shall be required to provide multi-modal interconnections to adjacent properties to permit travel to neighboring land uses without having to use the public roadway system.	Do local land development regulations require new subdivisions and development to provide multi-modal interconnections to adjacent properties?	Yes or No	♦	♦		♦		♦	♦		♦	♦	♦	♦	
Objective 3.13: Coordinate with local governments to ensure that land use decisions consider impacts to identified future transportation facilities.	Were the local governments consulted during the development of the Plan?	Yes or No		♦		♦		♦	♦		♦	♦		♦	
Objective 3.14: Coordinate with the Marion County School Board to ensure that multi-modal transportation needs for schools will be met.	Was the Marion County School Board consulted during the development of the Plan?	Yes or No		♦	♦	♦		♦			♦	♦		♦	
Objective 3.15: Require new subdivisions and development to include provisions for bicycle and pedestrians facilities and transit facilities (if along a designated transit route).	Do local land development regulations require new subdivisions and development to include provisions for bicycle, pedestrian, and transit facilities?	Yes or No	♦	♦	♦	♦	♦	♦			♦	♦		♦	

Table 2-1 (continued): Goals, Objectives, and Measures of Effectiveness and SAFETEA-LU Factors

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 3 - ENSURE THE TRANSPORTATION SYSTEM HAS SUFFICIENT CAPACITY TO SERVE THE ANTICIPATED GROWTH WITHIN THE PLANNING AREA.			♦	♦		♦	♦	♦	♦		♦	♦		♦	♦
RIGHT-OF-WAY PRESERVATION															
Objective 3.21: Establish local land use regulations that emphasize preservation of right-of-way for all transportation facilities.	Do local land use regulations emphasize the preservation of right-of-way for all transportation facilities?	Yes or No				♦		♦	♦	♦			♦		♦
Objective 3.22: Designate future roadway corridors as part of the Long Range Transportation Plan and develop and implement local regulations providing preservation for these corridors while maintaining private property rights.	Does the Plan identify roadways or future roadways where right-of-way needs to be acquired for future improvements?	Yes or No	♦	♦		♦		♦	♦	♦	♦		♦	♦	♦
Objective 3.23: Support local government efforts to obtain necessary right-of-way as part of the development approval process.	Does the Plan support local efforts to acquire right-of-way?	Yes or No		♦		♦	♦	♦	♦			♦	♦	♦	
Objective 3.24: Coordinate with FDOT and local governments to develop an advanced right-of-way acquisition program.	Does the Plan discuss coordination efforts with FDOT and local governments to develop an advanced right-of-way acquisition program?	Yes or No		♦		♦	♦	♦	♦	♦	♦	♦	♦	♦	♦

Table 2-1 (continued): Goals, Objectives, and Measures of Effectiveness and SAFETEA-LU Factors

Goal/Objective	Measure of Effectiveness	Means of Measurement	SAFETEA-LU Criteria								FTP Criteria				
			Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation	Safe & Secure	Quality of Life/Environment	Preservation	Economy/Mobility	Sustainable Investment
			1	2	3	4	5	6	7	8	1	2	3	4	5
GOAL 4 - INCORPORATE MEASURES TO PRESERVE NATURAL RESOURCES AND MINIMIZE ENVIRONMENTAL IMPACTS INTO THE TRANSPORTATION PLANNING PROCESS.			♦				♦		♦			♦		♦	
Objective 4.11: Continue participation in the FDOT Efficient Transportation Decision Making (ETDM) process to ensure that projects are evaluated for potential environmental impacts early in the transportation planning process.	Does the plan identify which corridors were evaluated using the ETDM process, and summarize the results?	Yes or No				♦	♦		♦			♦			♦
Objective 4.12: Roadway design shall include landscaping and other amenities.	Does the Plan identify policy regarding roadway landscaping?	Yes or No		♦			♦				♦	♦			
Objective 4.13: Existing environmental impacts from transportation facilities shall be mitigated as part of new road construction, resurfacing, reconstruction, or other substantial roadway maintenance to the maximum extent feasible.	Does the Plan consider environmental impacts of each improvement included and identify possible mitigation options?	Yes or No					♦		♦	♦		♦	♦		♦
Objective 4.14: Support local government designation and preservation of scenic roadways.	Does the plan support and consider the designation and preservation of scenic roadways?	Yes or No					♦			♦		♦	♦		♦
GOAL 5 - ENSURE THE LONG RANGE TRANSPORTATION PLAN IS COST FEASIBLE BASED UPON THE MOST CURRENT REVENUE ESTIMATES.			♦	♦	♦	♦				♦	♦	♦		♦	♦
Objective 5.11: Support local government in establishing or expanding local tax programs with a portion of the revenue dedicated to funding transportation capital improvements.	Does the Plan identify options for expanded revenues for capital transportation improvements?	Yes or No	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Objective 5.12: Explore all funding options to ensure that unforeseen financial shortfalls of the transportation system will be met.	Does the Plan consider and identify available funding sources and projection methods used in cost and revenue assumptions in the Plan?	Yes or No	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
Objective 5.13: Support public/private partnerships to provide funding and/or services to meet existing and future transportation needs.	Does the plan support appropriate public/private partnerships?	Yes or No	♦		♦	♦	♦	♦	♦		♦	♦		♦	♦

Chapter 3
Plan Development Process

Plan Development Process

INTRODUCTION

This chapter provides an overview of the plan development process that was used to facilitate the development of the 2035 LRTP. This includes a summary of the overall approach, tools, and assumptions made to guide the preparation of the plan. Other important issues to the plan development process are also highlighted.

KEY PLANNING TOOLS

Several tools were used throughout the Needs Plan and Cost Affordable Plan development process. These tools were used to forecast traffic conditions in the future, analyze those traffic conditions based on the improvements, and display the results using maps to convey information in a format fit for general understanding. Figure 3-1 illustrates how each tool was applied in the evaluation process. These tools include:

- The Central Florida Regional Planning Model (CFRPM), a travel demand forecasting model used to forecast roadway conditions in the future. This model is based on the Florida Standard Urban Transportation Model Structure (FSUTMS) in a CUBE environment. ArcMap Geographic Information Systems (GIS) software, used to create maps and perform calculations based on geographic features such as length, acreage, and complex spatial overlay calculations.
- The Visual Transportation Inventory Management and Analysis Software (vTIMAS), a multi-function GIS tool that was used to analyze forecasted roadway conditions and other performance measures.

KEY PLANNING ASSUMPTIONS

Selected key planning assumptions are highlighted below, along with references where more detailed information and data are available.

Transportation and Land Use

The 2035 LRTP is based on an extensive analysis of existing land uses, build-out densities and intensities, and developable vacant land by land use plan code. Additionally, this analysis considered the impact of approved Developments of Regional Impact (DRIs) and other major developments, as well as future population and employment projections for Marion County.

The sources for future population and employment projections were several land use allocation models and population estimates, including the Bureau of Economic and Business Research (BEBR) at the University of Florida and the Florida Department of Labor and Employment Services. The development of socioeconomic data for Marion County and the use of the Marion County Land Use Allocation Model are documented in Chapter 4.

Development of Roadway Network Alternatives

The development of the final 2035 Needs and Cost Affordable Plan Networks reflects several iterations and refinements of various network alternatives. The following network alternatives were developed as part of the plan development process:

- Existing (2010) Network
- Existing plus Committed (2015) Network
- 2035 Needs Plan Networks
- 2035 Cost Affordable Plan Networks
- 2025 Interim Cost Affordable Plan Networks

The future networks were developed cooperatively with guidance from the TPO Board and TPO staff. In addition, several public workshops and discussion groups were held to obtain input from citizens of Marion County throughout the plan development process. The public participation process is summarized in Chapter 10.

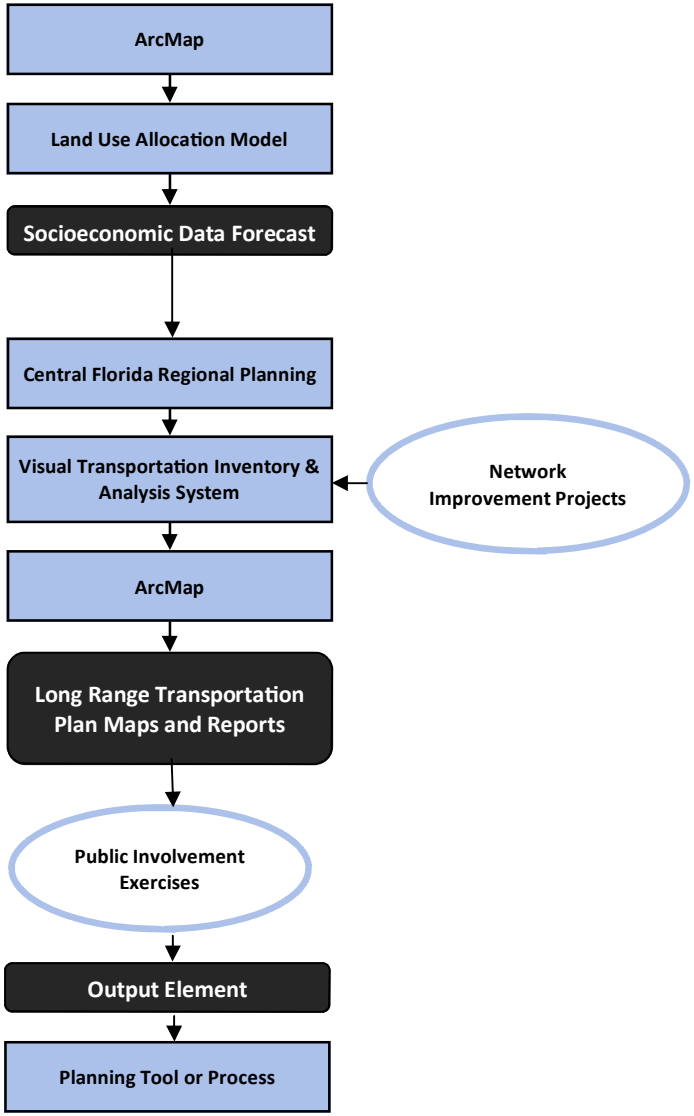


Figure 3-1: Planning Tool Applications

Linking and Importing Model Volumes and Adjustment Process

The testing and development of the Transportation Plan were performed as part of a multi-county regional planning process coordinated by District 5 of the Florida Department of Transportation (FDOT). This process included two key components:

1. Using the Central Florida Regional Planning Model to project traffic volumes throughout the region.
2. Coordinating the development and testing of alternatives with other MPOs in FDOT District 5.

This cooperative multi-county approach helps to ensure that travel demand modeling across county boundaries is performed in a consistent manner and that the impact of land use and transportation changes in adjacent counties is considered.

Level of Service (LOS) Analysis

The vTIMAS System was designed to accept inputs and perform generalized and conceptual LOS. The generalized LOS uses the FDOT Generalized Volume Tables to identify the LOS for a roadway segment and facility. The software also has the ability to run conceptual (Art-Plan) level of service analysis; this type of analysis also was performed on select roadways as a part of this LRTP.

Cost and Revenue Projections

Cost and revenue projections were prepared for all elements of the LRTP where appropriate, including:

- Highways
- Public transportation
- Bicycle and pedestrian facilities
- Multi-use trail facilities
- Intelligent Transportation Systems (ITS)
- Intersection improvements
- Transportation Demand Management (TDM)
- Advance right-of-way acquisition

More information on unit cost assumptions and non-roadway costs used in this LRTP can be found in Chapter 5.

OVERVIEW OF THE PLAN DEVELOPMENT PROCESS

Several tools were used to develop assumptions, evaluate transportation conditions, and display roadway network alternatives for the 2035 Needs and the 2035 Cost Feasible Plans.

This plan was developed using technical analysis, public involvement, and the expertise of the TPO staff and the consultant. The multimodal improvements identified in the plan aim to increase the transportation quality for all of Marion County.

Chapter 4

Forecasting Growth and Land Use

Forecasting Growth and Land Use

INTRODUCTION

The study area for the LRTP update encompasses all of Marion County including the incorporated cities of Ocala, Dunnellon, and Belleview and the towns of McIntosh and Reddick. The land area in Marion County includes 1,579 square miles of land and 84 square miles of water bodies, totaling 1,663 square miles.

In addition to Marion County's urban centers, many of which are historic, the area is known for its rural landscape, natural areas, greenways, public lands, horse farms, and outdoor recreation. These characteristics contribute to the area's growth and related quality of life for residents and visitors. Ocala is the geographic and economic center of Marion County, with most major state highways intersecting in or near the city's downtown. Interstate 75 passes through the western edge of the city.

POPULATION AND EMPLOYMENT GROWTH TRENDS

U.S. Census figures show the population for Marion County in 2000 and 2010 at approximately 259,000 and 331,298, respectively. The 2010 figure represents a 22 percent increase in population in the county over 2000, averaging just over 2 percent per year. The University of Florida Bureau of Economic and Business Research (BEBR) population estimate for the most recent available year (2008) is approximately 329,000 for Marion County, about a 27 percent increase from the 2000 U.S. Census data.

The LRTP update is based on a projected population of approximately 525,000 for Marion County by the planning year 2035. This projection is based on an in-depth analysis of several land use allocation models and population estimates published by BEBR for 2008. Table 4-1 shows the projections for Marion County from each of the allocation methods and the final preferred land use that is used for this LRTP update.

In 2005, the total labor force in Marion County was approximately 127,000. The LRTP projected employment for 2035 is approximately 199,500, about a 57 percent increase from 2005. This projection is based upon an in-depth analysis of employment forecasting models. Table 4-2 shows the projections for Marion County from each of the forecasting models and the totals that are used for this LRTP update. Maps 4-1 and 4-2 on the following pages show where the population and employment growth is occurring throughout the county.

Table 4-1: 2035 Population Forecasts

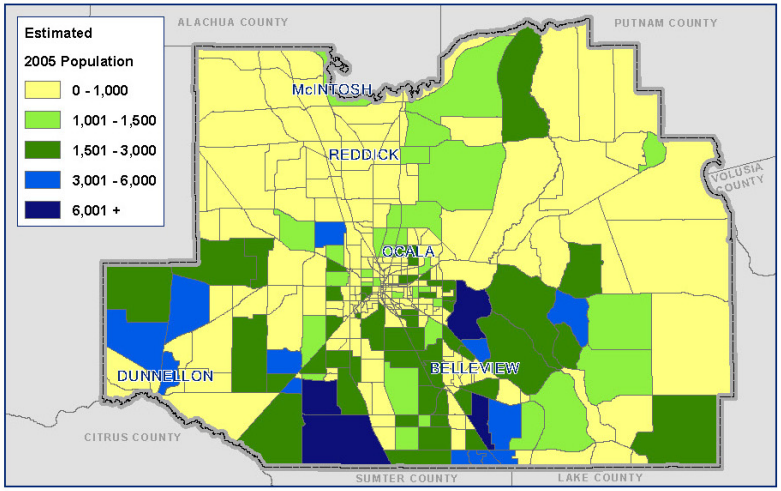
Allocation Model Description	2035 Population Forecasts
LUCIS (Land Use Conflict Identification Strategy) Trend – Presumes the continuation of current land development patterns and densities.	529,904
LUCIS (Land Use Conflict Identification Strategy) Composite – Uses the assumptions and principles of the "How Shall We Grow" 2050 Vision by the East Central Regional Planning Council.	525,744
FLUAM (Future Land Use Allocation Model) – A trend analysis that ensures comprehensive plan compatibility.	523,233
2008 BEBR (Bureau of Economic and Business Research) medium forecasts for 2035.	525,200
Preferred Land Use – Final LRTP Population Totals	**525,400**

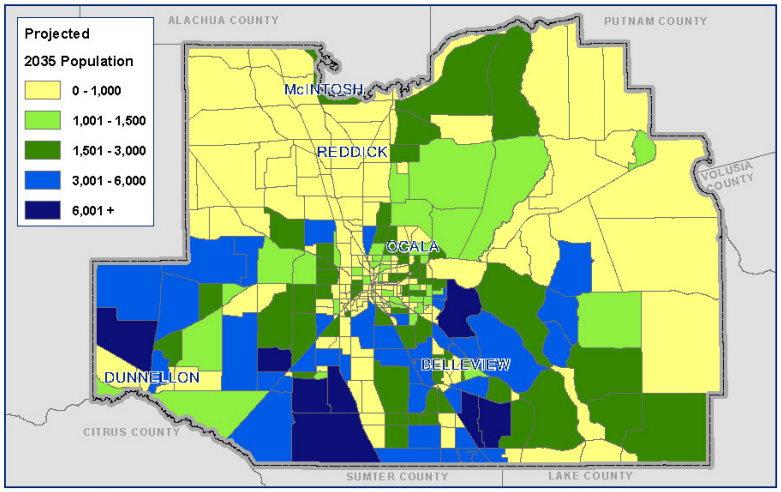
Table 4-2: 2035 Employment Forecasts

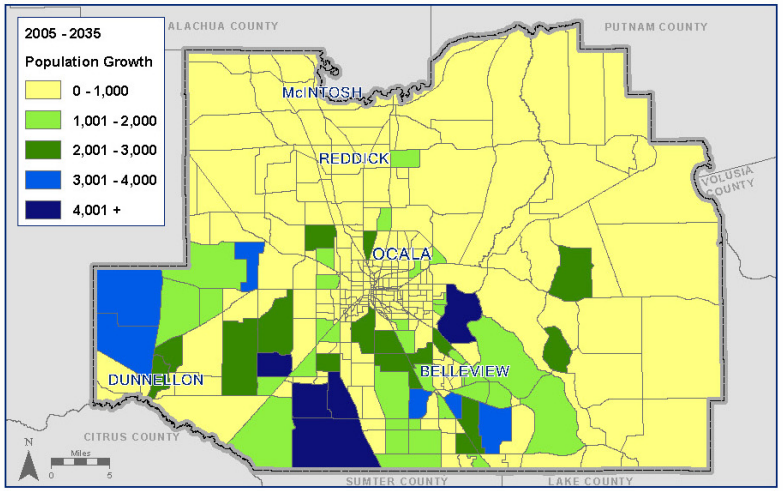
Allocation Model Description	2035 Employment Forecasts
Woods & Poole – 2007 State Profile	205,458
HSWG (How Shall We Grow)	211,024
LUCIS (Land Use Conflict Identification Strategy) Trend – Presumes the continuation of current land development patterns and densities.	195,615
LUCIS (Land Use Conflict Identification Strategy) Composite – Uses the assumptions and principles of the "How Shall We Grow" 2050 Vision by the East Central Regional Planning Council.	195,444
FLUAM (Future Land Use Allocation Model) – A trend analysis that ensures comprehensive plan compatibility.	206,200
Preferred Land Use – Final LRTP Employment Totals	**199,486**

Table 4-3: Countywide Control Totals

	Control Totals by Year			Growth by Year		
	2005	2025	2035	2005-25	2025-35	2005-35
Total Population	305,256	452,000	525,400	48%	14%	72%
Total Employees	126,700	175,000	199,486	38%	12%	57%
Industrial Employees	23,791	31,600	31,624	33%	0%	33%
Commercial Employees	36,935	42,600	57,857	15%	26%	57%
Service Employees	65,974	100,900	110,005	53%	8%	67%
Hotel/Motel Units	6,447	8,300	9,212	29%	10%	43%
School Enrollment	56,930	72,600	80,376	28%	10%	41%



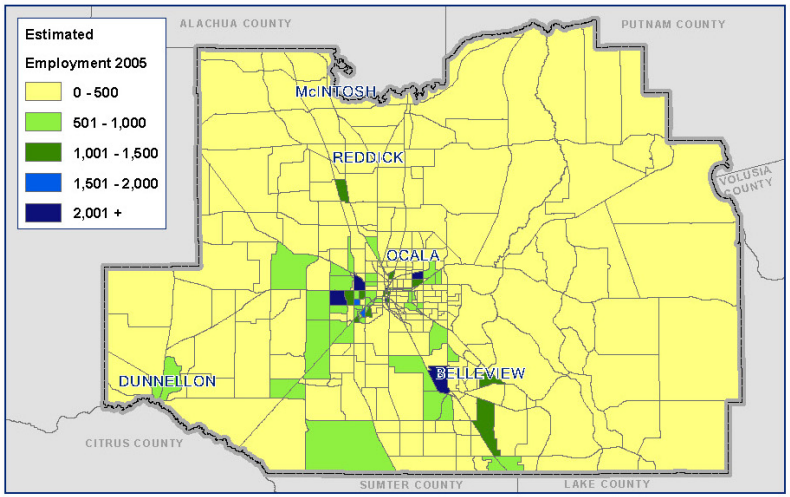


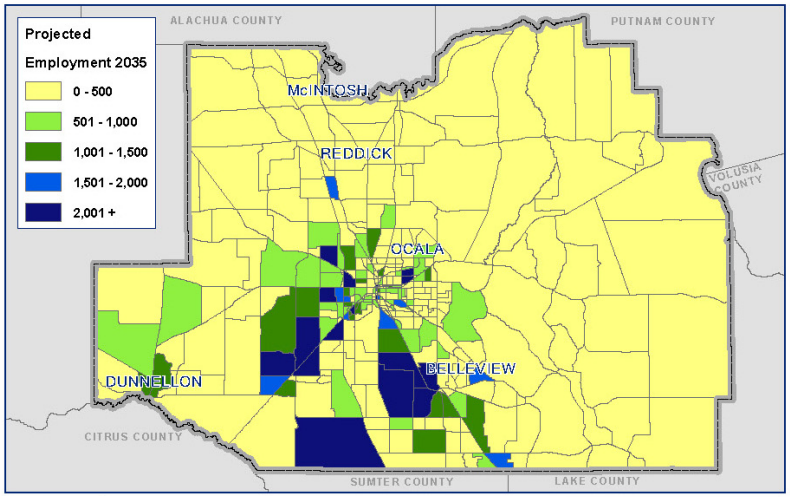


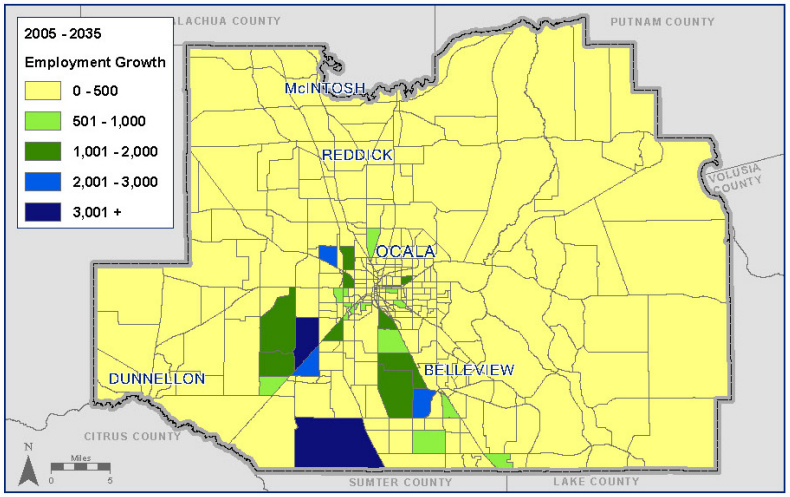
Total Population

2005:	**305,256**
2035:	**525,400**
Growth:	**220,144**

Map 4-1: 2035 Population Forecast







Total Employment

2005:	**126,700**
2035:	**199,486**
Growth:	**72,786**

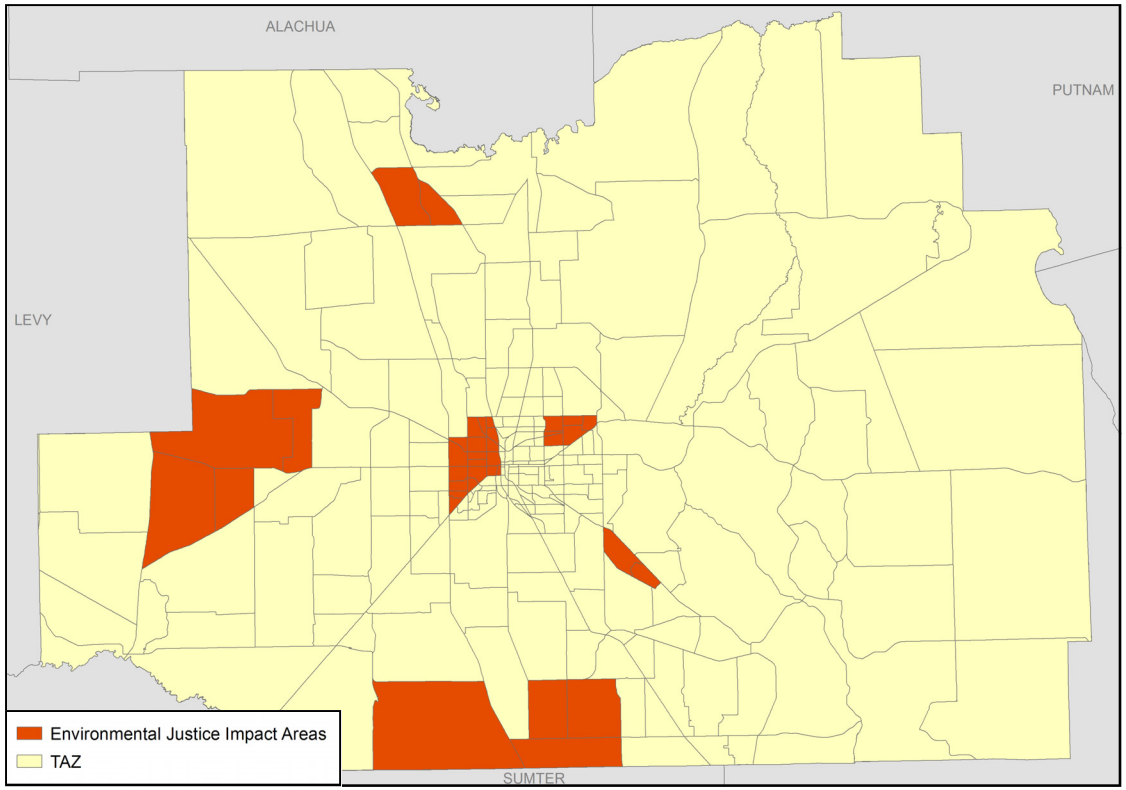
Map 4-2: 2035 Employment Forecast

ENVIRONMENTAL JUSTICE

Effective transportation planning requires the participation of a strong cross-section of the local citizenry. To ensure participation of those populations traditionally underserved in the planning process, the TPO targeted specific areas of the community that met the criteria established by the Federal Highway Administration (FHWA). In addition, meetings were held with groups that work on a regular basis with minority and low-income citizens. TPO staff held "Strings and Ribbons" sessions in Silver Springs Shores, northwest Ocala, and Marion Oaks and with staff from the Marion County Health Department. These areas represent locations in the county with significant concentrations of low income and/or minority households. In addition, staff also held a session with the Impaired Driving Education and Victim Services (IDEAVS), an advocacy group formed to replace the local chapter of Mothers Against Drunk Driving (MADD).

A summary of the results of these meetings is provided as part of the Strings and Ribbons Summary.

Map 4-3 shows the locations of Environmental Justice areas in the county, which were determined using 2000 U.S. Census data.



Map 4-3: Environmental Justice Areas

Chapter 5
Cost and Revenues Assumptions

Cost and Revenues Assumptions

INTRODUCTION

This chapter documents the assumptions that were used to develop unit costs and revenue estimates for the Marion County 2035 Long Range Transportation Plan. These assumptions provide documentation for revenues used to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and access to intermodal facilities. This chapter includes the following major sections:

- **Unit Cost Assumptions:** Assumptions that were used to develop unit cost estimates for all types of improvements in the LRTP. Assumptions associated with unit costs for both capital costs, as well as operating and maintenance costs, which are presented by mode.
- **Revenue Projections (Baseline):** Assumptions that were used to develop baseline revenue projections for the years 2015 to 2035. Federal, state, and local revenues are projected for both capacity expansion costs and capitalized maintenance costs. Revenue projections for federal and state revenue sources were developed by FDOT District 5.
- **Revenue Projections (Enhanced):** Assumptions that were used to develop enhanced revenue projections for the years 2015 to 2035. Potential revenues from sales tax and ad valorem taxes were developed for Marion County and its municipalities.

UNIT COST ASSUMPTIONS

This section summarizes the unit cost assumptions used in the development of planning-level cost estimates for the County's 2035 LRTP. Cost assumptions are presented for each mode, including roadway, bicycle, pedestrian, and public transportation. The cost assumptions and resulting cost estimates were used in the development of the 2035 LRTP Needs Plan and Cost Feasible Plan.

The roadway costs for County and State roads in Marion County included in the LRTP were developed using local and statewide bid information.

Table 5-1: County Roadway Cost per Lane Mile

Component	New Construction and Lane Addition Improvements
Rural Design - Cost per Lane Mile	
Design/CEI[(1)]	$206,136
Right-of-Way[(2)]	$453,499
Construction[(3)]	$1,030,680
Total	**$1,690,315**
Urban Design - Cost per Lane Mile	
Design/CEI[(1)]	$327,200
Right-of-Way[(2)]	$719,840
Construction[(3)]	$1,636,000
Total	**$2,683,040**

1. *Design/CEI is assessed at 20 percent of the construction costs based on discussion with TPO staff.*
2. *Source: Right-of-way is estimated at 44% of construction costs; Appendix C, Table 5-A-3.*
3. *Source: Based on local projects and TOA Cost Database (2008-2010); Appendix C, Tables 5-A-4.*

County Roadway Costs

The unit costs for County roadways were developed based on a review of recently-bid local and statewide roadway expansion projects. Table 5-1 illustrates the County roadway costs for Marion County. The unit costs in Table 5-1 consist of the following components:

- **Design and Construction Engineering Inspection (CEI) Costs** — Based on recent trends observed throughout Florida and discussions with TPO staff, design and CEI costs were estimated to be equivalent to 20 percent of the construction cost per lane mile for County roads.

- **Right-of-Way Costs (ROW) —** Based on a review of 10 recent County roadway capacity expansion projects, a ROW acquisition factor of approximately 44 percent of construction was determined. Due to the wide range in the ROW acquisition cost per lane mile for the projects identified in Appendix C, Table 5-A-3, a ROW factor of construction (ROW cost per lane mile divided by construction cost per lane mile = ROW factor) was used to estimate future ROW acquisition costs for purposes of long range planning. As shown in Table 5-1, the ROW cost for County roads (urban design) is approximately $0.72 million per lane mile.

- **Construction** — The construction cost per lane mile for County roads was calculated based on a review of recently-constructed roadway capacity expansion projects from 2008 and 2010. From this review, four local projects were identified, totaling 18.24 lane miles of local urban design roadway improvements: NW 44th Avenue (from US 27 to NM 60th Street), SE 31st Street (from SE 19th Avenue to SR 464), CR 200A (from US 441 to NE 35th Street), and SW 60th Avenue (from SW 80th Street to SW 95th Street). The cost data for these projects were blended with data from 16 additional County roadway expansion projects throughout Florida to increase the sample size. Based on these local and statewide projects, a construction cost of approximately $1.6 million per lane mile was calculated for new construction and lane addition projects with an urban section design.

  Due to the absence of recent local data for roadway projects with a rural section design, a rural design factor was determined based on local and statewide improvements from 2006 and 2007. As shown in Appendix C, Table 5-A-2, the construction cost per lane mile for rural design roads is approximately 63 percent of the construction cost per lane mile for urban design county roadways.

State Roadway Costs

The unit costs for State roadways were developed based on recently-bid local roadway capacity expansion projects. Table 5-2 summarizes the State roadway costs for Marion County. The unit costs in Table 5-2 consist of the following components:

- **Right-of-Way (ROW)** — Similar to ROW acquisition cost estimates for County roads, a ROW factor was determined for State roads based on four local projects (Appendix C, Table 5 -A-3). Based on the comparison of the ROW cost per lane mile to the construction cost per lane mile, a ROW factor of 75 percent was calculated. As shown in Table 5-2, the ROW cost for State roads (urban design) is approximately $1.8 million per lane mile.

- **Construction** — The construction cost per lane mile for State roads was calculated based on a review of recently-constructed roadway capacity expansion projects from 2008-2010. From this review, two local projects were identified, located on SR 35 (from the Sumter County Line to 529' S. of CR 42) and Baseline Rd (from SR 40 to SR 464), totaling 14.20 lane miles of local urban design roadway improvements. The cost data for these projects were blended with data from 20 additional State roadway expansion projects throughout Florida to increase the sample size. Based on these local and statewide projects, a construction cost of approximately $2.4 million per lane mile was calculated for new construction and lane addition projects with an urban section design.

Due to the absence of recent local data for roadway projects with a rural section design, a rural design factor was determined based on local improvements from 2002 to 2009. As shown in Appendix C, Table 5-A-6, the construction cost per lane mile for rural design roads is approximately 67 percent of the construction cost per lane mile for urban design State roadways.

Table 5-2: State Roadway Cost per Lane Mile

Component	New Construction and Lane Addition Improvements
Rural Design - Cost per Lane Mile	
Right-of-Way[(1)]	$1,198,965
Construction[(2)]	$1,598,620
Total	**$2,797,585**
Urban Design - Cost per Lane Mile	
Right-of-Way[(1)]	$1,789,500
Construction[(2)]	$2,386,000
Total	**$4,175,500**

1. *Source: Right-of-way is estimated at 75% of construction costs; Appendix C, Table 5-A-3.*
2. *Source: Based on local projects and the TOA Cost Database (2008-2010); Appendix C, Table 5-A-7 .*

Non-Motorized Facility Costs

The unit costs for non-motorized transportation modes were developed using cost figures established in the *FDOT 2004 Transportation Costs Report, March 2005 (Appendix C, Section 5-F),* the *FDOT District 5 Long Range Estimates (LRE), 2007 (Appendix C, Section 5-G) and the FDOT District 7 Long Range Estimates (LRE), 2009 (Appendix C, Section 5-H)*. These costs were indexed to current dollars using the most recent FDOT construction cost inflation factors from the *Advisory Inflation Factors for Previous Years (1987-2009) Report, August 2009 (Appendix C Section 5-E)*, produced by the FDOT Office of Policy Planning. Table 5-3 provides a breakdown cost for each transportation mode. Non-motorized modes include the following:

- **Shared Use Path —** Based on discussions with FDOT staff, the 2007 LRE cost of approximately $616,000 was used for stand-alone shared use paths.
- **Bicycle/Pedestrian Facilities —** Based on discussions with FDOT staff, bicycle and pedestrian facility costs in Marion County are included on the total project costs for roadway capacity expansion projects. Thus, for purposes of the LRTP, roadway cost projections shown in Tables 5-1 and 5-2 already include bicycle and pedestrian facility costs. In the event that the County plans to construct stand-alone bicycle or pedestrian facilities, costs were based on the 2004 FDOT Transportation Cost Report and other data sources.
- **Paved Shoulder Facilities –** The paved shoulder cost for State roads included in the LRTP is based on the FDOT District 5 LRE cost for stand-alone bicycle lanes. Based on discussions with FDOT staff, the paved shoulder cost is approximately 85 percent of the cost of the 4ft bike lane.

Table 5-3: Non-Motorized Facility Costs

Facility	Unit Cost
Shared Use Path Unit Cost [1]	
Shared Use Path	$615,906
Bicycle Facilitites Unit Costs [2]	
Bike Path per Mile (12' width) Rail-to-Trail Conversion, standalone	$773,250
Bike Lane per Mile (5' width - 2 sides) Pavement Extension, standalone, Rural	$952,350
Bike Lane per Mile (4' width - 2 sides) when widening road, Urban	$308,262
Pedestrian Facilities Unit Costs [3]	
Sidewalks per mile (5' width - 1 side)	$172,468
Sidewalks per mile (6' width - 1 side)	$206,961
Paved Shoulders Unit Cost [4]	
Paved Shoulder per Mile (4' width - 2 sides)	$262,023

1. *Source: FDOT 2007 Transportation costs for District 5. Inflated to 2010 dollars using recent FDOT roadway inflation factors (11% increase)*
2. *Source: FDOT 2004 Transportation costs. Inflated to 2010 dollars using recent FDOT roadway inflation factors (50% increase).*
3. *Source: FDOT 2009 Transportation costs for District 7 . Inflated to 2010 dollars using recent FDOT roadway inflation factors (8% decrease)*
4. *Paved shoulders are assumed to cost 85 percent of the bike lane per mile (4' width) costs (Calculation: $308,262 x 85% = $262,023).*

Transit Service and Facility Costs

Based on discussions with County staff, the transit cost figures developed for the 2007 Ocala/Marion County Transit Development Plan (TDP) are still representative of current facility costs. As shown in Table 5-4, the TDP included cost estimates for buses, paratransit vehicles, support vehicles, and infrastructure (such as shelters, benches, signs, etc.) associated with public transportation in Marion County.

Table 5-4: Transit Facility Cost Estimates

Type	Unit	Life Span (years)	Unit Cost (2010)
Regular Bus	per vehicle	10	$350,000
Paratransit Vehicles	per vehicle	7	$60,000
Support Vehicles	per vehicle	8	$30,000
Shelter (acquisition and installation)	per shelter	15	$40,000
Benches (acquisition and pad installation)	per bench	15	$1,000
Signs (acquisition and installation)	per sign	10	$75
Park-and-Ride Lots (excludes land)	per lot	20	$100,000
Maintenance Facility	per facility	n/a	$1,500,000
Transfer Facility	per facility	n/a	$2,500,000

Source: 2007 Ocala/Marion County Transit Development Plan and discussions with TPO staff

REVENUE PROJECTIONS (BASELINE)

The Marion County 2035 LRTP includes revenue projections from federal, state, and county sources. The following section describes the revenue sources used to develop the 2035 Cost Feasible Plan for the LRTP. Table 5-5 describes each source of transportation revenue for Marion County and where and how the revenues are expended. Between 2015 and 2035, Marion County will receive approximately $1.5 billion in transportation funds from existing local, state, and federal revenue sources.

Figures 5-1 through 5-4 illustrate the baseline revenue projections developed for the Marion County LRTP. The figures are differentiated by revenues for each mode and by revenues available for capacity expansion and capitalized maintenance.

Table 5-5: Transportation Revenue Resources

Type	Fund	Description	Total (2015-2035)
Federal	Strategic Intermodal System / Florida Interstate Highway System	Revenues go towards construction, improvements, and associated ROW on SIS highways and the FIHS (interstate, turnpike, toll roads)	**$3,173,585**
State	Other Arterial Construction/ROW	Revenues go towards construction, improvements, and associated ROW on State Highway System roadways not designated as part of the SIS or FIHS	**$259,000,000**
State	Enhancement Funds	As defined by SAFETEA-LU, enhancement funds are taken "off-the-top" of other arterial construction/ROW revenues to assists MPO's in developing their plans	**$22,650,000**
State	Transportation Regional Incentive Program	Growth Management funding for regional transportation projects in "regional transportation areas." TRIP funds must support transportation facilities that serve national, statewide, or regional functions ans function as an integrated regional transportation system	**$46,109,409**
Local	Transportation Impact Fees	Charge per unit of new development and is available to fund roadway capacity expansion improvements	**$598,890,089**
Local	Gas Tax	Marion County collects 15 pennies of gas tax and dedicates approximately four (4) percent of the revenues to roadway capacity expansion and 96 percent to the capitalized maintenance of roadways	**$365,126,860**
Local, State, Federal	Transit Revenues	Transit revenue sources include Federal funds, FDOT and State grants, local fees, ARRA funds and miscellaneous local funds for capacity expansion and capitalized maintenance projects	**$208,103,350**
Total			**$1,503,053,293**

Source: Table 5-6 and Appendix C, Tables 5-A-9 through 5-A-13.

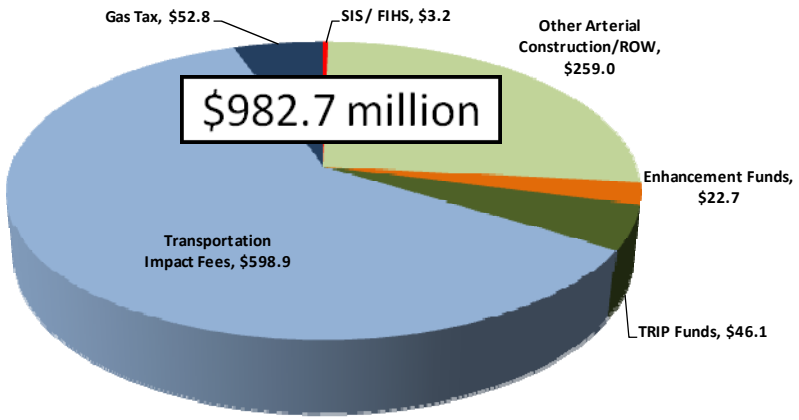


Figure 5-1: 2015-2035 Roadway Revenues—Capacity Expansion (in millions) *Note: Figure 5-1 provides a breakdown of the roadway revenue projections for Marion County. This figure represents the collection of revenues available to fund capacity expansion within the county.*

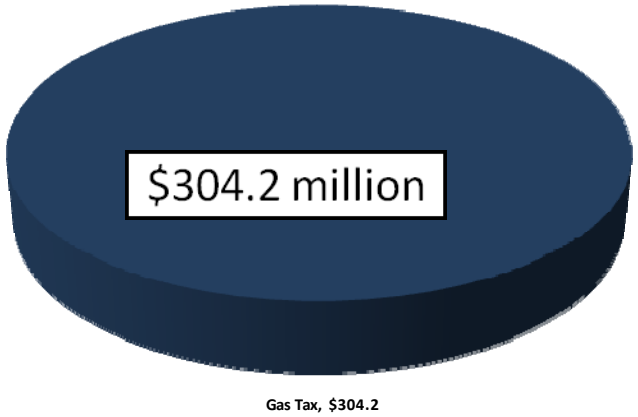


Figure 5-2: 2015-2035 Roadways Revenues—Capitalized Maintenance (in millions) *Note: Figure 5-2 provides a breakdown of the roadway revenue projections for Marion County. This figure represents the collection of revenues available to fund capitalized maintenance within the county.*

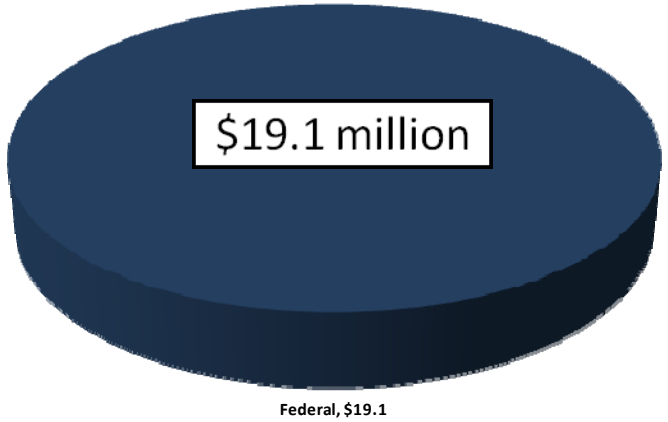


Figure 5-3: 2015-2035 Transit Facilities Revenues—Capacity Expansion (in millions) *Note: Figure 5-3 provides a breakdown of the transit facilities revenue projections for Marion County. This figure represents the collection of revenues available to fund capacity expansion within the county.*

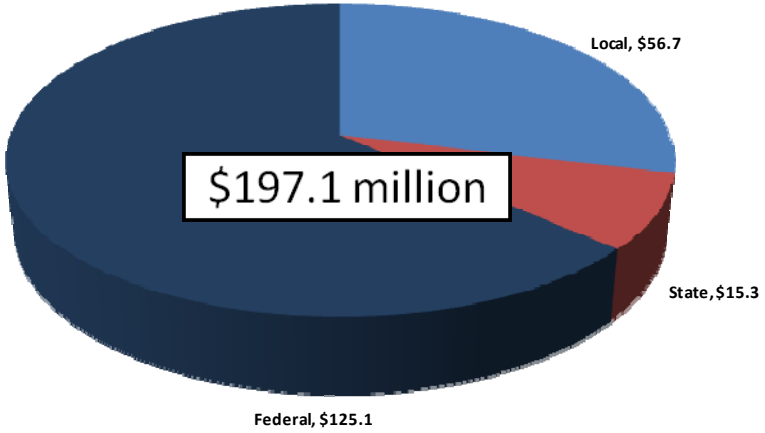


Figure 5-4: 2015-2035 Transit Facilities Revenues—Operating (in millions) *Note: Figure 5-4 provides a breakdown of the transit facilities revenue projections for Marion County. This figure represents the collection of revenues available to fund transit operations within the county. Local funds include City of Ocala.*

Table 5-6 describes each source of transportation revenue for Marion County and its allocation by transportation mode and improvement type. Certain funds can be spent on roadway, bicycle, pedestrian, and transit improvements, while other funds are specific to one mode. In addition to the mode distribution, estimated revenues were also allocated based on their ability to be spent on capacity expansion or capitalized maintenance projects.

Table 5-6: Transportation Revenue Resources

Fund Type	Fund	Roadway Capacity Expansion[(1)]	Roadway Capitalized Maintenance[(1)]	Transit Capacity Expansion	Transit Operating	Total (2015-2035)
Federal	SIS / FIHS	$3,173,585				$3,173,585
Federal	Transit Revenues			$19,120,204	$125,100,849	$144,221,053
State	Other Arterial Construction/ROW	$259,000,000				$259,000,000
State	Enhancement Funds	$22,650,000				$22,650,000
State	Transportation Regional Incentive Program	$46,109,409		$0	$0	$46,109,409
State	Transit Revenues			$0	$15,324,769	$15,324,769
Local	Transportation Impact Fees (Zone 1)	$71,267,920				$71,267,920
Local	Transportation Impact Fees (Zone 2)	$56,894,560				$56,894,560
Local	Transportation Impact Fees (Zone 3)	$212,007,092				$212,007,092
Local	Transportation Impact Fees (Zone 4)	$258,720,517				$258,720,517
Local	Marion Gas Tax	$12,564,490	$279,990,237	$0	$0	$292,554,727
Local	Ocala Gas Tax	$40,209,810	$14,962,475	$0	$8,173,487	$63,345,772
Local	Belleview Gas Tax	$0	$4,535,565	$0	$0	$4,535,565
Local	Dunnellon Gas Tax	$0	$4,690,796	$0	$0	$4,690,796
Local	Transit Revenues			$0	$48,557,528	$48,557,528
Total		**$982,597,383**	**$304,179,073**	**$19,120,204**	**$197,156,633**	**$1,503,053,293**
Total	Local funds only	$651,664,389	$304,179,073	$0	$56,731,015	$1,012,574,477
Total	State funds only	$327,759,409	$0	$0	$15,324,769	$343,084,178
Total	Federal funds only	$3,173,585	$0	$19,120,204	$125,100,849	$147,394,638

Source: Appendix C, Tables 5-A-9 through 5-A-13

Federal Revenue Sources – Capacity Expansion

Annual federal revenue projections for the Strategic Intermodal System were established by the Strategic Intermodal System Long Range Highway Capacity Plan *(Appendix C, Section 5-I)*:

- **Strategic Intermodal System (SIS)/Florida Interstate Highway System (FIHS)** – Capacity program providing funds for construction, improvements, and associated ROW on the State Highway System roadways designated as part of the SIS or FIHS. Between 2015 and 2035, approximately $3.2 million is identified to fund the SR 40 (from SR 326 to CR 314) SIS/FIHS project in Marion County.

- **State Revenue Sources – Capacity Expansion** Annual state revenue projections for the 2035 LRTP were established in the Supplement to the *FDOT 2035 Revenue Forecast Handbook (Appendix C, Section 5-C)* for the following categories:

  ◊ *Other Arterial (OA) Construction/Right-of-Way (ROW)* – Capacity program providing funds for construction, improvements, and associated ROW on the State Highway System roadways not designated as part of the SIS or FIHS. Includes additional funding for the Economic Development Program, the County Incentive Grant Program, and the

Small County Outreach Program. Between 2015 and 2035, approximately $267.7 million will be available for roadway infrastructure projects.

◊ *Enhancement Funds* – Between 2015 and 2035, it is estimated that Marion County will receive approximately $23.6 million in Transportation Enhancement funds for roadway capacity expansion projects. Enhancement funds are taken "off-the-top" of other arterial construction/ROW revenues to assist the MPO's in developing their plans

◊ *Transportation Regional Incentive Program (TRIP)* – Between 2015 and 2035, it is estimated that Marion County will receive approximately $46.1 million in TRIP funds for roadway capital expenditures based on an allocation process developed in conjunction with staff from MPO's throughout FDOT District 5. TRIP funds are used to support those transportation facilities that serve national, statewide, or regional functions and function as an integrated regional transportation system. Also, TRIP funds should have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.

Local Revenue Sources – Capacity Expansion

Local revenue sources that potentially could fund the 2035 Needs Plan projects also were provided by Marion County. The 2035 LRTP Cost Feasible Plan will be funded primarily with revenues from transportation impact fees and local option gas tax. The development of these local revenue sources is discussed in more detail in the remainder of this section.

Transportation Impact Fees

Transportation impact fees are assessed to provide revenue for financing the expansion of roadway facilities needed to accommodate new growth and development. Marion County began collecting transportation impact fees in 1990, and the current rate for a single family home (1,501-2,499 sf category) is $6,099. However, as of January 1, 2010, the County imposed an impact fee moratorium on all permits applied for during the current year. These projections were created based on the assumption that the County lift the moratorium for 2011 and into the future.

To project available transportation impact fee revenue through 2035, future building permit levels were projected. Using 2010 BEBR Medium level population projections and a persons-per-household value of 2.32, approximately 53,000 permits will be issued between 2015 and 2035. It should be noted that the population projections were adjusted for a seven-year period of slower-than-average growth before aligning with the

BEBR medium level annual growth rate projections. Additionally, historical transportation impact fee revenue collection data were used to develop distributions between residential and non-residential revenues, as well as the distribution of residential collections between single family, multi-family and mobile home park permits types.

Due to continuing growth in Marion County, it is expected that the transportation impact fee will continue to generate revenue for the County once the moratorium is lifted. Under the assumption that there is a 15 percent increase to the transportation impact fee rates every five years, through 2035, transportation impact fees will generate approximately $598.9 million for capital roadway projects from 2015 through 2035, as shown in Table 5-7. All projected transportation impact fee revenues are applied to the County's roadway capacity expansion program.

Table 5-7: Marion County Transportation Revenues in 5-Year Increments

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total (2015-2035)
SIS / FIHS	$0	$0	$0	$0	$3,173,585	**$3,173,585**
Other Arterial Construction/ROW (OA)	$8,700,000	$53,700,000	$60,400,000	$65,000,000	$71,200,000	**$259,000,000**
Enhancement Funds	$950,000	$5,100,000	$5,400,000	$5,600,000	$5,600,000	**$22,650,000**
Transportation Regional Incentive Program	$0	$0	$40,594,656	$0	$5,514,753	**$46,109,409**
Transportation Impact Fees (Zone 1)	$959,867	$11,971,019	$18,065,212	$19,583,537	$20,688,285	**$71,267,920**
Transportation Impact Fees (Zone 2)	$766,280	$9,556,696	$14,421,808	$15,633,917	$16,515,859	**$56,894,560**
Transportation Impact Fees (Zone 3)	$2,855,402	$35,611,269	$53,740,209	$58,256,909	$61,543,303	**$212,007,092**
Transportation Impact Fees (Zone 4)	$3,484,559	$43,457,819	$65,581,273	$71,093,176	$75,103,690	**$258,720,517**
Marion Gas Tax - Capacity Expansion	$594,857	$2,991,091	$2,998,016	$2,992,748	$2,987,778	**$12,564,490**
Marion Gas Tax - Capitalized Maintenance	$12,086,598	$60,890,379	$61,054,203	$64,970,805	$80,988,252	**$279,990,237**
Ocala Gas Tax - Capacity Expansion	$1,903,706	$9,572,313	$9,594,469	$9,577,614	$9,561,708	**$40,209,810**
Ocala Gas Tax - Capitalized Maintenance	$708,388	$3,561,953	$3,570,200	$3,563,927	$3,558,007	**$14,962,475**
Ocala Gas Tax - Transit Operating	$285,024	$1,558,628	$1,806,879	$2,094,665	$2,428,291	**$8,173,487**
Belleview Gas Tax - Capitalized Maintenance	$214,733	$1,079,734	$1,082,232	$1,080,330	$1,078,536	**$4,535,565**
Dunnellon Gas Tax - Capitalized Maintenance	$222,082	$1,116,688	$1,119,272	$1,117,305	$1,115,449	**$4,690,796**
Transit Revenues	$7,242,058	$39,622,741	$45,974,732	$53,349,792	$61,914,027	**$208,103,350**
Total	**$40,973,554**	**$279,790,330**	**$385,403,161**	**$373,914,725**	**$422,971,523**	$1,503,053,293

Source: Appendix C, Tables 5-A-9 through 5-A-13

Gas Tax

Marion County receives a portion of its roadway revenues from local and state gas taxes imposed in the county. Listed below are the County's current gas tax collections:

- Constitutional Gas Tax – 2 cents per gallon
- County Fuel Tax – 1 cent per gallon
- Ninth-Cent – 1 cent per gallon
- 1st Local Option Fuel Tax – 6 cents per gallon
- 2nd Local Option Fuel Tax – 5 cents per gallon

Based on discussions with County staff, the County currently applies approximately four percent of the revenue generated from gas taxes to the roadway capacity expansion program (i.e., lane widening, new road construction, turn lane additions, traffic signal installation, and intersection improvements). It is expected that the County will continue to distribute future gas tax revenues at the current appropriations through 2035. As shown in Table 5-7, the County will have approximately $12.6 million available for capacity expansion projects between 2015 and 2035. This calculation assumes an annual growth rate in gas tax collections equivalent to the annual growth in

population, with an applied 25 percent annual adjustment to account for increased fuel efficiency.

Local Revenue Sources – Capitalized Maintenance

Local revenue sources that potentially could fund operating costs associated with the 2035 Needs Plan also were considered, as summarized below.

Gas Tax

As previously mentioned, Marion County currently collects 15 cents per gallon of gas tax. Based on discussions with County Staff, the County currently applies 96 percent of the revenue generated from gas taxes to the roadway capitalized maintenance program. It is expected that the County will continue to distribute future gas tax revenues at the current appropriations. As shown in Table 5-7, the County will have approximately $280.0 million available for roadway operating and maintenance (i.e., paving and resurfacing) projects between 2015 and 2035 to accommodate new growth and development. This calculation assumes an annual growth rate in gas tax collections equivalent to the annual growth in population, with an applied 25 percent annual adjustment to account for increased fuel efficiency.

Transit Facilities Revenue Sources

Transit revenue projections for the LRTP were prepared using information available in the Ocala/Marion County Transit Development Plan, 2007. The capital and operating revenue projections developed for the fixed-route and transportation disadvantaged services are summarized in Appendix C, Tables 5-A-9 to 5-A-13. A description of each available transit revenue source is presented below.

Federal Revenue Sources – Transit Capacity Expansion

Federal funds available for transit capacity expansion include Federal Section 5307, 5309, and 5310 funds, and transportation disadvantaged trust funds and will provide approximately $19.1 million between 2015 and 2035.

Federal Revenue Sources - Transit Operating

Federal funds available for operating expenditures include Federal Section 5307 and 5311 funds as well as Federal Medicaid and transportation disadvantaged trust funds. These revenue sources will provide approximately $125.1 million between 2015 and 2035.

Table 5-8: 2015-2035 Transportation Revenues (Capital vs. Operating)

Source	Capacity Expansion	Capitalized Maintenance / Operating	Total (2014-2035)
Roadways, other Multi-Modal Facilities[(1)]	$982,597,383	$304,179,073	**$1,286,776,456**
Transit Facilities	$19,120,204	$197,156,633	**$216,276,837**
Total	**$1,001,717,587**	**$501,335,706**	**$1,503,053,293**

1. Includes bicycle and pedestrian facilities.
Source: Appendix C, Tables 5-A-9 through 5-A-13

State Revenue Sources - Transit Operating

FDOT Block Grant funds will provide approximately $15.3 million in revenues for transit operating between 2015 and 2035.

Local Revenue Sources – Transit Operating

Local funds available for transit operating expenses include local ad valorem taxes, local option gas taxes from the City of Ocala, local government and non-government funds and fare revenues These revenue sources will provide approximately $56.7 million in revenues for capitalized maintenance between 2015 and 2035.

BASELINE REVENUE PROJECTIONS—Municipalities

The Marion County 2035 LRTP includes revenue projections from federal, state, and county sources for the three major cities in the county—Belleview, Dunnellon, and Ocala. The following section describes the revenue sources used to fund roadway capacity expansion projects in each respective city.

City of Belleview

The City of Belleview uses a portion of the local option gas tax, ninth-cent gas tax, and general fund revenue (only as needed) to fund local roadway improvements. No federal revenues are available for city transportation projects and, currently, the City does not provide any revenues for transit or bicycle/pedestrian facility improvements.

Local Revenue Sources

Gas taxes are a recurring revenue source that the City of Belleview uses to fund roadway capacity expansion and maintenance projects. Based on a review of historical expenditure data, approximately three percent of the local option gas tax and ninth-cent gas tax revenues are used for capitalized maintenance expenditures (i.e., road paving, widening of shoulders, pothole filling, etc.) The remaining local revenues are used for administrative costs, including expenditures such as salaries and vehicles. For projection purposes, an annual growth rate in gas tax collections equivalent to the annual growth in population was applied, with a 25 percent annual adjustment to account for increased fuel efficiency.

The recently-adopted 2nd local option gas tax will provide substantial revenues for the City of Belleview, which are assumed to be dedicated to capitalized maintenance projects. As shown in Table 5-7, the City of Belleview is projected to have approximately $4.5 million available for funding capitalized maintenance projects between the years of 2015 and 2035.

City of Dunnellon

The City of Dunnellon uses a portion of the local option gas tax, ninth-cent gas tax, and general fund revenue (only as needed) to fund local roadway improvements. No federal revenues are available for city transportation projects and, currently, the City does not provide any revenues for transit or bicycle/pedestrian facility improvements.

Local Revenue Sources

Gas taxes are a recurring revenue source that the City of Dunnellon uses to fund capitalized maintenance projects. Based on a review of historical expenditure data, approximately five percent of the City's first LOGT and ninth-cent gas tax are used on an annual basis for capitalized maintenance (i.e., road paving, widening of shoulders, pothole filling, etc.). The remaining 95 percent of gas tax revenues are reserved for salaries and administrative costs.

The recently-adopted 2nd local option gas tax will provide substantial revenues for the City of Dunnellon, which are assumed to be dedicated to capitalized maintenance projects. For projection purposes, an annual growth rate in gas tax collections equivalent to the annual growth in population was applied, with a 25 percent annual adjustment to account for increased fuel efficiency. As presented in Table 5-7, the City of Dunnellon is projected to have approximately $4.7 million available for funding capitalized maintenance projects between 2015 and 2035.

City of Ocala

The City of Ocala uses a portion of the local option gas tax and ninth-cent gas tax to fund local roadway improvements, as well as transit operating costs. No federal revenues are available for city transportation projects and, currently, the City does not provide any revenues for bicycle/pedestrian facility improvements.

Local Revenue Sources—Roadways

Gas taxes are a recurring revenue source that the City of Ocala uses to fund roadway capacity-expansion and capitalized maintenance projects. Based on a review of historical expenditure data, approximately one percent of the City's first LOGT and ninth-cent gas tax are used on an annual basis for capacity expansion expenditures (i.e., lane widening, adding turn lanes) . Approximately 21 percent of the local option and ninth cent gas taxes are used for capitalized maintenance expenditures (i.e., road paving, widening of shoulders, pothole filling, etc.). For projection purposes, an annual growth rate in gas tax collections equivalent to the annual growth in population was applied, with a 25 percent annual adjustment to account for increased fuel efficiency.

The recently-adopted 2nd local option gas tax will provide substantial revenues for the City of Ocala, which are assumed to be dedicated to capacity expansion projects. As presented in Table 5-7, the City of Ocala is projected to have approximately $40.2 million available for funding capacity expansion projects and approximately $15.0 million available for funding capitalized maintenance projects between 2015 and 2035.

Local Revenue Sources—Transit

The City of Ocala also dedicates a portion of the local option gas tax revenues to fund public transportation operations. Based on the 2007 Suntran Transit Development Plan, the City will contribute approximately $8.2 million to the transit program between 2015 and 2035.

Table 5-9: Enhanced Revenues—Option 1, Alternative 1 (1/2 cent of sales tax)

Time Period	Marion County	Belleview	Dunnellon	Ocala	Total
2015	$15,705,153	$207,860	$104,752	$2,796,185	$18,813,950
2016-2020	$83,286,161	$1,102,303	$555,510	$14,828,479	$99,772,453
2021-2025	$90,884,141	$1,202,862	$606,189	$16,181,240	$108,874,432
2026-2030	$98,345,036	$1,301,607	$655,953	$17,509,593	$117,812,189
2031-2035	$105,055,290	$1,390,414	$700,703	$18,704,309	$125,850,716
Total	**$393,275,781**	**$5,205,046**	**$2,623,107**	**$70,019,806**	**$471,123,740**

Table 5-10: Enhanced Revenues—Option 1, Alternative 2 (1 cent of sales tax)

Time Period	Marion County	Belleview	Dunnellon	Ocala	Total
2015	$31,410,305	$415,721	$209,502	$5,592,369	$37,627,897
2016-2020	$166,572,310	$2,204,614	$1,111,016	$29,656,950	$199,544,890
2021-2025	$181,768,269	$2,405,733	$1,212,374	$32,362,479	$217,748,855
2026-2030	$196,690,061	$2,603,225	$1,311,905	$35,019,193	$235,624,384
2031-2035	$210,110,582	$2,780,853	$1,401,420	$37,408,615	$251,701,470
Total	**$786,551,527**	**$10,410,146**	**$5,246,217**	**$140,039,606**	**$942,247,496**

Table 5-11: Enhanced Revenues—Option 2, Alternative 1 (1/2 cent of ad valorem tax)

Time Period	Marion County	Belleview	Dunnellon	Ocala	Total
2015	$9,393,200	$132,305	$86,351	$2,412,873	$12,024,729
2016-2020	$49,813,176	$701,628	$457,929	$12,795,735	$63,768,468
2021-2025	$54,357,505	$765,635	$499,707	$13,963,059	$69,585,906
2026-2030	$58,819,845	$828,489	$540,730	$15,109,318	$75,298,382
2031-2035	$62,833,228	$885,020	$577,624	$16,140,250	$80,436,122
Total	**$235,216,954**	**$3,313,077**	**$2,162,341**	**$60,421,235**	**$301,113,607**

Table 5-12: Enhanced Revenues—Option 2, Alternative 2 (2 cent of ad valorem tax)

Time Period	Marion County	Belleview	Dunnellon	Ocala	Total
2015	$18,786,400	$264,611	$172,701	$4,825,745	$24,049,457
2016-2020	$99,626,351	$1,403,262	$915,849	$25,591,455	$127,536,917
2021-2025	$108,715,001	$1,531,281	$999,399	$27,926,097	$139,171,778
2026-2030	$117,639,675	$1,656,985	$1,081,442	$30,218,619	$150,596,721
2031-2035	$125,666,447	$1,770,041	$1,155,232	$32,280,489	$160,872,209
Total	**$470,433,874**	**$6,626,180**	**$4,324,623**	**$120,842,405**	**$602,227,082**

Chapter 6
Needs Plan Development

Needs Plan Development

INTRODUCTION

Substantial growth is forecasted for the Ocala urban area over the next 20 years. This growth will place considerable demands on the current transportation system in the Ocala/Marion County area. To accommodate this growth, transportation network improvements will be necessary to maintain an efficient transportation system. The Needs Plan provides an analysis of transportation network improvements that would meet future transportation demands and address projected roadway deficiencies. These improvements would achieve an efficient transportation system for the next 20 years as well as maintain acceptable levels of service.

The Needs Plan is a multimodal transportation plan. Within this chapter, the Needs Plan improvements are organized by:

- Highway Needs
- Transit Needs
- Pedestrian, Bicycle, and Multi-Use Trail Needs

HIGHWAY NEEDS PLAN

The 2035 Roadway Needs Plan consists of $1.5 billion (Present Day Cost, or PDC) of roadway expansion, grade separation, and mobility improvements. The roadway improvements associated with this plan are displayed on Map 6-1 on the following page. Approximately $550 million (PDC) of the projects in the Needs Plan are funded in the Cost Feasible Plan, and $980 million (PDC) are unfunded.

Highlights of the proposed highway needs are as follows:

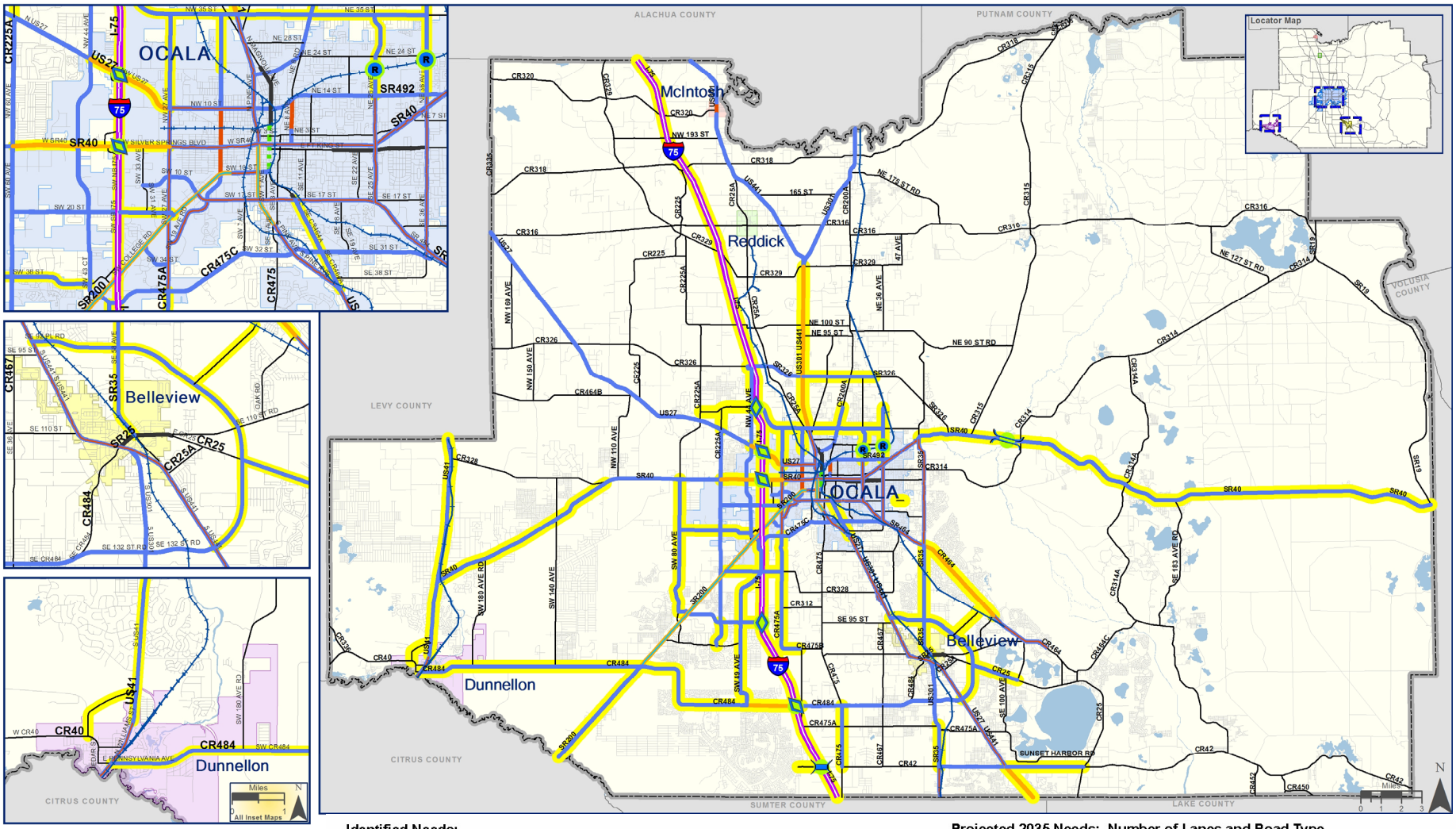
- Expand I-75 to 8 lanes from the Sumter County line to the Alachua County line.
- Develop five new or modified interchanges on I-75.
- Expand US 301 to 6 lanes from US 27 to CR 329.
- Expand SR 40 to 4 lanes from west of SR 35 to the Lake County line.
- 4-lane construction around Belleview on the northeast side, from SE 132nd Street Road to US 27/US 441.

Please see Table 7-4 in Chapter 7 for a listing of funded and unfunded projects.

NEEDS PLAN DEVELOPMENT

Base Year Database Development

The TPO staff developed the Preliminary Needs Assessment based upon presentations and comments from the Technical Advisory Committee (TAC) and the Citizens' Advisory Committee (CAC), discussions with local engineering staff, review of existing plans and committed transportation projects, and several "strings and ribbons" sessions with the public of Marion County. Improvement alternatives were developed after deficient transportation corridors in the forecast year of



Map 6-1: 2035 Roadway Needs Plan

2035 were identified. These alternatives were evaluated by the TPO using FDOT's District Five Central Florida Regional Planning Model (CFRPM). An initial Needs Plan model run was made and evaluated and subsequently refined in the second Needs Plan run based on measures of effectiveness of the identified improvements. The model and growth trends were used to guide the transportation network improvement alternatives.

The projects that were included in the Needs Plan were projects identified as being necessary to address current anticipated deficiencies of the existing and committed (E+C) roadway network within Marion County. The Needs Plan comprises roadway capacity, transit, and Intelligent Transportation System (ITS) projects that were grouped into three priority levels (1, 2, and 3), with Priority 1 being the most critical. Projects were further qualified into state and local categories for information purposes. Transit projects were also included as part of the plan.

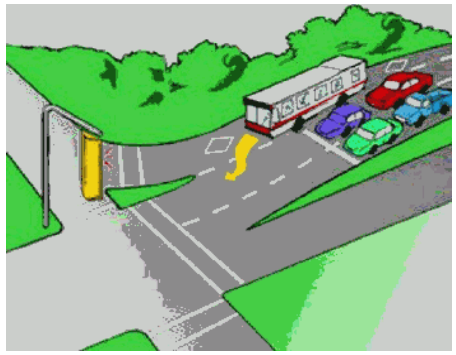
TRANSIT NEEDS PLAN

This section summarizes the 2035 Public Transportation Needs Plan for Marion County. Proposed public transportation services and facilities for the 2035 Needs Plan are illustrated in Map 6-2.

The Public Transportation Needs Plan identifies significant need for transit services, including designated bus lanes along US 441 and CR 464. The areas for service expansion were identified through the public involvement process as well as discussions with local service agencies and major employers. Potential expansion areas are focused primarily on connecting transit-dependent populations to employment opportunities within the community. Meetings with local civic groups and neighborhood groups within the identified expansion areas also were used to identify locations for community focal points. Potential for regional service, primarily to connect to northern Lake and Sumter counties, was discussed with the Lake-Sumter MPO.

Existing Service

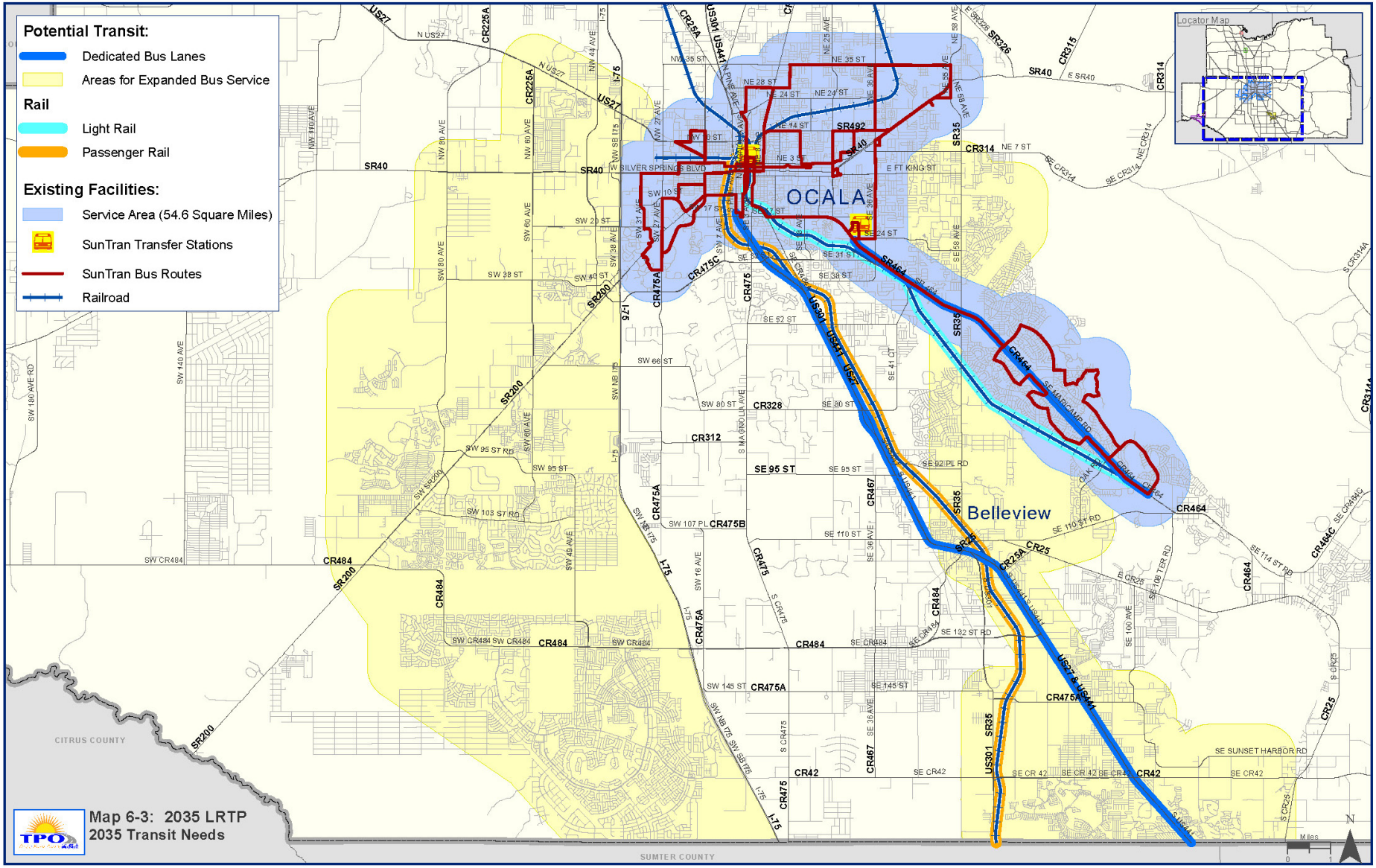
Currently, fixed-route bus service is provided in downtown Ocala and surrounding areas, with one route extending to the southeast along SR/CR 464 to the Health Department and Silver Springs Shores Community Center.



Planned Services

The Needs Plan identifies several areas of expansion of public transportation services, including bus and rail. Expanded bus service is proposed for east and west Ocala and in southern parts of the county, including Belleview. Dedicated bus lanes are proposed on US 441 and SR/CR 464.

Also included in the Needs Plan are light rail and commuter rail services. Commuter rail is proposed on the existing railway along US 301 from Sumter County to



Map 6-2: 2035 Public Transportation Needs Plan

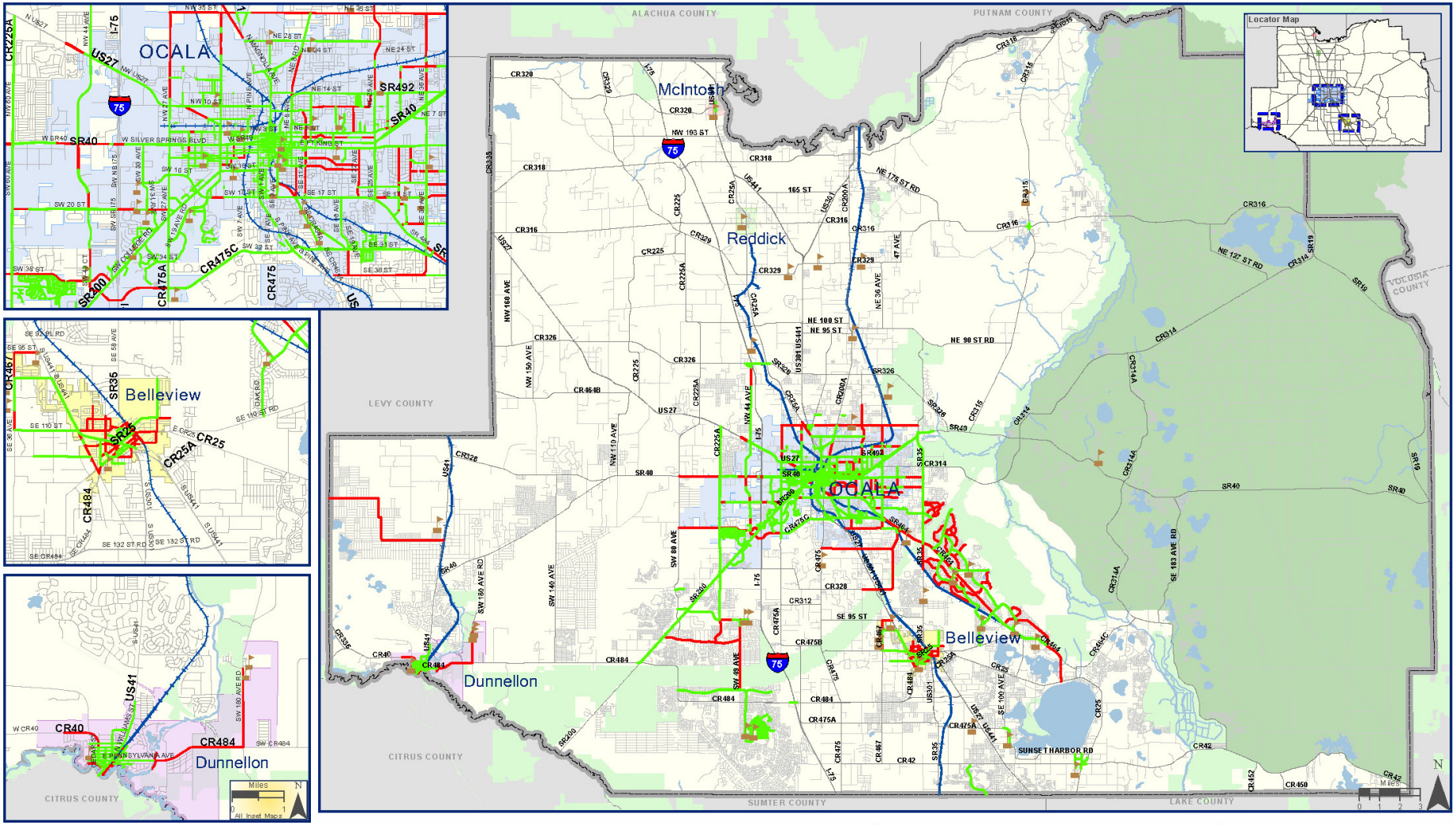
downtown Ocala and would provide enhanced regional access to Marion County. The proposed light rail line is also on an existing railway alignment along SR/CR 464. These improvements are shown on Map 6-2.

PEDESTRIAN, BICYCLE, AND MULTI-USE TRAIL NEEDS PLAN

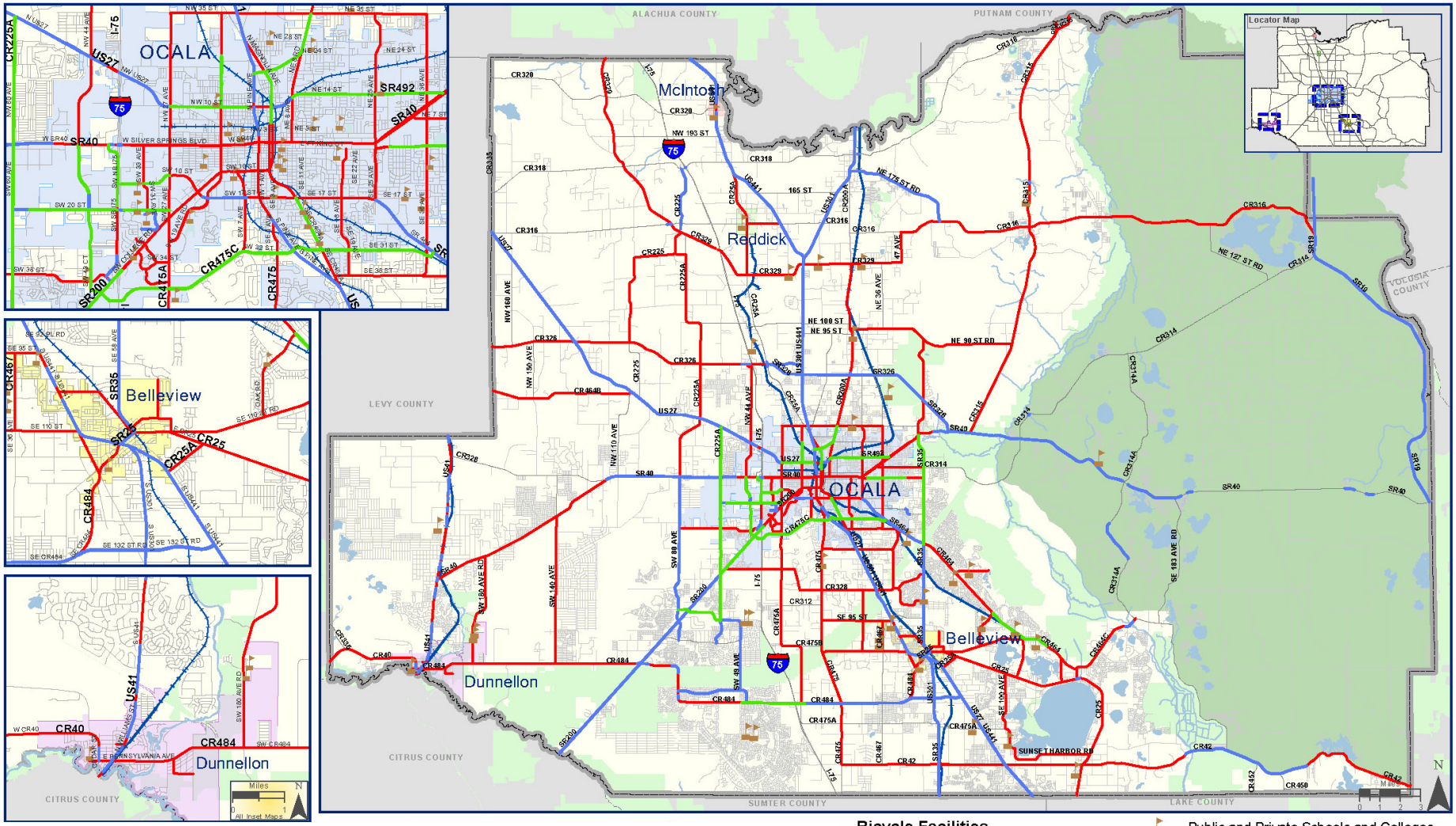
Proposed pedestrian, bicycle, and multi-use trail improvements for the 2035 Cost Affordable Plan are illustrated in Maps 6-3 and 6-4. Maps 6-5a and 6-5b display the multi-use trails needs plan and greenway map.

Highlights of the proposed pedestrian, bicycle, and multi-use trail improvement program include the following:

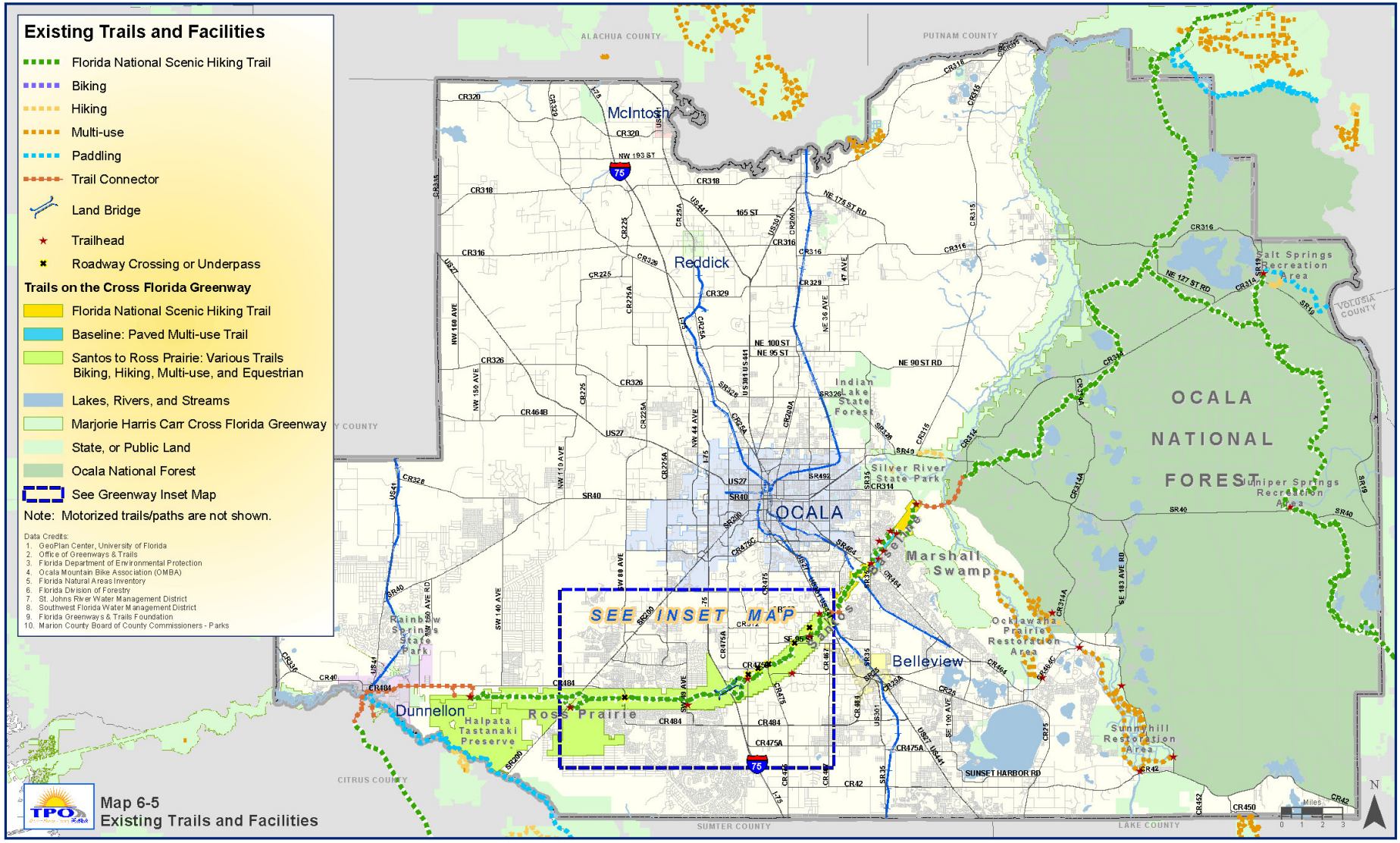
- Significant expansion of the bicycle network associated with new roadway construction or the expansion of existing roadways in a cost-effective fashion.
- Expansion of the sidewalk network associated with new roadway construction or the expansion of existing roadways in a cost-effective fashion in the urbanized area.



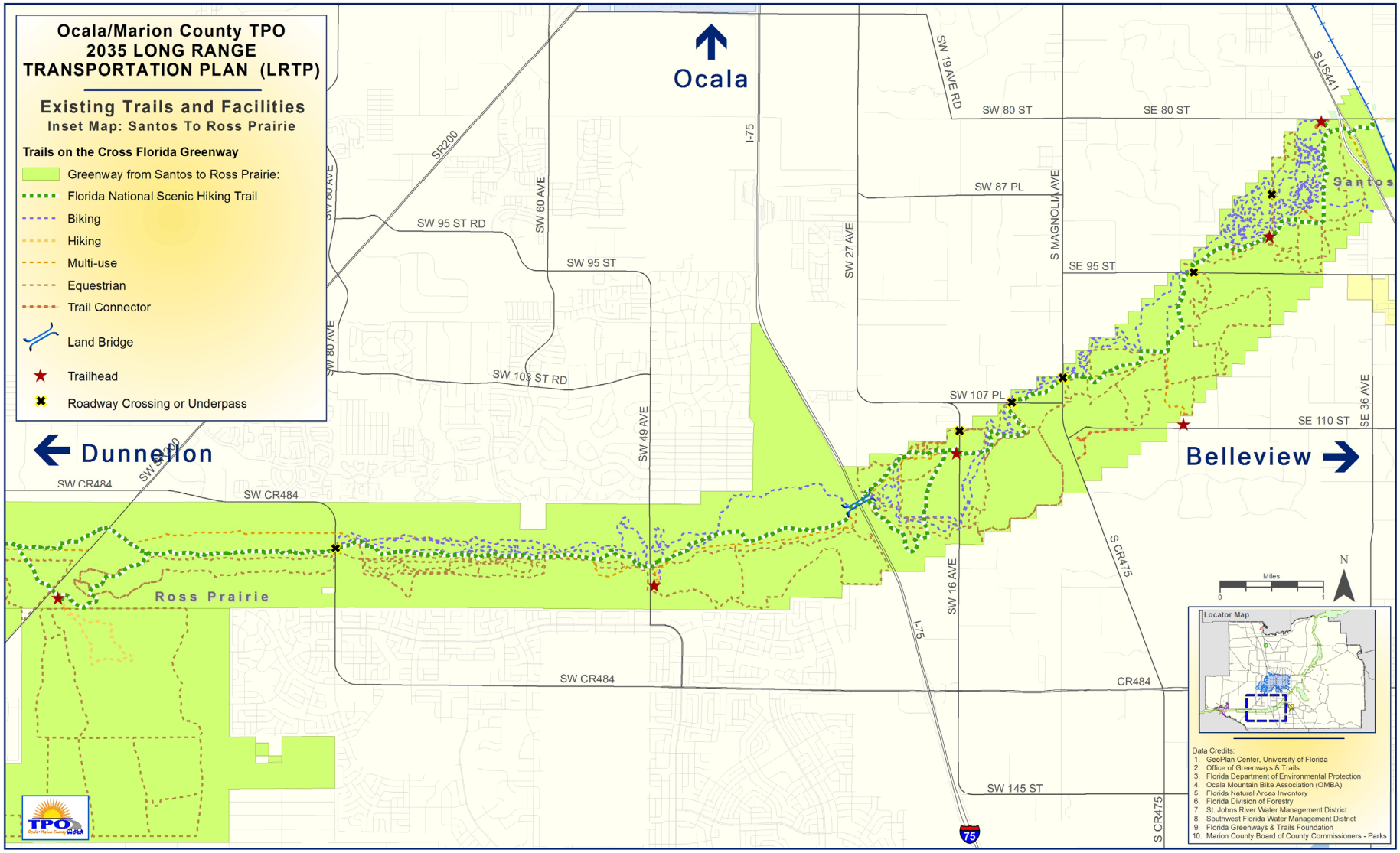
Map 6-3: 2035 Pedestrian Needs Plan



Map 6-4: 2035 Bicycle Needs Plan



Map 6-5a: 2035 Multi-Use Trails Needs Plan



Map 6-5b: 2035 Multi-Use Trails Greenway Inset Needs Plan

Existing trails within the Greenway from Santos to Ross Prairie

Chapter 7
Cost Feasible Plan

Cost Feasible Plan

OVERVIEW OF 2035 PLAN

This chapter presents the Ocala/Marion County **Transportation Planning Organization (TPO) Long Range Transportation Cost Feasible Plan.** The chapter is organized in several sections by transportation mode:

- Highway Projects
- Transit Projects
- Pedestrian, Bicycle, and Multi-Use Trail Projects
- Intelligent Transportation System (ITS)

The 2035 Cost Feasible LRTP reflects a $1.2 billion transportation program from 2015 to 2035. Tables 7-1 and 7-2 provide the distribution of costs by transportation mode/program from 2015 to 2035 and the distribution of revenues by source. These tables show where the source of revenues being applied to cover the cost of the projects identified in this LRTP and how much is being applied to each project type.

Tables 7-1 and 7-2 shows the costs and revenues in both Present Day Costs (PDC) and Year of Expenditure Costs (YOE). PDCs represent the cost of the project if it were to be built today. YOEs uses inflation factors to project the amount of present day dollars it would take to build the same project in the future year in which it is planned to be built. Throughout this LRTP, costs are shown in both scenarios to present a true representation of the costs of the projects included.

Table 7-1: Distribution of Costs by Transportation Mode/Program (2015—2035) 2035 Cost Feasible Plan

Mode/Program	Present Day Costs		Year of Expenditure	
	Total Cost	Percent	Total Cost	Percent
Highway Expansion*	$550,371,135	74.3%	$959,675,126	74.6%
Highway Maintenance	$177,497,956	23.9%	$304,179,073	23.6%
Enhancement Funds	$13,340,840	1.8%	$22,650,000	1.8%
Transportation Surplus	$122,642	0.0%	$272,257	0.0%
TOTAL	**$741,332,573**	**100.0%**	**$1,286,776,456**	**100.0%**

Table 7-2: Distribution of Revenues by Source (2015—2035) 2035 Cost Feasible Plan

Revenue Source	Total Revenues	Percent	Total Revenues	Percent
Federal and State Revenues	$191,346,397	25.8%	$327,759,409	25.5%
SIS/FIHS	$1,429,543	0.2%	$3,173,585	0.2%
Local Revenues	$548,556,633	74.0%	$955,843,462	74.3%
TOTAL	**$741,332,573**	**100.0%**	**$1,286,776,456**	**100.0%**
Composition of Local Revenues	**Total Revenues**	**Percent**	**Total Revenues**	**Percent**
Transportation Impact Fees	$339,714,978	61.9%	$598,890,089	62.7%
Gas Tax (for Roadways)	$208,841,655	38.1%	$356,953,373	37.3%
TOTAL	**$548,556,633**	**100.0%**	**$955,843,462**	**100.0%**

*Includes Multi-modal and CMS Boxed Funds

This chapter fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, U.S. Code Requirement A-5 as stated below:

"Does the plan identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that function as an integrated system, giving emphasis to facilities that serve important national, state, and regional transportation functions? [23 U.S.C. 134 (i)(2)(A)]"

Yes, the different modes are addressed in this chapter and several major corridors such as US 27 and SR 200 are high emphasis areas. Additionally, the prioritization process (Chapter 8) puts emphasis on major roadways.

"Does the plan include proposed transportation and transit enhancement activities? [23 U.S.C. 134 (i)(2)(F)]"

Yes, enhancements are identified by the transportation and transit improvements identified in this chapter.

"Does the plan cover a 20-year horizon from the date of adoption? [23 C.F.R. 450.322(a)]"

Yes, the Cost Feasible Plan is a 2035 plan.

"Does the plan identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? [23 C.F.R. 450.322(f)(1)]"

Yes, transportation modeling was used to identify needs, which was used to develop the Cost Feasible Plan. Goods movement were also considered in the prioritization of improvements (Chapter 8)

"Does the plan describe proposed improvements in sufficient detail to develop cost estimates? [23 C.F.R. 450.322(f)(6)]"

Yes, the improvements tables have been summarized based on the table format provided by the Florida Department of Transportation (FDOT).

"Does the plan identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 2 17 (g)? [23 C.F.R. 450.322(f)(8)]"

Yes, they are identified on Map 7-7, 7-8, and 7-9 as well as Table 7-5.

"Were the plan's revenues and project costs reflected in year of expenditure dollars? [23 C.F.R. 450. 322(f)(1 0)(iv)]"

Yes, the revenues and costs are reflected in year of expenditure dollars. (See Chapter 5.)

"Did the plan include the use of visualization techniques? [23 C.F.R. 450.3 16(a)(1)(iii)]"

Yes, there is a series of maps and tables throughout the chapter to visually display the Cost Feasible Plan. These materials were also used in the public involvement process.

Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions including SIS facilities? [Section 339.175, F.S.]

Yes, there are major emphasis being placed on SIS facilities such as I-75 as well as other state roadways such as the US 27 corridor.

Was the plan developed using a congestion management system? [Subsection 339.175(5)(c)(1) F.S.]

A congestion management system has been used to identify priority projects that are funded in the committed 5 year improvements. The prior congestion management process also aided in the identification of project needs for the plan. Additionally, the TPO has developed a new Congestion Management Process that was implemented in 2010.

If the plan includes a project located within the boundary of more than one MPO, did the MPO coordinate on this project with the other MPO? [Subsection 339.175(6)(a), F.S.]

Yes, the TPO participated in the ongoing regional coordination process with the surrounding counties through CFR model coordination.

Highway Projects

The Long Range Transportation planning horizon includes projects in the 2015 to 2035 horizon. Map 7-1 and Table 7-3 display the projects in the work program (2010 to 2015 timeframe). Proposed highway improvements for the 2035 Cost Feasible Plan and the resulting number of lanes are illustrated in Maps 7-2a, 7-2b, and 7-3. In addition, the highway projects are summarized in Table 7-5. The 2035 Cost Feasible highway network includes significant capacity improvements throughout Marion County. Highlights of the proposed highway improvements are provided below.

2015 to 2025 Roadway Improvements

- Expand SR 200 to 4 lanes from Citrus County line to CR 484.
- Interchange modification at SR 40 and I-75.
- Expand NW/NE 35 St to 4-lanes from NW 27th Avenue to NE 36th Avenue.
- Construct a 4-lane improvement around Belleview on the northeast side, from SE 132 Street Road to US 27/US 441.
- Expand US 41 to 4-lanes from Dunnellon to SR 40.
- Modify interchanges along I-75 at US 27 and CR 484.

2026 to 2035 Roadway Improvements

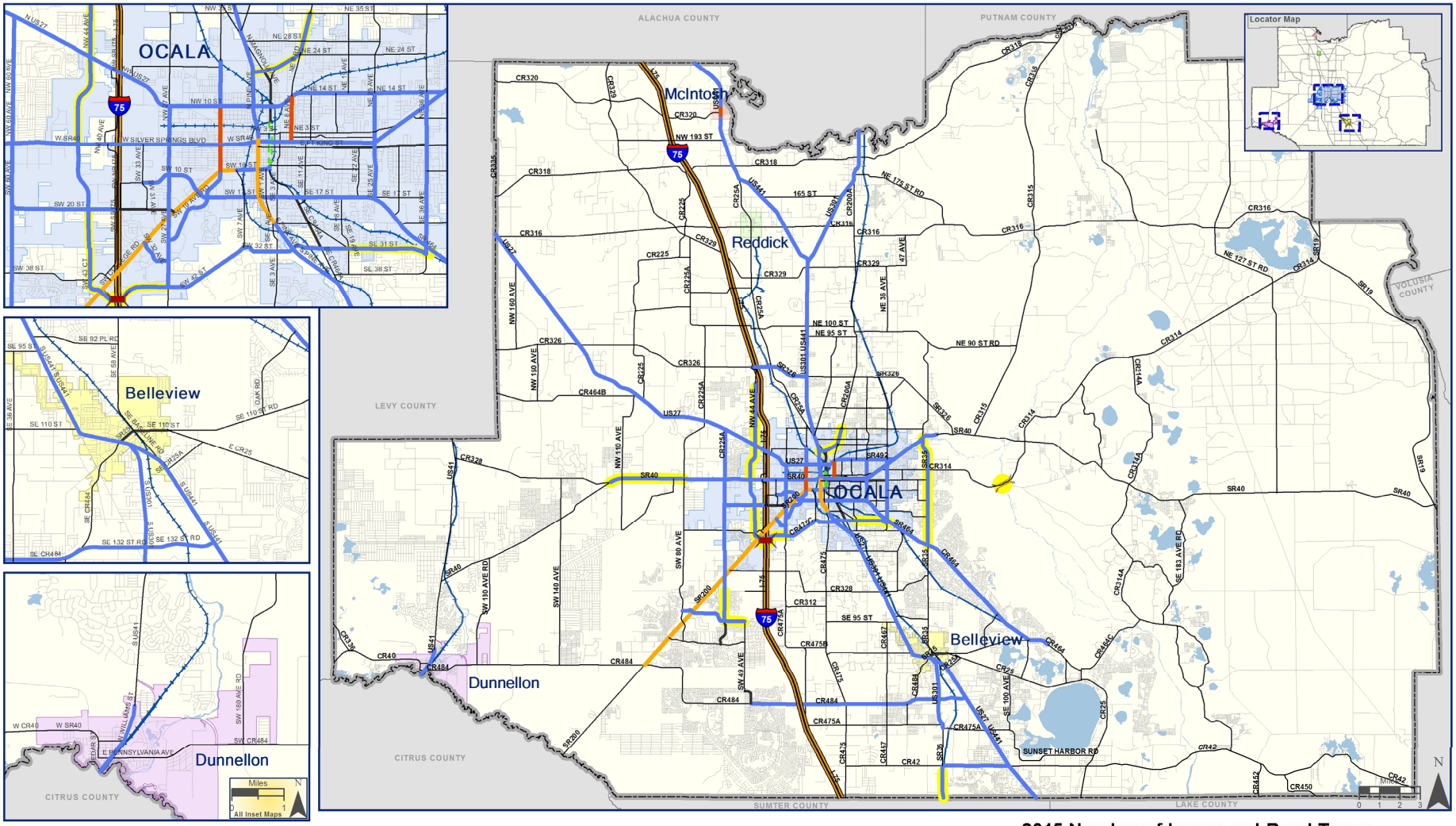
- Expand CR 464 to 6 lanes from SR 35 to Oak Rd.
- Expand US 27 to 6 lanes from NW 44th Ave to NW 27th Ave.
- Expand US 27/US 441 to 6 lanes from Sumter County line to CR 42.
- Expand CR 484 to 4 lanes from SR 200 to SW 49th Ave and to 6 lanes from SW 49th Ave to I-75.
- Expand SR 40 from CR 225A to NW 27th Ave.

Also, summary information on the performance of the final Cost Feasible Plan can be found in the Performance Evaluation (Chapter 8). Several alternatives were analyzed during the course of the development of the plan to display the performance of the roadway network if certain improvements are in place by 2035.

Public Transportation Projects

The Cost Feasible public transportation projects are based on the Needs Plan projects. These needs projects could be implemented upon further study and prioritization, should funding become available. Map 7-4 illustrates these potential improvements.

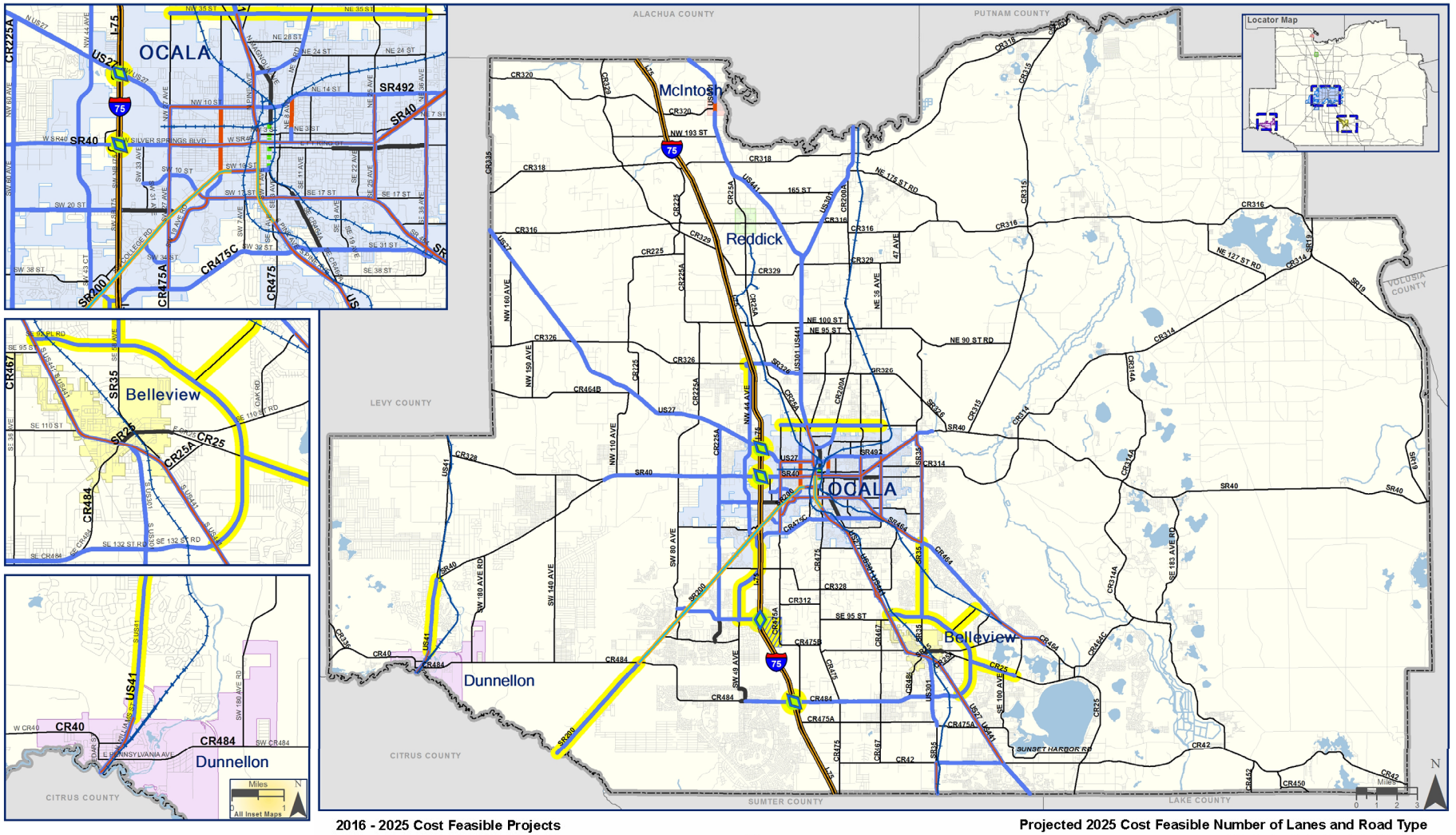
Multi-Use Trail, Bicycle , and Pedestrian Projects



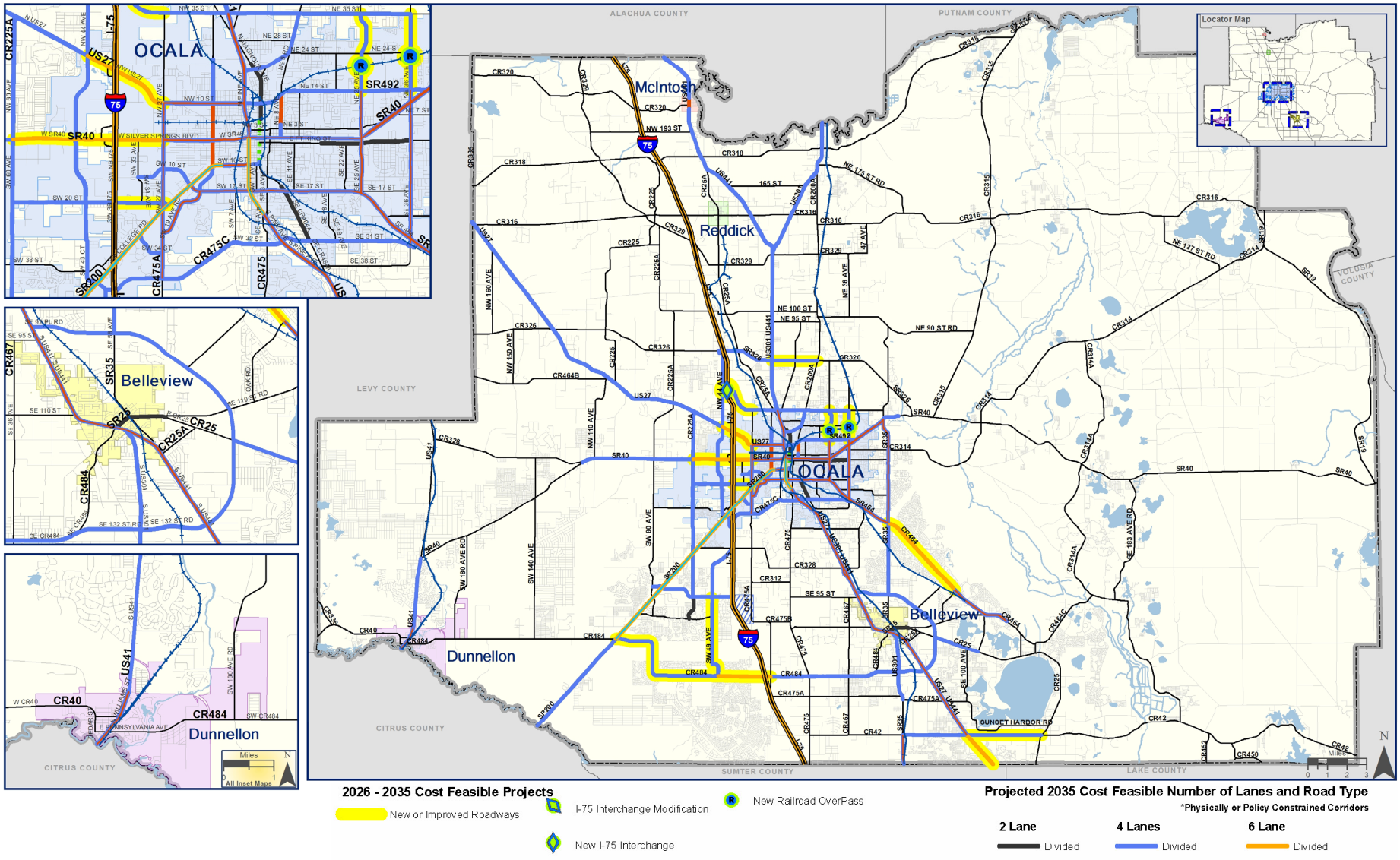
Map 7-1: 2010-2015 Existing and Committed Improvements—Number of Lanes and Road Improvements

Table 7-3: Committed Improvement Projects

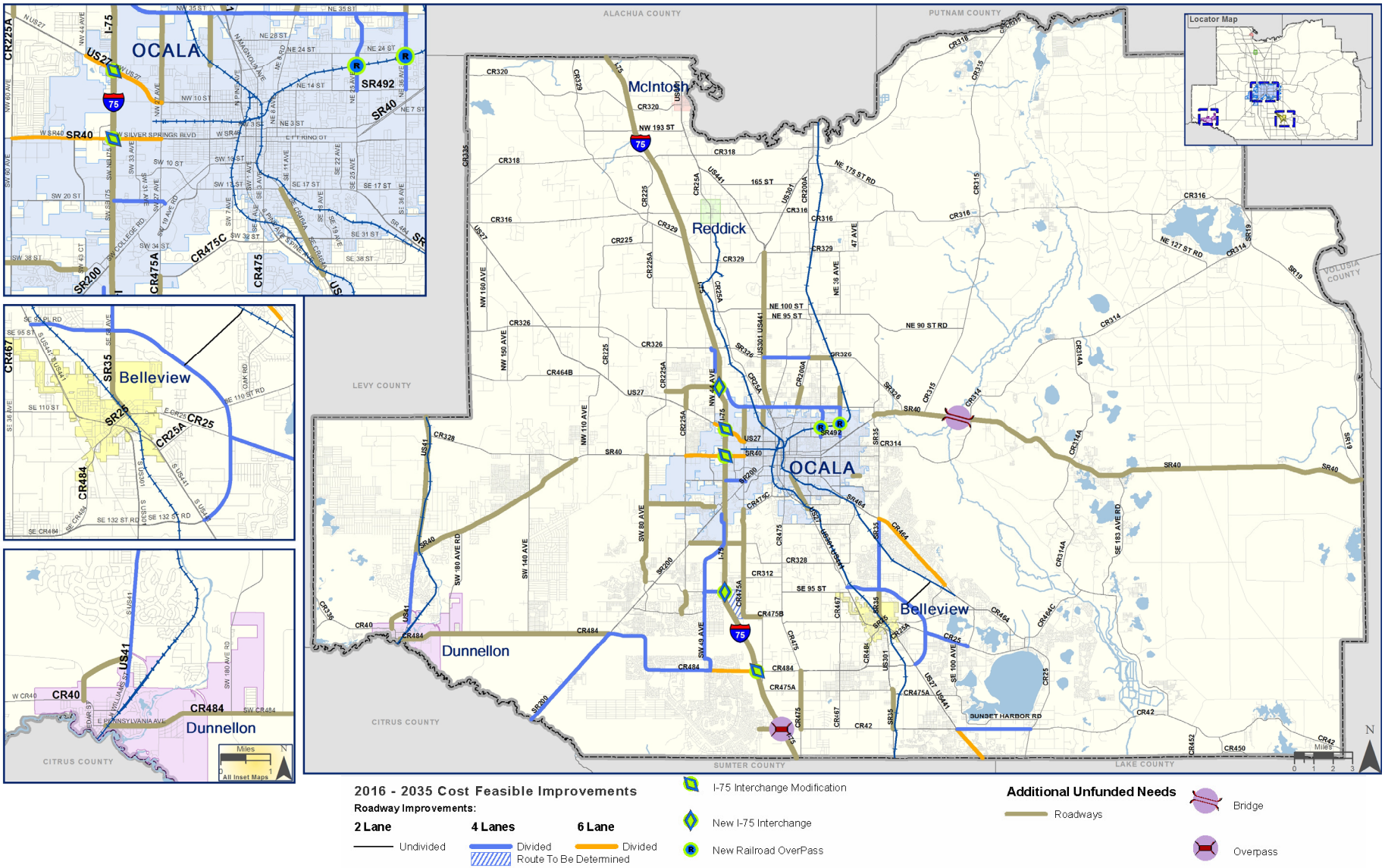
Improvement Number	Roadway Project	From	To	Improvement	Existing or Committed	Source	Comment
1	Baseline Ext.	SR 35	US 441	New 2 lane road	Existing		
2	SE 92nd Pl. Rd.	US 441	SR 35	New 2 lane road	Existing		
3	SW 42nd St.	SR 200	CR 475A (SW 27th Ave.)	New 4 lane / Widen to 4 lanes	Committed		
4	SE/SW 3lst St.	CR 475A (SW 27th Ave.)	SR 464	New 4 lane / Widen to 4 lanes	Existing		Complete 2008/09
5	NW 60th Ave.	SR 40	US 27	Widen to 4 lanes	Existing		
6	SE 110th St.	US 441	CR 467	Widen to 4 lanes	Existing		
7	SR 40	SW 52nd St.	SW 80th Ave.	Widen to 4 lanes	Existing		Complete Feb 2008
8	SR 40	SW 80th Ave.	C.R. 328	Widen to 4 lanes	Committed	TIP	CST 2013/14
9	SW 60th Ave.	SW 38th Ave.	SR 40	Widen to 4 lanes	Existing		
10	CR 484	I-75	CR 475A	Widen to 4 lanes	Existing		Complete 2008
11	CR 484	East of I-75	SE 47th Ave.	Widen to 4 lanes	Existing		Complete 2009
12	CR 484	SE 47th Ave.	US 441	New 4 lane road	Existing		Complete 2009
13	SR 25	West of SR 35	East of US 441	Widen to 3 lanes	Existing		Complete 2008
14	SW 20th St.	SW 38th Ave.	SW 57th Ave.	Widen to 4 lanes	Existing		Complete 2008
15	SW 95th St.	SW 60th Ave.	SR 200	New 4 lane road	Existing		Complete 2009
16	CR 200A	US 441	NE 35th St.	Widen to 4 lanes	Committed	TIP, Stimulus	CST 2008/09
17	SR 35	South of SR 464	SR 40	Widen to 4 lanes	Committed	TIP	CST 2011/12
18	SW 60th Ave.	SW 95th Ave.	SW 80th Ave.	Widen to 4 lanes	Committed	Stimulus	CST 2008/09
19	SW 95th St.	SW 60th Ave.	SW 49th Ave.	Widen to 4 lanes	Committed	TIP	CST 2009/10
20	US 301	Sumter Co. Line	CR 42	Widen to 4 lanes	Committed	TIP	CST 2009/10
21	SW 44th Ave.	SR 200	SW 31st St.	New 4 lane road	Committed	Stimulus	
22	NW 44th Ave.	SR 40	NW 10th St.	New 4 lane road	Committed	Stimulus	
23	NW 44th Ave.	NW 10th St.	US 27	New 4 lane road	Committed	Stimulus	



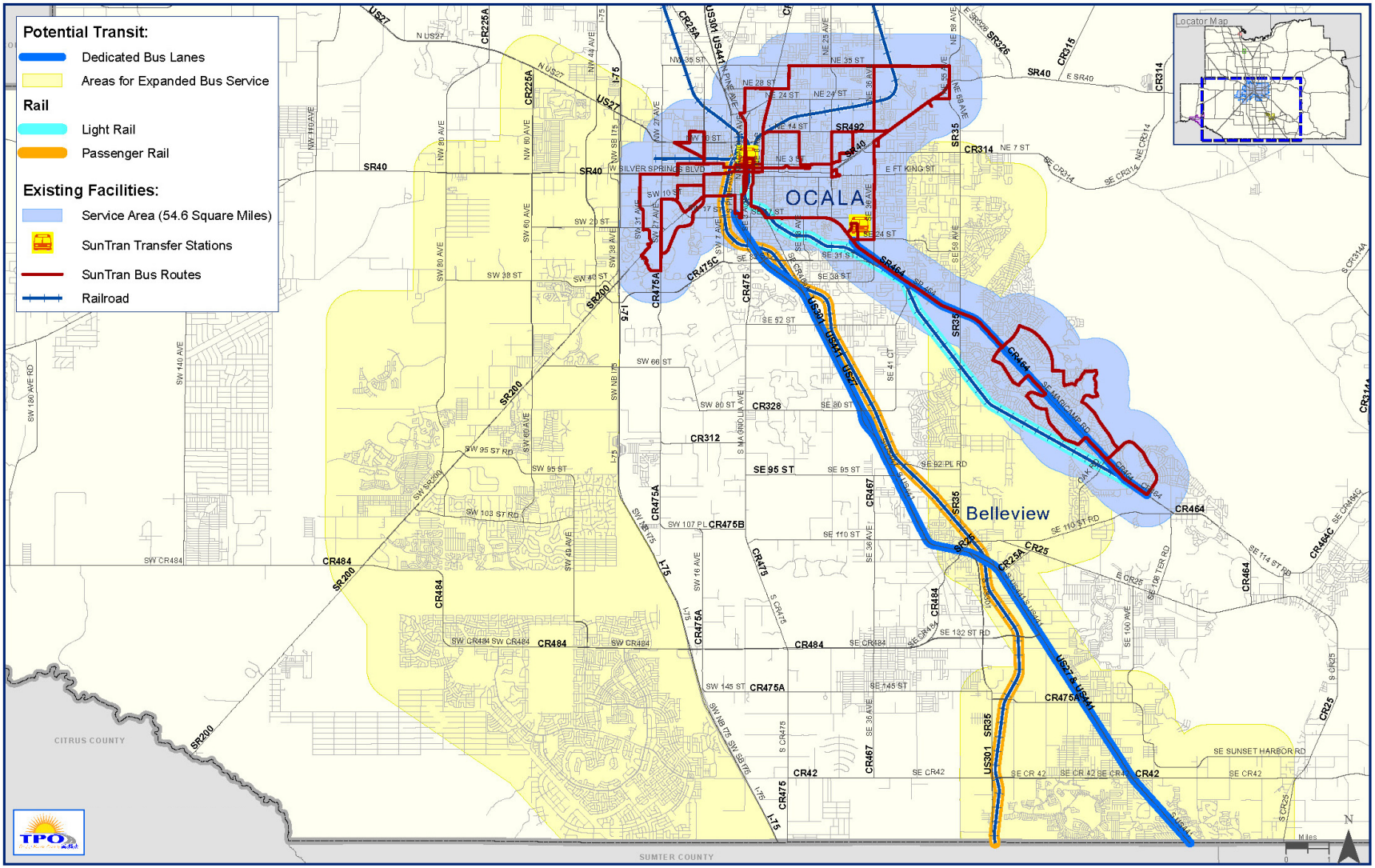
Map 7-2a: 2016-2025 Cost Feasible Plan–Number of Lanes and Road



Map 7-2b: 2026-2035 Cost Feasible Plan–Number of Lanes and Road Improvements



Map 7-3: 2016-2035 Cost Feasible Plan–Number of Lanes and Road Improvements



Map 7-4: 2035 Cost Feasible Plan- Potential Public Transportation Improvements

Table 7-4: 2016-2035 Cost Feasible Plan– Roadway Projects

Facility	From	To	Improvement	Current TIP 2011-2015	LRTP Funding Status	Funding Source[2]	Estimated Cost by Expenditure Timeframe (Present Day Cost) 2016-2020	2021-2025	2026-2030	2031-2035	Total
SR 200	Citrus Co. Line	CR 484	Add 2 Lanes	*completed*	Fully Funded						
	ROW										
	CST					OA	$ 18,540,000				$ 18,540,000
SR 35	SE 92nd Place Rd	SR 464	Add 2 Lanes		Fully Funded						
	ROW			$ 22,500,000							
	CST					OA	$ 17,660,000				$ 17,660,000
US 41	SW 111th Place Ln	SR 40	Add 2 Lanes		Fully Funded						
	ROW					OA	$ 8,630,000				
	CST					OA	$ 1,500,000	$ 10,010,000			$ 20,140,000
SR 40	Interchange @ I-75		Expand		Fully Funded						
	ROW										
	CST					IF-4, TRIP		$ 20,000,000			$ 20,000,000
	SW 60th Ave	I-75	Add 2 Lanes		Fully Funded						
	ROW					OA			$ 11,330,000		
	CST					IF1			$ 9,540,000		$ 20,870,000
	I-75	SW 27th Ave	Add 2 Lanes		Fully Funded						
	ROW					IF-1			$ 5,670,000		
	CST					IF-1			$ 2,750,000	$ 2,020,000	$ 10,440,000
US 27	Interchange @ I-75		Expand		Fully Funded						
	ROW										
	CST					IF-1, OA, TRIP		$ 20,000,000			$ 20,000,000
	I-75	NW 27th Ave	Add 2 Lanes		Fully Funded						
	ROW					OA				$ 7,370,000	
	CST					OA				$ 6,200,000	$ 13,570,000
	NW 44th Ave	I-75	Add 2 Lanes		Fully Funded						
	ROW					OA				$ 3,400,000	
	CST					OA				$ 2,860,000	$ 6,260,000
CR 484	Interchange @ I-75		Expand		Fully Funded						
	ROW										
	CST					IF-4, TRIP		$ 20,000,000			$ 20,000,000
US 441	Sumter County Line	CR 42	Add 2 Lanes		Fully Funded						
	ROW					IF-3		$ 1,380,000	$ 3,750,000	$ 2,020,000	
	CST					IF-3				$ 9,540,000	$ 16,690,000
SR 326	US 441	CR 200A	Add 2 Lanes		Fully Funded						
	ROW					IF 2, OA			$ 510,000	$ 7,720,000	
	CST					IF 2, OA				$ 10,980,000	$ 19,210,000

Table 7-4 (continued): 2016-2035 Cost Feasible Plan– Roadway Projects

Facility	From	To	Improvement	Current TIP 2011-2015	LRTP Funding Status	Funding Source[2]	Estimated Cost by Expenditure Timeframe (Present Day Cost) 2016-2020	2021-2025	2026-2030	2031-2035	Total
SR 40	SR 35	CR 314	Add 2 Lanes		Partially Funded						
	ROW			$ 5,058,000	($77.1M deficit)	SIS				$ 1,430,000	$ 1,430,000
US 301	CR 42	SE 144th Place Rd	Add 2 Lanes		Unfunded						
SR 326	CR 200A	NE 36th Ave	Add 2 Lanes		Partially Funded	OA					
	ROW				($9.0M deficit)				$ 1,062,648		$ 1,062,648
SR 40	US 41	CR 328	Add 2 Lanes		Unfunded						
SR 35	CR 25	SE 92nd Place Rd	Add 2 Lanes		Unfunded						
I-75	Sumter Co. Line	CR 484	Add 2 Lanes		Unfunded						
I-75	CR 484	SR 200	Add 2 Lanes		Unfunded						
I-75	SR 200	SR 40	Add 2 Lanes		Unfunded						
I-75	SR 40	US 27	Add 2 Lanes		Unfunded						
I-75	US 27	SR 326	Add 2 Lanes		Unfunded						
I-75	SR 326	CR 318	Add 2 Lanes		Unfunded						
I-75	CR 318	Alachua Co. Line	Add 2 Lanes		Unfunded						
SR 40	CR 314	Levy Hammock Rd	Add 2 Lanes		Unfunded						
SR 40	Levy Hammock Rd	SR 19	Add 2 Lanes		Unfunded						
US 441	CR 42	CR 484	Add 2 Lanes		Unfunded						
US 441	NW 35th St	US 301	Add 2 Lanes		Unfunded						
SR 464	SE 31st St	SR 35	Add 2 Lanes		Unfunded						
US 41	SR 40	Levy Co. Line	Add 2 Lanes		Unfunded						
Local Projects											
Impact Fee District 1 (NW)											
NW 35th St	SW 27th Ave	US441	Add 2 Lanes		Fully Funded						
	DES			$ 900,000							
	ROW			$ 1,790,000		IF-1	$ 1,080,000				
	CST					IF-1	$ 2,250,000				$ 3,330,000
NW 44th Ave	NW 60th St	SR 326	Add 2 Lanes		Fully Funded						
	DES			$ 490,000		IF-1	$ 370,000				
	ROW					IF-1	$ 1,870,000				
	CST					IF-1	$ 4,250,000				$ 6,490,000
NW 49th St	NW 44th Ave	NW 27th Ave	New 4 lane								
	DES			$ 600,000		OA, IF-1		$ 980,000			
	ROW							$ 3,320,000			
	CST							$ 3,310,000	$ 6,500,000		$ 14,110,000
	Interchange @ I-75		New			OA, IF-1, TRIP			$ 7,900,000	$ 12,100,000	$ 20,000,000
NW 49th St	NW 80th Ave	NW 44th Ave	New 2 Lane		Unfunded						
NW 60th Ave	US 27	NW 49th St	New 2 Lane		Unfunded						

Table 7-4 (continued): 2016-2035 Cost Feasible Plan– Roadway Projects

Facility	From	To	Improvement	Current TIP 2011-2015	LRTP Funding Status	Funding Source[2]	Estimated Cost by Expenditure Timeframe (Present Day Cost) 2016-2020	2021-2025	2026-2030	2031-2035	Total
Impact Fee District 2 (NE)											
NE 35th St	US 441	CR 200A	Add 2 Lanes		Fully Funded						
	DES										
	ROW			$ 2,900,000		IF-2					
	CST					IF-2	$ 4,580,000				$ 4,580,000
	CR 200A	NE 36th Ave	Add 2 Lanes		Fully Funded						
	DES			$ 665,000		IF-2	$ 770,000				
	ROW					IF-2	$ 2,250,000	$ 920,000			
	CST					IF-2		$ 7,200,000			$ 11,140,000
NE 36th Ave	NE 35th St	NE 49th St	4		Unfunded						
CR 200A	NE 35th St	NE 49th St	4		Unfunded						
Impact Fee District 3 (SE)											
SE 92nd Loop	US 441	CR 25	New 4 Lane		Fully Funded						
	ROW			$ 2,300,000		IF-3					
	CST					IF-3	$ 10,090,000				$ 10,090,000
	CR 25	SR 35	New 4 Lane		Fully Funded						
	ROW			$ 9,465,000		BOND					
	CST					IF-3	$ 15,900,000	$ 3,730,000			$ 19,630,000
	US 441	SR 35	Add 2 Lanes		Fully Funded						
	DES					IF-3		$ 1,110,000			
	ROW					IF-3		$ 2,450,000			
	CST					IF-3		$ 5,560,000			$ 9,120,000
Emerald Road Ext.	SE 92nd Place Loop	Florida Northern RR	New 2 Lane		Fully Funded						
	DES					IF-3		$ 330,000			
	ROW					IF-3		$ 720,000			
	CST					IF-3		$ 1,640,000			$ 2,690,000
CR 25	SE 92nd Loop	SE 108th Terrace Rd	Add 2 Lanes		Fully Funded						
	DES					IF-3		$ 1,570,560			
	ROW					IF-3		$ 3,460,000			
	CST					IF-3		$ 7,850,000			$ 12,880,560
CR 42	US 441	CR 25	Add 2 Lanes		Fully Funded						
	DES					IF-3		$ 2,490,000			
	ROW					IF-3			$ 5,470,000		
	CST					IF-3			$ 12,430,000		$ 20,390,000
CR 464	SR 35	Oak Rd	Add 2 Lanes		Fully Funded						
	DES							$ 1,090,000	$ 2,110,000		
	ROW								$ 7,050,000		
	CST									$ 16,030,000	$ 26,280,000

Table 7-4 (continued): 2016-2035 Cost Feasible Plan– Roadway Projects

Facility	From	To	Improvement	Current TIP 2011-2015	LRTP Funding Status	Funding Source[2]	Estimated Cost by Expenditure Timeframe (Present Day Cost) 2016-2020	2021-2025	2026-2030	2031-2035	Total
Impact Fee District 4 (SW)											
SW 49th Ave	SW 95th St	SW 42nd St	New 4 Lane		Fully Funded						
	DES			*completed*		IF-4					
	ROW					IF-4	$ 10,920,000				
	CST					IF-4	$ 15,120,000	$ 9,570,000			$ 35,610,000
SW 95th St	SW 49th Ave	CR 475A	Add 2Lanes		Fully Funded						
	DES			$ 1,200,000		IF-4					
	ROW					IF-4	$ 1,730,000				
	CST					IF-4	$ 3,930,000				$ 5,660,000
	Interchange @ I-75		New		Fully Funded						
	CST					IF-4, TRIP		$ 20,000,000			$ 20,000,000
SW 49th Ave	CR 484	SW 95th St	Add 2 Lanes		Fully Funded						
	DES					IF-4			$ 2,810,000		
	ROW					IF-4			$ 2,640,000	$ 3,550,000	
	CST					IF-4				$ 14,070,000	$ 23,070,000
CR 484	SR 200	SW 49th Ave	Add 2 Lanes		Fully Funded						
	DES					IF-4		$ 4,450,000			
	ROW					IF-4		$ 1,710,000	$ 8,070,000		
	CST					IF-4			$ 7,320,000	$ 14,930,000	$ 36,480,000
CR 484	SW 49th Ave	CR 475A	Add 2 Lanes		Fully Funded						
	DES					IF-4			$ 1,640,000		
	ROW					IF-4			$ 6,950,000		
	CST					IF-4			$ 8,180,000		$ 16,770,000
SW 38th St	SW 80th Ave	SW 60th Ave	Add 2 Lanes		Unfunded						
SW 38th St	SW 60th Ave	SW 43rd Ct	Add 2 Lanes		Unfunded						
SW 80th Ave	SW 90th St	SR 40	Add 2 Lanes		Partially Funded ($33.6M Deficit)						
	ROW									$ 1,280,000	$ 1,280,000
CR 484	US 41	SR 200	Add 2 Lanes		Unfunded						
SW 165th St	Marion Oaks Ln	CR 42	New 2 Lane		Unfunded						
SW 60th Ave	SW 103rd St Rd	SW 95th St	Add 2 Lanes		Unfunded						
Dunnellon Bypass	CR 40	US 441	New 2 Lane		Unfunded						
CR 475A	CR 475B	SW 66th St	Add 2 Lanes		Unfunded						
CR 475A	SW 66th St	SW 42nd St	Add 2 Lanes		Unfunded						
SW 66th St	SR 200	CR 475A	Add 2 Lanes		Unfunded						
CR 475	CR 42	CR 484	Add 2 Lanes		Unfunded						

Table 7-4 (continued): 2016-2035 Cost Feasible Plan– Roadway Projects

Facility	From	To	Improvement	Current TIP 2011-2015	LRTP Funding Status	Funding Source[2]	Estimated Cost by Expenditure Timeframe (Present Day Cost) 2016-2020	2021-2025	2026-2030	2031-2035	Total
City of Ocala											
NE 36th Ave	NE 14th St	NE 35th St	Add 2 Lanes		Fully Funded						
	DES					GT-O	$ 980,000				
	ROW					GT-O	$ 2,160,000				
	CST					GT-O	$ 5,410,000	$ 5,960,000	$ 1,040,000		$ 15,550,000
SW 20th St	I-75	SR 200	Add 2 Lanes		Fully Funded						
	DES					GT-O			$ 790,000		
	ROW								$ 3,240,000		
	CST					GT-O				$ 690,000	$ 4,720,000
NE 25th Ave	NE 14th St	NE 35th St	Add 2 Lanes		Fully Funded						
	DES					GT-O	$ 1,040,000				
	ROW					GT-O, IF-2		$ 2,020,000	$ 230,000		
	CST					GT-O, IF-2			$ 12,740,000		$ 16,030,000
NW 27th Ave	US 27	NW 35th St	Add 2 Lanes		Unfunded						
Lake Weir Ave	US 441	SE 31st St	Add 2 Lanes		Unfunded						
Lake Weir Ave	SE 31st St	SR 464	Add 2 Lanes		Unfunded						
SW/NW MLK Ave	NW 21st St	NW 35th St	Add 2 Lanes		Unfunded						
SE 17th St	SE 44th Ave	SE 47th Ave	New 2 Lane		Unfunded						

Legend

TMA = Transportation Management Area
TRIP = Transportation Regional Incentive Program
OA = Other Arterial
SIS = Strategic Intermodal System
PD&E/PE = Project Development and Environment / Preliminarily Engineering
ROW = Right-of-Way

Like the public transportation projects, the Cost Feasible multi-use trail, bicycle, and pedestrian projects are based on the Needs Plan. Bicycle improvements will be made on any roadway being improved in the Plan, and pedestrian improvements will be made on any Cost Feasible improved roadway located within the urbanized area. Other improvements will be made if funds become available based on the projects identified in the Needs Plan. Maps 7-5, 7-6, 7-7a, and 7-7b show potential improvements.

Intelligent Transportation System Projects

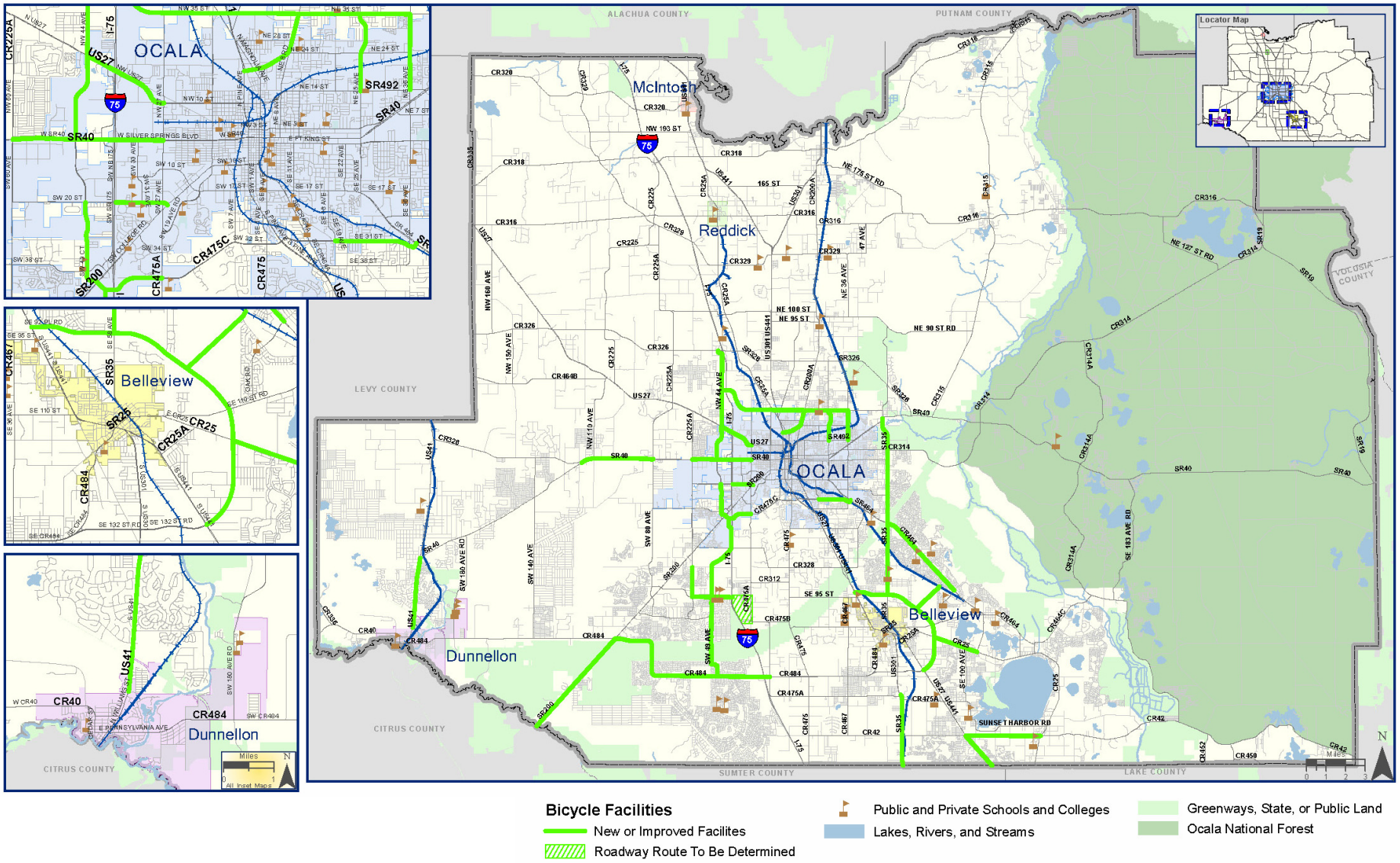
Intelligent Transportation System (ITS) projects are illustrated in Map 7-8 and Table 7-5. The projects included in the plan could be implemented should funding become available in the future.

Highlights of the proposed ITS programs include the following:

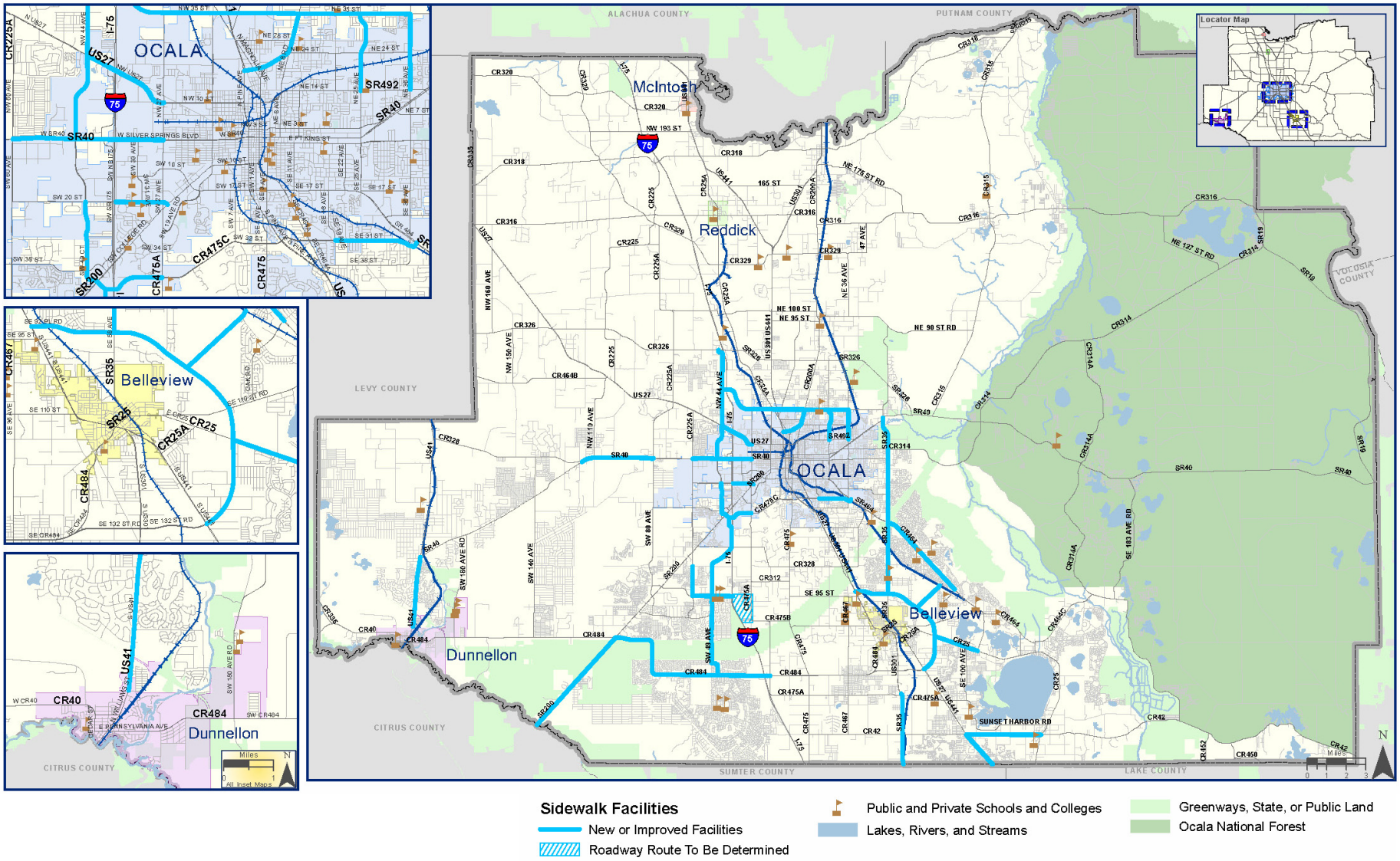
- Signal retiming along portions of several corridors in Ocala, including SR 40, SR 200, US 27, and CR 464.
- Implementation of incident management techniques on I-75 and other areas in Ocala between US 27 and SR 200, and NW/SW 60th Ave and CR 475A.

Table 7-5: ITS Improvement Projects

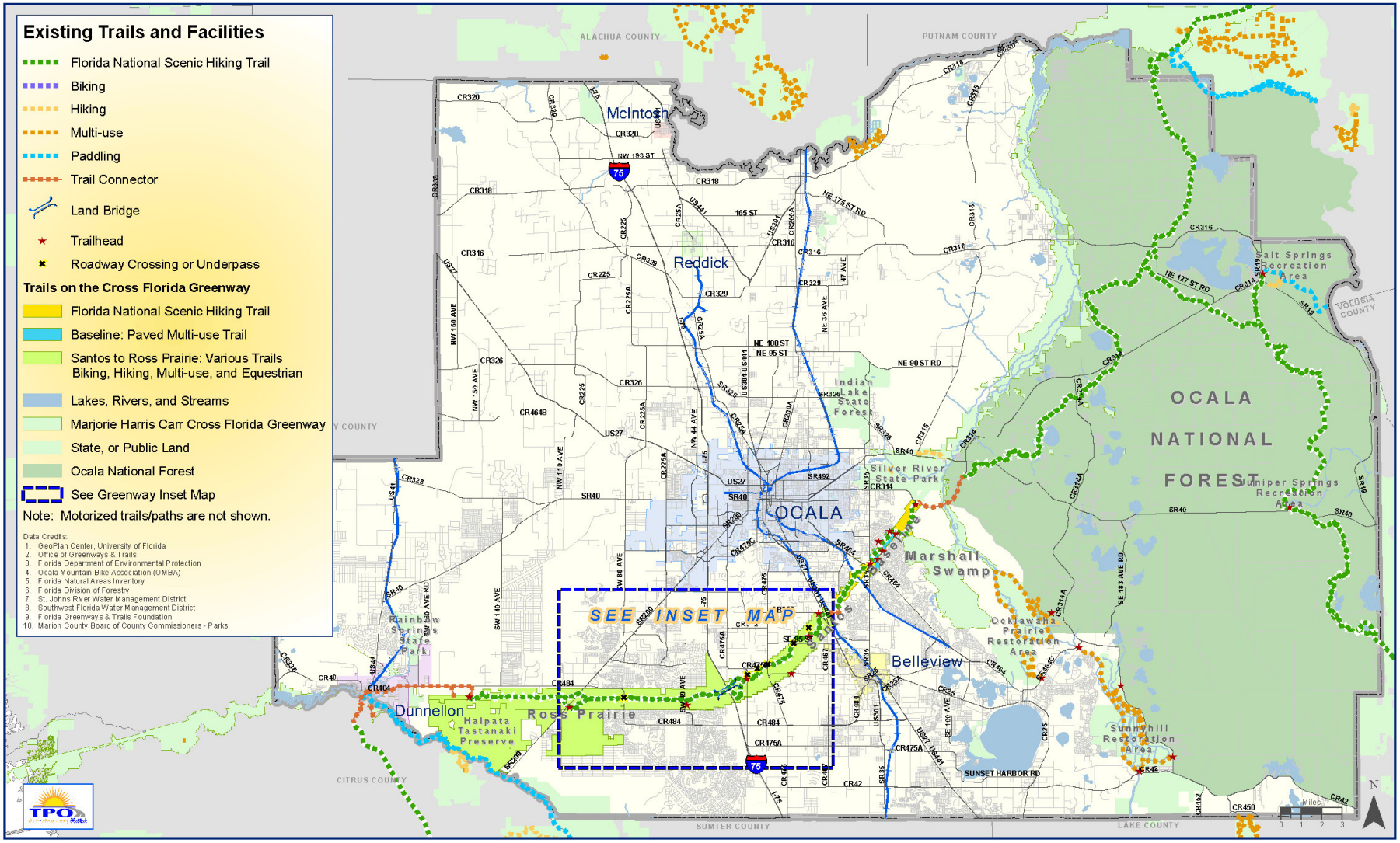
ITS Project Title	Purpose	Capital Cost/ O&M Cost
Upgrade Ocala Traffic Management Center	Improve transportation system management and operations capabilities by providing functionality to respond to congestion and incidents that impact traffic operations.	$160,000/$4,000
Marion County Traffic Management Center	Improve transportation system management and operations capabilities by providing functionality to respond to congestion and incidents that impact traffic operations.	$105,000/$4,000
Incident Management and Operations	Improve management of traffic on alternate routes during incidents on I-75. Project will reduce incident related delays.	$2,520,000/ $45,000
Traffic Signal System Improvements	Improve traffic management capabilities with advanced signal control and remote operations capabilities.	$2,560,000/ $30,000
Data Collection System	Automate collection of traffic volume and congestion information. Support future traveler information displays of corridor conditions.	$250,000/$10,000
Railroad Crossing Information System	Improve traffic management and reduce delays associated with at-grade railroad crossings.	$380,000/$15,000



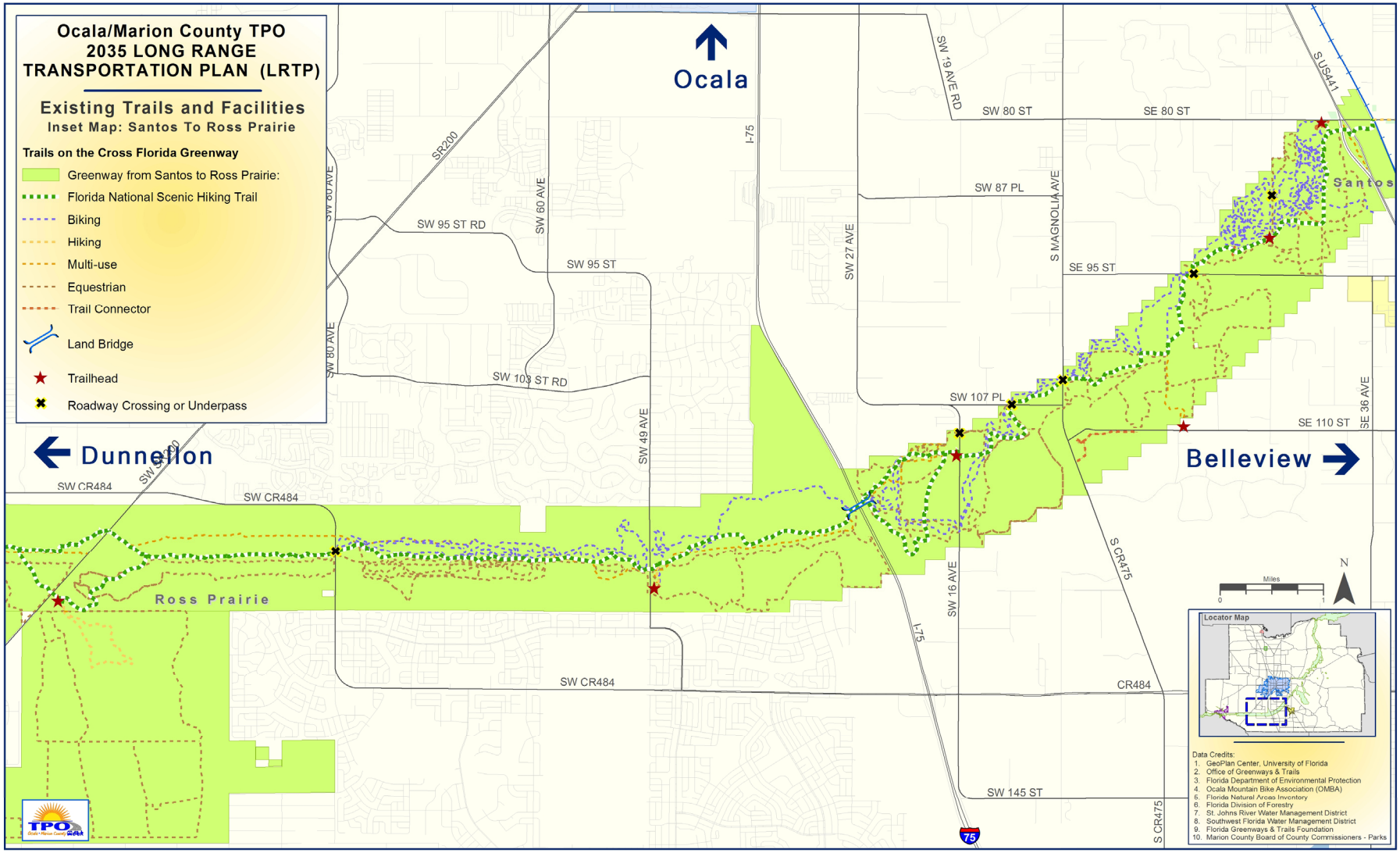
Map 7-5: 2035 Cost Feasible Plan–Potential Bicycle Improvements



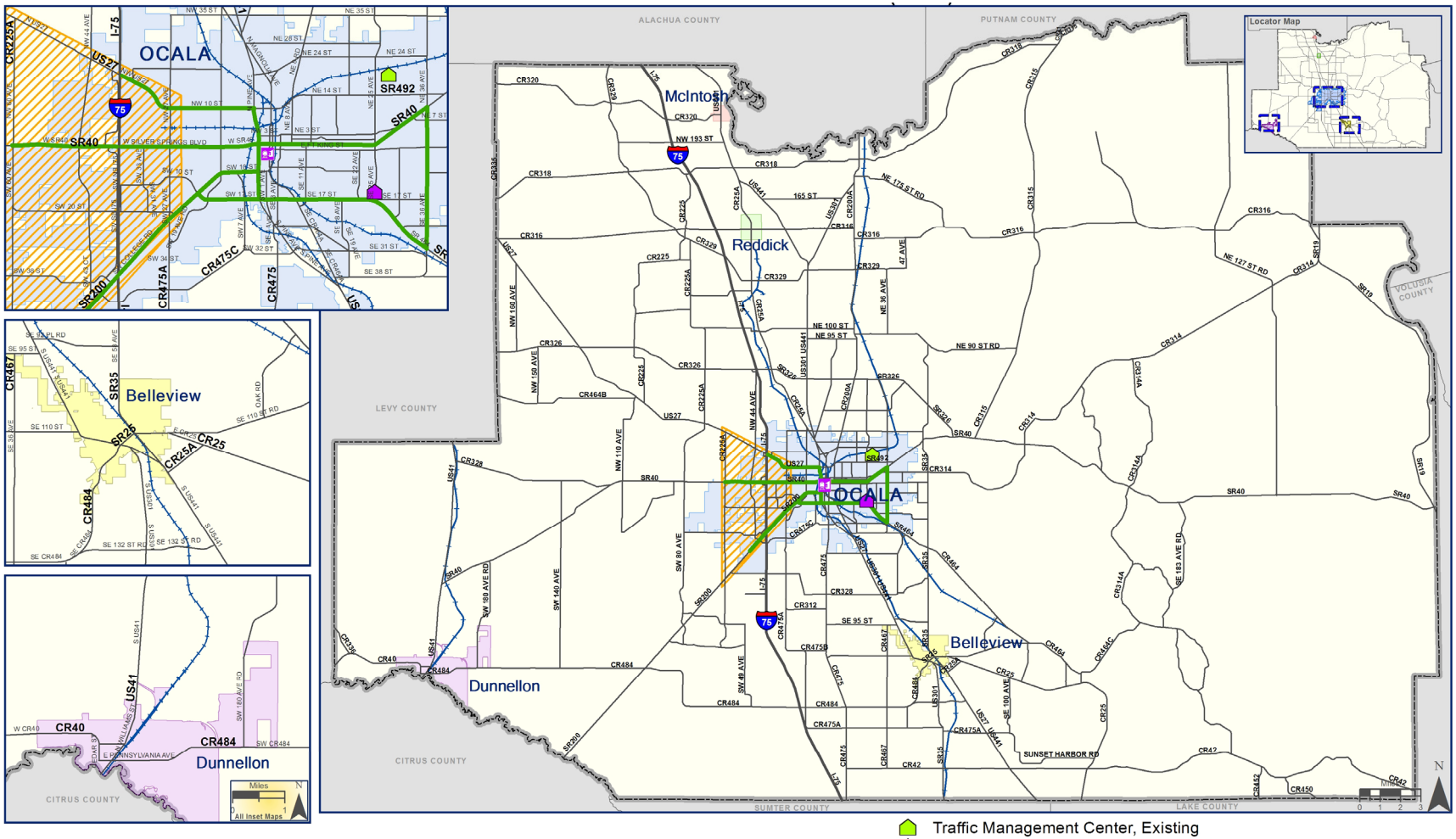
Map 7-6: 2035 Cost Feasible Plan–Potential Pedestrian Improvements



Map 7-7a: 2035 Cost Feasible Plan–Potential Multi-use Trail Improvements



Map 7-7b: 2035 Cost Feasible Plan–Potential Multi-use Trail Improvements –Greenway



Map 7-8: 2035 Cost Feasible Plan–Potential ITS Improvements

Chapter 8
Prioritization Process

Prioritization Process

In addition to the assessment of costs and revenues, a quantitative roadway project prioritization process helped guide the transition from the Needs Plan to the Cost Feasible Plan. This process considered the evaluation criteria provided in Table 8-1. Also included in the table is how each evaluation criteria complies with the eight SAFETEA-LU planning factors for the LRTP.

Table 8-2 provides more detail for each criterion, describing how they were applied to the projects. Each project is given a number of points based on the criterion identified, and each criterion was divided into categories used for ranking each project by assigning a certain amount of points. The points from each category were summed and then multiplied by the weight identified in Table 8-1 to arrive at a ranked list of projects.

Table 8-3 shows the roadway project scores using the prioritization criteria in Tables 8-1 and 8-2. The projects are sorted from highest to lowest score. The prioritization score is one component in the selection of projects for the Cost Feasible Plan.

Table 8-1: Prioritization Criteria

Evaluation Criteria	Weighting	SAFETEA-LU Criteria							
		Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation
Project Status	15%	x	x		x		x	x	
Implementation Complexity	11%					x		x	
Existing Volume-to-Capacity Ratio	10%	x	x		x		x		
Future Volume-to-Capacity Ratio	9%	x	x		x		x		
Public Support for Project	9%								
Integration of Transportation System and Future Development	9%	x			x		x	x	x
Socialcultural Effects/Environmental Justice	7%		x		x	x	x	x	
Addresses FDOT's "Strategic Highway Safety Plan" Emphasis Area	7%		x						
Emergency Evacuation Routes	5%		x	x				x	
ITS Surveillance	5%		x	x				x	
Roadway Significance and Access to Major Activity Centers	4%	x			x		x		
InterModal Connectivity	3%	x			x		x		
Provides Bicycle, Pedestrian, or Public Transportation Improvement	3%	x	x		x	x	x	x	
Truck Route	3%	x			x		x		
TOTAL	100%								

Table 8-2: Project Selection Criteria

PROJECT STATUS	
Non-programmed priority in CIP or TIP	0
Project for which the PD&E phase has been programmed in TIP	3
Project for which design/route study phase has been programmed in TIP	6
Project for which ROW acquisition, if any, has been programmed in TIP	10
Project for which construction phase has been programmed in TIP	10
IMPLEMENTATION COMPLEXITY	
Significant impact in one or more: environment, neighborhood, economy, ROW	0
Moderate impact in one or more: environment, neighborhood, economy, ROW	5
Little or no environmental, neighborhood, economic impacts, or ROW need	10
EXISTING V/C RATIO or V/MSV RATIO	
0.00 to 0.90 Volume to MSV Ratio	1
0.90 to 1.00 Volume to MSV Ratio	3
Volume to MSV Ratio > 1.00	6
Volume to Capacity ratio > 1.20	10
FUTURE V/C RATIO or V/MSV RATIO	
0.00 to 0.90 Volume to MSV Ratio	1
0.90 to 1.00 Volume to MSV Ratio	3
Volume to MSV Ratio > 1.00	6
Volume to Capacity ratio > 1.20	10
PUBLIC SUPPORT FOR PROJECT	
Not mentioned as an improvement/priority in public workshops	0
Mentioned in 1 workshop as a desired improvement/priority	5
Mentioned in 2 workshops as a desired improvement/priority	15
Mentioned in 3 or more workshops as a desired improvement/priority	25
INTEGRATION OF TRANSPORTATION SYSTEM AND FUTURE DEVELOPMENT	
Little or no perceived support of future development in general	2
Moderate perceived support of future development in general	5
Significant perceived support of future dev/specific desired dev and economic growth	10
SOCIO-CULTURAL EFFECTS/ENVIRONMENTAL JUSTICE	
Improvement exceeds 6 lanes in an EJ area	-10
Improvement exceeds 4 lanes in an EJ area	-5
No impact to an EJ Area	1
ADDRESSES FDOT'S STRATEGIC HIGHWAY SAFETY PLAN EMPHASIS AREA	
Improvement on roadway without a high emphasis area crash rate	1
Improvement on roadway with high crash rates for one emphasis areas	5
Improvement on roadway with high crash rates for two or more emphasis areas	10

EMERGENCY EVACUATION ROUTES	
Not an evacuation route	0
Collector road designated as an evacuation route	4
Arterial road designated as an evacuation route	7
Interstate road designated as a major evacuation route	10
ITS SURVEILLANCE	
No ITS surveillance	0
ITS surveillance on non strategic highway network roadway	5
ITS surveillance on strategic highway network roadway	10
ROADWAY SIGNIFICANCE & ACCESS TO MAJOR ACTIVITY CENTERS	
No direct connectivity between major centers of development in the county	0
Direct connectivity between major centers of development in the county	7
Direct connectivity between major centers of development in/out of county	10
INTERMODAL CONNECTIVITY	
Not designated as an intermodal access route or transit corridor	0
Designated as an intermodal access route	5
Designated as a transit corridor	7
Designated as both an intermodal access route and a transit corridor	10
PROVIDES BICYCLE, PEDESTRIAN, OR PUBLIC TRANSPORTATION IMPROVEMENT	
No bicycle or pedestrian improvement	0
Roadway provides either bicycle or pedestrian improvement	5
Roadway provides both bicycle and pedestrian improvement	7
Roadway with premium public transportation and pedestrian improvements	10
TRUCK ROUTES	
Little or no truck traffic	0
High truck traffic on County route	5
High truck traffic on State route	10

Table 8-3: Roadway Project Prioritization

Project			Ranking
On Street	From	To	
SR 35	SE 92nd Place Rd	SR 464	8.13
US 41	SW 111th Place Ln	SR 40	8.03
SR 200	Citrus County Line	CR 484	7.57
CR 484	Interchange at I-75		7.52
SR 40	Interchange at I-75		7.16
US 27	Interchange at I-75		7.16
US 441	Sumter County Line	CR 42	6.37
SE 92nd Loop	US 441	SR 35	6.31
SR 40	SR 35	CR 314	6.10
US 27	I-75	NW 27th Avenue	5.96
SR 40	I-75	SW 27th Avenue	5.71
CR 484	SW 49th Avenue	CR 475A	5.22
SR 40	SW 60th Avenue	I-75	5.14
NW 27th Avenue	US 27	NW 35th Street	5.06
I-75	Sumter County Line	CR 484	4.99
NW 35th Street	SW 27th Avenue	US 441	4.94
SR 40	Levy Hammock Rd	SR 19	4.82
SE 92nd Loop	US 441	CR 25	4.79
SW 49th Avenue	SW 95th Street	SW 42nd Street	4.79
SR 326	US 441	CR 200A	4.76
SR 40	US 41	CR 328	4.64
I-75	CR 484	SR 200	4.63
I-75	SR 200	SR 40	4.63
I-75	SR 40	US 27	4.63
US 27	NW 44th Avenue	I-75	4.62
I-75	SR 326	CR 318	4.54
I-75	CR 318	Alachua County Line	4.54
NW 35th/49th Street Ext.	Interchange at I-75		4.53
SR 326	CR 200A	NE 36th Avenue	4.48
SR 35	CR 25	SE 92nd Place Rd	4.47
SR 40	CR 314	Levy Hammock Rd	4.42
CR 484	SR 200	SW 49th Avenue	4.42
NW 35th/49th Street Ext.	NW 44th Avenue	NW 27th Avenue	4.41
I-75	US 27	SR 326	4.36
US 441	CR 42	CR 484	3.98

Project			Ranking
On Street	From	To	
US 41	SR 40	Levy County Line	3.87
SW 95th Street	Interchange at I-75		3.76
CR 475A	SW 66th Street	SW 42nd Street	3.57
CR 464	SR 35	Oak Road	3.48
SW 95th Street	SW 49th Avenue	I-75	3.37
SW 49th Avenue	CR 484	SW 95th Street	3.29
NE 36th Avenue	NE 14th Street	NE 35th Street	3.27
CR 484	US 41	SR 200	3.24
NW 44th Avenue	NW 60th Street	SR 326	3.21
Emerald Road Extension	SE 92nd Place Loop	Florida Northern RR	3.11
SW 66th Street	SR 200	CR 475A	3.01
US 441	NW 35th Street	US 301	2.98
NE 25th Avenue	NE 14th Street	NE 35th Street	2.91
US 301	CR 42	SE 144th Place Rd	2.83
SW/NW ML King Avenue	NW 21st Street	NW 35th Street	2.83
SR 464	SE 31st Street	SR 35	2.72
NE 35th Street	CR 200A	NE 36th Avenue	2.47
NE 35th Street	US 441	CR 200A	2.38
CR 475A	CR 475B	SW 66th Street	2.11
CR 200A	NE 35th Street	NE 49th Street	2.01
CR 475	CR 42	CR 484	1.99
SW 165th Street	Marion Oaks Lane	CR 42	1.93
CR 42	US 441	CR 25	1.84
SW 80th Avenue	SW 90th Street	SR 40	1.84
CR 25	SE 92nd Loop	SE 108th Terrace Rd	1.81
SW 60th Avenue	SW 103rd Street Rd	SW 95th Street	1.81
SW 20th Street	I-75	SR 200	1.81
NE 36th Avenue	NE 35th Street	NE 49th Street	1.66
SW 38th Street	SW 80th Avenue	SW 60th Avenue	1.66
SW 38th Street	SW 60th Avenue	SW 43rd Court	1.66
SE 17th Street	SE 44th Avenue	SE 47th Avenue	1.66
Lake Weir Avenue	SE 31st Street	SR 464	1.53
NW 60th Avenue	US 27	NW 49th Street	1.21
Dunnellon Bypass	CR 40	US 441	0.96
Lake Weir Avenue	US 441	SE 31st Street	0.72
NW 49th Street	NW 80th Avenue	NW 44th Avenue	0.66

Chapter 9:
Congestion Management Process

Congestion Management Process

The Congestion Management Process (CMP), which has evolved from what was previously known as the Congestion Management System (CMS), is defined by the Federal Highway Administration (FHWA) as "a systematic approach, collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies."

The CMP is required to be developed and implemented as an essential part of the metropolitan planning process in Transportation Management Areas (TMAs). TMAs are defined as urbanized areas with a population of more than 200,000, or any area where designation as a TMA has been requested.

FEDERAL REQUIREMENTS

The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21st Century (TEA-21). The requirements guiding congestion management further evolved under the most recent federal transportation act, the Safe Accountable Flexible Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), passed into law in August 2005.

One of the changes included in the most recent reauthorization of the federal surface transportation program, SAFETEA-LU, was the updated requirement for a "congestion management process" in TMAs, as opposed to a "congestion management system." According to FHWA, the change in name is intended to be a substantive change in perspective and practice to address congestion management through a process that provides for effective management and operations, an enhanced linkage to the planning process and the environmental review process, based on cooperatively-developed travel demand reduction and operational management strategies as well as capacity increases. Except for the change in name, the CMP requirements are not expected to change substantially from the Congestion Management System requirements.

The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, U.S. Code Requirements A-9 and C-2 as stated below:

A-9 "Within Transportation Management Areas (TMAs), did the plan incorporate the use of a congestion management process? [23 USC 134 (k)(3)]"

C-2 "Was the plan developed using a congestion management system? [Subsection 339.175(5)(c)(1) F.S.]"

The following section describes the congestion management process incorporated into the LRTP.

Figure 9-1: Between 1980 and 1999, miles of highways in the U.S. increased 1.5 %, while vehicle miles of travel increased 76%.

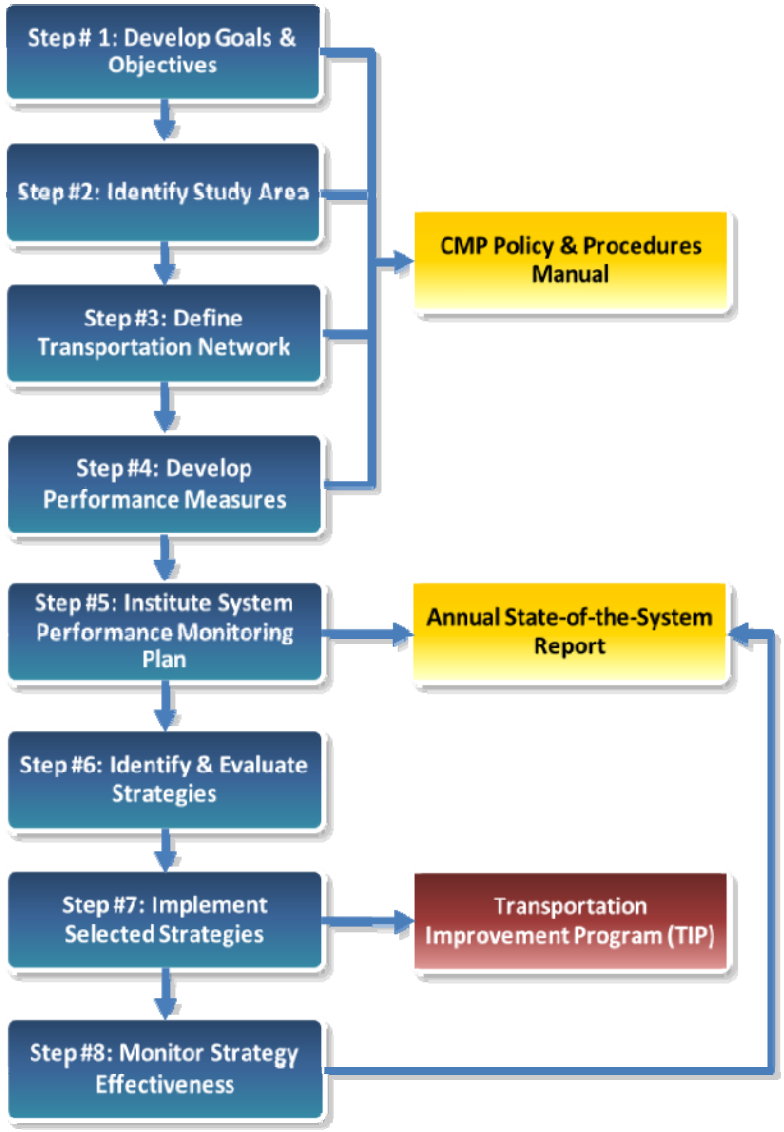


Figure 9-2: Ocala/Marion County TPO's Eight-Step Congestion Management Process

CONGESTION MANAGEMENT PROCESS OVERVIEW

Maintenance of a CMP is a requirement for all MPOs under Florida law and for MPOs in TMAs under federal law. Consistent with the guidance from the Final Rule on the CMP for TMAs (Section 450.320), the intent of the Congestion CMP is to "address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system."

EIGHT-STEP PROCESS

Under the federal guidelines, the CMS was described as a seven step process; with the addition of a new "first step," the CMS has evolved into a CMP, an eight-step process:

1. **Develop Congestion Management Objectives—**Objectives should be identified that help to accomplish the congestion management goals.
2. **Identify Area of Application—**The CMP must cover a well-defined application area.
3. **Define System/Network of Interest—**The CMP must define the transportation network that will be evaluated.
4. **Develop Performance Measures—**The CMP must define the measures by which it will monitor and measure congestion.
5. **Institute System Performance Monitoring Plan—**There must be a regularly-scheduled performance monitoring plan for assessing the state of the transportation network and evaluating the status of congestion.
6. **Identify/Evaluate Strategies—**There must be a toolbox for selecting congestion mitigation strategies and evaluating potential benefits.
7. **Implement Selected Strategies/Manage System—**There must be a plan for implementing the CMP as part of the regional transportation planning process.
8. **Monitor Strategy Effectiveness—**The strategies must be regularly monitored to gauge the effectiveness.

CONGESTION MANAGEMENT IN THE METROPOLITAN PLANNING PROCESS

The CMP is a working tool that needs to be effectively integrated into the TPO's project prioritization process, Transportation Improvement Program (TIP), and LRTP. The objectives-driven, performance-based CMP starts with the monitoring and evaluation of current conditions, identifying where congestion exists. Based on the identified goals and objectives and the established performance measures of the CMP, this evaluation leads to the identification of mitigation strategies and the development of a monitoring plan.

The outputs of the CMP, such as identified congested corridors/locations and their recommended mitigation measures, then proceed into the long range planning process where they are evaluated and prioritized. The projects that are identified for implementation in the LRTP specific projects or through boxed funds are then moved into project development and programmed into the TIP for funding and implementation. The implemented projects are then monitored to evaluate the strategy effectiveness.

PUBLIC INVOLVEMENT PROCESS

The purpose of CMP public involvement activities is to provide citizen groups with information on congestion monitoring activities that are in place in Marion County at this time and planned improvements to mitigate congestion. The proposed CMP improvement projects/ strategies are presented to the citizens of Marion County at various public involvement activities. The public involvement process includes various activities to inform the public and gather input and is integrated with the 2035 LRTP public involvement activities conducted throughout the LRTP process.

SUMMARY OF CONGESTION

This section provides an overview of the geographic area of application and the transportation network for the Ocala/Marion TPO's CMP. In addition, it summarizes the methodology used to identify the congested roadways and intersections, followed by a summary of congestion in Marion County.

Area of Application

The CMP area of application includes the transportation system that needs to be evaluated and monitored and where congestion management policies and procedures need to be applied. The geographic area of application for this CMP consists of Marion County in its entirety.

Transportation Network

Consistent with federal guidelines, the Marion County CMP covers a multimodal transportation network. In addition to evaluating congestion on the roadway network, the process evaluates transit, bicycle/ pedestrian/trail, and freight movement networks within its designated area of application.

The CMP roadway network includes all major roadways included in the adopted 2035 LRTP 2015 existing plus committed (E+C) road network. This road network was selected to account for the existing roadways at this time and the roadway improvements programmed for capacity expansion through the year 2015. Alternative modes and their role in the transportation system are addressed in the CMP technical report.

Congested Corridors and Hot Spots

Various criteria that primarily use traffic volume and capacity are used to select and categorize the congested corridors in Marion County. The methodology using these criteria to select congested corridors within the CMP application area is presented below. Thereafter, criteria used to identify congestion hot spots, i.e., intersections with recurring or non-recurring congestion, also are summarized. Figure 9-3 presents the process used in selecting congested corridors.

Roadway Selection Methodology

The selection methodology consists of two main steps. First, five criteria are used to categorize the roadways into three sub-categories. These sub categories are listed below, and corresponding criteria are presented on the next page.

- Not Congested
- Approaching Congestion (LOS D)
- Extremely Congested (LOS F)

Once the roadways are categorized based on these criteria, they are further categorized into two broad types, including:

- **Mobility Corridors—**These include Multi-Modal Transportation Districts (MMTD) corridors (corridors that are located in MMTDs) or Key Transit Corridors (corridors with 60-minute or less frequency transit service)
- **Non-Mobility Corridors—**These include all other major roadways included in the 2014 existing plus committed (E+C) road network (as defined in the 2035 LRTP).

In addition to the congested roadways selected using the criteria presented above, high crash locations identified in crash data analysis reports and Mobility Management Systems Task Force recommendations of congested intersections are used to identify the congestion "Hot Spots." Map 9-2 presents the congested roadways and hotspots identified in the congested corridor selection process for Marion County.

PERFORMANCE MEASURES

In the CMP, performance measures are used as tools to measure and monitor the effectiveness of the transportation system. They assist in identifying and tracking the progress of a community in monitoring congestion. However, these measures are dependent upon the transportation network and the availability of data. They are typically used to measure the extent and

severity of congestion and for the evaluation of the effectiveness of the implemented strategies.

The performance measures for the CMP were selected to address the multi-modal nature of Marion County's transportation network and ensure compliance with the federal requirements. The measures are organized into five major categories, including roadway, public transit, bicycle/pedestrian/multi-use trail facility, Transportation Demand Management (TDM), and goods movement. The measures are listed below.

Roadway Performance Measures

- V/MSV Ratio
- Number of Crashes

Public Transit Performance Measures

- Percent of Congested Roadway Centerline Miles with Transit Service
- Passenger Trips per Revenue Hour
- Average Peak Service Frequency
- On-Time Performance
- Annual Ridership

Bicycle/Pedestrian/Trail Facility Performance Measures

- Percent of Congested Roadway Centerline Miles with Sidewalks
- Miles of Multi-Use Trails

TDM Performance Measures

- Number of Registered Carpools or Vanpools

Goods Movement Performance Measures

- Truck Vehicle Miles (VMT) Traveled Below LOS Standard

These performance measures were identified based on numerous monitoring activities currently conducted and/or planned by various local and state agencies for Marion County. Detailed descriptions of each of these measures, together with an explanation of how the required data are or will be collected, are presented in the full technical report for the CMP.

Good performance measures, as outlined by FHWA:

⇒ ***are simple to present and interpret unambiguous, quantifiable units, characterized by professional credibility***

⇒ ***describe existing conditions, and can be used to identify problems and predict changes***

⇒ ***can be calculated easily with existing field data, use techniques available for estimating the measure, achieve consistent results***

⇒ ***are sensitive to significant changes in assumptions, precise in their consistency with planning applications and with an operation analysis***

⇒ ***apply to multiple modes and are meaningful at varying scales and settings***

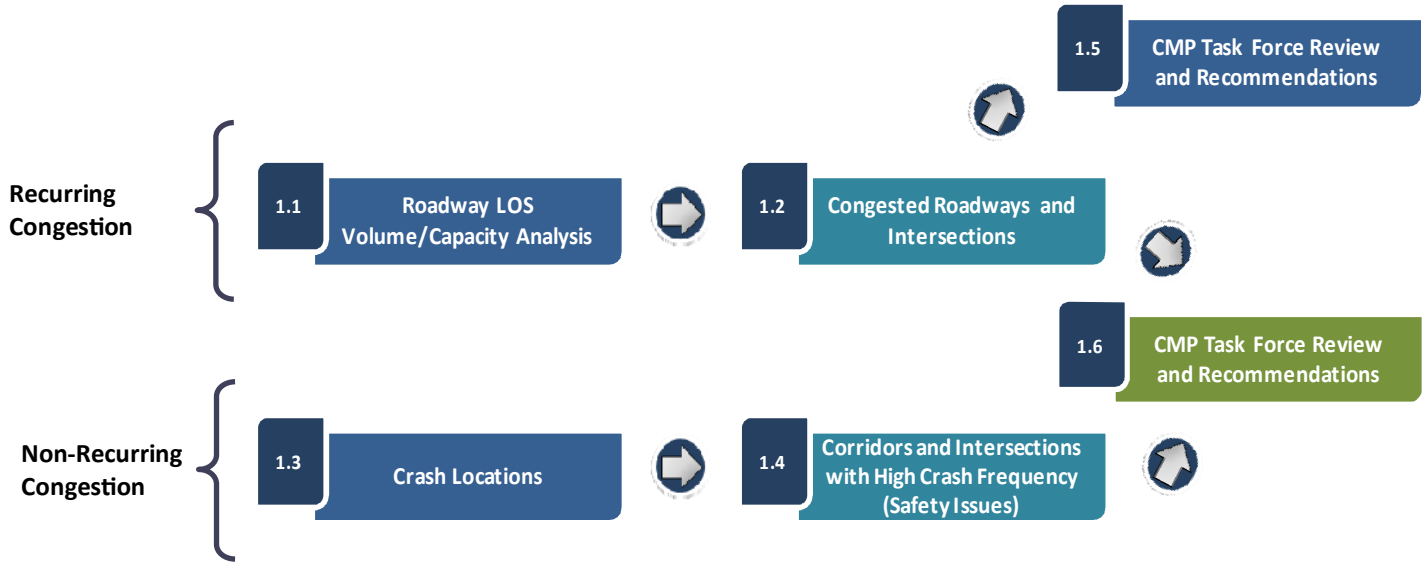


Figure 9-3: Ocala/Marion County TPO CMP Congested Corridor Selection Process

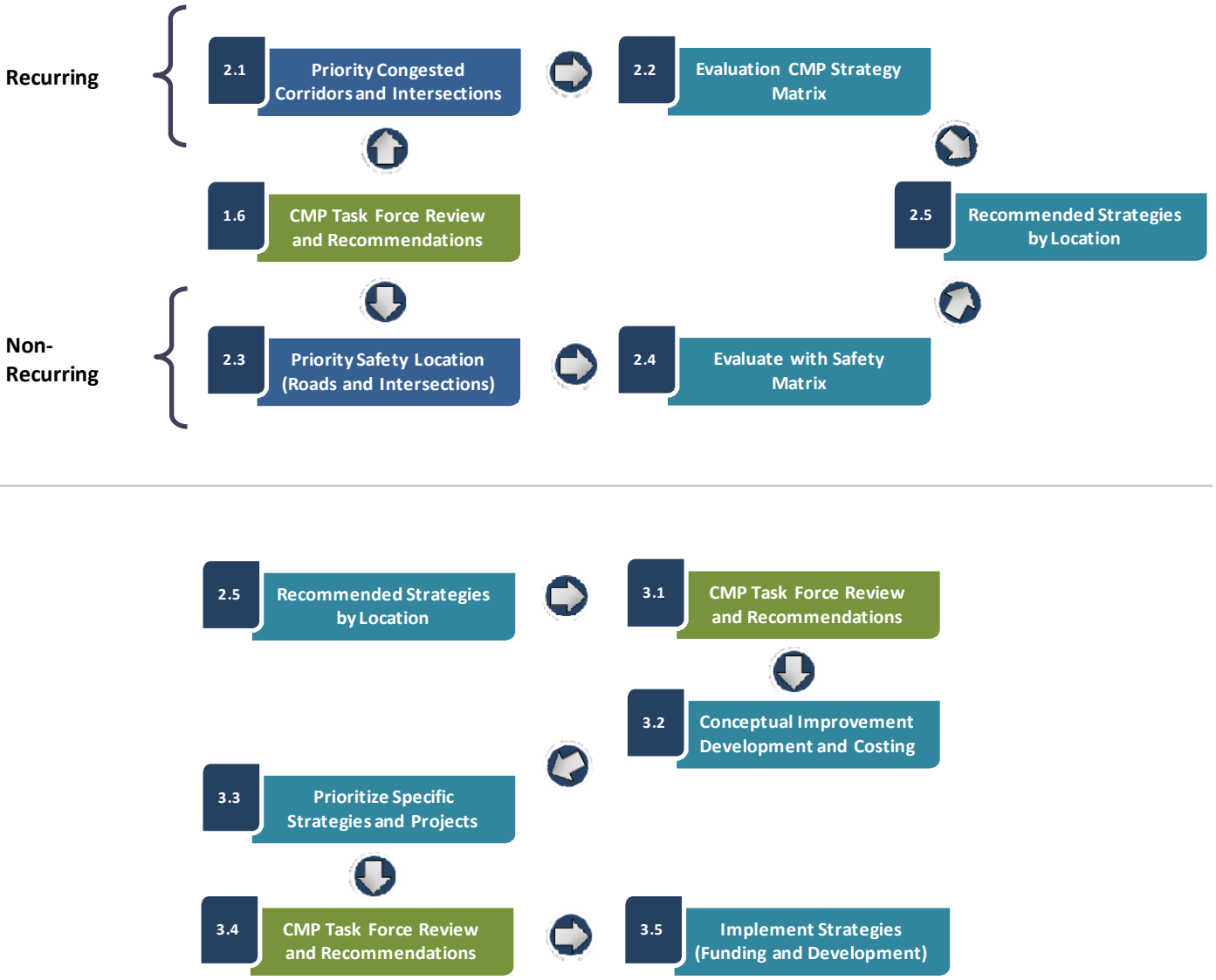
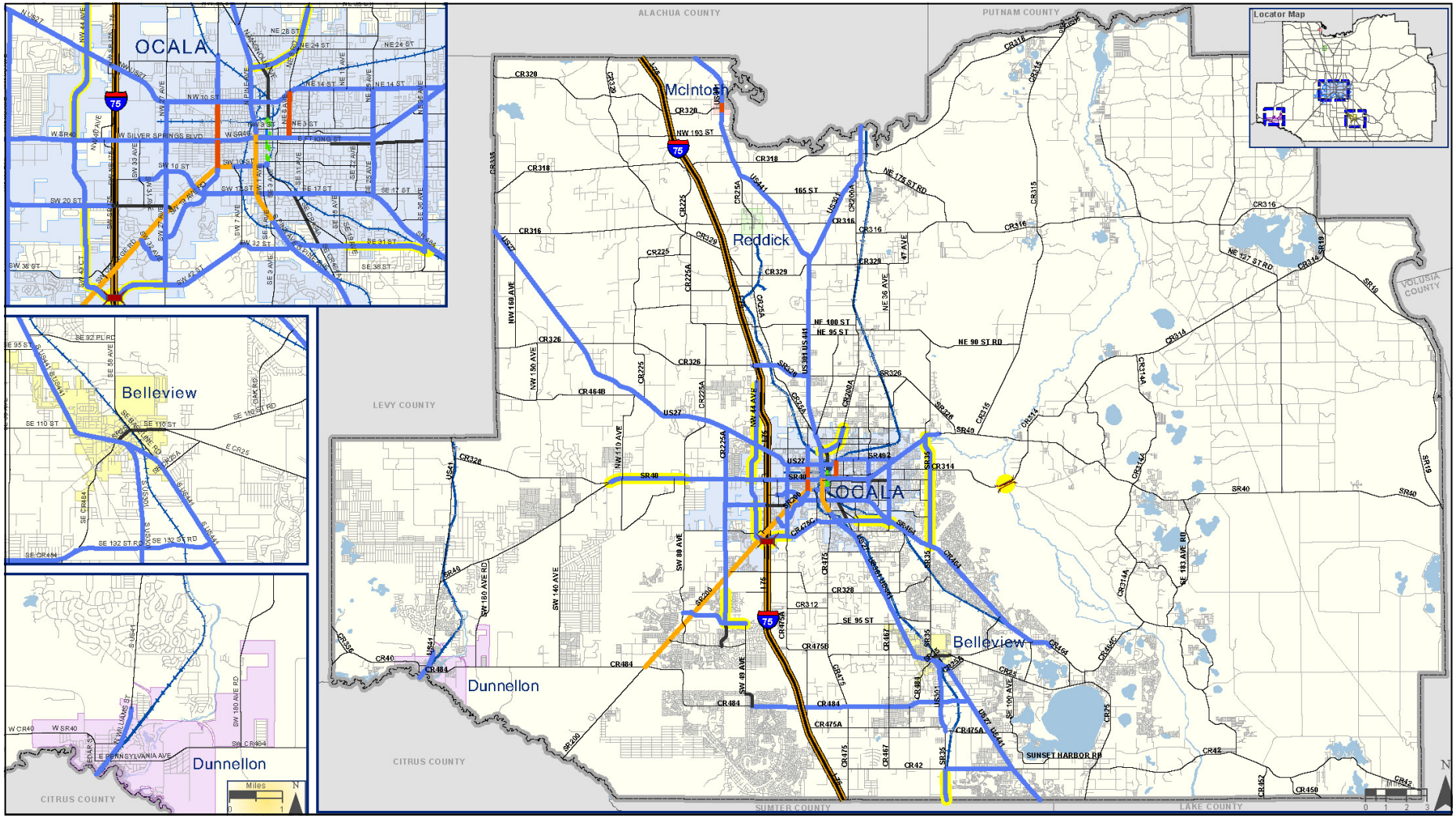
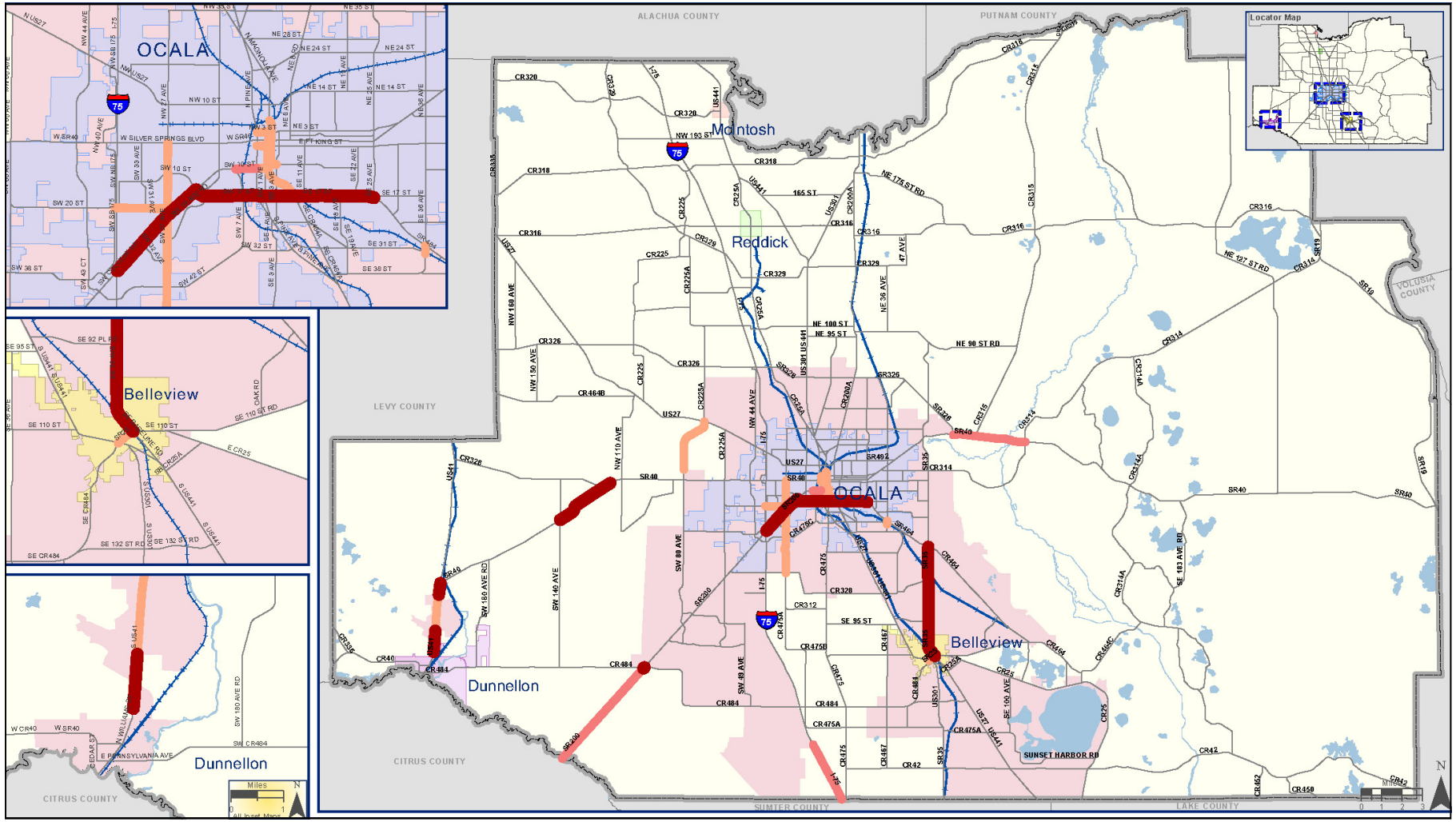


Figure 9-3 (continued): Ocala/Marion County TPO CMP Congested Corridor Selection Process



Map 9-1: Existing and Committed Roadway Network 2010—2015 Number of Lanes and Roadway Type



Map 9-2: Ocala/Marion County TPO CMP Congested Corridor Selection - 2015 Congestion

MONITORING & EVALUATION OF SYSTEM PERFORMANCE

Current Monitoring Efforts

A significant amount of valuable congestion management data as part of various existing monitoring efforts have been collected in Marion County. These efforts are organized into five major categories:

- Intelligent Transportation Systems (ITS)
- Transportation Systems Management and Operations
- Public Transit
- Bicycle/Pedestrian/Trail
- Transportation Demand Management (TDM)

An inventory of these congestion management data collection and monitoring efforts are documented in the TPO's CMP report.

System Performance Monitoring Plan

FHWA identifies congestion monitoring as just one of the several aspects of transportation system performance that leads to more effective investment decisions for transportation improvements. Safety, physical condition, environmental quality, economic development, quality of life, and customer satisfaction are among the aspects of performance that also require monitoring.

The Final Rule on Metropolitan Transportation Planning identifies the requirement for "a coordinated program for data collection and system performance monitoring to assess the extent of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions." In addition, it also indicates that "to the extent possible, this data collection program should be coordinated with existing data sources and coordinated with operations managers in the metropolitan area."

As a result, the goal of the Ocala–Marion TPO's CMP system monitoring plan, as presented in the full report, is to develop an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected in Marion County. Each of the five categories is monitored as follows:

- Roadways are monitored through annual Level of Service (LOS) analysis using traffic counts and other related data constantly collected throughout the region.
- Incidents are monitored to help measure non-recurring congestion.
- Bicycle/pedestrian/trail data are monitored and updated in various county and TPO databases.
- Transportation Demand Management-related data monitoring is done primarily by the Bay Area Commuter Services (BACS) commuter assistance program, which encourages a regional alternative to the single-occupant vehicle and monitors the effectiveness of its efforts.

System Trends & Conditions

A detailed assessment of factors related to multi-modal transportation network performance is an integral component of a complete CMP. In combination with the other components of the CMP, it helps to provide decision makers with a better understanding of the performance of various modes and to prioritize congestion mitigation and mobility strategies to maintain an efficient and safe transportation system.

Using performance measures established for the CMP, the multi-modal transportation network performance is assessed for roadway facilities, public transit, bicycle and pedestrian facilities, multi-use trail facilities, TDM, and truck routes. A summary of trends and conditions for each component of the multimodal system is presented in the CMP State of the System report.

Chapter 10
Public Involvement

Public Involvement

INTRODUCTION

The Ocala/Marion County TPO, in accordance with the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), is committed to a significant and ongoing public involvement program as part of all plans and programs developed by the TPO. Documented in this chapter are the public involvement opportunities offered during the development of the 2035 Long Range Transportation Plan, and how the feedback received has been incorporated into the plan.

The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, US Code Requirements B -12 and B-14as stated below:

B-12 "Was the public given a reasonable opportunity to comment on the plan, and did the MPO use their public participation plan developed under 23 C.F.R. 450.316(a)? [23 C.F.R. 450.322(i)]"

B-14 "Was technical information related to the plan made available to the public in electronic formats such as the World Wide Web? [23 C.F.R. 450.3 16(a)(1)(iv)]"

The sections immediately following describe the public comment period, public involvement plan, and how information on the LRTP was communicated .

SUMMARY OF PUBLIC COMMENTS

The following workshops were held for participating residents of Marion County to identify transportation priorities to be included in the LRTP:

- Silver Springs Shores Homeowner's Association: November 19, 2009
- Community Traffic Safety Team (CTST): December 10, 2009
- SR 200 Coalition: January 11, 2010
- Shady Area Residents/Stakeholders: March 1, 2010
- Marion County Health Department Staff: March 4, 2010
- Florida Engineering Society (FES)—Forest Chapter: March 12, 2010
- Shady Greenway Conservation Alliance: March 16, 2010
- City of Dunnellon Staff/Residents/Elected Officials: March 24, 2010
- Ocala/Marion County Chamber of Commerce/ Leadership Ocala: March 30, 2010
- Marco Polo Village Homeowner's Association: April 8, 2010
- Impaired Driving Education & Victim Services (IDEAVS): April 12, 2010
- Oak Bend Residents: April 14, 2010
- City of Belleview Staff/Residents/Elected Officials: April 28, 2010

- Neighborhood Citizens of Northwest Ocala: May 10, 2010
- Public Policy Institute: May 10, 2010
- Shady Greenway Conservation Alliance: May 24, 2010
- Town of McIntosh: May 25, 2010
- Marion Oaks Civic Association: June 1, 2010

WHAT IS STRINGS & RIBBONS?

The Strings and Ribbons program is a community consensus-building exercise that is an interactive, hands-on activity in which each person "purchases" improvements that they see as important to the overall transportation system. It is used in transportation planning public involvement exercises to teach citizens about constraints, priorities, and funding flexibility as well as identify the public's perceived need for transportation related improvements over the next 25 years. One can think of it as a simplified version of Monopoly (without the houses and hotels).

Each group was broken out into teams of three to eight people with a base map of Marion County that includes those projects currently funded for construction. Using this base map as a starting point, each individual in the group was given an equal amount of the projected transportation dollars anticipated to be available over the next 25 years ($300 million). A list of available improvements (additional roadway lanes, new roadways, signals, bridges, mass transit options, sidewalks, etc.) was provided to each member as improvement options to purchase either individually or by sharing the costs with other group members. By the end of the program, each group had developed a map of strings, ribbons, and stickers showing the improvements that they felt were the most important priorities. Based on the simple, yet comprehensive format of this exercise, most participants left the public involvement meetings having a better understanding of the planning process and the challenges faced in providing transportation improvements.

SESSION #1—TPO Technical Advisory Committee (TAC): *September 9, 2009—10:00 AM*

The Technical Advisory Committee (TAC) membership comprises 12 members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. Eight members of this committee, in two groups, participated in the Strings & Ribbons exercise on September 9, 2009. This meeting was held in the CFC Training room in the City of Ocala Planning offices.

Technical Advisory Committee workshop

Between the two groups of the TAC, the most frequently selected type of project was capacity expansion of roadways. Eleven existing corridors were selected for capacity expansion through widening and four new

roadways were funded. Some of these roadway capacity projects are as follows:

- Widen NE/NW 35th Street from NE 36th Street to NW 27th Avenue
- Widen SR 200 from CR 484 to the Citrus County line
- Widen SR 35 (Baseline Road) from Belleview Bypass to SR/CR 464 (Maricamp Road)
- Widen US 441 from CR 42 to Lake County line
- Construction of an urban interchange at SR 35 and SR/CR 464
- Construction of a NW 35th Street flyover from NW 27th Avenue to NW 44th Avenue
- Construction of the Belleview Bypass from SR 35 to US 441.

Also funded were approximately 13 miles of residential sidewalks and 14 miles of multi-use trails. Multiple additions to SunTran routes included access to Marion Oaks, the City of Belleview, The Villages and the planned industrial park near the Ocala Regional Airport.

SESSION #2—TPO Citizen's Advisory Committee (CAC): *November 10, 2009—3:00 PM*

The Citizens Advisory Committee (CAC) comprises up to 16 Marion County residents who provide input to the TPO from a citizen's point of view. Seven members of this committee participated in this session in a single group. The exercise was held in the CFC Training room in the City of Ocala Planning offices on November 10, 2009.

Two new access corridors were funded for construction, one each in the Silver Springs Shores and Marion Oaks communities. The Marion Oaks corridor was funded at four-lanes and would exit the Marion Oaks community in the southeast and extend south into Sumter County to access the I-75 interchange at Sumter CR 466. The Silver Springs Shores corridor would be elevated to transit the greenway from SW 64th Avenue Road west to SR 35 at or near Banyon Road.

Citizen's Advisory Committee workshop

Additional roadway capacity expansion included the construction of the Belleview Beltway, widening SW 80th Avenue CR 326 to SW 103rd Street Road and widening CR 484 from SR 200 to Marion Oaks Course.

Other funded projects included:

- Interchange redesign and improvements at I-75 and US 27
- Interchange redesign and improvements at I-75 and SR 40

- 20 miles of multi-use trail from Dunnellon to Santos along the Cross-Florida Greenway
- 12 miles of multi-use trail along the Florida Northern Rail Spur from Silver Springs Shores to Ocala
- New transit routes to from Ocala to Marion Oaks and Ocala to On Top of the World

SESSION #3 – Silver Springs Shores Homeowners' Association: *November 19, 2009 – 7:00 PM*

This exercise was the largest of the 24 scheduled Strings & Ribbons exercises in which 47 residents of Silver Springs Shores, in 6 groups, participated in this exercise, which was held at the Silver Springs Shores Community Center.

Group #1 allocated funding to a large number of projects with a significant focus on increasing transit to allow for better citizen access to employment and healthcare centers within the county. A total of five new routes were selected, they are follows:

- Establishing two BRT routes, both from Silver Springs Shores, one route would travel on SR 464 to SR 35 to SR 40 and allow access to the Yellow line as well as the commercial land uses on east SR 40; the second line would traverse SR 464 to US 441 to allow access to the hospital and medical district, and then on to the SR 200 corridor
- Establish a circulator route in the City of Belleview
- Establish a new transit route from the City of Ocala to the City of Belleview
- Establish a new transit route from the City of Belleview to The Villages

Silver Springs Shores Homeowners' Association

Group #1 also chose to fund a several capacity expansion projects, two of which were intended to provide alternative routes of ingress/egress to Silver Springs Shores other than CR 464. The largest project funded by this group was the construction of the Belleview Beltway. Increasing access for the residents of Silver Springs Shores included funding the following projects:

1) To the north of CR 464, the Cherry Road extension would transit the Cross Florida Greenway from Cherry Road to NE 64th Avenue Road

2) To the south of CR 464, the Bahia Road extension would extend from Bahia Road to the Belleview Beltway. Widening projects included:

- CR 25 from US 441 to the lake County line
- SR 35 from the Belleview Beltway to SR/CR 464

Several additions to the SunTran system were also selected. They are as follows:

- A new circuitous route from the Marion County Health Department to the City of Belleview via SR 464 to SR 35 to US 441 to SR 464
- A new route from the City of Belleview to The Villages
- A Bus Rapid Transit (BRT) route from Silver Springs Shores to US 441 and the medical suites areas adjacent to SR 200 and SW 27th Avenue
- A BRT route from Silver Springs Shores to the Wal-Mart commercial area near SR 35 and SR 40

Additional projects included landscaping CR 25, SR 35 and CR 464 as well as new traffic signalization at CR 464 and Midway Road and the construction of a pedestrian bridge that would safely allow trail users of the Cross Florida Greenway to transit the Cherry Road extension.

Group #2 focused all of its attention specifically in or near the Silver Springs Shores area. Roadway capacity projects selected by this group included widening CR 464 from Locust Road to CR 25 near Lake Weir and widening SR 35 from CR 464 to US 441 in Belleview. Other projects included adding a bus to the current Red SunTran route operating in the Silver Springs Shores area, construction of a new bridges over the Ocklawaha River at CR 314 and SR 40, and construction of a wildlife/ recreational underpass on NE 64th Avenue Road at the north Cross Florida Greenway trailhead.

Group #3 selected a diverse array of projects that included better roadway illumination, sidewalks, bicycle lanes, new and expanded roadways and improved traffic signalization.

Funding was allocated for 3.5 miles of new sidewalks on Silver Course Run, Bahia Circle, and SE 64th Avenue Road. Three miles of bicycle lanes were also funded on Silver Road from Oak Road to Midway Drive.

Silver Springs Shores Homeowners' Association

Roadway capacity expansion was funded for:

- New road construction extending SE 31st Street from SE 36th Avenue to SR 35
- New elevated road construction transiting the Cross Florida Greenway from SE 64th Avenue Road to SR 35 at Banyan Road
- Widening SR 40 from SR 35 to the Lake County line

Additional projects included:

- Roadway illumination on CR 464 from Midway Drive to Silver Pass
- Roadway illumination on SE 64th Avenue Road from CR 464 to Pine Road
- Roadway illumination on Pine Road from SR 464 to Silver Road
- Roadway illumination on Silver Course Run from Silver Road to Bahia Circle
- Traffic signalization on Silver Road at Midway Road and Bahia Road
- Retiming traffic signalization on US 441 at CR 25.

Group #4 also focused its attention predominantly on roadway capacity and transit expansion in the Silver Springs Shores area. Transit enhancements were addressed by the addition of two new routes. The first route would extend from the Marion County Health Department to the City of Belleview, transiting SR 35. The second route would travel from the Silver Springs Shores area to the Wal-Mart commercial area near SR 35 and SR 40 on CR 464 and SR 35.

Capacity expansion projects included:

- Construction of an urban interchange at SR/CR 464 and SR 35
- Construction of the Belleview Beltway
- Construction of an extension of Emerald Road to intersect with the Belleview Beltway
- Construction of an elevated extension to Banyan Road transiting the Cross Florida
- Greenway from SE 64th Avenue Road to SR 35
- Widening SR 35 from CR 464 to the Belleview Beltway
- Widening SR 326 from SR 40 to US 441

Construction of a bike lanes and landscaping on CR 464 from Emerald Road to SR 35 were the only other types of projects that were selected by Group #4.

Group #5 approached the exercise from an areawide standpoint funding a variety of projects across the county. Transit expansion was the most frequently selected type of project followed by roadway capacity enhancements.

Transit expansion was addressed by the addition of five new routes. They are as follows:

- Establishing a BRT route from Silver Springs Shores to the Wal-Mart commercial area via SR 464 and SR 35
- Establishing service to the City of Belleview and connecting to the Marion County Health Department

- Establishing a Belleview Circulator route
- Establishing a new route from Marion Oaks via CR 484 and SR 200 to the Paddock Mall
- Establishing a new route to the Airport/ Industrial park via SR 40

Roadway capacity expansion projects included:

- Construction of an at-grade extension of Banyan Road from SE 64th Avenue Road to SR 35;
- Construction of an extension of Pine Road to SE 92nd Street Road
- Construction of the SW 95th Street interchange and a 4-lane facility east to CR 475
- Widen SW 95th Street from SW 49th Avenue to I-75
- Widen CR 25 from CR 35 to CR 42

Funding was also allocated for landscaping on the new Banyan Road and Pine Road extensions as well as the CR 25 widening project. A pedestrian bridge was also included to transit US 441 in the Orange Blossom Hills area.

Group #6 also opted for a variety of different types of projects located throughout the county. Two of those projects were new transit routes, one each on the southeast and southwest sides of the county. The first project was to establish a route between the Marion County Health Department and The Villages. The second project would extend a new route from the Paddock Mall on SR 200 to CR 484. This project was to be further enhanced with a park-and-ride facility near the entrance to the On Top of the World community.

Roadway capacity expansion projects consisted of construction of the SW 95th Street interchange, widening CR 25 from Oak Road to SR 35, widening SR 35 from SR 464 to US 441, widening Oak Road from CR 464 to CR 25, and the construction of a new elevated facility to transit the greenway by extending Banyan Road east to SE 64th Avenue Road.

Other projects included extending the baseline multi-use trails to CR 464 on SE 64th Avenue Road, sidewalks on CR 464 from Oak Road to SE 64th Avenue Road and landscaping on Silver Road from Emerald Road to CR 464.

Session #4 – Community Traffic Safety Team (CTST): *December 10, 2009 – 9:00 AM*

Thirteen members of the Marion County Community Traffic Safety Team (CTST), in three groups, participated in this exercise, which was held in the Ocala Police Department Community Conference room. The Marion CTST is a locally-based group of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach composed primarily of professionals from a number of different fields.

Examples of those disciplines are engineering, planning, law enforcement, health care, city and county government, and safety. Private citizens or organizations often attend these regular CTST meetings, but none were present during this exercise.

Group #1 focused primarily on system enhancement through roadway capacity and transit services expansion. Funding for roadway enhancements was allocated on a countywide basis as is illustrated by the following projects:

- Construction of an interchange at I-75 and CR 42
- Widen CR 42 from US 301 to CR 475
- Extend CR 42 from CR 475 to I-75
- Construction of the Belleview Beltway
- Widen SR 35 from the Belleview Beltway to SR/CR 464
- Widen CR 35 from SR 40 to SR 326
- Widen NW 44th Avenue from NW 63rd Street to CR 326

Transit service expansion was addressed by the allocation of funding for the following projects:

- Establish a BRT route along the west SR 200 corridor from CR 484 to the Paddock Mall
- Establish a new circulator route to the airport/ industrial park along the SR 40 and SW 60th Avenue corridors
- Establish a BRT route from the City of Ocala to the City of Belleview
- Establish a new circulator route from the City of Ocala to the McIntosh & Reddick communities
- Construct a park-and-ride facility on SR 200 at CR 484
- Construct a park-and-ride facility near the Anthony community

Additional enhancements included:

- Construction of bicycle lanes on CR 314 from SR 35 to the Cross Florida Greenway
- Construction of a pedestrian bridge on SR 200 at SW 44th Avenue
- Landscaping on CR 42 from CR 475 to I-75
- Landscaping on the Belleview Beltway

Just as Group #1, Group #2 focused on system enhancements primarily through roadway capacity and some transit service expansion. Roadway capacity expansions included:

- Construction of the Belleview Beltway
- Widen SE 92nd Street Road from US 441 to SR 35
- Widen SR 35 from the Belleview Beltway to SR/CR 464
- Widen SW 27th Avenue from SW 42nd Street to SW 66th Street
- Widen SR/CR 464 from SE 36th Avenue to Midway Road

- Widen US 41 from the end of the existing 4-lane section to SR 40
- Widen SR 40 from the end of the existing 4-lane section to CR 315
- Replace the west SR 40 bridge over the CSX rail lines and widen to 6 lanes

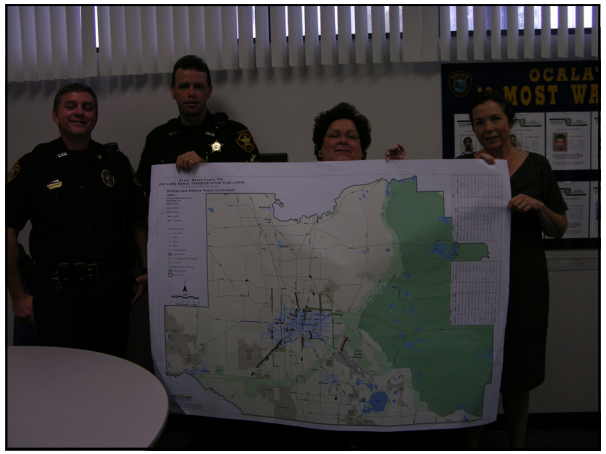
Transit expansions were addressed by funding the following new routes:

- Establish a new route from the City of Ocala to the City of Belleview
- Establish a new route on west SR 200 from the Paddock Mall to CR 484
- Establish a new route from Silver Spring Shores to the Wal-Mart commercial area near SR 35 and SR 40

Group #2 also addressed alternative modes of transportation by the allocation of funding for 9 miles of multi-use trail from I-75 to the Baseline Trailhead on the Cross Florida Greenway and 40 miles of sidewalks divided evenly between the Marion Oaks and Silver Springs Shores communities.

As the preceding two groups, Group #3 funded a number of different roadway capacity expansion improvements, but the particular emphasis on transit expansion was replaced with a concentration on alternative mode projects. These projects included:

- Construction of a pedestrian bridge on CR 200A at NE 28th Street
- Construction of a pedestrian bridge on SW 27th Avenue at SW 10th Road
- Sidewalks on SE 18th Avenue from SR 464 to S E 31st Street
- Sidewalks at the Baseline Trailhead to connect to the current construction on SR 35
- Sidewalks on NW 14th Street from MLK Jr. Avenue to NW 22nd Avenue
- Sidewalks on CR 475 from SE 31st Street to SW 52nd Street
- Sidewalks on US 441 from CR 200A to SR 326;
- Bicycle lanes on SR 200 from CR 484 to SW 60th Avenue



Members of the Marion County CTST

Roadway capacity expansion projects included:

- Construction of a new facility extending NW 60th Avenue from US 27 to CR 326
- Widening NE 36th Avenue from NE 14th Street to SR 326
- Construction of a flyover bridge over the CSX "S" line on NE 36th Avenue
- Widening NE 8th Avenue from NE 14th Street to NE 24th Street
- Widening the northbound off-ramp at I-75 and CR 484
- Widening NE 35th Street from NE 36th Avenue to US 441
- Widening MLK Jr. Avenue from NW 21st Street to NW 35th Street

Transit projects included a new route on SR 200 from the Paddock Mall to SW 60th Avenue to SR 40 and another on SR 200 from SW 60th Avenue to CR 484. Additional or improved traffic signalization was also of particular interest to this group. Funded enhancements included:

- US 301 at SE 135th Street
- CR 475 at CR 475A
- SR 326 at NE 25th Avenue
- CR 200A at NE 95th Street
- CR 25A at NE 35th Street
- SR 326 at CR 225

Session #5 – SR 200 Coalition: *January11, 2010 – 1:00 PM*

The SR 200 Coalition is a multi-community alliance of citizens residing within residential areas along the SR 200 corridor. Twenty-five members, in four groups, participated in this exercise, which was conducted in conference rooms at the Timber Ridge Medical Park.

Group #1 focused almost all of their resources west of I-75 and primarily along the SR 200 corridor in the adjacent residential areas. Only two roadway capacity enhancement projects were selected by Group #1, both of which being the only two projects to be selected east of I-75. These projects were construction of the Belleview Beltway and widening SW 27th Avenue from SW 66th Street to SR 200.

Other projects included:

- Sidewalk construction on SW 60th Avenue from SW 41st Street to SW 49th Street and on SW 103rd Street Road from SW 60th Avenue to SR 200
- Construction of a bicycle lane on SW 80th Street from SW 60th Avenue to I-75
- Intersection illumination at SW 49th Avenue and SW 103rd Street Road and SW 60th Street and SW 60th Avenue
- Traffic signalization at SW 60th Avenue and SW 103rd Street Road
- Construction of a park-and-ride facility at SW 60th Avenue and SW 95th Street
- Transit expansion to add bus route access along the

SR 200 corridor to the residential areas along the SW 60th Avenue corridor south of SR 200

The primary focused of Group #2 was roadway capacity expansion through the widening of existing and construction of new corridors. Like Group #1, their attention was concentrated mostly to the east of the I-75 corridor. Roadway capacity expansion projects selected by Group #2 included:

- Construction of an extension of SW 66th Street from SW 21st Ct to US 441
- Widening SW 49th Avenue from SW 95th Street to CR 484
- Widening CR 484 from SW 49th Avenue to SR 200
- Widening SR 200 from CR 484 to SW 121st Ct
- Widening SR 35 from SR/CR 464 to CR 25

Other projects selected by Group #2 included:

SR 200 Coalition workshop

- Landscaping CR 484 at I-75 and from SW 132nd Road to US 441
- Traffic signalization at SR 200 and SW 121st Ct
- Wildlife recreation underpass at the Ross Prairie Trailhead on SR 200

Group #3 selected a minimum of projects of which only three were roadway capacity related. Those projects included:

- Widening SW 27th Avenue from SW 42nd Street to SW 107th Place
- Construction of flyover bridges over the CSX rail lines at NE 25th Avenue and 36th Avenue

The only other three projects selected by this group were transit expansion on SR 200 from CR 484 to downtown Ocala, landscaping SR 200 at I-75 and construction of a pedestrian bridge on SR 200 at SW 80th Street.

Of all four groups of the SR 200 Coalition that participated in this exercise, Group #4 funded the highest number and most diverse group of projects.

Roadway capacity expansion projects included:

- Construction of an extension of SW 66th Street from SW 21st Ct to CR 475
- Widening CR 484 from SW 49th Avenue to US 41
- Widening SR 40 from CR 328 to US 41

- Construction of a flyover bridge over the CSX rail lines at NE 25th Avenue

Group #4 also selected several alternative mode projects, which included:

- Construction of sidewalks on SW 103rd Street Road from SW 60th Avenue to SW 80th Avenue
- Construction of sidewalks on SW 60th Avenue from SW 95th Street to SW 103rd Street Road (to also connect on SW 95th Street to the Freedom library)
- Allocation for the construction of an additional 31.25 miles of sidewalks throughout Marion County (locations not specified)
- Construction of bicycle lanes on US 441 from NE 100th Street to NE 35th Street
- Construction of 14 miles of bicycle lanes to completely encircle Lake Weir
- Construction of new Cross Florida Greenway Trailheads for Marion Oaks community access
- Transit route expansion to Dunnellon via SR 200 to CR 484 to US 41
- Transit route expansion on west SR 40 to provide connectivity to the proposed airport/industrial park

Session #6 – Shady Area Residents/Stakeholders:

March 1, 2010 – 6:30 PM

The Shady Area Residents/Stakeholders is a group of private citizens who are either residents or property owners within the boundaries of the Shady Area who favor regulated development in or near the area. Twenty-eight members, in five groups, participated in this exercise, which was held in conference rooms at the Hampton Inn located at I-75 and CR 484.

Group #1 focused exclusively on a few high-profile, high-dollar projects that solely addressed roadway capacity expansion. Those projects included:

- Construction of an interchange at I-75 and SW 95th Street
- Reconstruction and widening of the ramps at the interchange at I-75 and US 27
- Widening and construction of a four-lane corridor on SW 95th Street from SW 49th Avenue to US 441
- Widening CR 484 from SR 200 to SW 49th Avenue
- Widening CR 475A from SW 42nd Street to SE 145th Street
- Widening CR 326 from US +441 to SE 25th Avenue

Group #2 also focused almost exclusively on roadway capacity expansion. However, they opted only to widen existing facilities in lieu of the construction of new facilities. Projects selected for Group #2 included:

- Reconstruction and widening of the ramps at the interchange at I-75 and CR 484
- Widening CR 475A from SW 66th Street to SW 42nd Street
- Widening SR 40 from NE 58th Avenue to CR 314 (to include wildlife/recreational underpasses)
- Widening SW 49th Avenue from SW 95th S to CR 484 (to include wildlife/recreational underpasses)
- Widening US 441 from the Sumter County line to CR 42
- Widening SR 35 from SR 25 to SR/CR 464

Other projects selected included:

- Construction of a wildlife/recreational underpass on at US 441 and the Cross Florida Greenway
- Construction of a multi-use trail along the Florida Northern spur from Silver Springs Shores to downtown Ocala
- Transit route expansion on SR 200 west of I-75

Just as Group #1, Group #3 opted to allocate funding solely to roadway capacity expansion. Those projects selected are as follows:

- Construction of the interchange at I-75 and SW 95th Street
- Construction of the Belleview Beltway
- Construction of new corridor from the new interchange at SW 95th Street to CR 475A
- Widening of CR 475A from CR 484 to SW 95th Street
- Widening of CR 484 from SW 49th Avenue to SR 200
- Widening of CR 475 from the Sumter County line to CR 484

Shady Area residents

Group #4 opted, as Groups #1 and #3 to fund only roadway capacity expansion projects. Those projects included:

- Construction of the SW 95th Street interchange at I-75
- Construction of an extension of SW 95th Street from I-75 to CR 475A
- Construction of the Belleview Beltway
- Construction of a new interchange on I-75 at NW 35th Street
- Construction of a 4-lane extension of NW 35th Street from SW 27th Avenue through the interchange to NW 44th Avenue

- Widen CR 475A from SW 42nd Street to CR 484
- Widen SE 110th Street from CR 475A to US 441
- Widen SR 35 from the Belleview Beltway to SR 464
- Construction of a flyover bridge extending CR 42 over I-75 and a new 4-lane corridor to access the east side of the Marion Oaks community

While Group #5 did primarily focus on roadway capacity expansion, a significant selection of alternative mode projects did arise from this dialogue. Roadway capacity expansion projects included:

- Construction of the SW 95th Street interchange
- Construction of an extension of SW 95th Street from I-75 to CR 475A
- Construction of a new 2-lane corridor at SW 123rd Place from CR 475 to CR 475
- Widening CR 484 from SW 49th Avenue to SW 135th Street Road
- Widening SW 49th Avenue from CR 484 to SW 95th Street
- Widening NW 44th Avenue from NW 63rd Street to CR 326
- Widening of US 41 from the end of the current 4-lane section in Dunnellon to SR 40
- Widening of SR 35 from SE 92nd Street Road to CR 25

A significant number of alternative mode transportation improvements were also selected. They are as follows:

- Addition of a new transit route that would connect the Marion Oaks community via SW 49th Avenue, SW 95th Street, SW 60th Avenue, and SR 200 connecting to the current system at the Paddock Mall
- Multi-use trail system construction parallel to CR 320 from US 441 to the west side of I-75 (to include a pedestrian bridge to transit I-75)
- Multi-use trail system construction parallel to SW 123rd Place from CR 475A to CR 475
- Multi-use trail system construction parallel to CR 475A from CR 484 to the Florida Horse Park
- Sidewalk construction on US 441 from CR 320 to CR 318 (to include a pedestrian bridge over US 441 at CR 320)
- Sidewalk construction on CR 484 from US 441 to the Belleview Public Library

Session #7 – Marion County Health Department Staff: *March 4, 2010 – 2:00 PM*

Two groups comprising 12 staff members of the Marion County Health Department (MCHD) participated in the exercise, which was conducted at the MCHD facilities.

The MCHD employee groups were very unique in that the vast majority of the projects that were selected by each group were chosen in order to facilitate alternative access modes through the funding of multi-use trails, transit expansion, park-and-ride facilities, sidewalks and pedestrian bridges. While capacity expansion was addressed, the main concern for both of the groups was ensuring that improvements were made to positively impact the transportation disadvantaged.

Both groups opted to fund transit expansion through the addition of one or two buses on a rotational route system that would access a different area of the county on each day, Monday through Friday. The areas that were chosen during these exercises were Marion Oaks, Belleview, On Top of the World, Reddick, Fort McCoy, Dunnellon, Forest Corners, and west SR 40 near SW 140th Avenue and CR 328. The primary reason for opting for this type of rotational system was it would allow for the citizens in these areas to have access to health services and shopping at least once a week. To further facilitate transit access park-and-ride facilities were funded in Marion Oaks, west of Sparr at the US 301/US 441 convergence, in Dunnellon, and in Belleview.

Pedestrian accessibility and safety was also addressed through funding of pedestrian bridges at SR 200 at the Paddock Mall and at the College of Central Florida, US 27 and MLK Jr. Avenue and at SW 27th Avenue at Easy Street. Additionally, sidewalks were funded at SR 464 from SR 35 (Baseline Road) to SE 36th Avenue.

The previous pedestrian facilities were chosen for increased accessibility to civic and social destinations. However, additional facilities in the form of multi-use trails were selected for recreational and health-based uses at Jervey Gantt Park (3 miles of walking trails) and Ocala National Forest (3 miles of connective trail: Ray Wayside Park to the Marshall Swamp Trailhead with pedestrian bridge over the Ocklawaha River). Roadway capacity projects included:

- Construction of an interchange at I-75 at SW 95th Street
- Construction of a flyover bridge on NE 36th Avenue over the CSX rail lines
- Construction of new eastern access to CR 484 from Marion Oaks
- Extending SW 95th Street from I-75 to CR 475A
- Widening SR 40 from SW 64th Avenue Road to Juniper Springs
- Widening SR 35 from SR 464 to SR 25
- Widening CR 484 from I-75 to SE 200
- Widening SR 40 from CR 328 to US 41

Session #8 – Florida Engineering Society (FES) – Forest Chapter: *March 12, 2010 – 2:00 PM*

This exercise was conducted at the offices of Kimley-Horn & Associates where 13 FES members, in two groups, participated in the exercise.

Group #1 focused almost exclusively on capacity enhancements to the roadway network through a combination of new roads, widening existing roads and interchange construction and improvements.

Interchange projects included redesign and construction of the I -75 interchanges located at US 27 and SR 40 and the construction of a new interchange with east and west access at SW 95th Street.

All proposed new corridors were four-lanes and included:

- SW 95th Street from I-75 to CR 475
- Belleview Beltway
- SW 49th Avenue extension from SW 95th Street to the SW 42nd Street flyover
- NW 35th Street from NW 27th Avenue to NW 44th Avenue (including a flyover bridge over I-75)

Proposed widening projects were all from 2 to 4 lanes and included:

- SW 95th Street from SW 49th Avenue to I-75
- NW 35th Street from US 441 to NW 27th Avenue
- SR 35 from SR 464 to the Belleview Beltway
- SW 49th Avenue from SW 95th Street to CR 484
- NE 36th Avenue from NE 14th Street to NE 35th Street

Additional projects included streetscaping US 441 from CR 475 to SR 40, a new SunTran route on SR 200 from the Paddock mall to CR 484 and a Park-and-Ride facility located near the On Top of the World development near SW 95th Street.

Group #2 also focused almost exclusively on capacity expansion of roadways but with some notable differences.

Interchange projects included:

- New interchange construction at I-75 and SW 95th Street
- New urban interchange construction at SR 464 and SR 35

New interchange construction at NW 49th Street to coincide with the development of the Ocala 489 (formerly MAGNA property) industrial park. New 4-lane capacity projects selected consisted of:

- Construction of the SW 49th Avenue extension from SW 95th Street to the SW 42nd Street flyover
- Construction of the Belleview Beltway
- Extending CR 42 from CR 475A to Marion Oaks Course with a flyover bridge transiting I-75
- Extending NW 35th Street from NW 27th Avenue to NW 44th Avenue with a flyover bridge transiting I-75
- Construction of a road transiting the Cross-Florida Greenway from Banyan Road to Pine Road (would also include wildlife/recreation underpasses to accommodate the existing trails network

Proposed 2- to 4-lane widening projects included:

- NE 35th Street from CR 200A to NW 27th Avenue
- CR 42 from CR 475A to US 301
- SW 95th Street from SW 49th Avenue to I-75
- NE 36th Ave/NE 14th Street to NE 35th Street

Session #9 – Shady Greenway Conservation Alliance – Meeting #1: *March 16, 2010 – 6:30 PM*

Thirty-five members of the Shady Greenway Conservation Alliance, in four groups, participated in this exercise, which was held at the Marion County Sheriff's Santos Substation. Throughout the duration of all the public involvement meetings an individual table was limited to eight persons. However, the limited size of the facility that was used necessitated that no more than four tables could be comfortably set-up in the space provided. While only 32 participants were scheduled, 35 people actually attended and participated. This exercise was the only occurrence where it was necessary to accommodate more than eight persons at a table.

Group #1 concentrated most of their efforts on capacity expansion of the roadway network with some emphasis on alternative modes of transportation and transit route enhancements.

The vast majority of their allocated funding was designated to the construction of new roadways and widening some existing facilities. Those allocations were designated for:

- Extending NW 35th Street from NW 27th Avenue to I-75
- Construction of a new interchange at NW 35th Street and I-75
- Construction of the Belleview Beltway and the Emerald Road extension
- Construction of the Dunnellon Bypass
- Construction of the SW 49th Avenue extension from SW 95th Street to the SW 42nd Street flyover
- Widening SW 49th Avenue from SW 95th Street to CR 484
- Widening CR 25 from the Belleview Beltway to CR 464
- Widening CR 42 from US 441 to CR 25

Transit enhancements included two new routes, both extending from existing service to the Paddock Mall by a service extension west on SR 200 ending near the Top of the World community and one south to the Marion Oaks community.

Shady Greenway Conservation Alliance

Alternative mode enhancements included a multi-use trail system along CR 484 from US 41 to near the Oak Run community and the addition of bicycle lanes on CR 475 from CR 484 to CR 475C.

Project selections by Group #2 were very similar to those selected by Group #1 both in identity and ratio of funding.

Transit and alternative mode enhancements selected by Group #2 were identical to those of Group #1, and many of the roadway capacity expansion projects mirrored those of Group #1 with a few exceptions, as follows:

- Construction of the Belleview Beltway
- Construction of an extension of NW 35th Street from NW 27th Avenue, this time extending to NW 44th Avenue
- Construction of a flyover bridge, instead of an interchange at NW 35th Street at I-75
- Construction of an extension of SW 49th Avenue from SW 95th Street to the SW 42nd Street flyover
- Widening SW 49th Avenue from SW 95th Street to CR 484
- Widening CR 25 from CR 464 to SR 35
- Widening NW 27th Avenue from NE 35th Street to SR 40

Groups #3 and #4 still opted primarily for the majority of their funding allocations to be utilized for roadway capacity expansions, but they both selected a number of other types of projects as well.

Group #3 funded the following capacity expansion projects:

- Construction of the Belleview Beltway
- Construction of additional access to Marion Oaks via SW 36th Avenue Road to the CR 466 interchange in Sumter County
- Construction the Dunnellon Bypass
- Construction of an extension of SW 49th Avenue from SW 95th Street to the SW 42nd Street flyover
- Construction of flyover bridges over the CSX rail lines on NE 25th Avenue and NE 35th Street
- Widening of SW 49th Avenue from SW 95th Street to CR 484
- Widening of NW 27th Avenue from NW 35th Street to NW 25th Street
- Widening CR 25 from SE 110th Street to SE 100th Avenue

Transit enhancements selected by Group #3 were identical to those selected by Groups #1 and #2. Additional projects selected by this group included wildlife/recreation underpasses in the Santos area of US 441 and on the Greenway at CR 484 and SR 200, bicycle lanes on CR 475 and SW 80th Street and a multi-use trail system paralleling the Florida Northern Rail railspur from Forest High School to the termination of the line to the east.

Shady Greenway Conservation Alliance

Group #4 exhibited the most diverse and largest number of selected projects of all four groups in this exercise. Some of these projects mirrored others selected by Groups #1, #2 and #3 but many were unique to this single group.

Roadway capacity expansion projects included:

- Construction of the Belleview Beltway and the Emerald Road extension
- Reconstruction and expansion of the off and on-ramps at the I-75 interchanges at SR 200, US 27 and CR 484

- Construction of additional access to Marion Oaks via SW 36th Avenue Road to the CR 466 interchange in Sumter County
- Construction of the Dunnellon Bypass
- Construction of an extension and widening of SE 102nd Place Road from US 441 to SR 35
- Construction of an extension of NW 35th Street from NW 27th Avenue to NW 44th Avenue with a flyover bridge over I-75
- Widening of CR 200A from NE 35th Street to SR 326
- Widening of CR 42 from US 441 to CR 25
- Widening of NW 27th Avenue from US 27 to NW 35th Street
- Widening of SR 40 from Juniper Springs to the Lake County line

Other improvements included:

- New traffic signalization at SW 80th Street and US 441 and SR 200 at SW 44th Avenue Road
- Landscaping on SW 42nd Street from CR 475A to US 441 and on US 441 from CR 475 to SE 95th Street
- Wildlife/recreation underpass construction on US 441 in the Santos area
- Multi-use trails on CR 484 from US 41 to the Oak Run community and paralleling the Florida Northern Rail railspur from downtown to Ocala east to the end of the line
- New transit route from Ocala to Belleview and from the Paddock Mall to the On top of the World community.

It should be noted, at the request of members of the SGCA, that it is impossible to reflect opposition to any particular project or projects through the Strings & Ribbons process. All members of the SGCA were staunchly opposed to any capacity expansion of any road included in the Marion County Scenic Roads Ordinance or the construction of the SW 95th Street interchange and any further development of SW 95th Street, east or west of the proposed interchange.

Session #10 – City of Dunnellon Staff/ Residents/Elected Officials: *March 24, 2010 – 5:30 PM*

Eleven members of the Dunnellon community, in two groups, participated in this exercise, which was held at Dunnellon City Hall.

Group #1 opted to fund a number of different types of projects, all of which were in or near the City of Dunnellon. Roadway capacity enhancement projects included:

City of Dunnellon

- Widening US 41 from the existing 4-lane section to approximately 3 miles north of SR 40
- Widening CR 484 from US 41 to SR 200
- Widening SR 40 from US 41 to CR 328
- Construction of the Dunnellon Bypass from CR 40 to US 41

Transit expansion was also addressed by the addition of bus routes from Dunnellon to Ocala via two routes: 1) US 41 to SR 40, and 2) CR 484 to SR 200. These routes were also enhanced by the addition of park-and-ride facilities located at SR 40 and US 41 and CR 484 at the Dunnellon Municipal Airport.

Additional improvements included streetscaping downtown Dunnellon and landscaping major approaches to the city.

Like Group #1, Group #2 focused almost exclusively on projects in or around the City of Dunnellon.

Capacity enhancement projects included:

- Widening CR 484 from SW 140th Avenue to I-75
- Widening SR 40 from US 41 to CR 328
- Realigning SR 40 to intersect US 41 approximately one mile north of the current intersection
- Construction of the Dunnellon Bypass from CR 40 to US 41

Transit expansion projects comprised the establishment of a bus route to the City of Ocala via CR 484 and SR 200 and the addition of dedicated circulator route within the City of Dunnellon. One park-and-ride facility was also included at CR 484 and San Jose Avenue.

Additional projects included a pedestrian bridge on US 41 under the existing road bridge and traffic signalization at US 41 and SW 93rd Lane Road.

Session #11 – Ocala/Marion County Chamber of Commerce: Leadership Ocala: *March 30, 2010 – 5:00 PM*

Chamber of Commerce workshop

Three members from the Ocala/Marion County Chamber of Commerce's Leadership Ocala participated in this exercise, which was held at the Ocala/Marion County TPO offices.

The Leadership Ocala participants approached this exercise from a countywide perspective, incorporating a number of different community concerns into the decision-making process. Commerce, transportation disadvantaged access, and expansion of the existing roadway network were the primary concerns that drove project selection during this exercise. Access for transportation disadvantaged was addressed by funding SunTran expansion in the form of three new routes: the City of Belleview via SR 35 to the Marion County Health Department, SR 200 and CR 484 to the Paddock Mall, and Marion Oaks via CR 484 and SW 60th Avenue.

Commercial options were addressed by improving access to two potential commercial/industrial properties by funding the SW 95th Street Interchange and the NW 35th Street flyover. Further capacity enhancements to augment these improvements included the widening of SW 95th Street from SW 49th Avenue to I-75 and NW 44th Avenue from NW 63rd Street to CR 326 and interchange widening improvements along I-75 at SR 40, SR 200 and US 27.

Additional capacity enhancements also included:

- Construction of the Belleview Beltway
- Widening SR 464 from US 441 to SR 35
- Widening SR 35 from SR 464 to US 441 (including the Baseline Road extension)

Other improvements include the addition of over six miles of sidewalks to fill in existing gaps within the City of Ocala, streetscaping US 27 from I-75 to US 441, and landscaping US 441 from US 27 to SR 200.

Session #12 – Marco Polo Village Homeowner's Association: *April 8, 2010 – 6:00 PM*

Four groups, comprising 22 members, of the Marco Polo Village Homeowner's Association participated in this exercise. It was conducted as an extension of their regular association meeting, which was held at the Marion County Sheriff's substation–Southwest District offices located on SR 200.

When deciding on projects to fund, all four groups focused primarily on the southwest area of Marion County, but they also expressed concern for the growing number of freight trains that will be diverted onto the CSX "S" line by the operation of the Sun Rail commuter rail service in Volusia, Seminole, Orange and Osceola counties starting in 2013.

Marco Polo Village workshop

Group #1 opted to fund flyover bridges over the CSX "S" line at NE 25th Avenue and 36th Avenue in order to eliminate the inevitable at-grade delays that will be caused by the increased freight train traffic.

Three capacity expansion projects were selected, all of which would widen existing roadways from 2 to 4 lanes. They are as follows:

- SR 200 from CR 484 to the Citrus County line
- SW 95th Street from SW 49th Avenue to I-75
- SW 103rd Street Road from SR 200 to SW 49th Avenue

Additional projects also included:

- Construction of the SW 95th Street interchange
- Bus service along the west SR 200 corridor to CR 484
- Bus service to Marion Oaks using SW 49th Avenue & 60th Avenue
- Establishing a park-and-ride facility at

SW 49th Avenue and SW 103rd Street Road

- Construction of additional sidewalks within the Marco Polo subdivision
- Landscaping at SR 200 and SW 103rd Street Road

Four significant capital improvement projects accounted for virtually all of the available revenue for Group #2. At first glance, the map completed by this group would appear to be incomplete, but, in fact, just one of the capital improvement projects that they funded accounted for 75 percent of the revenue available to them. At $225 million and 25 miles, SR 40 from NE 64th Avenue to the Lake County line is the largest capital improvement project selected for funding during any of the Strings & Ribbons exercises. They also opted to mitigate impact of the expected increase of freight related rail traffic by allocating funding for flyover bridges at NE 25th Avenue and 36th Avenue. The last project, the SW 95th Street interchange, completed the quartet of projects summed at approximately $290 million.

Additional projects included the installation of traffic signalization at SW 49th Avenue and SW 103rd Street Road, bike lanes on SW 103rd Street Road, and a small one-half mile section of new two-lane road that would extend SW 80th Street from SW 60th Avenue to SR 200.

As did the preceding two groups, Group #3 funded flyover bridges at NE 25th Avenue & 36th Avenue. However, they also chose to fund an additional flyover bridge at SR 326 because of the increased truck-based freight movement that are projected on that corridor within the next 25 years.

Rather than fund one massive expansion of corridor, Group #3 opted to allocate funding for a number of relatively short sections of roadway for widening or new construction. They are as follows:

- Construction of the SW 95th Street interchange
- Construction of SW 95th Street from I-75 to CR 475A
- Construction of SW 49th Avenue from SW 95th Street to the SW 49th Street Flyover
- Widen SW 92nd Place Road from SR 35 to US 441
- Widen SW 49th Avenue from SW 95th Street to CR 484
- Widen CR 35 from SR 40 to NE 35th Street
- Widen CR 475A from SW 95th Street to SW 32nd Street
- Widen SW 38th Street from SR 200 to SW 60th Avenue

Other funded projects for Group #3 included:

- Construction of a pedestrian bridge over SW 95th Street at Hammet-Bowen Elementary and Liberty Middle schools
- Construction of a wildlife/recreation underpass I-75 and SW 95th Street
- Establishment of two park-and-ride facilities at the intersection of SR 200 and SW 103rd Street Road and at Oak Run community in conjunction with new bus service from SW 103rd Street Road to the

Paddock Mall

- Construction of sidewalks along the full length of SW 103rd Street Road and then north on SW 60th Avenue to SW 95th Street

Group #4 did not allocate funding for flyover bridges on NE 25th Avenue & 36th Avenue as did the preceding three groups, but they did opt to fund a flyover bridge over the CSX line on SR 326. Additional roadway capacity and access projects included:

- Construction of and extension of SW 66th Street from SW 19th Avenue Road to US 441
- Construction of the SW 95th Street interchange
- Widen SW 95th Street from SW 49th Avenue to I-75
- Widen SW 80th Avenue from SW 95th Street to US 27
- Widen NW 44th Avenue from NW 63rd Street to CR 326
- Widen SR 326 from US 441 to NE 36th Avenue

Three landscaping projects at I-75 comprised the last of the projects funded by Group #4. They all were located at I-75 at CR 484, SW 95th Street, and the SW 66th Street flyover bridge.

Session #13 - Impaired Driving Education & Victim Services (IDEAVS): *April 12, 2010 – 6:00 PM*

IDEAVS is a recently-formed alcohol awareness, driver's education and victim's advocacy group that was formed after the local Marion County chapter of Mothers Against Drunk Driving (MADD) disbanded. Seven members of this organization participated in this exercise, which was held in the offices of West Central Florida Driver Improvement Inc.

Impaired Driving Education & Victim Services (IDEAVS) workshop

One of the main concerns for this group was accessibility for pedestrians and the traditionally underserved. The group discussed bus routing for a considerable amount of time and decided on the addition of two new routes that they thought would serve the most people and would have the greatest economic impact. The first route was a BRT line from the Marion Oaks community directly to the Paddock Mall area and then onto the downtown Ocala rail station to access the other bus routes within Ocala. The second route would extend off of the established Purple route along SR 40 into the airport/industrial area to coincide with the planned promotion and expansion of that area by the City of Ocala.

Pedestrian enhancements included the construction of three pedestrian bridges and an extension of the multi-use trail system at the following locations:

- SR 200 near the Paddock Mall and the College of Central Florida
- SR 40 at Silver Springs Nature Park
- SR 200 in the Heathbrook area
- Construction of approximately 14 miles of trail extension of the Baseline Road trail system southwest to the Santos trailhead.

No new road construction was funded by this group but several widening projects were chosen:

- CR 25 from CR 314A to SE 108th Terrace Road
- SR 40 from SE 183rd Avenue Road to the Lake County line
- SW 66th Avenue from SR 200 to CR 475A
- CR 326 from US 441 to NE 36th Avenue
- US 441 from SR 40 to NE 35th Street, which would include two new 6-lane bridges on US 441
- US 441 from CR 475 to SW 80th Avenue

Session #14 – Oak Bend Residents: *April 14, 2010 – 2:00 PM*

Nine members, in two groups, of the Oak Bend community participated in this exercise, which was held at the Oak Bend community recreation center. The Oak Bend community is located in south Marion County off of CR 475A near CR 475B.

Group #1 was of the perspective that "new" roads were not necessarily the answer to transportation needs within Marion County. They did choose to fund several capacity projects, but they opted to concentrate primarily on the existing network and transit options. Interchange capacity improvements included interchange improvements on I-75 at CR 484, SR 200, SR 40, and US 27. One of the few new facilities that they opted to fund was the SW 95th Street interchange.

Oak Bend residents

Transit improvements included three new bus routes and one commuter rail option, as follows:

- New bus route on SR 200 to CR 484
- New bus route to access the City of Belleview along the SR 35 corridor, connecting at the existing Marion County Health Department transfer
- New bus route access to Marion Oaks along the SW 49th Avenue & 60th Avenue corridors to SR 200
- Commuter rail link from Silver Springs Shores to downtown Ocala

Aside from the SW 95th Street interchange, the only three other capacity projects that were funded by Group #1 were to construct the Belleview Beltway and the Emerald Road extension and to widen US 441 from the Sumter County line to the Belleview Beltway at SW 132nd Street Road.

Group #1 also chose to address pedestrian/recreational activities with the allocation of funding for approximately 29 miles of multi-use trail along the Cross Florida Greenway from the City of Dunnellon to the Baseline trailhead.

Group #2 focused almost exclusively on roadway capacity expansion, with the exception of the addition of one transit service expansion project by adding a bus route along west SR 200 from the Paddock Mall to CR 484.

Roadway capacity projects consisted of:

- Interchange improvements on I-75 at SR 200, SR 40 and US 27
- Construction of the Belleview Beltway
- Construction of the SW 49th Avenue extension from SW 95th Street to the SW 42nd Street flyover
- Widen SR 35 from the Belleview Beltway to SR/CR 464
- Widen CR 484 from SW 49th Avenue to SR 200
- Widen SW 49th Avenue from SW 95th Street to CR 484

Session #15 – City of Belleview Staff/Residents/Elected Officials: *April 28, 2010 – 6:00 PM*

Eight City of Belleview staff, elected officials, and residents of the City of Belleview, in two groups, participated in the exercise held at Belleview City Hall.

Group #1 split its resources among a variety of different improvements, which included new roads, signalizations, bridgework and transit. As with most other groups, the majority of their resources was allocated to capacity expansion of roadways through the construction of new facilities as well as the widening of existing facilities. Those projects were as follows:

- Construction of the Belleview Beltway
- Construction of the SW 95th Street interchange
- Construction of an extension of SW 80th Avenue from SW 103rd Street Road to CR 484
- Construction of an extension of SE 102nd Place Road from Front Road to SR 35 with a flyover bridge over the CSX "S" line
- Widen SE 102nd Place Road from Front Road to US 441
- Widen CR 484 from Marion Oaks Course to CR 484
- Widen SW 80th Avenue from SW 103rd Street Road to SR 40
- Widen SR 35 from CR 25 to SR 464

Additional funded projects included:

- Interchange improvements at I-75 and SR 200
- Construction of a wildlife underpass on the Belleview Beltway east of SR 35
- Establishing a new transit route that would circuitously traverse SR 464 to US 441 to Belleview to SR 35 to SR 464

- Construction of a pedestrian bridge in downtown Belleview across US 441
- Additional signalization in downtown Belleview

Group #2 also funded several capacity expansion projects. They are as follows:

- Construction of the Belleview Beltway
- Construction of an extension of SE 102nd Place Road from Front Road to SR 35 with a flyover bridge over the CSX "S" line
- Widen CR 484 from Marion Oaks Course to US 41
- Widen SR 35 from SR 464 to SE 110th Street

Other projects included streetscaping US 441 in downtown Belleview and CR 25 from US 441 to CR 25A, two additional transit routes from Marion Oaks to Belleview and from Belleview to the Red line in Ocala, and bike lanes on CR 484 from US 441 to SE 132nd Street Road.

Session #16 – Governor's West Side Coalition – Meeting #1: *May 6, 2010 – 6:00 PM*

This meeting was cancelled on May 6, 2010, by a group representative.

Session #17 – Neighborhood Citizens of Northwest Ocala: *May 10, 2010 – 10:00 AM*

The Neighborhood Citizens of Northwest Ocala organization is a multi-community resident's coalition representing communities along the US 27 corridor from US 441 to NW 60th Avenue. Eight members, in two groups, participated in this exercise, which was conducted at the Gospel Temple Church of God on NW 7th Street.

Citizens of Northwest Ocala

Both of the groups that participated in this exercise were primarily concerned with enhancements to improve the locations in and around the prospective neighborhoods represented by their organizations. While the majority of funding was allocated for capacity expansion projects, a high frequency of transit, aesthetic improvements and pedestrian projects were also selected.

Capacity expansion projects selected by Group #1 included:

- Construction of an extension to Martin Luther King Jr. Avenue from NW 35th Street to US 441
- Construction of an extension of NW 30th Street from NW 21st Avenue to US 27
- Widening Martin Luther King Jr. Avenue from the end of the current 4-lane section to NW 35th Street
- Widening US 27 from Martin Luther King Jr. Avenue to I-75

- Widening east SR 40 from the end of the current 4-lane section to CR 314A

Aesthetic, transit, and pedestrian projects included:

- Transit extension of the Purple route to extend east the Ocala Palms community
- New transit route that would extend west on SR 40 to access the Airport/Industrial park area
- Addition of benches and shelters on 1/3 of each current and proposed transit route
- Construction of a pedestrian bridge on SR 200 at the Central Florida Community College and Paddock Mall
- Construction of a pedestrian bridge on US 441 at the Ocala Police Department headquarters
- Streetscaping on SR 40 from I-75 to US 441
- Streetscaping on Magnolia Avenue from SR 40 to SR 492
- Streetscaping on SW 27th Avenue from SW 35th Street to SW 42nd Street
- Landscaping on NW 21st Street from NW 27th Avenue to Martin Luther King Jr. Avenue

Capacity expansion projects for Group #2 included:

- Widening SR 326 from US 441 to CR 35
- Widening SW 60th Avenue from SW 20th Street to SR 40
- Construction of a flyover bridge and new two-lane facility extending NW 35th Street from NW 27th Avenue to NW 44th Avenue

Aesthetic, transit, and pedestrian projects included:

- New transit route from downtown north on US 441 to SR 326 to SR 35
- Transit route extension of the Purple route to access the Golden Holiday community
- Addition of BRT routes on the current Blue, Green, Yellow, and Red routes
- Addition of benches and shelters on all current and proposed transit routes
- Addition of a bicycle lane on SR 40 from I-75 to SW 60th Avenue
- Construction of a pedestrian bridge on SR 200 at the Central Florida Community College and Paddock Mall
- Streetscaping on US 441 from US 27 to SR 200
- Streetscaping on Martin Luther King Jr. Avenue from US 27 to SR 200
- Streetscaping on NW 27th Avenue from US 27 to SR 200
- New traffic signal on NW 27th Avenue at NW 21st Street

Session #18 – Public Policy Institute: *May 10, 2010 – 3:00 PM*

The Public Policy Institute of Marion County (PPI) is a non-profit, non-partisan organization established in 1999 to provide a careful analysis of the issues and trends that shape and affect public policy. It is composed of citizens from all walks of life and diverse professional backgrounds. Seven members of this organization, in

two groups, participated in this exercise, which was conducted at the College of Central Florida.

Group #1 focused the majority of its funding on roadway capacity enhancements with additional focus on expansion of the current transit network.

Roadway capacity enhancement projects included:

- Converting the flyover bridge at I-75 and SW 66th Street into a full interchange
- Widening NW 35th Street to 4 lanes and extending it over I-75, via a flyover bridge, to NW 44th Avenue
- Construction of a new 4-lane corridor across the greenway to connect SW 64th Avenue Road and Bahia Road with a wildlife/recreation underpasses for the existing multi-use trail system
- Widening CR 475A from SW 66th Street to SW 42nd Street
- Widening SR 40 to 6 lanes from SW 60th Avenue to I-75
- Widening SR 326 from US 441 to CR 35

Additional projects included:

- Establishing new transit service from the City of Ocala to the City of Belleview and then to The Villages
- Establishing transit service along SR 200 to CR 484 to CR 475A
- Extending freight rail services to the planned industrial area north of US 27 and east of I-75.

Public Policy Institute

Group #2 experienced some indecision when trying to decide what types of projects and what specific individual projects should be funded. Consequently, the first project was not selected and funded until approximately 45 minutes into the exercise. This did not allow them enough time to completely allocate all funding available to them in the exercise. However, they did compile a very diverse list of projects and was one of the few groups to concentrate their focus primarily away from the capacity enhancement of the roadway network.

Roadway capacity enhancements included:

- Construction of the SW 95th Street interchange at I-75
- Construction of the Belleview Beltway
- Construction of deceleration and acceleration lanes on US 27 at the Golden Hills community entrance
- Intersection improvements at CR 225A and CR 326

Additional projects selections include:

- Construction of traffic calming devices on SW 3rd Avenue from SW 17th Street to SW 31st Street

- Pedestrian bridges on SR 40 at SW 18th Street, US 27 at SW 18th Street, and in downtown Ocala to access the square
- Park-and-ride facilities located at the On Top of the World, Silver Springs Shores, and Marion Oaks communities
- Construction of sidewalks on US 27 from NW 49th Avenue to the Golden Hills community entrance
- Streetscaping on SR 40 from SE 8th Avenue to SE 25th Avenue
- Expansion of transit service to Marion Oaks, Belleview, and the On Top of the World communities.

Session #19 – Governor's West Side Coalition – Meeting #2: *May 13, 2010 – 6:00 PM*

This meeting cancelled on location due to having only two members in attendance.

Session #20 – Shady Greenway Conservation Alliance – Meeting #2: *May 24, 2010 – 6:30 PM*

Eighteen citizens, in three groups, participated in this exercise, which was held at the Belleview Moose Lodge on US 441 north of the City of Belleview.

Shady Greenway Conservation Alliance

Group #1 funded a variety of projects, primarily focusing on transit and roadway capacity improvements. Funded transit improvements totaled approximately $60 million and included the establishment of a looped extension of services to the SR 200 corridor to Marion Oaks to the City of Belleview and then back to Ocala. Also included was a transfer station in the City of Belleview and a new transit line to establish connection to The Villages.

Capacity projects included widening SR 200 from CR 484 to the Marion/Citrus County line, construction of the Belleview Beltway with an extension north to Emerald Road in Silver Springs Shores, construction of the SW 49th Avenue extension from SW 95th Street to the SW 42nd Street flyover, and I-75 interchange improvements at SR 200, SR 40, and US 27. Additional roadway improvements also included bridges over the existing CSX "S" Line at NE 36th Avenue and NE 25th Avenue.

Other projects included a multi-use path from US 41 to SR 200 parallel to CR 484, wildlife/recreation underpasses on SR 200 south of CR 484, and US 441 at SW 80th Street, and a pedestrian bridge on SR 200 near the Paddock Mall and the College of Central Florida campus.

Projects funded by Group #2 were comprised mostly of roadway capacity enhancements. These projects included:

- Extending SW 49th Avenue from SW 95th Street to the SW 42nd Street flyover
- Belleview Beltway
- Emerald Road extension
- Marion Oaks access to CR 466
- Widen SR 35 from Belleview Beltway to CR/SR 464
- I-75 interchange improvements at US 27 and SR 40

Other improvements included three sections of multi-use trail systems near the Santos trailhead on SE 80th Street, along CR 484 from US 41 to SR 200. and on the greenway to connect an existing trail gap near Dunnellon.

Two transit projects were also funded for access to Marion Oaks and the City of Belleview.

Just as the other two groups that participated in this session, Group #3 embraced a countywide approach to funding a diverse series of improvements and enhancements. The most frequently selected types of improvement were roadway related and are as follows:

- Extending SW 49th Avenue from SW 95th Street to the SW 42nd Street flyover
- Widening SW 49th Avenue from SW 95th Street to CR 484
- Belleview Beltway
- Emerald Road extension
- Construction of a flyover bridge over I-75 by extending NW 35th Street west to NW 44th Avenue
- Widening NW 27th Avenue from NW 35th Street to US 27
- I-75 interchange improvements at SR 326, US 27, and SR 40

Transit improvements were also funded for the extension of services to the City of Dunnellon, the City of Belleview, the Marion Oaks subdivision, the former Magna property, and the airport/industrial park. Additional enhancements included a park-and-ride facility west of Ocala Regional Airport, wildlife/ recreation underpasses on US 441 near the Santos trailhead, and landscaping in Belleview, Dunnellon, Marion Oaks, and multiple locations within Ocala as well as streetscaping along the NW/SW 44th Avenue corridor between SR 40 and US 27.

It should be noted, at the request of members of the SGCA, that it is impossible to reflect opposition to any particular project or projects through the Strings & Ribbons process. All members of the SGCA were staunchly opposed to any capacity expansion of any road included in the Marion County Scenic Roads Ordinance

or the construction of the SW 95th Street interchange and any further development of SW 95th Street, east or west of the proposed interchange.

Session #21 – Town of McIntosh: *May 25, 2010 – 6:30 PM*

This exercise was conducted in the McIntosh Community Center on Tuesday, May 25, 2010 at 6:30 PM. The meeting was attended by six members of the McIntosh community.

Of primary concern for the citizens of the Town of McIntosh was increasing the aesthetic appeal of the US 441 corridor north, south, and within the city limits of the town through a combination of streetscape and landscape improvements. These improvements included "masted" traffic signalization, decorative street lighting, benches and repaved sidewalks, restored building and storefronts, and the removal of all elevated telephone and power transmission lines to be replaced with buried infrastructure. Additional improvements also entailed the establishment of a multi-use trail system that would connect to the existing Hawthorne Trail system to the north, in Alachua County, and west along the CR 320 corridor to a point west of I-75 near Moore's Pond.

Roadway capacity improvements selected included:

- Widening the CR 318 corridor from US 441 to US 301

Residents of the Town of McIntosh

- Intersection improvements at US 441 and CR 318
- Construction of an urban interchange at the US 441/US 301 convergence that would also incorporate the intersection at CR 329
- Widening of SR 326 from US 441 to SR 40
- Widening CR 35 from SR 40 to SR 326

Session #22 – Marion Oaks Civic Association:
June 1, 2010 – 6:30 PM

Twenty citizens, in three groups, participated in the exercise, which was held at the Marion Oaks Community Center.

Group #1 funded a variety a different types of projects but primarily focused on capacity expansion of existing roadways and the expansion of transit service. Funded transit improvements included a new looped route that would extend southwest on SR 200, then to the east of CR 484, and then north along existing and a new extension of SW 49th Avenue Road to finally complete the loop at the Paddock Mall. An additional amenity that was funded was the establishment of a park-and-ride facility at the intersection of SR 200 and CR 484.

Capacity improvements included a number of projects entailing widening of existing facilities and the construction of new corridors. They are as follows:

- Widen SW 103rd Street Road from SW 60th Avenue to SW 80th Avenue
- Widen CR 484 from SW 49th Avenue to US 41
- Widen SW 49th Avenue from CR 484 to SW 95th Street
- Widen Marion Oaks Manor from Marion Oaks Dr. to Marion Oaks Blvd
- Extend SW 49th Avenue from SW 95th Street to the SW 42nd Street flyover

Other projects funded by Group #1 include the construction of a multi-use trail parallel to the Florida Northern rail spur in Silver Springs Shores from the end of the line to connect with the Florida Greenways & Trails trail extension from the Baseline Trailhead, Marion Oaks streetscaping to include the removal of the boulevard fountain, landscaping at I-75 and SR 200, roundabouts construction at key intersections in Marion Oaks, and a new traffic signal on CR 484 at the Summer Glen entrance.

Marion Oaks Civic Association

Group #2 concentrated the majority of its funding on capacity expansion of the roadway network but still allocated funding to other modes of transportation. The principal interests centered on improving east-west access from the Marion Oaks area. Access to the west was addressed by 4-laning CR 484 from SW 49th Avenue to US 41 and the addition of a new 4-lane facility south of CR 484 that would extend Marion Oaks Manor seven miles directly west to connect with SR 200 north of the Citrus County line. Eastern access was addressed by extending a 4-lane section of Marion Oaks Manor to the east to a flyover bridge that would cross I-75 and connect to the terminus of CR 42 at CR 475. Additional access would be added to the southeast through the construction of a 4-lane facility to the Sumter County line that would connect, in Sumter County, to the CR 466 interchange at I-75.

Transit funding included the addition of a Marion Oaks circulator and a BRT line from a centrally located park-and-ride facility within Marion Oaks to Ocala.

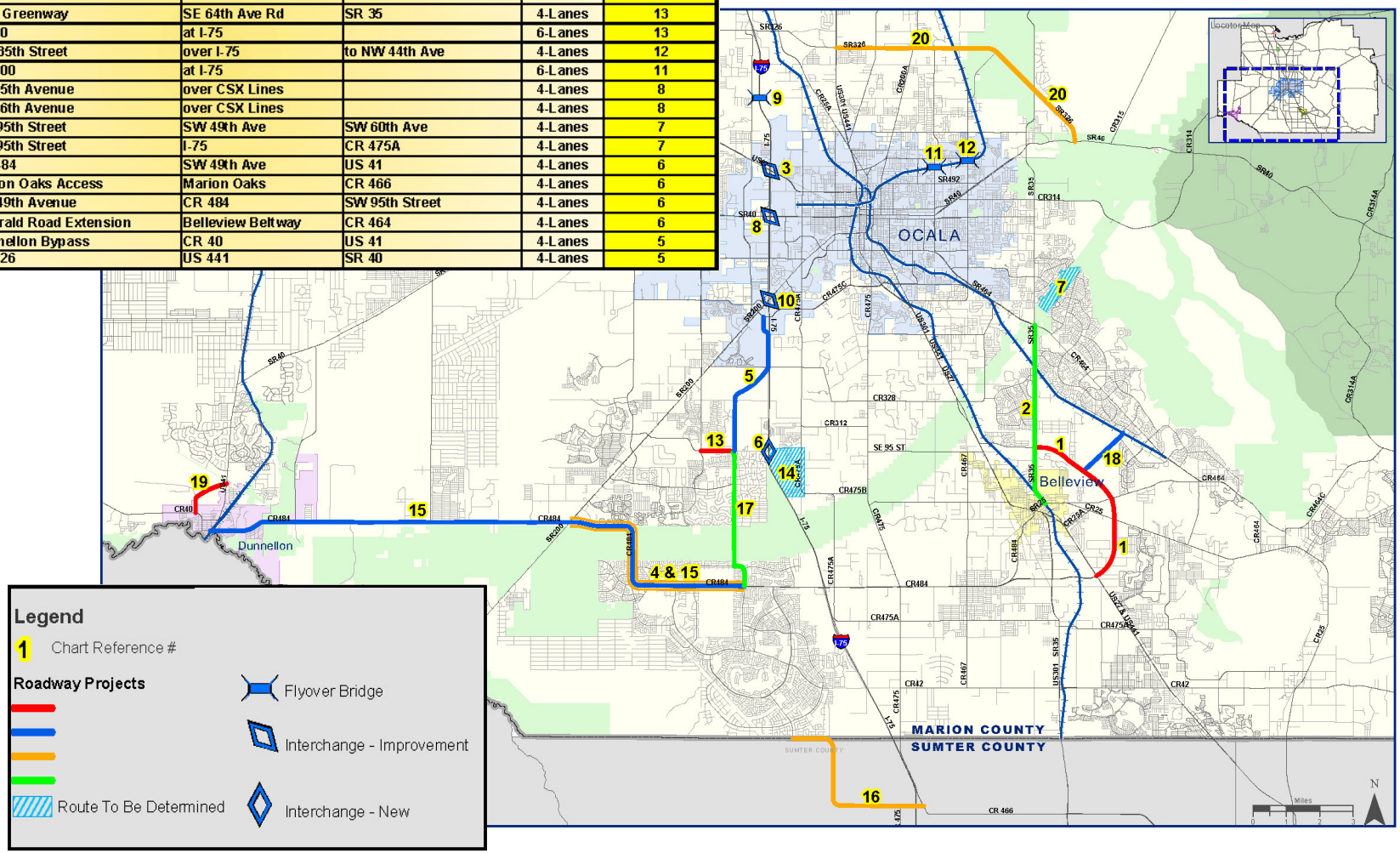
All other projects that were funded were within the boundaries of the Marion Oaks community. These included the illumination of all internal connector roads, enhanced illumination at all major intersections, approximately 22 miles of multi-use path to connect all major facilities, the addition of traffic signalization at Marion Oaks Boulevard and Lane, and streetscaping to remove the non-functional entrance fountain at the CR 484 approach.

Group #3 allocated funding for a total of ten projects, all of which were dedicated to capacity expansion/extension or corridor regulation. As appeared in the other two groups, widening CR 484 from I-75 to SR 200, widening SW 49th Avenue from CR 484 to SW 95th Street and extending SW 49th Avenue from SW 95th Street to the SW 42nd Street flyover were the major capacity improvements. Additional capacity and corridor regulation projects included 4-lane access southwest to CR 466 in Sumter County, and new traffic signalization on CR 484 at Marion Oaks Trail, SW 29th Avenue, and Marion Oaks Manor.

Transit and transit access were addressed by allocation for a Marion Oaks Circulator and a connection to the existing SunTran system via SR 200 to CR 484 to SW 49th Avenue to the Paddock Mall. Transit access would be facilitated by the addition of park-and-ride lots located at four centrally-located activity centers within Marion Oaks.

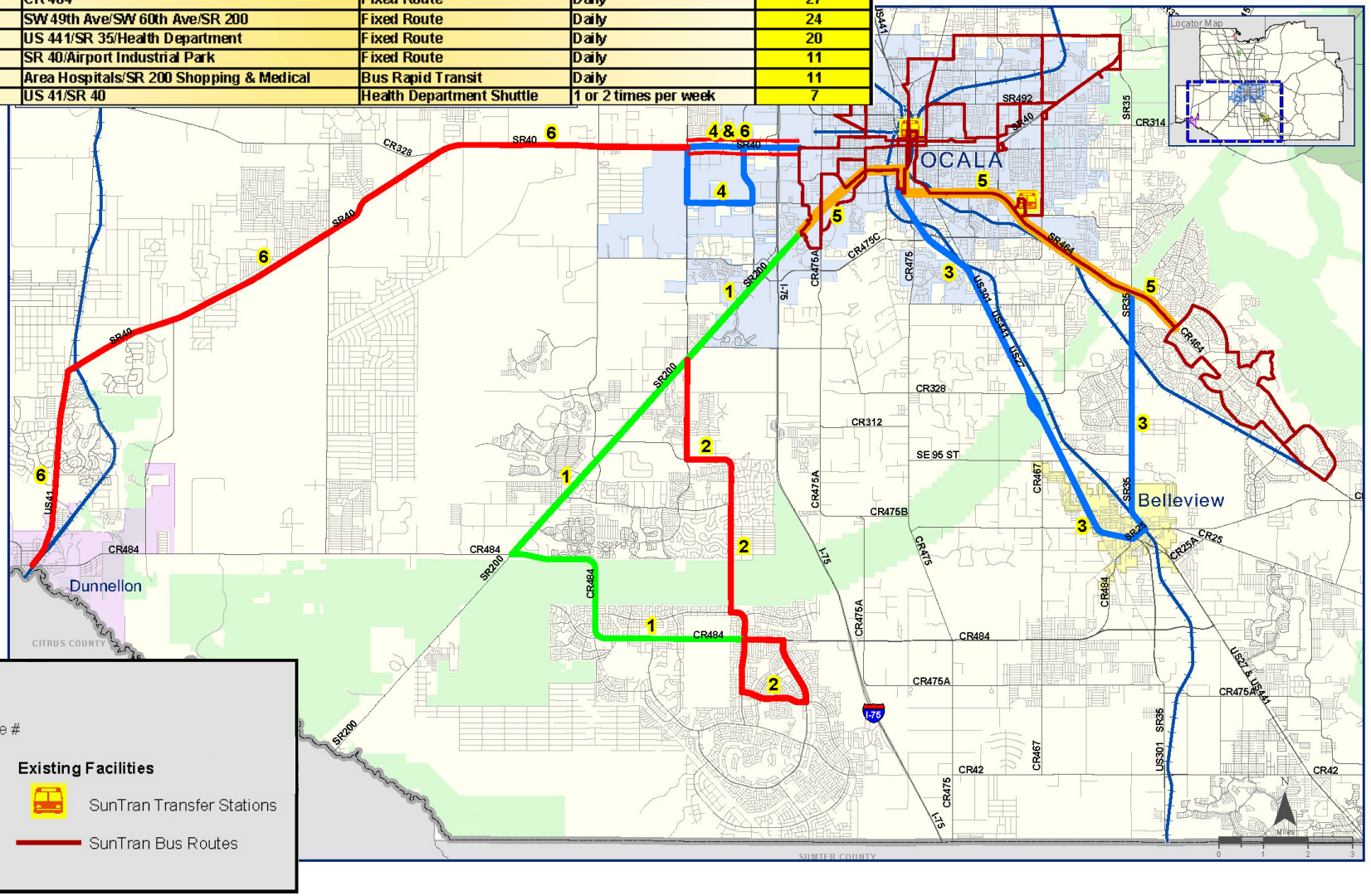
Maps 10-1, 10-2, and 10-3 show the most frequently mentioned improvements during the public involvement process for roadway, transit, and bicycle and pedestrian projects.

MOST FREQUENTLY SELECTED ROADWAY PROJECTS						
#	PROJECT TYPE	SEGMENT	FROM/AT	TO	LANES	FREQUENCY
1	Roadway - New	Belleview Beltway	SR 35	US 441	4-Lanes	24
2	Roadway - Widen	SR 35	SR/CR 464	SE 92nd Loop or SR 25	4-Lanes	18
3	Interchange - Improvement	US 27	at I-75		6-Lanes	16
4	Roadway - Widen	CR 484	SW 49th Ave	SR 200	4-Lanes	14
5	Roadway - New	SW 49th Avenue Extension	SW 95th St	SW 42nd St Flyover	4-Lanes	14
6	Interchange - New	SW 95th Street	at I-75		4-Lanes	14
7	Roadway - New (Elevated)	over Greenway	SE 64th Ave Rd	SR 35	4-Lanes	13
8	Interchange - Improvement	SR 40	at I-75		6-Lanes	13
9	Flyover Bridge	NW 35th Street	over I-75	to NW 44th Ave	4-Lanes	12
10	Interchange - Improvement	SR 200	at I-75		6-Lanes	11
11	Flyover Bridge	NE 25th Avenue	over CSX Lines		4-Lanes	8
12	Flyover Bridge	NE 36th Avenue	over CSX Lines		4-Lanes	8
13	Roadway - Widen	SW 95th Street	SW 49th Ave	SW 60th Ave	4-Lanes	7
14	Roadway - New	SW 95th Street	I-75	CR 475A	4-Lanes	7
15	Roadway - Widen	CR 484	SW 49th Ave	US 41	4-Lanes	6
16	Roadway - New	Marion Oaks Access	Marion Oaks	CR 466	4-Lanes	6
17	Roadway - Widen	SW 49th Avenue	CR 484	SW 95th Street	4-Lanes	6
18	Roadway - New	Emerald Road Extension	Belleview Beltway	CR 464	4-Lanes	6
19	Roadway - New	Dunnellon Bypass	CR 40	US 41	4-Lanes	5
20	Roadway - Widen	SR 326	US 441	SR 40	4-Lanes	5



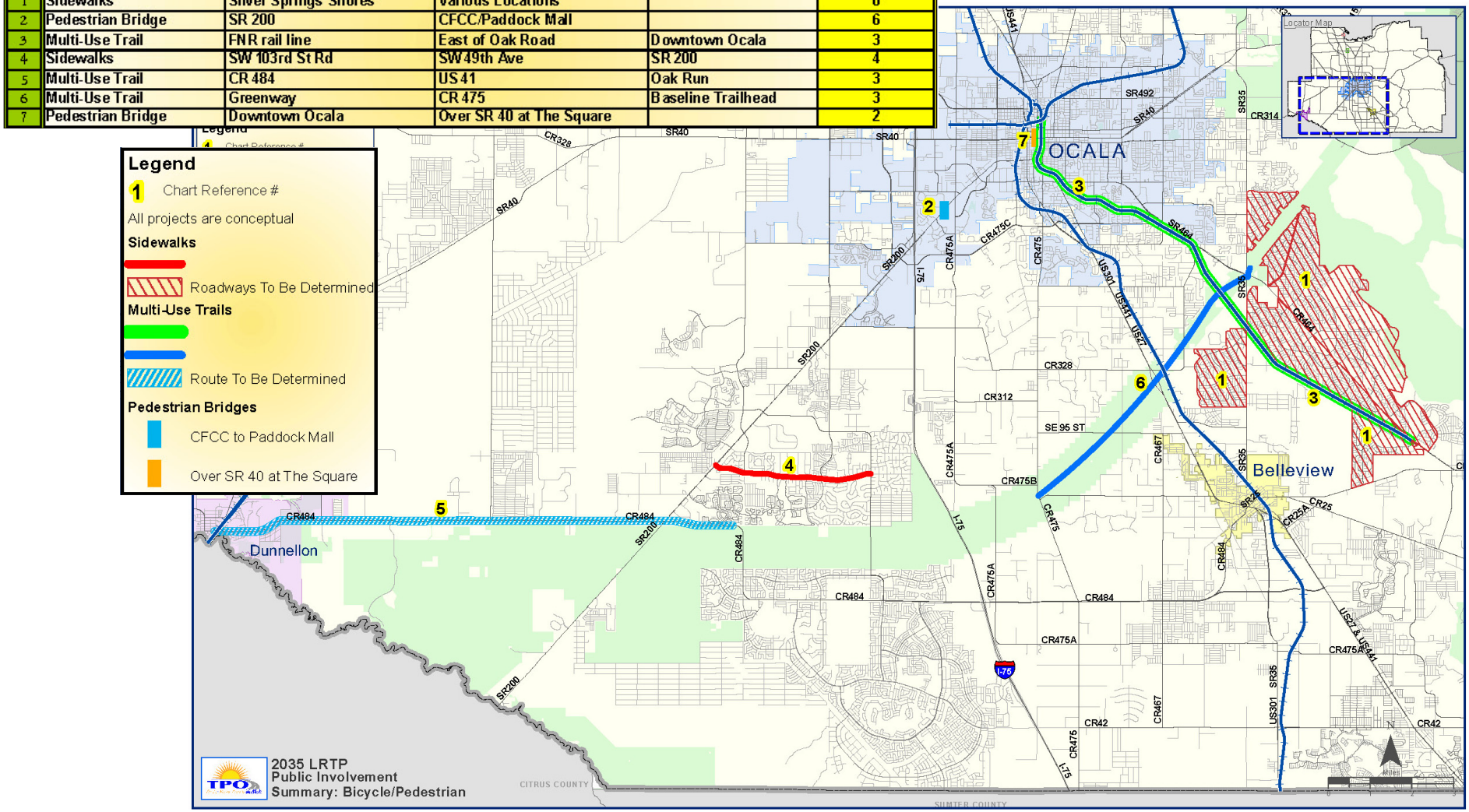
Map 10-1 Public Involvement Summary: Roadway Projects

PUBLIC INVOLVEMENT - SELECTED TRANSIT ROUTES					
#	DESTINATION	SERVICE AREA	ROUTE TYPE	FREQUENCY	FREQUENCY
1	SR 200 (West of I-75)	CR 484	Fixed Route	Daily	27
2	Marion Oaks	SW 49th Ave/SW 60th Ave/SR 200	Fixed Route	Daily	24
3	Belleview	US 441/SR 35/Health Department	Fixed Route	Daily	20
4	Airport Industrial Park	SR 40/Airport Industrial Park	Fixed Route	Daily	11
5	Silver Springs Shores	Area Hospitals/SR 200 Shopping & Medical	Bus Rapid Transit	Daily	11
6	Dunnellon	US 41/SR 40	Health Department Shuttle	1 or 2 times per week	7



Map 10-2 Public Involvement Summary: Transit Projects

MOST FREQUENLY SELECTED BICYCLE/PEDESTRIAN					
#	PROJECT TYPE	LOCATION	FROM/AT	TO	FREQUENCY
1	Sidewalks	Silver Springs Shores	Various Locations		6
2	Pedestrian Bridge	SR 200	CFCC/Paddock Mall		6
3	Multi-Use Trail	FNR rail line	East of Oak Road	Downtown Ocala	3
4	Sidewalks	SW 103rd St Rd	SW 49th Ave	SR 200	4
5	Multi-Use Trail	CR 484	US 41	Oak Run	3
6	Multi-Use Trail	Greenway	CR 475	Baseline Trailhead	3
7	Pedestrian Bridge	Downtown Ocala	Over SR 40 at The Square		2



Map 10-3 Public Involvement Summary: Bicycle and Pedestrian Projects

Chapter 11
Safety & Security

Safety & Security

The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, U.S. Code Requirement B-11 as stated below:

"Does the plan include a safety element consistent with the State's Strategic Highway Safety Plan, and (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security? [23 C.F.R. 450.322(h)]"

This entire chapter addresses the safety and security of the transportation system.

SAFETY COMPONENT

The Safe, Affordable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU), among other things, places additional emphasis on safety, especially in the planning process. Examples of how safety planning is advanced by SAFETEA-LU include the following requirements:

- The metropolitan planning process should *"provide for the consideration and implementation of projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized user."*
- The Metropolitan Planning Organization (MPO) planning process should be consistent with the [State] Strategic Highway Safety Plan (SHSP) and the metropolitan transportation plan [long range transportation plan] shall, at a minimum, *"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."*
- The metropolitan transportation plan [LRTP] *"should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA [metropolitan planning area] contained in the SHSP."*
- The congestion management process (CMP) shall include *"identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures."*

The purpose of this section is to recommend actions to address key aspects of the SAFETEA-LU requirements and recommendations stated above.

SAFETEA-LU Requirements and Suggested Strategies

The first step in establishing a methodology to implement the safety planning requirements introduced by SAFETEA-LU is to deconstruct the policy requirements introduced by the legislation into specific actionable items. The following provides a discussion of each SAFETEA-LU safety planning requirement and suggests specific action items that may be performed as part of the LRTP and/or CMP to satisfy the stated requirements.

Requirements 1, 2, and 3 address the metropolitan planning process, while requirements 4 and 5 address the metropolitan long range plan itself.

Requirement 1: The planning process shall provide for the consideration and implementation of projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

The safety of motorized and non-motorized users can be impacted in two main ways through the MPO planning process: 1) Safety can be increased by programming capital projects (or funding non-capital strategies) to address existing safety issues. 2) Safety can be increased by making infrastructure decisions that optimize the safety performance of the transportation system and support land use strategies which reduce overall vehicle miles of travel.

Suggested Action Items/Strategies:

1. MPOs should use crash attribute data and geographic information systems (GIS) crash maps to identify locations with abnormal crash rates, high crash frequencies, and/or over-representation of specific crash types, including crash types associated with SHSP emphasis areas. SHSP emphasis areas were used in the prioritization criteria during the development of this LRTP as described on pages 8-1 and 8-2.

2. In addition to the project prioritization process, the MPO should consider the safety performance of roadway facilities as part of the LRTP needs plan and CMP plan project identification processes. The CMP process also considers safety to identify corridors and to prioritize.

3. Consider the expected safety performance of network alternatives and select for network alternatives that maximize vehicle miles of travel along roadway types with good expected safety performance (e.g., limited access highways and 4-lane divided roads). Mobility enhancements that likely include access management are included in the Needs Plan to address this issue.

4. Supplement Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS), and High Risk Rural Roads (HRRR) funds with other "boxed" funds to address point-safety issues, as identified in

Strategy 1 above. This will be accomplished through the MPO's annual TIP development process.

Requirement 2: The MPO planning process should be consistent with the [State] Strategic Highway Safety Plan (SHSP).

The current Florida SHSP focuses efforts and resources on four emphasis areas:

- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users (pedestrians, bicyclists, motorcyclists)
- Lane Departure Crashes

The MPO should work towards reducing crashes corresponding with these emphasis areas as part of their planning process.

Suggested Action Items/Strategies:

1. Cross-reference individual crash records to the SHSP Emphasis Areas. Crashes may correspond to more than one are (e.g., a pedestrian crash at an intersection or a lane departure crash resulting from aggressive driving). This was accomplished in Maps 11-1 through 11-8.

2. Compare the emphasis area performance of the MPO jurisdiction to the state as a whole and/or to a group of peer jurisdictions (counties). Determine which, if any, emphasis areas make up a significantly greater share of the jurisdiction's crashes compared with the state or the jurisdiction's peers.

3. Deconstruct the emphasis areas into specific crash types—identify locations (intersections and corridors) that have a high frequency or an over-representation of specific emphasis area crashes or of specific crash types. See Maps 11-1 through 11-8.

4. Cross-reference planned long range and short range capital projects with emphasis area problem locations and institutionalize project development procedures to ensure that safety issues are analyzed and addressed as part of planned project. This is addressed through the FDOT District 5 project development and the Marion County CTST project and CMP taskforce.

Requirement 3: Congestion management process shall include "identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.

While the LRTP process typically addresses through-lane capacity improvements, congestion management process (CMP) plans more often deal with intersection operational improvements and therefore are an excellent platform to affect safety improvements. A logical conclusion of this requirement is that congestion

management process project selection and prioritization should consider safety and congestion .

Suggested Action Items/Strategies:

1. Use crash data management assets, as discussed in Requirement #1.

2. Consider existing safety issues (rate, frequency, and over-representation of correctable crash types or SHSP emphasis area crash types) as part of the CMP capital project selection and prioritization process.

Requirement 4: The metropolitan transportation plan [LRTP] "should include a safety element that incorporates or summarizes the priorities, goals, counter measures, or projects for the MPA [metropolitan planning area] contained in the SHSP.

The MPO should summarize what their strategies/ actions to address safety in one consolidated element of their plan.

Suggested Action Items/Strategies:

1. Summarize the MPO's overall safety performance with respect to the SHSP, as discussed in the Requirement #2 action items. Also, summarize any unique safety issues that warrant special attention irrespective of the SHSP.

2. Illustrate how measures included in other elements of the plan address the MPOs safety issues and implement the SHSP. This can be found in the Prioritization Process and CMP process.

3. Describe stand alone safety initiatives which are not implemented elsewhere in the plan such as the CTST and CMP Taskforce.

Requirement 5: The metropolitan transportation plan [long range transportation plan (LRTP)] shall, at a minimum, "include operational and management strategies to improve the performance of existing transportation facilities to relive vehicular congestion and maximize the safety and mobility of people and goods."

Requirements #5 and #1 are similar except that, while Requirement #1 refers to the MPO planning process, Requirement #5 references the MPO transportation plan itself. Also, Requirement #1 refers to projects and strategies while Requirement #5 only mentions strategies. A reasonable interpretation of this requirement is that actions identified as means to implement Requirement #1 should be manifest in the transportation plan.

Suggested Action Items/Strategies:

See Requirements #1 & #2.

Strategic Plan Integration

The Florida Strategic Highway Safety Plan (SHSP) identifies the following four emphasis areas which account for the majority of severe injury crashes:

- Aggressive Driving
- Lane Departure
- Intersection
- Vulnerable Road User

One approach to ensure the TPO process and transportation plan address the SHSP is to evaluate the distribution of emphasis area crashes in the jurisdiction with the state as a whole. Figures 12-1 through 12-4 show a comparison of the SHSP emphasis area crash distributions in Marion County compared with Florida. While fewer of the county's crashes correspond to the "Aggressive Driving" and "At Intersection" emphasis areas than the state as a whole, the county has a higher proportion of crashes corresponding to the "Lane Departure" and "Vulnerable User" emphasis areas.

Understanding the role of emphasis area crashes in the county crash distribution can help prioritize programs and safety countermeasures to improve the its safety performance. To focus on specific issues, however, it is necessary to deconstruct the general emphasis areas into more specific categories. Table 11-1 illustrates the relationship of the general emphasis areas to more specific crash types which can then be used as the basis for identifying countermeasure opportunities.

Crash locations on the major roadway network have been geographically located as a part of the Ocala/ Marion County TPO's effort to develop the LRTP. This section includes maps that illustrate the total number of crashes between 2006 and 2008 on the roadway network. Crashes were then mapped to illustrate the location of crashes for the four safety emphasis areas and the severity of crash-related injuries. This includes Maps 11-2, 11-4, 11-6, and 11-8.

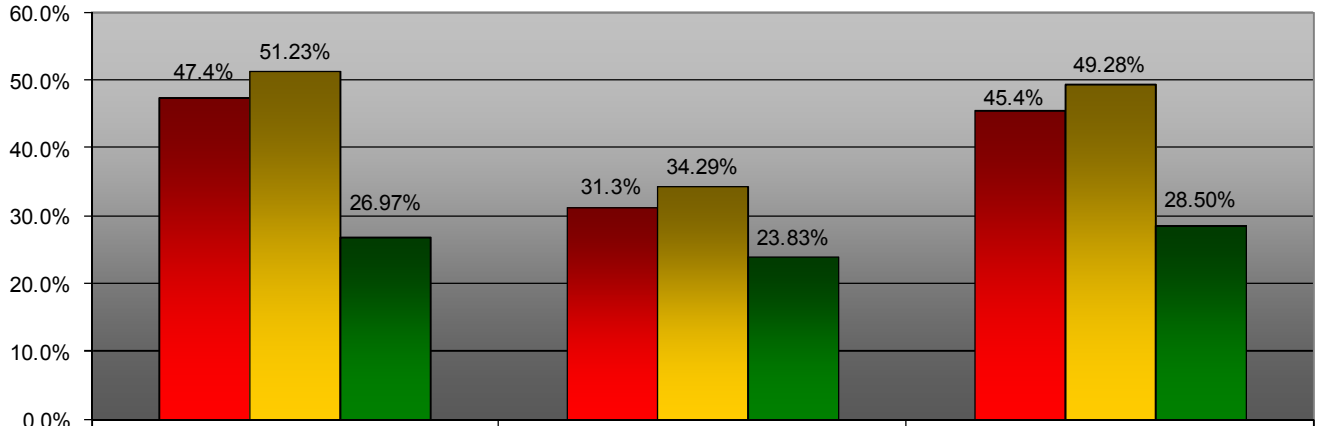
Using this information, corridors with the highest frequency of crashes for each of the safety emphasis areas were identified as illustrated in Maps 11-1, 11-3, 11-5, and 11-7.

This information was directly used in the prioritization of projects on the basis of safety in the cost affordable plan.

Table 11-1: Crash Type Relationships

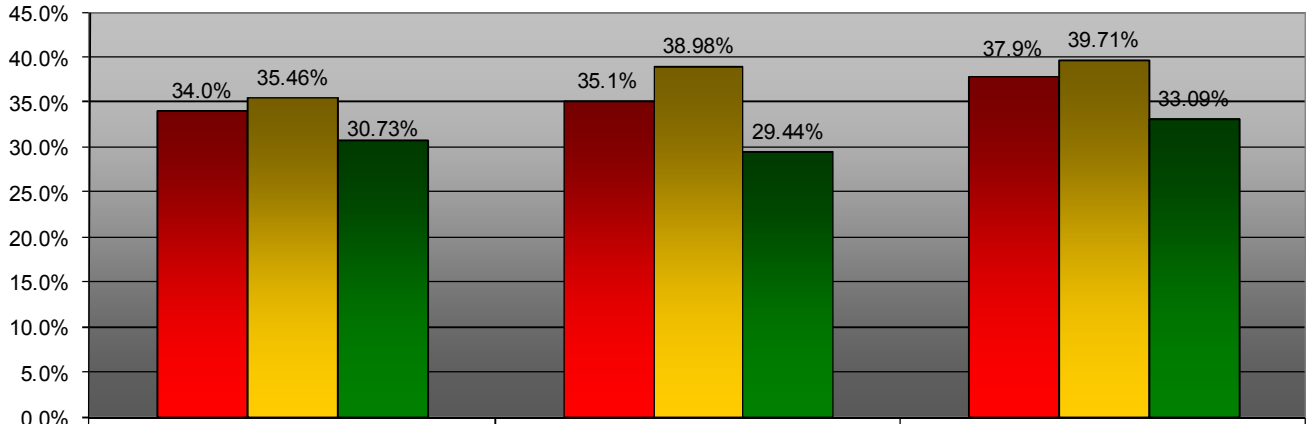
SHSP Emphasis Area	Sub-Classifications		
Aggressive Driving	Speed	DUI	Red Light Running
Lane Departure	Rural 2-Lane Highway	Urban Multi-lane Roads	Limited Access Highways
Intersection	Major Roadway Signalized	Major Roadway Unsignalized	Rural Stop Controlled
Vulnerable User	Pedestrian	Bicylcist	Motorcyle

Figure 11-1: At Intersection Crashes 2005-2009



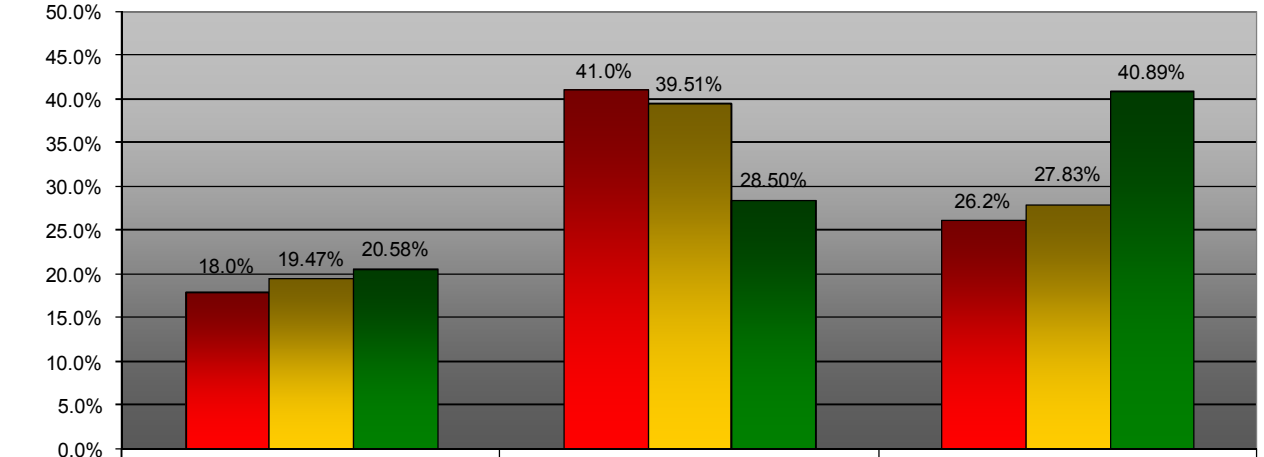
	Total Crashes	Fatal Crashes	Incapacitating Injury
Statewide	47.4%	31.3%	45.4%
D5	51.23%	34.29%	49.28%
Marion	26.97%	23.83%	28.50%

Figure 11-2: Aggressive Driving Crashes 2005-2009



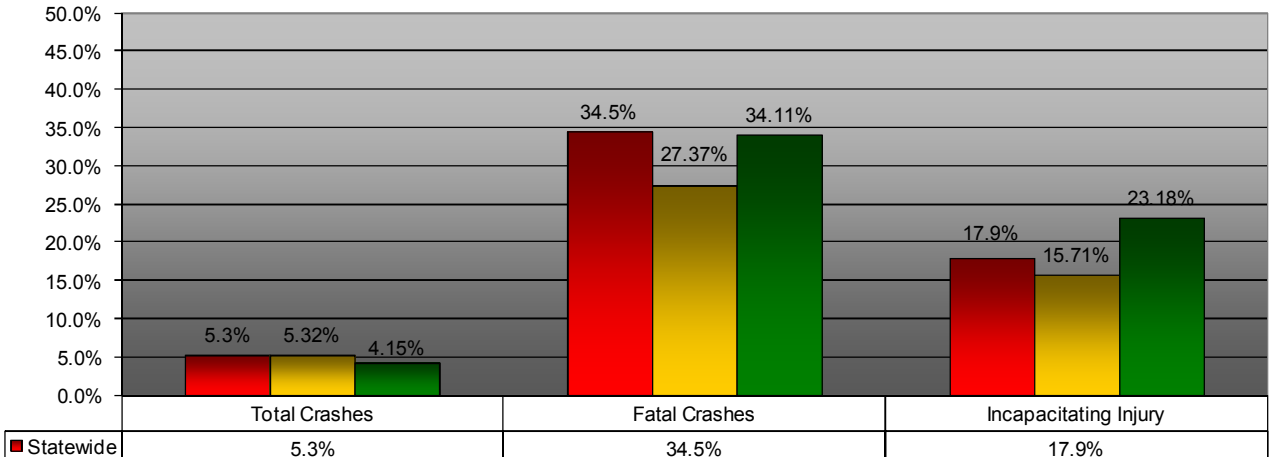
	Total Crashes	Fatal Crashes	Incapacitating Injury
Statewide	34.0%	35.1%	37.9%
D5	35.46%	38.98%	39.71%
Marion	30.73%	29.44%	33.09%

Figure 11-3: Lane Departure Crashes 2005-2009

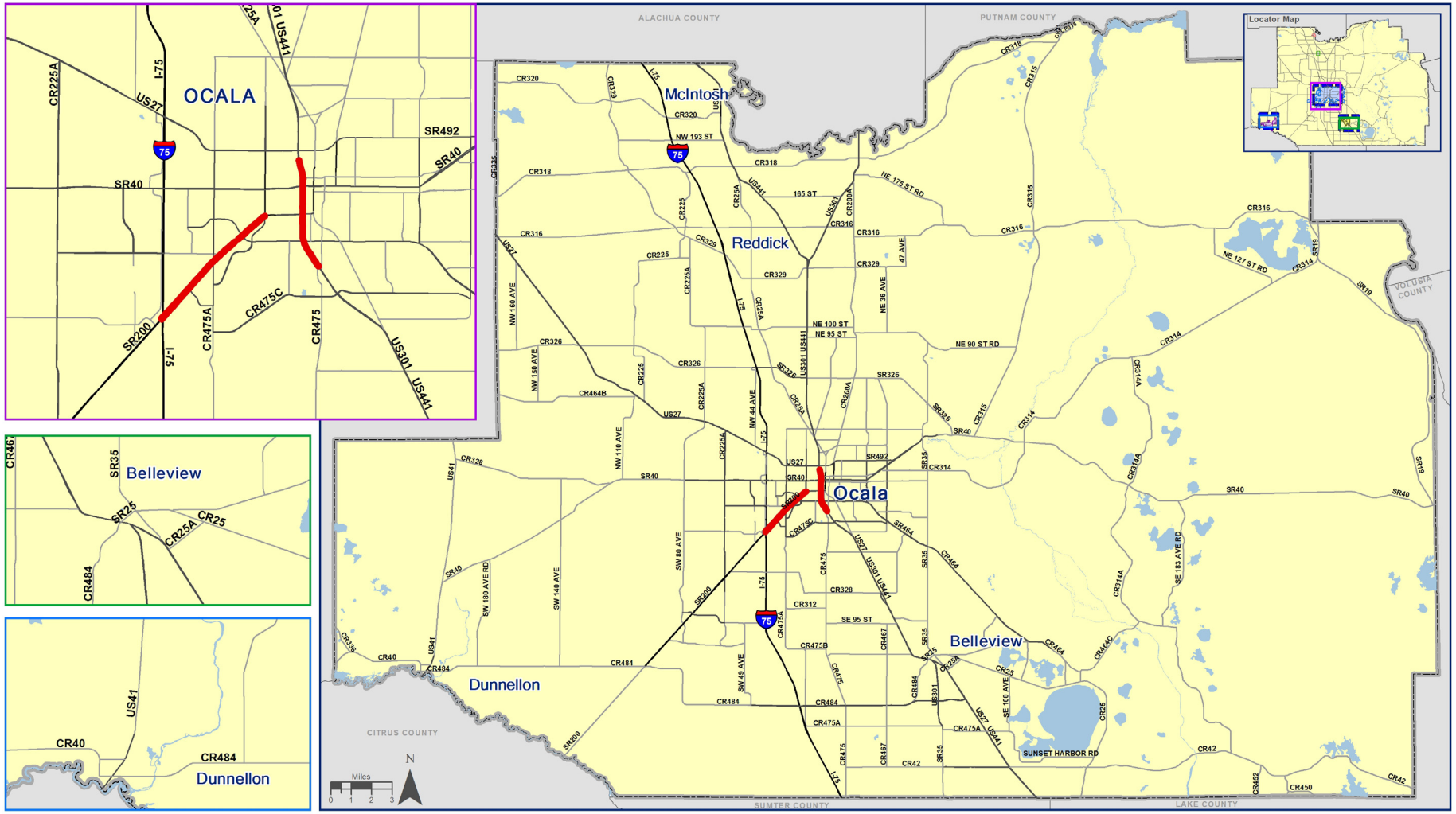


	Total Crashes	Fatal Crashes	Incapacitating Injury
Statewide	18.0%	41.0%	26.2%
D5	19.47%	39.51%	27.83%
Marion	20.58%	28.50%	40.89%

Figure 11-4: Vulnerable User Crashes 2005-2009

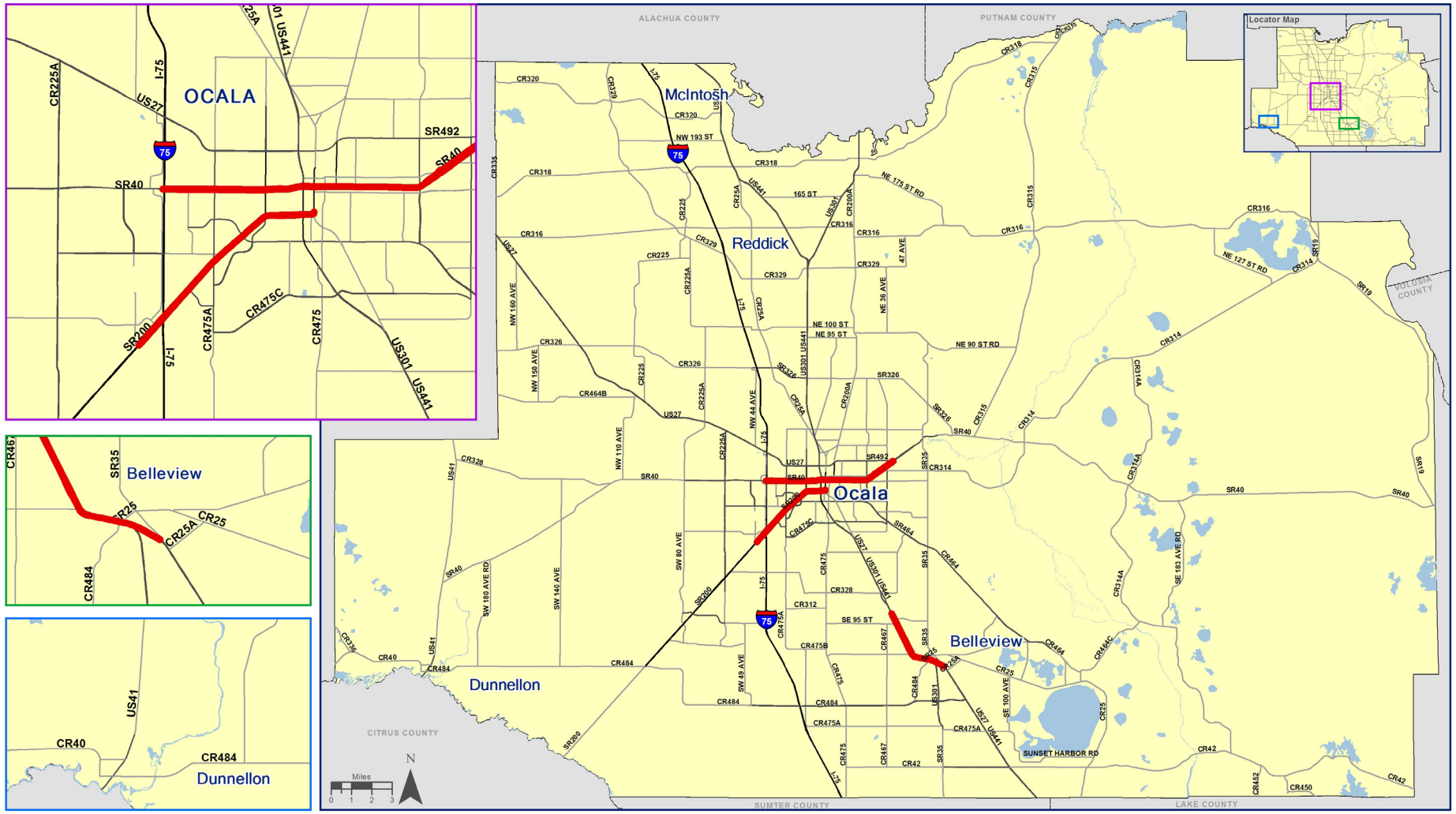


	Total Crashes	Fatal Crashes	Incapacitating Injury
Statewide	5.3%	34.5%	17.9%
D5	5.32%	27.37%	15.71%
Marion	4.15%	34.11%	23.18%



Map 11-1: Corridors with High Crash Frequency Occurring at Intersections

Map 11-2: Locations with High Crash Frequency

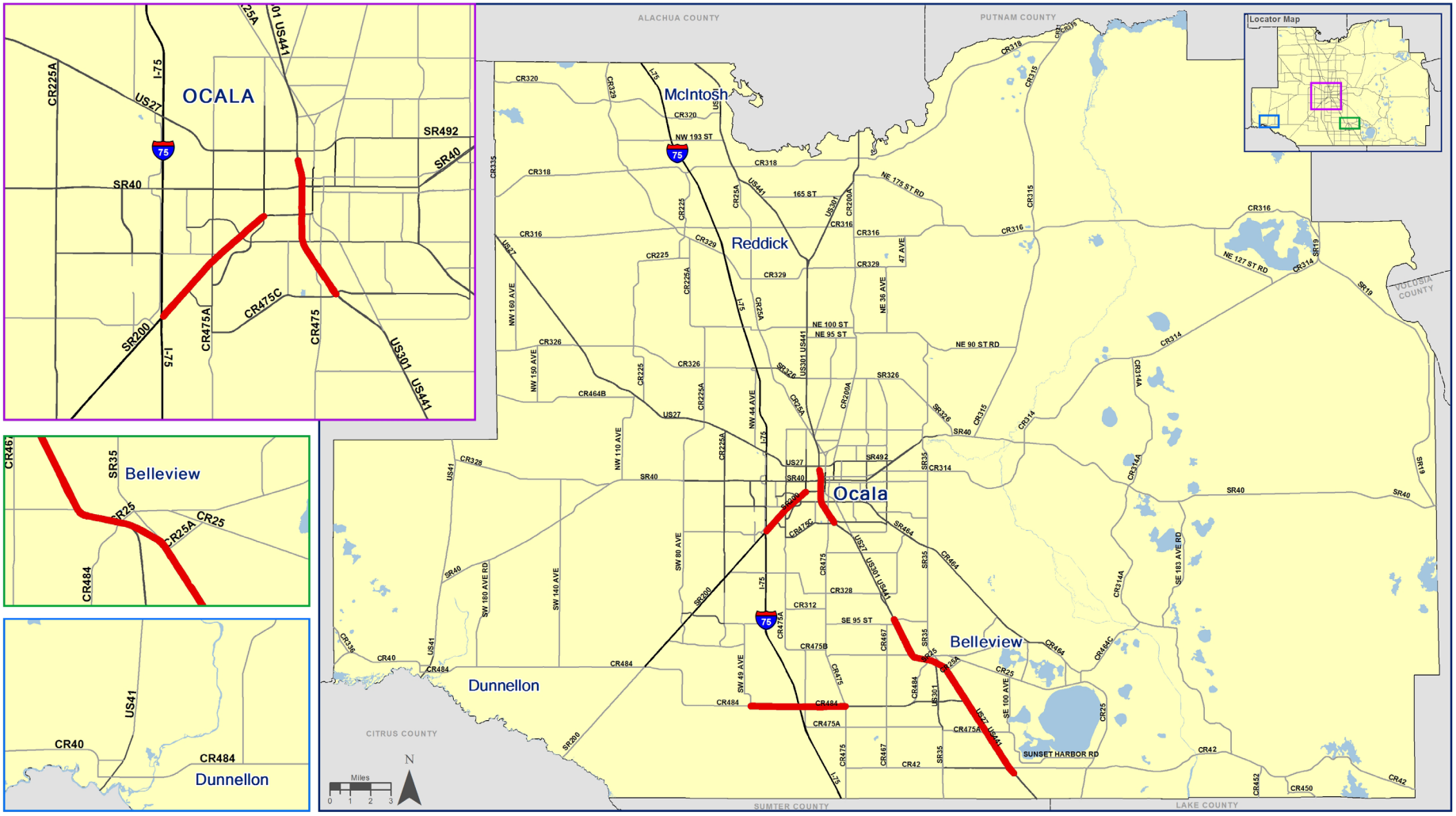


Map 11-3: Corridors with High Crash Frequency Due to Aggressive Driving

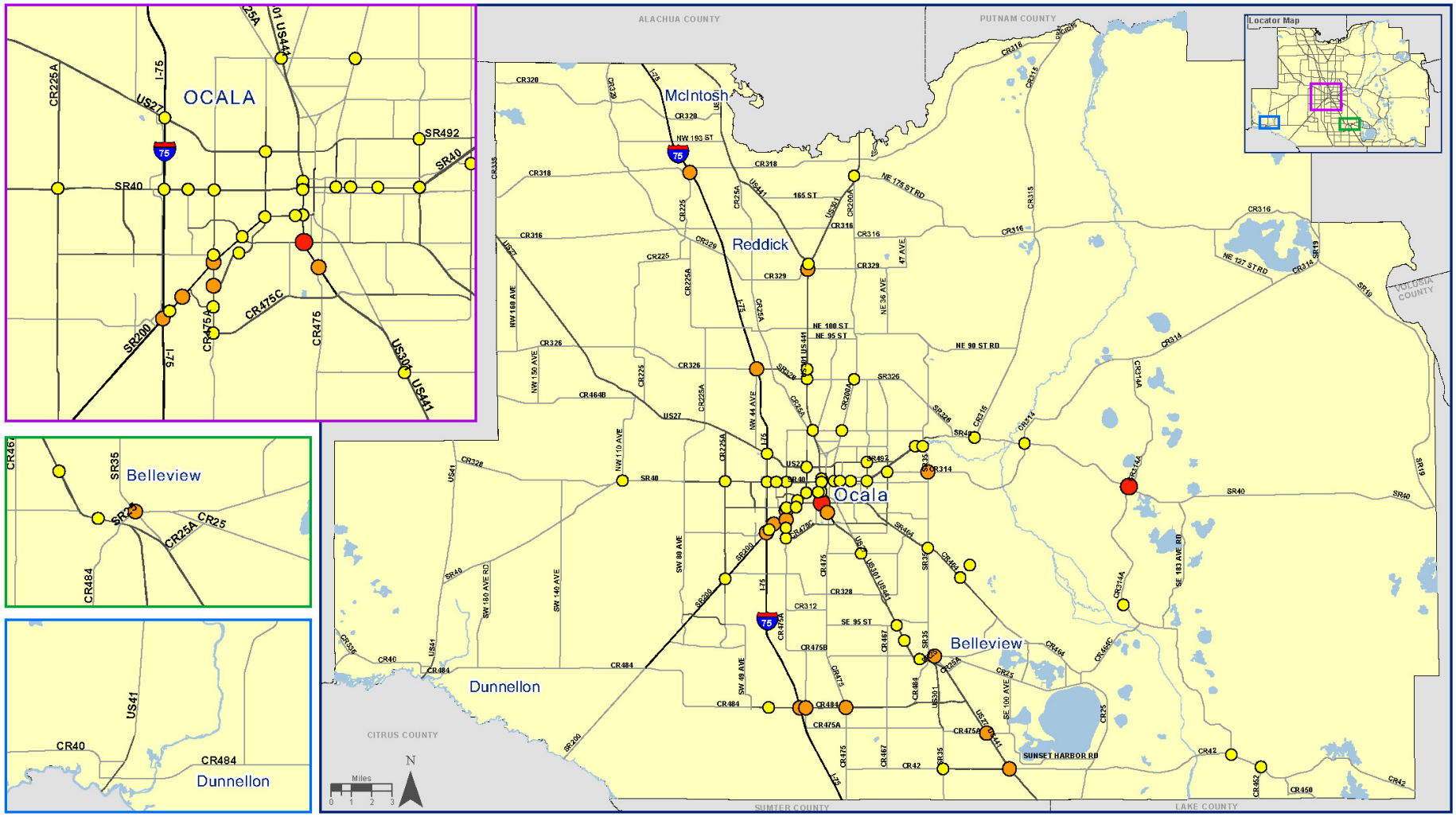
Map 11-4: Locations with High Crash Frequency Due to Aggressive Driving

Map 11-5: Corridors with High Crash Frequency Due to Lane Departures

Map 11-6: Locations with High Crash Frequency Due to Lane Departures



Map 11-7: Corridors with High Crash Frequency Due to Vulnerable Users



Map 11-8 Locations with High Crash Frequency Due to Vulnerable Users

TRANSPORTATION SECURITY

Highways

The TPO has spent significant effort since 2007 to assist local governments in implementing Intelligent Transportation System (ITS) strategies including ITS on the Strategic Highway Safety Network (I-75). The adoption of the ITS Strategic Plan in May 2008 provided the foundation for a county-wide system to both improve traffic operation and provide improved security for the area. While the ITS Strategic Plan focused primarily on improving traffic operations on major corridors, it also identified the need for an incident management plan for I-75. The plan would provide a concise overview of the manpower and equipment needed to divert traffic from I-75 based on the level of incident. At the adoption of the 2035 Long Range Transportation Plan, the I-75 Incident Management Plan was well under way and slated for completion in Spring 2011.

Transit

As the policy board for SunTran, the TPO participates in number of security-related activities. As part of the most recent fleet replacement, the TPO required that video cameras be installed on each new bus and that older buses be retrofitted with cameras. These cameras have proven beneficial both from a security and financial standpoint. In addition, SunTran also provides assistance for evacuation transportation in times of local emergencies. Working through the MCSO's Emergency Operations Center, SunTran buses can be used for the transport of residents from high density locations such as nursing homes or apartment complexes.

Cargo Theft

Over the past several years, cargo theft has been a significant issue both on a national and local level. It is estimated that losses from cargo theft exceed $25 billion a year. Marion County, with its large truck stops located at several interchanges of I-75, is a prime location of this type of activity. The Marion County Sheriff's Office has taken an active role in combatting cargo theft by the establishment of a specialized unit. The Cargo Theft Unit works with state and federal agencies to address the issue and is a recognized leader in bringing attention to the impact of cargo theft both from an economic and national security standpoint. The TPO will assist the Sheriff's Department where necessary to continue to address this important issue.

Rail

The TPO has worked closely with FDOT to increase the number of railroad grade separations on major roadways where they cross the CSX "S-Line," which passes through Marion County. It is anticipated that the S-Line corridor will have a significant increase in future rail traffic.

Chapter 12
Plan Implementation

Plan Implementation

INTRODUCTION

The Ocala/Marion County TPO 2035 Long Range Transportation Plan represents a significant milestone in addressing the transportation needs of Marion County. There are a number of key follow up actions beyond normal project development activities that the TPO and its partners will need to undertake in order for key elements of the plan to move forward. Key partners include Marion County, the Florida Department of Transportation District 5, the City of Ocala, and neighboring counties and MPOs, among others.

KEY IMPLEMENTATION ACTIONS

In working with its partners, the TPO has identified numerous key implementation actions that are critical to the future of transportation and land use in Marion County. These include:

- Focus on Economic Development
- Support Local Planning Incentives
- Implementation of ITS, Safety, and Congestion Management Improvements
- Monitor Air Quality Standards
- Assess Existing and Potential Revenue Sources

These implementation actions are discussed throughout the remainder of this chapter.

Focus on Economic Development

I-75 is a vital facility for moving people and goods to and from Marion County and is, therefore, important to the economic well-being of the county. For this reason, the TPO has focused on improving and maintaining I-75 interchanges and related facilities in the LRTP. Similarly, roadways providing access to the airport and surrounding businesses are important and will be improved as the land use densities intensify. Furthermore, the TPO continues to support Marion County and the various municipalities' efforts to encourage industrial growth through the development of multi-modal distribution facilities. These facilities can bring together rail, air, and ground transportation to effectively distribute goods throughout the county and region, giving Marion County greater level of participation in the regional economy. Priority of improvements will need to be reassessed as time progresses to ensure the maximum benefit to economic growth.

Support Local Planning Incentives

The TPO is striving to incorporate policies that support and enhance livable community initiatives ongoing throughout the county, including the Ocala 2035 Vision Plan and other similar planning efforts.

Implementation of ITS, Safety, and CMP Improvements

The Ocala-Marion TPO will continue its efforts to advance the implementation of Intelligent Transportation Systems technologies such as traffic signal coordination. The TPO will continue to coordinate with Marion County and its municipalities' traffic signals to address changes in future travel demands. The TPO also will monitor, evaluate, and implement safety and Congestion Management Process improvements to provide for a safe and efficient transportation system.

Monitor Air Quality Standards

It is anticipated that many areas in Florida will be identified as non-attainment areas by the Environmental Protection Agency once pending air quality standards are enacted. This may require an update to the Ocala/ Marion County TPO's LRTP to bring the plan into compliance with the new standards and associated rulemaking as it pertains to the metropolitan planning process. This update of the LRTP likely will occur within the next two years and falls outside the normal update cycle of LRTPs. The TPO is monitoring the pending air quality changes for impacts on this adopted LRTP.

Assess Existing and Potential Revenue Sources

The TPO and member agencies will continue to assess the adequacy of existing and potential revenue sources, including appropriate impact fees. Additional revenue sources that will support the unfunded improvements presented in this plan could include, but are not limited to:

- Sales Tax
- Impact Fees/Mobility Fees
- Municipal Service Benefit Unit (Non-Ad Valorem Assessment)
- Municipal Service Tax Unit

A VISION FOR MARION COUNTY

With the adoption of the 2035 LRTP, the Ocala-Marion County TPO has developed and adopted a long-term vision for transportation that supports and complements the major goals and objectives of Marion County. The adopted plan will be used by the TPO and the County as a guide for annual and ongoing planning and programming activities and the plan is flexible enough to respond to an ever-changing environment in Marion County and the region.

Appendix A:
Glossary of Terms and Acronyms

Appendix A: Glossary of Terms and Acronyms

Throughout this report, various terms and acronyms of the engineering profession are used. This glossary provides a list of many of these terms and their definitions for the reader's reference. The terms are listed in alphabetical order.

Americans with Disabilities Act – Directs that the needs of the elderly and disabled persons be integrated into all projects involving public access and transportation enhancement projects, particularly those involving pedestrian access.

Arterial—A roadway that primarily serves through-traffic at relatively high speeds and secondarily serves abutting properties.

Average Annual Daily Traffic (AADT) – The volume passing a point or segment of a highway in both directions for one year divided by the number of days in a year.

Backlogged Highway – An *unconstrained road* on the *State Highway System* operating at a level of service below the minimum acceptable standard for such a road and not programmed for construction in the first three years of the FDOT's adopted work program or in the five-year schedule of improvements of the capital improvements element of a local government's comprehensive plan.

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

Capacity – The maximum *rate of flow* at which vehicles reasonably can be expected to traverse a point on a lane or road during a specified period of time under prevailing *traffic, roadway, and signalization* conditions; usually expressed in units of vehicles per hour.

Capacity Analysis – The study of a highway's ability to carry traffic, i.e., its *operational characteristics* under a given *demand volume.*

Capital Improvement Program (CIP) – The capital projects and programs funded by a local government agency for implementation over the next five years.

Class (Roadway or Arterial) – Categories of *arterials* and *freeways* appearing in Florida's *generalized level of service volume tables;* arterials are primarily grouped by their *signal density;* freeways in *urbanized areas* are primarily grouped by their orientation to a central business district.

Clean Air Act Amendment (CAAA) – Requires states to integrate their air quality and transportation planning processes by establishing better coordination between state transportation and air quality planning and setting a firm schedule for states to attain air quality standards.

Collector – A street providing land access and traffic circulation service to a residential, commercial, or industrial area.

Commission for the Transportation Disadvantaged (CTD) – Independent state agency with the responsibility for policy development and coordination of transportation services for persons with disabilities.

Community – Outside of an *urban* or *urbanized area,* an incorporated place or a developed but unincorporated area with a population of 500 or more identified in the appropriate *local government's comprehensive plan.*

Community Impact Assessment – A process to evaluate the potential social and economic impacts of transportation improvements on communities.

Complimentary Paratransit Service - Service provided for persons who live within ¾ of a mile from fixed route service but cannot access the service due to some disability. The complementary paratransit service must provide a level of service comparable to the fixed-route bus service.

Congestion Management System (CMS) – A systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods. Florida's CMS is known as the Mobility Management Process.

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

Controlled Access Highway – A *non-limited access highway* whose access connections, median openings, and traffic signals are highly regulated.

Designated Bike Lane – A portion of the roadway designated for preferential use by bicyclists. Bike lanes are signed and striped for bicycle use. The standard is 4 ft on urban section roadways and 5 ft on rural section roadways.

Development of Regional Impact (DRI) – Area development that, because of its character, magnitude, or location, would substantially affect the health, safety, or welfare of citizens of more than one county in Florida.

Emissions – Harmful pollutants (i.e., carbon monoxide, nitrogen oxide, and hydrocarbons) that are released from motor vehicles. These pollutants are major contributors to ground level ozone, smog, global warming and related health problems.

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

Federal Aid Highway System (FAHS) – Roads on which improvements are eligible for federal funding. This network of roads includes those functionally-classified as freeways, urban and rural principal and minor arterials, urban collectors and rural major collectors.

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

Florida Department of Transportation (FDOT) – The state agency responsible for the Florida transportation system.

Florida Intrastate Highway System (FIHS) – A statewide network of limited access and controlled access highways designed with general-use and exclusive-use lanes to accommodate Florida's high speed and high volume highway traffic.

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

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

Freeway – A multilane, divided highway with at least two lanes for exclusive use of traffic in each directions and full control on ingress and egress.

FSUTMS – Florida Standard Urban Transportation Model Structure, used in urban transportation planning studies in Florida. The micro-FSUTMS model was developed by the Florida DOT for statewide application. It includes files which describe land use, highway and transit networks to estimate future year travel demands.

Functional Classification – The assignment of roads into systems according to the character of service they provide in relation to the total road network.

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

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

Growth Management Concepts – The ideas necessary for use in careful planning for urban growth so as to responsibly balance the growth of the infrastructure required to support a *community's* residential and commercial growth with the protection of its natural systems (land, air, water).

High-occupancy Vehicle (HOV) Lane – A freeway lane reserved for the use of vehicles with a preset minimum number of occupants; such vehicles often include buses, taxis, and carpools.

Ideal Conditions – The conditions assumed to determine a highway's greatest possible *capacity,* i.e., those that, if further improved, would not increase *capacity;* this term typically applies to roads having default values (e.g., 12-ft lane widths), which are not necessarily ideal.

Intelligent Transportation System (ITS) – Information and communication technology applied to transportation infrastructure and vehicles in an effort to improve efficiency, safety and reduce fuel consumption by enabling users to make better travel choices.

Intermodal Surface Transportation Efficiency Act (ISTEA) – Federal transportation legislation passed in 1991 that regulates the requirements of metropolitan transportation planning. This legislation emphasizes the need to balance demands between alternative modes to improve linkages between modes.

Interrupted Flow - A category of traffic flow that occurs on highways having traffic signals, STOP or YIELD signs, or other fixed causes of periodic *delay* or interruption to the traffic stream.

Intrastate Highways – Highways on the *Florida Intrastate Highway System* (FIHS).

Level of Service (LOS) – A qualitative assessment of a road's operating conditions; an average driver's perception of the quality of traffic flow he or she is in. An LOS is represented by the letters A through F, A for the freest flow and F for the least free flow.

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

Maximum Through Lanes Standards – The number of through-lanes to which FDOT limits facilities under its jurisdiction, with a few exceptions.

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

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

Multi-Lane Highway – A highway with at least two lanes for traffic in each direction, with little or no partial control of access, and that may have occasional interruptions to flow at signalized intersections.

Multi-Use Trail – Facility separated from motor vehicle traffic by an open space or barrier, either within the road right-of-way or within an independent right-of-way. The paths are designed for a variety of users, such as bicyclists, pedestrian, and rollerbladers. The width varies from 10 to 15 ft depending on the projected use of the path with the common standard being 12 ft and a minimum width of 8 ft when used for primarily one direction of traffic.

National Highway System (NHS) – A program, authorized by TEA 21 legislation for funding of highways and transit improvements, consisting of a system of roads that includes the Interstate System and other major highways. Under this funding category, Florida receives designated federal aid for roads designated by the State in conjunction with the U.S. DOT as being on the NHS.

Non-State Roadway – A roadway not in the *State Highway System.*

Other Signalized Roadway – A signalized road not in the *State Highway System* and also considered by the local government of jurisdiction not to be a major city/county road.

Other State Roads – Roads in the *State Highway System* that are not part of the *Florida Intrastate Highway System.*

Paved Shoulder – For use in providing bicycle facilities, the widths vary from 3-5 ft with the design standard being 5 ft on rural section roadways and 4 ft on urban section roadways. Range in width depends on purpose and contiguous to traffic lanes.

Performance Standard – The level of service adopted as the poorest level of service acceptable for the 100th highest hour of traffic during the year. The 100th highest hour traffic volumes are estimated by multiplying the AADT (*Average Annual Daily Traffic*) times a factor called "K100". The K100 factor is developed by reviewing one full year of daily counts and determining the relationship of the 100th highest daily count for the year to the average for the year. All of the analyses undertaken for this Plan are tied to the 100th highest hour operating conditions as estimated by the AADT times K100.

Physical Capacity – The maximum number of vehicles that can be accommodated on a roadway before over-saturation occurs. The level of service that would occur at this saturation level frequently, but not always, exceeds the adopted performance standard. If the physical capacity is exceeded, then serious traffic back-ups will occur because the vehicles cannot physically be moved on the roadway.

Posted Speed Limit – The maximum speed at which vehicles are legally allowed to travel over a roadway segment.

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

Regional Transportation Analysis (RTA) – Study conducted and coordinated by the District 7 Office of FDOT that included two key elements in the plan development and testing process: (1) the Regional Plan Model, and (2) the regional review process.

Road Type (RT) – Provides a description of the road in the format "xxy," where "xx" is the number of lanes and "y" indicates whether the road is undivided (U), divided (D), one-way (O), grade-separated (G), or freeway (F).

Roadway Characteristics – Parameters describing the geometric conditions of a roadway. These include a road's *number of lanes, arterial classification, free flow speed, level terrain, percent of no passing zones,* and whether or not it has *medians, left turn bays/lanes,* or *exclusive passing lanes.*

SAFETEA-LU— S*afe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Transportation legislation enacted in 2005, allocating funds for surface transportation.*

Saturation Level – Saturation level is the percentage of roadway capacity (either service or physical) that is consumed by traffic. When using the term "saturation level," it is appropriate to clarify whether the saturation level refers to the percentage of physical capacity that is consumed or the percentage of service capacity that is consumed. If not otherwise specified in this document, the degree of saturation refers to the degree of service capacity that is consumed.

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

Service Capacity – The volume of traffic that can be accommodated on a roadway before the adopted performance standard is exceeded. For most roads, service capacity is lower than the physical capacity. Adoption of an LOS standard below the physical capacity provides for a buffer of capacity before physical capacity is reached and serious traffic congestion occurs.

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

Single Occupancy Vehicle (SOV) – Motor vehicle traveling while occupied by the driver only.

State Highway System (SHS) – All roads and highways that FDOT operates and maintains. The SHS comprises the *Florida Intrastate Highway System,* which includes the *Interstate* highways within Florida, and all *other state-maintained roads.*

Strategic Intermodal System (SIS) – Composed of transportation facilities and services of statewide and interregional significance. Two types of facilities have been established, including:

- SIS Facilities – facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida.
- Emerging SIS Facilities – facilities that do not currently meet adopted SIS criteria but are experiencing growing levels of activity.

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

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

Traffic Characteristics – Parameters describing the distribution of vehicles in a traffic stream.

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

Transitioning Urbanized Area – An area expected to be included in an adjacent *urbanized* area within 20 years because of its population's growth to the U.S. Bureau of Census's criterion for urbanization (at least 1,000 people per square mile).

Transportation Concurrency Management Area (TCMA) – A geographically compact area designated in a *local government comprehensive plan* where intensive development exists or is planned to ensure adequate mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of an existing downtown and any designated redevelopment area, protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and

promoting public transit, bicycling, walking, and other alternatives to the single-occupant automobile. A transportation concurrency management area may be established in a comprehensive plan in accordance with Rule 9J-5.0057, Florida Administrative Code.

Transportation Demand Management (TDM/TSM) – A transportation planning process that is aimed at relieving congestion on highways by the following types of actions: (1) actions that promote alternatives to automobile use, (2) actions that encourage more efficient use of alternative transport systems, and (3) actions that discourage automobile use.

Transportation Disadvantaged Coordinating Board (TDCB) – Committee responsible for defining transportation-disadvantaged-related goals and objectives, preparing a service plan, and ensuring that the needs of the transportation disadvantaged citizens are being met.

Transportation Disadvantaged Designated Official Planning Agency (TD-DOPA) – Committee responsible for defining transportation disadvantaged-related goals and objectives, preparing a service plan, and ensuring that the needs of the transportation disadvantaged citizens are being met.

Transportation Plan – A plan with a minimum of a 20-year horizon that forecasts future transportation needs and estimates potential transportation revenues. It is developed as a broad guideline for local transportation decision making. This planning tool considers local, state, and federal policies in light of a changing macro- and micro-development. The plan is developed using a combination of complex statistical analysis and sound judgment. It is updated periodically (approximately every three to five years) to reflect urban growth and development, and to ensure proper representation of community transportation needs. Input from local government staffs and citizens is critical in he development of this plan.

Transportation Planning Organization (TPO) – A TPO functions similarly to a MPO. See definition for a Metropolitan Planning Organization.

Transportation Planning System Models – Computerized models of trip distribution and assignment in *urban* and *urbanized areas* used for urban transportation system planning.

Undesignated Bike Lane – A bike lane that is not designated with diamonds, bikes, or arrow pavement markers and is not signed as such. The bike lane differs from a paved shoulder from the striping of the approaches to the intersections (bike lanes follow through the lanes at intersections and are to the right of the turn lanes; in old designs, may end at intersections).

Unified Planning Work Program (UPWP) – A short-term planning tool that is used to define specific annual goals and projects of the MPO planning staff. Most of the planning activities in the UPWP are required by federal and state laws in order to support the metropolitan transportation planning process. The UPWP provides an annual budget for the planning activities contained in it. The MPO staff's annual planning activities are funded with Federal Highway Administration (FHWA) Section 112 planning funds (PL), Federal Transit Administration (FTA) Section 8 transit planning funds, and State of Florida Commission for the Transportation Disadvantaged (CTD) transportation disadvantaged planning funds. In addition, local in-kind matching and state "soft-match" funds are included in the UPWP.

Uninterrupted Flow – The category of traffic flow that occurs on highways having no fixed cause of delay; examples of such highways include *freeways* and unsignalized sections of rural highways.

Urban Area – A location with a population of between 5,000 and 50,000 and not in an *urbanized area.* The applicable boundary includes the 1990 Census's urban area and the surrounding geographical area agreed upon by the FDOT, the local government, and the Federal Highway Administration (FHWA). The boundaries are commonly called FHWA Urban Area Boundaries and include those areas expected to develop medium density before the next decennial census.

Urbanized Area – Based on the 1990 census, any area the U.S. Bureau of census designates as urbanized, together with any surrounding geographical area agreed upon by FDOT, the relevant Metropolitan Planning Organization (MPO), and the Federal Highway Administration (FHWA). Commonly called the FHWA Urbanized Area Boundary. The minimum population for an urbanized area is 50,000.

Wide Outside Lane – At least a 14-ft lane, provided where shoulder bikeways or bike lanes are warranted but cannot be built due to severe physical constraints. A wide lane provides room for an average size vehicle to pass a bicycle without encroaching into a adjacent lane.

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

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

Weighted Average Volume to Capacity (V/C) Ratio – Indicates the level of congestion of vehicle travel throughout the county. This measure is more indicative of vehicular travel congestion than roadway network congestion levels. By weighting volumes on individual links, the measured congestion level more accurately reflects the overall congestion that individuals traveling throughout the network are experiencing. The computation of the measure is as follows: the volume to capacity (V/C) ratio on each roadway segment is multiplied by the vehicle miles of travel (VMT) on that segment. These products are then summed for all roadways within the county, and divided by the total countywide VMT.

ZDATA – Socioeconomic and land use data files provided for each traffic analysis zone.

Appendix B:
Detailed Transit Costs

Appendix B: Detailed Transit Costs

Cost Estimate for Routes Only (Operations, Maintenance, & Fleet Purchase) Year of Expenditure						2015[3]		2016-2020[3]		2021-2025[3]		2026-2030[3]		2031-2035[3]	
ID	Route	Service Type	Fleet Purchase	Operation	Source	Capital Cost	O&M Cost	Capital	O&M	Capital	O&M	Capital	O&M	Capital	O&M
1	Continue Existing Dial-A-Ride and Fixed-Route Service	Existing Local	2015, 2017, 2022, 2024, 2027, 2029,2031, 2034	2015-2035	**Cost**	**$0**	**$2,741,322**	**$1,448,302**	**$14,738,550**	**$1,635,603**	**$16,644,605**	**$0**	**$18,781,330**	**$2,082,978**	**$21,197,285**
					Federal (Operating)	-	$2,133,027	-	$10,267,120	-	$11,942,010	-	$14,878,354	-	$16,216,535
					State (Operating)	-	$335,945	-	$1,837,084	-	$2,129,685	-	$2,468,885	-	$2,862,114
					Fees (Operating)	-	$163,981	-	$896,717	-	$1,039,539	-	$1,205,111	-	$1,397,050
					Misc. (Operating)	-	$108,369	-	$666,843	-	$197,517	-	$228,980	-	$721,586
					Add'l Local (Operating)	-	$0	-	$1,070,786	-	$1,335,854	-	$0	-	$0
					Federal (Capital)	$0	-	$1,448,302	-	$1,635,603	-	$0	-	$2,082,978	-
					Balance	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
					Cost	**$0**	-	**$0**	-	**$0**	-	**$0**	-	**$0**	-
					Local (capital)		-		-		-		-		-
					State (capital)		-		-		-		-		-
					Federal (capital)		-		-		-		-		-
					Balance	*$0*	*n/a*	*$0*	*n/a*	*$0*	*n/a*	*$0*	*n/a*	*$0*	*n/a*
						$0	***$2,741,322***	***$1,448,302***	***$14,738,550***	***$1,635,603***	***$16,644,605***	***$0***	***$18,781,330***	***$2,082,978***	***$21,197,285***

Revenues								
Federal (Operating)		$2,133,027		$10,267,120		$11,942,010		$14,878,354		$16,216,535
State (Operating)		$335,945		$1,837,084		$2,129,685		$2,468,885		$2,862,114
Fees (Operating)		$163,981		$896,717		$1,039,539		$1,205,111		$1,397,050
Misc. (Operating)		$108,369		$666,843		$197,517		$228,980		$721,586
Add'l Local (Operating)		$0		$1,070,786		$1,335,854		$0		$0
Federal (Capital)		$0		$1,448,302		$1,635,603		$0		$2,082,978
State (Capital)		$0		$0		$0		$0		$0
Fees (Capital)		$0		$0		$0		$0		$0
Misc. (Capital)		$0		$0		$0		$0		$0
Add'l Local (Capital)		$0		$0		$0		$0		$0

Appendix C:

Costs and Revenues Detail

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5-A: Cost and Revenues Introduction

Included in this Technical Appendix are the detailed backup tables and documentation for the unit cost assumptions and revenue projections documented in Chapter 5 of the LRTP Report. The tables and documents included are listed below:

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Table 5-A-9: Roadway and Transit Revenues by 5yr. Intervals (2015)

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Table 5-A-1
Cost per Lane Mile for County Roads

Component	New Construction and Lane Addition Improvements
Rural Design - Cost per Lane Mile [1]	
Design/CEI[2]	$206,136
Right-of-Way[3]	$453,499
Construction[4]	$1,030,680
Total	**$1,690,315**
Urban Design - Cost per Lane Mile	
Design/CEI[2]	$327,200
Right-of-Way[3]	$719,840
Construction[4]	$1,636,000
Total	**$2,683,040**

(1) Source: The construction cost per lane mile for rural design roads is approximately 63 percent of urban design construction costs (Table 5-A-2)

(2) Source: Based on discussions with TPO Staff design/CEI is estimated at 20 percent of construction costs

(3) Source: ROW is estimated at 44 percent of construction costs (Table 5-A-3)

(4) Source: Table 5-A-4

Table 5-A-2

Rural Design Factor Calculation - County and State Roads

County	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Urban Design (2006-2007)												
Polk	CR 540A Phase I	Old 37 (SR 37)	CR 37B (Lakeland Highlands Rd)	2006	Bid	2 to 4	Urban	3.00	2	6.00	$24,888,771	$4,148,129
Osceola	Boggy Creek Blvd	Bill Beck Rd	Lakeside Dr	2006	Bid	2 to 4	Urban	0.60	2	1.20	$5,395,397	$4,496,164
Osceola	Poinciana Blvd Phase I	Pam Rd	Oren Brown Rd	2006	Bid	2 to 4	Urban	1.80	2	3.60	$8,530,000	$2,369,444
Osceola	Kissimmee Park Rd	Old Canoe Creek Rd	Neptune Rd	2006	Bid	2 to 4	Urban	1.85	2	3.70	$16,296,010	$4,404,327
Collier	Collier Blvd (CR 951)	Golden Gate Blvd	Immokalee Rd	2006	Bid	2 to 6	Urban	2.62	4	10.48	$33,975,207	$3,241,909
Volusia	Tenth Street	Tatum Rd	Myrtle Rd	2006	Bid	2 to 4	Urban	0.77	2	1.54	$4,768,638	$3,096,518
Volusia	Clyde Morris Boulevard	LPGA Blvd	Aberdeen	2006	Bid	2 to 4	Urban	1.88	2	3.76	$6,877,172	$1,829,035
Polk	CR 540A Phase II	CR 37B	US 98	2007	Bid	2 to 4	Urban	3.30	2	6.60	$20,834,032	$3,156,672
Collier	Collier Blvd (CR 951)	US 41	Davis Blvd	2007	Bid	4 to 6	Urban	6.50	2	13.00	$26,993,198	$2,076,400
Flagler	Robert's Rd	Northern Terminus	Colbert Lane	2007	Bid	0 to 2	Urban	0.33	2	0.66	$1,702,648	$2,579,770
Volusia	Howland Blvd	Elkcam Blvd	Courtland Blvd	2007	Bid	2 to 4	Urban	2.10	2	4.20	$10,178,256	$2,423,394
Seminole	CR 15	SR 46	Orange Blvd	2007	Bid	2 to 4	Urban	1.20	2	2.40	$10,060,000	$4,191,667
	Total (All Projects)						**12**			**57.14**	$170,499,329	**$2,983,887**
Rural Design (2006-2007)												
Volusia	Williamson Boulevard	US 92	Dunn Ave	2006	Bid	2 to 4	Rural	1.57	2	3.14	$5,388,603	$1,716,116
Volusia	W. Rhode Island Ave	Westside Pkwy	US 17/92	2007	Bid	0 to 2	Rural	1.40	2	2.80	$5,278,073	$1,885,026
Hernando	Barclay Rd	Powell Rd	Spring Hill Dr	2007	Bid	2 to 4	Rural	1.10	2	2.20	$3,350,000	$1,522,727
Marion	CR 484	2200' E of I-75	SE 47th Ave/SE 135 St	2007	Bid	2 to 4	Rural	5.14	2	10.28	$15,102,465	$1,469,111
Marion	CR 484	SE 47th Ave/SE 135 St.	SR 500 (US 441)	2006	Bid	0 to 4	Rural	3.00	4	12.00	$27,709,956	$2,309,163
	Total (All Projects)						**5**			**30.42**	$56,829,097	**$1,868,149**
Rural Section Design Factor[(1)]												**63%**

(1) The rural design factor is based on the relationship between the cost per lane mile for urban design roadways and rural design roadways. 2006-2007 data was used to determine this factor due to a lack of more recent data

Table 5-A-3
Right-of-Way Factor Calculation - County and State Roads

Jurisdiction	Description	Feature	Date	Design	Lanes	Lanes Added	Length	Lane Miles Added	ROW Cost	Construction Cost	ROW / Construction[2]	
County	CR 484 from 2200' E of I-75 to SE 47th Ave/SE 135 St	Add Lanes and Reconstruct	2007	Rural	2 to 4	2	5.14	10.28	$18,020,446	$15,102,465	119%	
County	CR 484 from SE 47th Ave/SE 135 St. to SR 500 (US 441)	New Road Construction	2006	Rural	0 to 4	4	3.90	15.60	$3,788,394	$27,709,956	14%	
County	SW 31st St. from CR 475A to US 441	New Road Construction	2008	Urban	0 to 4	4	2.61	10.44	$1,601,510	$12,860,338	12%	
County	SE 110th St. from CR 467 to US 441	Reconstruct 2 Lanes	2008	Urban	n/a	2	1.31	2.62	$903,024	$2,621,702	34%	
County	NW 60th Ave from SR 40 to US 27	Add Lanes and Reconstruct	2008	Urban	2 to 4	2	2.54	5.08	$123,412	$4,789,402	3%	
County	SW 60th Ave from SR 200 to SR 40	Add Lanes and Reconstruct	2008	Urban	2 to 4	2	4.86	9.72	$126,360	$15,351,513	1%	
County	CR 464 from Oak Rd to N. of Locust Rd	Add Lanes and Reconstruct	2008	Urban	2 to 4	2	3.10	6.20	$2,443,880	$15,251,149	16%	
County	NW 44th Ave from US 27 to NW 60th St	Add Lanes and Reconstruct	2009	Urban	2 to 4	2	2.75	5.50	$3,536,368	$6,260,351	56%	
County	SE 31st St from SE 19th Ave to SR 464	Add Lanes and Reconstruct	2009	Urban	2 to 4	2	1.75	3.50	$15,031,855	$6,874,508	219%	
County	CR 200A from US 441 to NE 35th St	Add Lanes and Reconstruct	2009	Urban	2 to 4	2	2.32	4.64	$4,512,310	$6,944,603	65%	
Total (County)								**73.58**	**$50,087,559**	**$113,765,987**	**44%**	(a)
State	SR 200 CR 484 SW 60th Ave	Add Lanes and Reconstruct	1999	Urban	2 to 6	4	6.25	25.00	$22,393,011	$19,445,925	115%	
State	SR 500 US 27 from Leny County Line to CR 326	Add Lanes and Reconstruct	2002	Rural	2 to 4	2	6.56	13.12	$2,077,073	$13,946,309	15%	
State	SR 500 US 27 North of CR 464 North of CR 225A	Add Lanes and Reconstruct	2006	Rural	2 to 4	2	3.92	7.84	$0	$7,639,065	0%	
State	SR 40 from SW 80th Ave (CR 225A) to SW 52nd Ave	Add Lanes and Reconstruct	2006	Rural	2 to 4	2	3.22	6.44	$16,361,243	$13,444,075	122%	
Total (State)								**52.40**	**$40,831,327**	**$54,475,374**	**75%**	(b)

Source: Ocala/Marion TPO Staff

(a) Represents the ROW factor (of construction) for county roads

(b) Represents the ROW factor (of construction) for state roads

Table 5-A-4
Construction Cost per Lane Mile for County Roads

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane
Collier	1	Santa Barbara Blvd Extension	Rattlesnake Hammock Rd	Davis Blvd	2008	Bid	0 to 6	Urban	2.00	6	12.00	$18,947,979	$1,578,998
Polk	1	Silver Connector Rd	E.F. Griffin Rd	US 98	2008	Bid	0 to 2	Urban	0.33	2	0.66	$1,560,483	$2,364,368
Polk	1	County Line Rd	Ewell Ave	Pipkin Rd	2008	Bid	2 to 4	Urban	1.20	2	2.40	$3,993,892	$1,664,122
Volusia	5	Debary Ave	Deltona Blvd	Providence Blvd	2008	Bid	2 to 4	Urban	1.84	2	3.68	$7,405,914	$2,012,477
Volusia	5	S. Williamson Blvd Phase II	S. of Sabal Creek Blvd	N. of Moody Bridge	2008	Bid	2 to 4	Urban	1.91	2	3.82	$11,109,225	$2,908,174
Lake	5	CR 466 (Segment A)	US 301	CR 319	2008	Bid	2 to 4	Urban	1.00	2	2.00	$4,062,660	$2,031,330
Hillsborough	7	40th St	River Pines Apts	Humphrey St	2008	Bid	2 to 4	Urban	0.95	2	1.90	$5,154,862	$2,713,085
Hillsborough	7	Race Track Rd (Phase I)	Douglas Rd	Linebaugh Ave	2008	Bid	2 to 6	Urban	1.01	4	4.04	$10,099,911	$2,499,978
Orange	5	CR 535 (Segments C and E)	Ficquette Rd	Butler Ridge Dr	2008	Bid	2 to 4	Urban	1.10	2	2.20	$3,695,233	$1,679,651
Orange	5	Taft-Vineland Road Extension	Central Florida Pkwy	John Young Pkwy	2008	Bid	0 to 4	Urban	0.80	4	3.20	$3,476,629	$1,086,447
Hillsborough	7	Bruce B. Downs	Palm Springs Blvd	Pebble Beach Blvd	2009	Bid	4 to 8	Urban	7.20	4	28.80	$40,575,305	$1,408,865
Hillsborough	7	Race Track Rd (Phase IV)	Douglas Rd	Hillsborough Ave	2009	Bid	2 to 6	Urban	0.56	4	2.24	$4,397,412	$1,963,130
Marion	5	NW 44th Ave	US 27	NW 60th St	2009	Bid	2 to 4	Urban	2.75	2	5.50	$6,260,351	$1,138,246
Marion	5	SE 31st St	SE 19th Ave	SR 464	2009	Bid	2 to 4	Urban	1.75	2	3.50	$6,874,508	$1,964,145
Marion	5	CR 200A	US 441	NE 35th St	2010	Bid	2 to 4	Urban	2.32	2	4.64	$6,944,603	$1,496,682
Marion	5	SW 60th Ave	SW 80th St	SW 95th St	2010	Bid	2 to 4	Urban	2.30	2	4.60	$2,600,000	$565,217
Orange	5	Barack Obama Pkwy (Phase I)	N. of Conroy Rd	Metro West Blvd	2010	Bid	0 to 4	Urban	1.50	4	6.00	$8,691,007	$1,448,501
Broward	4	Bailey Rd	NW 64th Ave / SW 81st Ave	SR 7 (US 441)	2010	Bid	2 to 4	Urban	2.00	2	4.00	$6,330,297	$1,582,574
Collier	1	Oil Well Rd (Segment 2)	Immokalee Rd	E. of Everglades Blvd	2010	Bid	2 to 4	Urban	3.33	2	6.66	$19,735,024	$2,963,217
Collier	1	Oil Well Rd (Segment 4A)	W. of Oil Well Grade Rd	W. of Camp Keais Rd	2010	Bid	2 to 6	Urban	3.79	4	15.16	$19,464,255	$1,283,922
Total											**117.00**	**$191,379,550**	**$1,635,723**
Marion Only											**18.24**	**$22,679,462**	**$1,243,392**
Total (No Marion)											**99.00**	**$168,700,088**	**$1,704,041**

Source: TOA Cost Database

Table 5-A-5
Cost per Lane Mile for State Roads

Component	New Construction and Lane Addition Improvements
Rural Design - Cost per Lane Mile [(1)]	
Right-of-Way[(2)]	$1,198,965
Construction[(3)]	$1,598,620
Total	**$2,797,585**
Urban Design - Cost per Lane Mile	
Right-of-Way[(2)]	$1,789,500
Construction[(3)]	$2,386,000
Total	**$4,175,500**

(1) Source: The construction cost per lane mile for rural design roads is approximately 67 percent of urban design construction costs (Table 5-A-6)

(1) Source: ROW is estimated at 75 percent of construction costs (Table 5-A-2)

(2) Source: Table 5-A-7

Table 5-A-6
Rural Design Factor Calculation - State Roads

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane
Urban Design													
Marion	5	SR 35 (US 301)	Sumter County Line	529' S. of CR 42	2009	Bid	2 to 4	Urban	1.40	2	2.80	$3,596,000	$1,284,286
Marion	5	Baseline Rd	SR 40 (Silver Springs)	SR 464 (Maricamp Rd.)	2009	Bid	2 to 4	Urban	5.70	2	11.40	$23,300,000	$2,043,860
Total								**2**			**14.20**	$26,896,000	**$1,894,085**
Rural Design													
Marion	5	SR 500	Levy County Line	CR 326	2002	Bid	2 to 4	Rural	6.56	2	13.12	$13,946,309	$1,062,981
Marion	5	SR 500	US 27	N. of CR 225A	2006	Bid	2 to 4	Rural	3.92	2	7.84	$7,639,065	$974,371
Marion	5	SR 40	SW 80th Ave (CR 225A)	SW 52nd Ave	2006	Bid	2 to 4	Rural	3.22	2	6.44	$13,444,075	$2,087,589
Total								**3**			**27.40**	$35,029,449	**$1,278,447**
Rural Section Design Factor[(1)]													**67%**

(1) The rural design factor is based on the relationship between the cost per lane mile for urban design roadways and rural design roadways. Cost data was proviede by the Ocala/Marion TPO Staff

Table 5-A-7
Construction Cost per Lane Mile for State Roads

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane
Walton	3	SR 83 (US 331)	SR 30 (US 98)	S. end of Choctaw Bridge	2008	Bid	2 to 4	Urban	2.08	2	4.16	$11,649,363	$2,800,328
Hillsborough	7	US 301 (SR 43)	S. of Balm Rd	N. of Gibsonton Rd	2008	Bid	2 to 6	Urban	6.03	4	24.12	$55,702,777	$2,309,402
Indian River	4	SR 5 (US 1)	S. of Oslo Rd	S. of Indian River Bend	2008	Bid	4 to 6	Urban	1.70	2	3.40	$14,953,562	$4,398,106
Indian River	4	SR 60/Osceola Blvd	W. of 82 Ave	66th Ave/CR 505	2008	Bid	4 to 6	Urban	2.15	2	4.30	$18,496,793	$4,301,580
Orange	5	SR 50	Good Homes Rd	Pine Hills Rd	2008	Bid	4 to 6	Urban	3.63	2	7.26	$35,929,914	$4,949,024
Leon	3	SR 10 (Mahan Drive)	Dempsey Mayo Rd	Walden Rd	2009	Bid	2 to 4	Urban	3.10	2	6.20	$18,083,510	$2,916,695
Indian River	4	SR 60 (Osceola Blvd)	W. of I-95	W. of 82nd Ave/CR 609	2009	Bid	4 to 6	Urban	3.07	2	6.14	$7,366,557	$1,199,765
Sarasota	1	US 301	Wood St	Myrtle Ave	2009	Bid	4 to 6	Urban	2.60	2	5.20	$18,372,050	$3,533,087
Pasco	7	US 41 (SR 45)	Tower Rd	Ridge Rd	2009	Bid	2 to 4	Urban	2.84	2	5.68	$12,685,027	$2,233,279
Lee	1	SR 739	US 41 (S. of Alico)	Six Mile Cypress Pkwy	2009	Bid	0 to 6	Urban	2.77	6	16.62	$20,663,929	$1,243,317
Manatee	1	US 301	Erie Rd	CR 675	2009	Bid	4 to 6	Urban	4.10	2	8.20	$21,040,000	$2,565,854
Marion	5	SR 35 (US 301)	Sumter County Line	529' S. of CR 42	2009	Bid	2 to 4	Urban	1.40	2	2.80	$3,596,000	$1,284,286
Marion	5	Baseline Rd	SR 40 (Silver Springs)	SR 464 (Maricamp Rd.)	2009	Bid	2 to 4	Urban	5.70	2	11.40	$23,300,000	$2,043,860
Miami-Dade	6	Perimeter Rd	NW 72 Avenue	NW 57 Avenue	2009	Bid	2 to 4	Urban	1.50	2	3.00	$6,383,286	$2,127,762
Polk	1	US 27	N. of CR 546	S. of SR 544	2009	Bid	2 to 4	Urban	1.56	2	3.12	$4,100,069	$1,314,125
Santa Rosa	3	SR 281 Avalon Blvd	N. of CSX R/R Bridge	S. of Commerce Rd	2009	Bid	2 to 4	Urban	0.98	2	1.96	$5,621,006	$2,867,860
Santa Rosa	3	SR 281 Avalon Blvd	Gulf Rd	SR 10 (US 90)	2009	Bid	2 to 4	Urban	1.78	2	3.56	$9,150,583	$2,570,388
St. Lucie	4	SR 70	MP 5.860	MP 10.216	2009	Bid	2 to 4	Urban	4.36	2	8.72	$12,426,020	$1,425,002
Sumter	5	SR 35 (US 301)	N. of CR 204	Marion County Line	2009	Bid	2 to 4	Urban	1.51	2	3.02	$3,856,688	$1,277,049
Washington	3	SR 79	N. Environmental Rd	Strickland Rd	2009	Bid	2 to 4	Urban	1.72	2	3.44	$8,877,323	$2,580,617
Sarasota	1	Fruitville Rd (Phase I)	Tatum Rd	Debrecen Rd	2009	Bid	2 to 4	Urban	0.72	2	1.44	$4,355,796	$3,024,858
Sarasota	1	Fruitville Rd (Phase II)	Coburn Rd	Tatum Rd	2009	Bid	2 to 4	Urban	1.26	2	2.52	$8,557,904	$3,395,994
Total											**136.26**	**$325,168,157**	**$2,386,380**
Marion											**14.20**	**$26,896,000**	**$1,894,085**

Source: TOA Cost Database

Table 5-A-8
2015-2035 Marion County Transportation Revenues

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total (2015-2035)
SIS / FIHS	$0	$0	$0	$0	$3,173,585	**$3,173,585**
Other Arterial Construction/ROW (OA)	$8,700,000	$53,700,000	$60,400,000	$65,000,000	$71,200,000	**$259,000,000**
Enhancement Funds	$950,000	$5,100,000	$5,400,000	$5,600,000	$5,600,000	**$22,650,000**
Transportation Regional Incentive Program	$0	$0	$40,594,656	$0	$5,514,753	**$46,109,409**
Transportation Impact Fees (Zone 1)	$959,867	$11,971,019	$18,065,212	$19,583,537	$20,688,285	**$71,267,920**
Transportation Impact Fees (Zone 2)	$766,280	$9,556,696	$14,421,808	$15,633,917	$16,515,859	**$56,894,560**
Transportation Impact Fees (Zone 3)	$2,855,402	$35,611,269	$53,740,209	$58,256,909	$61,543,303	**$212,007,092**
Transportation Impact Fees (Zone 4)	$3,484,559	$43,457,819	$65,581,273	$71,093,176	$75,103,690	**$258,720,517**
Marion Gas Tax - Capacity Expansion	$594,857	$2,991,091	$2,998,016	$2,992,748	$2,987,778	**$12,564,490**
Marion Gas Tax - Capitalized Maintenance	$12,086,598	$60,890,379	$61,054,203	$64,970,805	$80,988,252	**$279,990,237**
Ocala Gas Tax - Capacity Expansion	$1,903,706	$9,572,313	$9,594,469	$9,577,614	$9,561,708	**$40,209,810**
Ocala Gas Tax - Capitalized Maintenance	$708,388	$3,561,953	$3,570,200	$3,563,927	$3,558,007	**$14,962,475**
Ocala Gas Tax - Transit Operating	$285,024	$1,558,628	$1,806,879	$2,094,665	$2,428,291	**$8,173,487**
Belleview Gas Tax - Capitalized Maintenance	$214,733	$1,079,734	$1,082,232	$1,080,330	$1,078,536	**$4,535,565**
Dunnellon Gas Tax - Capitalized Maintenance	$222,082	$1,116,688	$1,119,272	$1,117,305	$1,115,449	**$4,690,796**
Transit Revenues	$7,242,058	$39,622,741	$45,974,732	$53,349,792	$61,914,027	**$208,103,350**
Total	**$40,973,554**	**$279,790,330**	**$385,403,161**	**$373,914,725**	**$422,971,523**	**$1,503,053,293**

Source: Technical Appendix 5, Tables 5-A-9 through 5-A-13

Table 5-A-9
Marion County Roadway and Transit Funding - 2015

Fund Type	Fund	Roadway Capacity Expansion[(1)]	Roadway Capitalized Maintenance[(1)]	Transit Capacity Expansion	Transit Operating	Total (2015)
Federal	SIS / FIHS	$0				$0
Federal	Transit Revenues			$797,300	$4,217,070	$5,014,370
State	Other Arterial Construction/ROW	$8,700,000				$8,700,000
State	Enhancement Funds	$950,000				$950,000
State	Transportation Regional Incentive Program	$0		$0	$0	$0
State	Transit Revenues			$0	$534,402	$534,402
Local	Transportation Impact Fees (Zone 1)	$959,867				$959,867
Local	Transportation Impact Fees (Zone 2)	$766,280				$766,280
Local	Transportation Impact Fees (Zone 3)	$2,855,402				$2,855,402
Local	Transportation Impact Fees (Zone 4)	$3,484,559				$3,484,559
Local	Marion Gas Tax	$594,857	$12,086,598	$0	$0	$12,681,455
Local	Ocala Gas Tax	$1,903,706	$708,388	$0	$285,024	$2,897,118
Local	Belleview Gas Tax	$0	$214,733	$0	$0	$214,733
Local	Dunnellon Gas Tax	$0	$222,082	$0	$0	$222,082
Local	Transit Revenues			$0	$1,693,286	$1,693,286
Total		**$20,214,671**	**$13,231,801**	**$797,300**	**$6,729,782**	**$40,973,554**
Total	Local funds only	$10,564,671	$13,231,801	$0	$1,978,310	$25,774,782
Total	State funds only	$9,650,000	$0	$0	$534,402	$10,184,402
Total	Federal funds only	$0	$0	$797,300	$4,217,070	$5,014,370

(1) Roadway capacity expansion and roadway capitalized maintenance includes funding for bicycle and pedestrian facilities

= Indicates that a specific revenue source may not be used to fund a certain type of improvement

Table 5-A-10
Marion County Roadway and Transit Funding - 2016-2020

Fund Type	Fund	Roadway Capacity Expansion[(1)]	Roadway Capitalized Maintenance[(1)]	Transit Capacity Expansion	Transit Operating	Total (2016-2020)
Federal	SIS / FIHS	$0				$0
Federal	Transit Revenues			$3,889,833	$23,550,993	$27,440,826
State	Other Arterial Construction/ROW	$53,700,000				$53,700,000
State	Enhancement Funds	$5,100,000				$5,100,000
State	Transportation Regional Incentive Program	$0		$0	$0	$0
State	Transit Revenues			$0	$2,922,328	$2,922,328
Local	Transportation Impact Fees (Zone 1)	$11,971,019				$11,971,019
Local	Transportation Impact Fees (Zone 2)	$9,556,696				$9,556,696
Local	Transportation Impact Fees (Zone 3)	$35,611,269				$35,611,269
Local	Transportation Impact Fees (Zone 4)	$43,457,819				$43,457,819
Local	Marion Gas Tax	$2,991,091	$60,890,379	$0	$0	$63,881,470
Local	Ocala Gas Tax	$9,572,313	$3,561,953	$0	$1,558,628	$14,692,894
Local	Belleview Gas Tax	$0	$1,079,734	$0	$0	$1,079,734
Local	Dunnellon Gas Tax	$0	$1,116,688	$0	$0	$1,116,688
Local	Transit Revenues			$0	$9,259,587	$9,259,587
Total		**$171,960,207**	**$66,648,754**	**$3,889,833**	**$37,291,536**	**$279,790,330**
Total	Local funds only	$113,160,207	$66,648,754	$0	$10,818,215	$190,627,176
Total	State funds only	$58,800,000	$0	$0	$2,922,328	$61,722,328
Total	Federal funds only	$0	$0	$3,889,833	$23,550,993	$27,440,826

(1) Roadway capacity expansion and roadway capitalized maintenance includes funding for bicycle and pedestrian facilities

= Indicates that a specific revenue source may not be used to fund a certain type of improvement

Table 5-A-11
Marion County Roadway and Transit Funding - 2021-2025

Fund Type	Fund	Roadway Capacity Expansion[(1)]	Roadway Capitalized Maintenance[(1)]	Transit Capacity Expansion	Transit Operating	Total (2021-2025)
Federal	SIS / FIHS	$0				$0
Federal	Transit Revenues			$4,074,601	$27,777,950	$31,852,551
State	Other Arterial Construction/ROW	$60,400,000				$60,400,000
State	Enhancement Funds	$5,400,000				$5,400,000
State	Transportation Regional Incentive Program	$40,594,656		$0	$0	$40,594,656
State	Transit Revenues			$0	$3,387,779	$3,387,779
Local	Transportation Impact Fees (Zone 1)	$18,065,212				$18,065,212
Local	Transportation Impact Fees (Zone 2)	$14,421,808				$14,421,808
Local	Transportation Impact Fees (Zone 3)	$53,740,209				$53,740,209
Local	Transportation Impact Fees (Zone 4)	$65,581,273				$65,581,273
Local	Marion Gas Tax	$2,998,016	$61,054,203	$0	$0	$64,052,219
Local	Ocala Gas Tax	$9,594,469	$3,570,200	$0	$1,806,879	$14,971,548
Local	Belleview Gas Tax	$0	$1,082,232	$0	$0	$1,082,232
Local	Dunnellon Gas Tax	$0	$1,119,272	$0	$0	$1,119,272
Local	Transit Revenues			$0	$10,734,402	$10,734,402
Total		**$270,795,643**	**$66,825,907**	**$4,074,601**	**$43,707,010**	**$385,403,161**
Total	Local funds only	$164,400,987	$66,825,907	$0	$12,541,281	$243,768,175
Total	State funds only	$106,394,656	$0	$0	$3,387,779	$109,782,435
Total	Federal funds only	$0	$0	$4,074,601	$27,777,950	$31,852,551

(1) Roadway capacity expansion and roadway capitalized maintenance includes funding for bicycle and pedestrian facilities

= Indicates that a specific revenue source may not be used to fund a certain type of improvement

Table 5-A-12
Marion County Roadway and Transit Funding - 2026-2030

Fund Type	Fund	Roadway Capacity Expansion[(1)]	Roadway Capitalized Maintenance[(1)]	Transit Capacity Expansion	Transit Operating	Total (2026-2030)
Federal	SIS / FIHS	$0				$0
Federal	Transit Revenues			$4,453,176	$32,525,138	$36,978,314
State	Other Arterial Construction/ROW	$65,000,000				$65,000,000
State	Enhancement Funds	$5,600,000				$5,600,000
State	Transportation Regional Incentive Program	$0		$0	$0	$0
State	Transit Revenues			$0	$3,927,365	$3,927,365
Local	Transportation Impact Fees (Zone 1)	$19,583,537				$19,583,537
Local	Transportation Impact Fees (Zone 2)	$15,633,917				$15,633,917
Local	Transportation Impact Fees (Zone 3)	$58,256,909				$58,256,909
Local	Transportation Impact Fees (Zone 4)	$71,093,176				$71,093,176
Local	Marion Gas Tax	$2,992,748	$64,970,805	$0	$0	$67,963,553
Local	Ocala Gas Tax	$9,577,614	$3,563,927	$0	$2,094,665	$15,236,206
Local	Belleview Gas Tax	$0	$1,080,330	$0	$0	$1,080,330
Local	Dunnellon Gas Tax	$0	$1,117,305	$0	$0	$1,117,305
Local	Transit Revenues			$0	$12,444,113	$12,444,113
Total		**$247,737,901**	**$70,732,367**	**$4,453,176**	**$50,991,281**	**$373,914,725**
Total	Local funds only	$177,137,901	$70,732,367	$0	$14,538,778	$262,409,046
Total	State funds only	$70,600,000	$0	$0	$3,927,365	$74,527,365
Total	Federal funds only	$0	$0	$4,453,176	$32,525,138	$36,978,314

(1) Roadway capacity expansion and roadway capitalized maintenance includes funding for bicycle and pedestrian facilities

= Indicates that a specific revenue source may not be used to fund a certain type of improvement

Table 5-A-13
Marion County Roadway and Transit Funding - 2031-2035

Fund Type	Fund	Roadway Capacity Expansion[(1)]	Roadway Capitalized Maintenance[(1)]	Transit Capacity Expansion	Transit Operating	Total (2031-2035)
Federal	SIS / FIHS	$3,173,585				$3,173,585
Federal	Transit Revenues			$5,905,295	$37,029,697	$42,934,992
State	Other Arterial Construction/ROW	$71,200,000				$71,200,000
State	Enhancement Funds	$5,600,000				$5,600,000
State	Transportation Regional Incentive Program	$5,514,753		$0	$0	$5,514,753
State	Transit Revenues			$0	$4,552,895	$4,552,895
Local	Transportation Impact Fees (Zone 1)	$20,688,285				$20,688,285
Local	Transportation Impact Fees (Zone 2)	$16,515,859				$16,515,859
Local	Transportation Impact Fees (Zone 3)	$61,543,303				$61,543,303
Local	Transportation Impact Fees (Zone 4)	$75,103,690				$75,103,690
Local	Marion Gas Tax	$2,987,778	$80,988,252	$0	$0	$83,976,030
Local	Ocala Gas Tax	$9,561,708	$3,558,007	$0	$2,428,291	$15,548,006
Local	Belleview Gas Tax	$0	$1,078,536	$0	$0	$1,078,536
Local	Dunnellon Gas Tax	$0	$1,115,449	$0	$0	$1,115,449
Local	Transit Revenues			$0	$14,426,140	$14,426,140
Total		**$271,888,961**	**$86,740,244**	**$5,905,295**	**$58,437,023**	**$422,971,523**
Total	Local funds only	$186,400,623	$86,740,244	$0	$16,854,431	$289,995,298
Total	State funds only	$82,314,753	$0	$0	$4,552,895	$86,867,648
Total	Federal funds only	$3,173,585	$0	$5,905,295	$37,029,697	$46,108,577

(1) Roadway capacity expansion and roadway capitalized maintenance includes funding for bicycle and pedestrian facilities

= Indicates that a specific revenue source may not be used to fund a certain type of improvement

Table 5-A-14
2015-2035 Marion County Transit Revenue Projections

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total (2015-2035)
Federal Section 5307	$1,303,268	$7,126,802	$8,261,913	$9,577,819	$11,103,316	**$37,373,118**
FDOT Block Grant Funds	$534,402	$2,922,328	$3,387,779	$3,927,365	$4,552,895	**$15,324,769**
Local Option Gas Tax – City of Ocala	$285,024	$1,558,628	$1,806,879	$2,094,665	$2,428,291	**$8,173,487**
Local Ad Valorem Tax – Marion County	$221,686	$1,212,272	$1,405,354	$1,629,194	$1,888,680	**$6,357,186**
Federal Section 5311	$501,757	$2,743,811	$3,180,826	$3,687,449	$4,274,767	**$14,388,610**
Medicaid Funds	$1,528,485	$8,358,385	$9,689,661	$11,232,973	$13,022,094	**$43,831,598**
Transportation Disadvantaged Trust Funds	$675,692	$3,694,961	$4,283,466	$4,965,706	$5,756,613	**$19,376,438**
APD/DCF/DOEA Funds	$540,311	$2,954,640	$3,425,235	$3,970,782	$4,603,228	**$15,494,196**
Local Government Revenues	$725,229	$3,965,852	$4,597,510	$5,329,774	$6,178,671	**$20,797,036**
Local Non-Government Revenues	$653,623	$3,574,281	$4,143,574	$4,803,535	$5,568,614	**$18,743,627**
Fare Revenues	$92,748	$507,182	$587,964	$681,610	$790,175	**$2,659,679**
FTA Section 5309 Funds	$404,281	$2,210,771	$2,562,889	$2,971,094	$3,444,313	**$11,593,348**
Federal Funds (Section 5310)	$60,576	$351,456	$448,561	$572,491	$730,661	**$2,163,745**
Total	**$7,527,082**	**$41,181,369**	**$47,781,611**	**$55,444,457**	**$64,342,318**	**$216,276,837**

Source: Expanded from the 2007 Marion Coutny Transit Development Plan

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