

# 2025 LONG-RANGE TRANSPORTATION PLAN UPDATE

for the  
Ocala/Marion County TPO



Prepared by



Kimley-Horn  
and Associates, Inc.

Prepared for





*(page intentionally left blank)*



**Ocala/Marion County  
Transportation Planning Organization  
2025 Long-Range Transportation Plan Update**

*Submitted to:*

Ocala/Marion County Transportation Planning Organization  
P.O. Box 1270  
Ocala, FL 34478  
352.629.8297

*Prepared by:*

Kimley-Horn and Associates, Inc.  
1820 East Park Avenue  
Suite 100  
Tallahassee, FL 32301-2874  
850.309.0035

Kimley-Horn and Associates, Inc.  
1321 S.E. 25<sup>th</sup> Loop  
Suite 101  
Ocala, FL 34471-1077  
352.671.9451

November 2005



*(page intentionally left blank)*



# TABLE OF CONTENTS

<b><u>Chapter</u></b>	<b><u>Page</u></b>
	v
1	1
	1
	4
	5
	6
2	13
	13
	14
3	21
	21
	22
4	37
5	55
6	63
	63
	64
	71
	91
	94
7	97
8	109
9	117
Appendix A – Strings and Ribbons Supplies	
Appendix B – Strings and Ribbons Group Summaries	
Appendix C – Strings and Ribbons Database Tables	
Appendix D – Strings and Ribbons Newsletter	
Appendix E – October Meeting Flyer, Meeting Survey, and Public Comment	



## TABLES

<b><u>Table</u></b>	<b><u>Page</u></b>
4-1 Alternative #1 .....	43
4-2 Alternative #2 .....	53
5-1 Preliminary Needs Plan.....	61-62
6-1 Florida's 2004 Transportation Tax Sources .....	65
6-2 Local Government Revenue Sources .....	67
6-3 State/Federal Revenue Projections.....	73
6-4 State/Federal Revenue Projections Committed for Improvements .....	75
6-5 Marion County Tax Revenue Projections.....	77
6-6 Marion County Transportation Impact Fee Revenue Projections.....	78
6-7 Marion County Tax Revenue Projections Committed for Maint. and Improvements...	80
6-8 Marion County Impact Fee Projections Committed for Improvements .....	81
6-9 City of Ocala Revenue Projections.....	83
6-10 City of Ocala Revenue Projections Committed for Maintenance and Improvements..	84
6-11 Other Municipalities Revenue Projections from LOGT.....	86
6-12 Other Municipalities Revenue Projections for Maintenance (from LOGT) .....	87
6-13 SunTran Revenue Projections .....	89
6-14 SunTran Commitments .....	90
6-15 Potential New Tax Revenue Projections .....	92
6-16 Summary of Revenue Projections Available for Improvements Through 2025.....	95
7-1 Cost Feasible Plan .....	103
8-1 Additional Needs .....	115



## FIGURES

<b><u>Figure</u></b>	<b><u>Page</u></b>
1-1 Ocala Urbanized Area Map .....	2
3-1 Existing + Committed Network – Marion County.....	27
3-2 Existing + Committed Network – City of Ocala .....	29
4-1 Alternative #1 – Marion County .....	39
4-2 Alternative #1 – City of Ocala.....	41
4-3 2025 Deficiencies Map – Marion County.....	45
4-4 2025 Deficiencies Map – City of Ocala .....	47
4-5 Alternative #2 – Marion County .....	49
4-6 Alternative #2 – City of Ocala.....	51
5-1 Needs Assessment Plan – Marion County.....	57
5-2 Needs Assessment Plan – City of Ocala.....	59
7-1 Cost Feasible Plan – Marion County.....	99
7-2 Cost Feasible Plan – City of Ocala.....	101
7-3 Conceptual Bicycle Network.....	107
8-1 Additional Needs – Marion County.....	111
8-2 Additional Needs – City of Ocala.....	113



*(page intentionally left blank)*



# Resolution

No. 05-04

A RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE YEAR 2025 COST FEASIBLE LONG RANGE TRANSPORTATION PLAN (LRTP) 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 Marion County, 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 (20) year planning horizon and be updated every five (5) years to confirm its validity and consistency with current and forecasted transportation and land use trends, and

WHEREAS, the Year 2025 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 (20) years; and

WHEREAS, the Year 2025 Long Range Transportation Plan was reviewed by the TPO at a duly noticed public hearing.

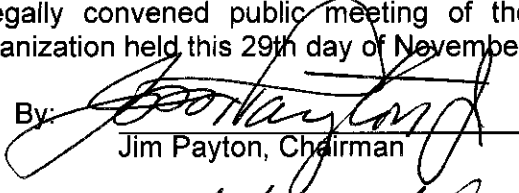
**NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization that:**

***The Ocala/Marion County Transportation Planning Organization hereby adopts the Year 2025 Cost Feasible 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 29th day of November 2005.

By:

  
Jim Payton, Chairman

Attest:

  
Greg Slay, TPO Director



*(page intentionally left blank)*





# CHAPTER I

## INTRODUCTION

---

### LONG-RANGE TRANSPORTATION PLAN

The Long-Range Transportation Plan (LRTP) serves as the guide for selection and funding of area transportation projects over a 20-year planning horizon. This report presents an overview of the 2025 LRTP plan development process, and identifies area transportation needs and cost-feasible projects to address future transportation demand in the Ocala/Marion County area.



The LRTP involves the identification of the method by which the Ocala/Marion County area should address transportation needs based on the area's projected population and related traffic growth through the year 2025. The transportation system in Ocala/Marion County will serve as the backbone for accommodating travel demand generated by existing development and new growth as envisioned by local

comprehensive plans. The LRTP considers all modes of transportation including highways, transit, paratransit, bicycles and pedestrians.

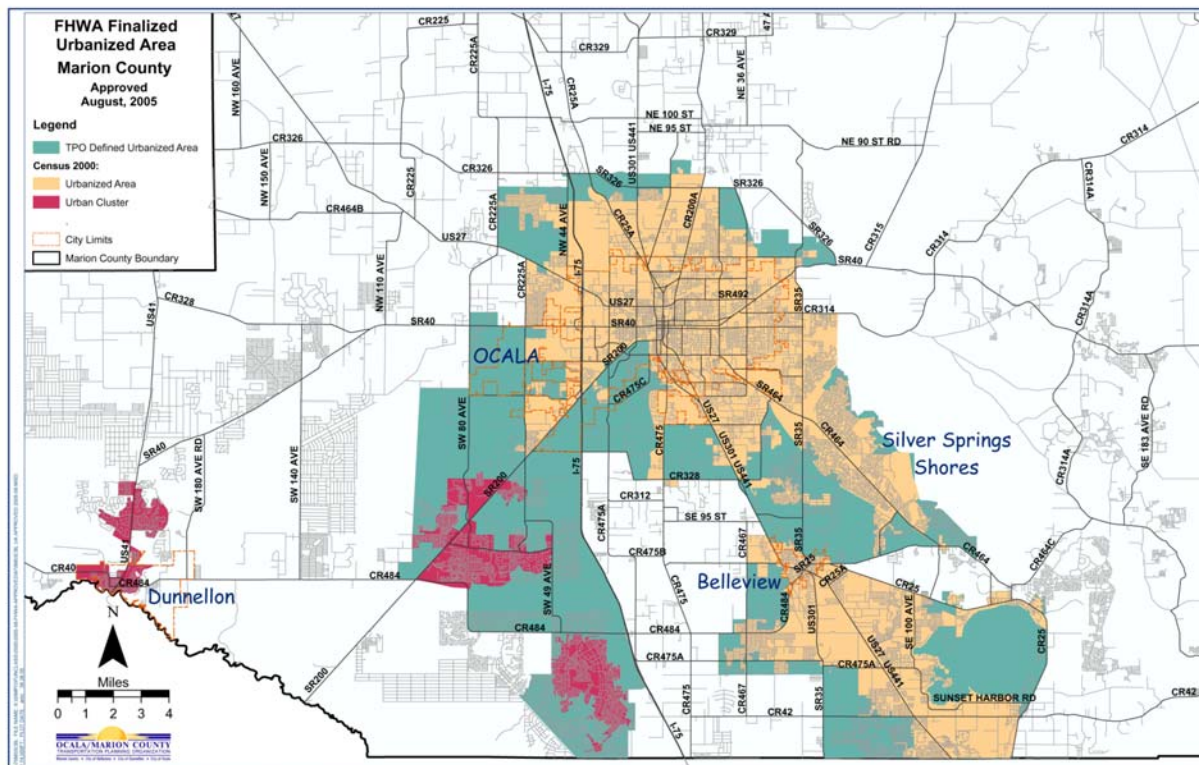
The Federal Highway Administration requires all urban areas with a population over 50,000 to have a transportation plan. In 1981, the Ocala/Marion County Transportation Planning Organization (TPO) was established as a result of the population of the Ocala Urbanized Area exceeding the 50,000 population threshold.





The Ocala/Marion County urbanized area includes the City of Ocala and the City of Belleview and the following surrounding areas: the areas of Silver Springs Shores and Marion Oaks; the SR 200 corridor to CR 484; and the US 441 corridor from Belleview to the Lake County line east of US 301 and west of CR 25 (See Figure 1-1).

**Figure 1-1 – Ocala Urbanized Area Map**



Federal law requires every urbanized area to establish a metropolitan planning organization. The planning boundaries for the TPO include all of the Marion County area. The TPO local planning board is comprised of five members from the Ocala City Council, five members from the Marion County Commission, one member from the Belleview City Commission and one member from the Dunnellon City Council.

The purpose of the TPO is to set policy and provide a forum for a coordinated, comprehensive and continuous planning process for all transportation-related issues within Marion County. One of the primary duties of the TPO is the development of a LRTP.



The TPO is supported by a subcommittee structure that provides input from diverse sources. The Citizens Advisory Committee (CAC) is comprised of local citizens appointed by the TPO. The purpose of the CAC is to provide input to the TPO from a citizen's point of view. Members are appointed based on geographic location, experience and background. The TPO strives to maintain a diverse cross-section of individuals on the CAC in order to provide a well-rounded review of transportation issues.



The Technical Advisory Committee (TAC) is another subcommittee comprised of professional-level staff from local public and private agencies. Similar to the CAC, the TAC makes recommendations to the TPO concerning countywide transportation issues. Membership on the TAC includes staff from local and state governments, as well as transit providers and private industry representatives.

Policies related to public transportation are reviewed by two additional committees. The Transportation Disadvantaged Local Coordinating Board (TDLCB) is responsible for oversight of the Community Transportation Coordinator (CTC). The Commission for the Transportation Disadvantaged provides funding to the CTC to provide transportation to local residents. The TDLCB is responsible for reviewing the performance of the CTC and establishing trip priorities.

The Transit Executive Committee (TEC) is responsible for reviewing policies for SunTran, the area transit provider. The committee is comprised of two TPO members and three citizen appointees.

Every meeting of the TPO and its subcommittees is open to the public (see Chapter 3 Public Involvement). All public meetings are advertised in the local newspaper, the *Ocala Star Banner*, in accordance with the requirements of Florida's Sunshine Law.



## STUDY AREA CHARACTERISTICS

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

U.S. Census figures show the population for Marion County in 1990 and 2000 at approximately 194,000 and 258,000, respectively. The 2000 figure represents a 33 percent increase in population in the county over 1990; averaging just over three percent per year. The University of Florida Bureau of Economic and Business Research (BEBR) population estimates for the most recent available year (2003) are approximately 282,000 for Marion County; about a nine percent increase from 2000 U.S. Census data.



The LRTP update is based on a projected population of approximately 443,000 for Marion County by the planning year 2025. This projection is based on a range of population estimates published by the *BEBR Florida Statistical Abstract* for 2004. Using the BEBR statistics for year 2000, Marion County's population would increase by an estimated 72 percent by the planning horizon year 2025, resulting in a population increase from 258,000 to 443,000. This growth is consistent with what the area has been experiencing.

In addition to Marion County's urban centers, many of which are historic, the area is also 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. The City of 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 of Ocala.



In 2003, the total labor force in Marion County was approximately 105,000, with about one quarter of that population working in the City of Ocala. Over half of the total labor force population in the county are employed in the following occupational categories: retail trade (20 percent), health care and social assistance (14 percent), manufacturing (13 percent), and construction (10 percent). A majority of the jobs are located in Ocala, but many of the county's residents live outside the Ocala urban area. This socioeconomic characteristic for the study area can put a demand on the local and regional roadway networks due to the resulting commuting patterns.



With over 180,000 new residents projected to relocate to Marion County during the period from year 2000 to year 2025, the challenges facing Marion County's transportation system are evident. The LRTP update is an opportunity to identify area transportation needs, plan accordingly, continue improvements to all modes, and maintain the economic and quality of life advantage the Ocala/Marion County area currently enjoys.

## PLAN DEVELOPMENT SUMMARY

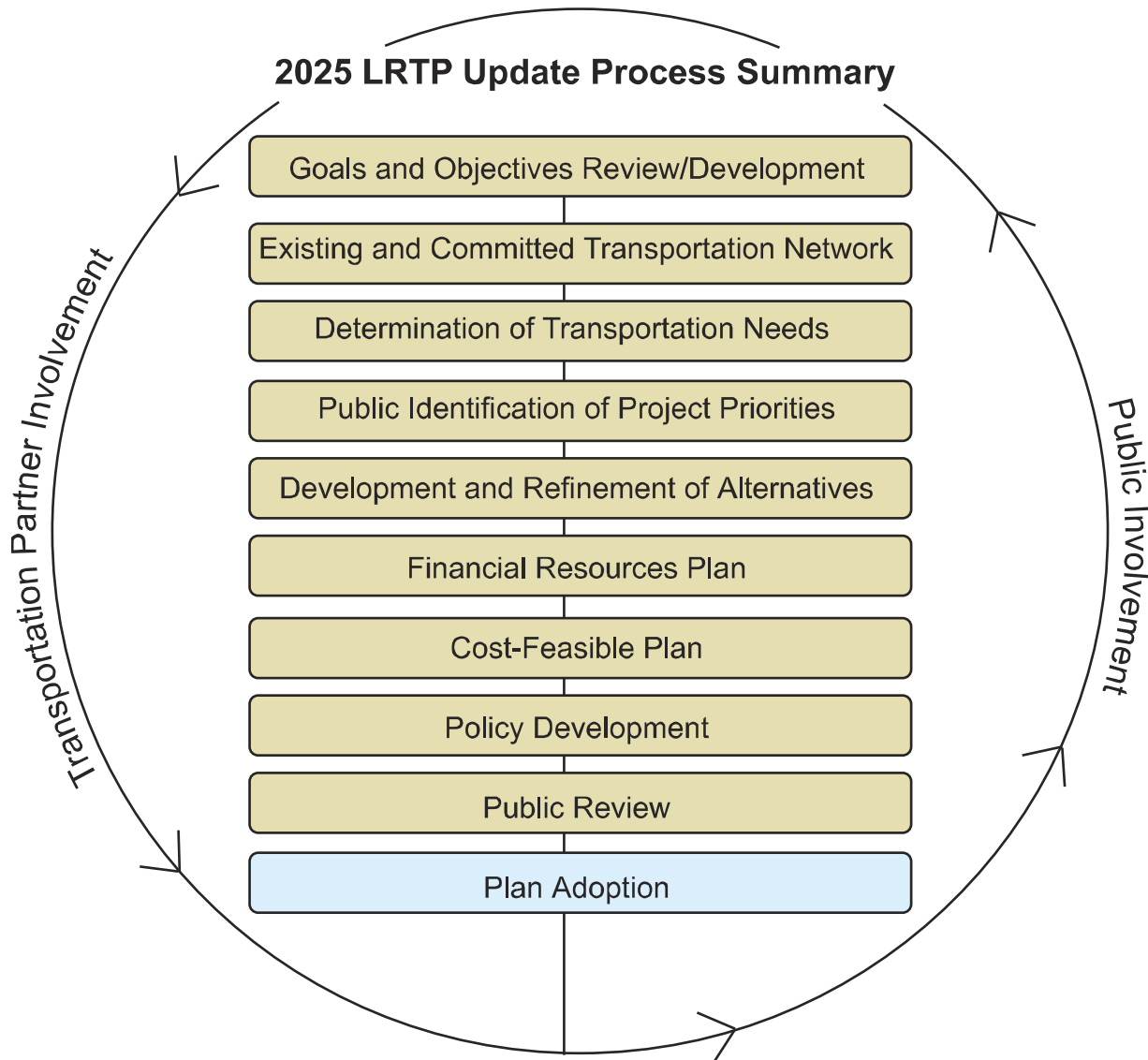
The LRTP is updated approximately every five years to respond to new growth patterns, trends and technologies in all modes of transportation in the study area. The last Ocala/Marion County LRTP was adopted in January 2001. The Ocala/Marion County TPO has worked with all of its transportation partners to update the current LRTP, including a public outreach effort to engage and receive input from the public.



The following process describes how the 2025 LRTP was developed.



## 2025 LRTP Process Summary



## METROPOLITAN PLANNING PROCESS

Consistency with Federal and State long-range transportation plan (LRTP) requirements is necessary in the plan development process. Specific requirements include the rule resulting from the Intermodal Surface Transportation Efficiency Act (ISTEA) and subsequent changes identified in the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21); Safe, Accountable, Flexible, Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU); *Florida*



---

*Statutes*; and other federal and state transportation regulations that relate to the development of a long-range transportation plan.

## **Federal Requirements**

The passage of ISTEA in 1991 established landmark legislation for the future of transportation in the United States. ISTEA was unprecedented in its requirement that the “planning processes consider such factors as land-use and the overall social, economic, energy, and environmental effects of transportation decisions.” Additionally, ISTEA recognized that:

- The inclusion of public outreach practices in the planning process is of critical importance, as it allows the citizens and organizations to voice concerns and recommendations for individual plans or projects;
- The Interstate Highway System is nearly complete and preservation, rather than expansion, was the higher priority;
- A well integrated multi-modal transportation network is more efficient at moving freight and passengers than an independently, loosely connected series of transportation modes;
- Protection of the natural and human environments was important to the overall welfare of the population;
- Accessibility to and equity in the provision of transportation services;
- Development patterns were rapidly changing, and the need to provide metropolitan planning areas with more control over their jurisdictions was paramount;

In October 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration jointly issued regulations found in *23 Code of Federal Regulations (CFR), Part 450* to guide the development of statewide, local and metropolitan plans and programs.” These regulations include the following:



- 
- Early and continuous public involvement opportunities throughout the planning and programming process;
  - Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
  - Reasonable access to information;
  - Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;
  - Explicit consideration and response to public comment;
  - Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
  - Periodic review of the public involvement efforts by the Transportation Planning Organization (TPO) to ensure full open access to all;
  - Review of public involvement procedures by the FHWA and FTA when necessary; and
  - Coordination of the MPO public involvement processes with statewide efforts whenever possible.

This code can be accessed at: [www.access.gpo.gov/uscode](http://www.access.gpo.gov/uscode).

Title 23, Part 450, *Code of Federal Regulations* (CFR) is the Metropolitan Planning Rule that identifies the transportation planning process requirements of the long-range transportation plan. The code specifies the timeline for updating a LRTP; triennially in nonattainment and maintenance areas and at least every five years in attainment areas.

In January of 2003, *23 United States Code (USC) 135* was enacted. It provides for the reasonable access to comment on proposed plans.

This code can be accessed at: [www.access.gpo.gov/uscode](http://www.access.gpo.gov/uscode).



On June 9, 1998, the President signed TEA-21 into law. TEA-21 continued to build on the emphasis placed on transportation by the passage of ISTEA. Section 102 of TEA-21 indicates that MPOs are responsible for preparing a financial plan that demonstrates how the adopted long-range transportation plan can be implemented. TEA-21 also identifies seven factors, commonly referred to as the *Seven TEA-21 Planning Factors*, that determine the focus of the metropolitan planning process. These factors include:

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

TEA-21 can be viewed at: [www.fhwa.dot.gov/tea21](http://www.fhwa.dot.gov/tea21).

On August 10, 2005, the President signed SAFETEA-LU into law. With guaranteed funding for highways, highway safety, and public transportation totaling \$286.4 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century, ISTEA and TEA-21, shaped the program to meet the Nation's changing transportation needs. SAFETEA-LU continues to build on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU can be viewed at: [www.fhwa.dot.gov/safetealu](http://www.fhwa.dot.gov/safetealu).



---

## Statutory Requirements

Section 339.175 (6), *Florida Statutes* provides specific requirements for the development of a MPO's Long-Range Transportation Plan. The statute requires that "each MPO must develop a long-range transportation plan that addresses at least a 20-year planning horizon. The plan must include both long-range and short-range strategies and must comply with all other state and federal requirements. The long-range plan must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. The approved long-range plan must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto."

The statute also requires public involvement in the development of the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). See Chapter 3 for a description of the Ocala/Marion County TPO public involvement activities during the LRTP plan development.

## Public Involvement Framework

Section 286.011, *Florida Statutes* – "The Sunshine Law" – Enacted in 1967, the Sunshine Law "establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local governmental agencies or authorities. The Sunshine Law requires that meetings of boards or commissions be open to the public, reasonable notice of such meetings be given, and minutes taken and made available to the public in a timely manner."

The Sunshine Law can be viewed, in its entirety, at: [www.myfloridalegal.com/sunshine](http://www.myfloridalegal.com/sunshine).

Title IV of the Civil Rights Act of 1964 - This title declares it to be the policy of the United States that discrimination on the grounds of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance and authorizes and directs



---

the appropriate Federal departments and agencies to take action to carry out this policy. This title is not intended to apply to foreign assistance programs.

Title IV of the Civil Rights Act of 1964 can be accessed, in its entirety, at:

[www.fhwa.dot.gov/environment/title\\_vi.htm](http://www.fhwa.dot.gov/environment/title_vi.htm).

28 CFR 36 – The Americans With Disabilities Act was signed into legislation in July of 1990. It requires all government programs to be accessible to people with disabilities. In addition, the Americans with Disabilities Act (ADA) requires that reasonable efforts be made to accommodate citizens with disabilities who wish to attend public meetings.

28 CFR 36 can be accessed at: [www.usdoj.gov/crt/ada/adahom1.htm](http://www.usdoj.gov/crt/ada/adahom1.htm).

In February of 1994, Executive Order 12898 on Environmental Justice was signed into legislation. This order addresses avoidance of actions that can cause disproportionately high and adverse impacts on minority and low-income populations.

Executive Order 12898 on Environmental Justice can be accessed at:

[www.fhwa.dot.gov/environment/ejustice/facts/index.htm](http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm).



*(page intentionally left blank)*





## **CHAPTER 2**

# **LONG-RANGE GOALS AND OBJECTIVES**

---

### **RELATED TRANSPORTATION PLANS**

One of the first steps in the 2025 Long-Range Transportation Plan (LRTP) Update is the evaluation of previous plan goals and objectives, and to determine what changes need to be made to respond to new trends in growth, development, traffic and local priorities.

In addition to review of the previously adopted LRTP goals for the area, the Ocala/Marion County TPO 2025 LRTP must consider the goals and policy context of other transportation plans that affect the study area as well. The goals, objectives and policies of the 2025 LRTP have been reviewed and were found to be consistent with the following list of related plans.

#### **Ocala/Marion County Transit Development Plan Update 2001-2006**

The Ocala/Marion County Transit Development Plan (TDP) establishes goals, objectives, a mission statement, and recommendations for transit service in the Ocala/Marion County area. The TDP evaluates fixed-route and demand-responsive services to estimate current and future demand for transit service in the planning study area.



#### **Ocala/Marion County 2015 Bicycle/Pedestrian Master Plan Update**

The Ocala/Marion County Bicycle/Pedestrian Master Plan provides the policy framework for a ten-year planning horizon and identifies key facilities, projects, and new policy direction that the TPO may carry out to continue improvements to the bicycle/pedestrian network. The goals, objectives and policies in the plan are defined to guide the planning, design, implementation, and management of bicycle and pedestrian facilities in the Ocala/Marion County area.



---

## **2025 Florida Transportation Plan (2025 FTP)**

The Florida Transportation Plan (FTP) establishes the long-range goals that will guide the investment of transportation funding in Florida for the next 20 years. The FTP provides the policy framework for transportation development in Florida. The 2025 FTP was approved in December 2005.

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

Florida's Strategic Intermodal System (SIS) was established in 2003 to enhance Florida's economic competitiveness by focusing limited state resources on those transportation facilities that are critical to Florida's economy and quality of life. The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. The SIS Strategic Plan provides policy direction for implementing the SIS.

## **GOALS, OBJECTIVES AND POLICIES**

Goals and objectives are intended as policy statements of the TPO and are used to help guide transportation priorities. Goals provide an overarching policy-level approach to specific transportation issues facing Marion County. Objectives identify specific, measurable ends to be reached through the implementation of more detailed policy directives.

The process for developing the following goals, objectives and policies for the 2025 LRTP includes: a review of previous LRTP goals, objectives and policies; changes made to reflect new trends and conditions; review of draft goals, objectives and policies by the Technical Advisory Committee and Citizens Advisory Committee; and final approval of the goals, objectives and policies by the TPO Board on October 26, 2004.

The following goals, objectives and policies represent the program and policy direction for the 2025 LRTP to address existing and future transportation-related issues facing Marion County.



## GOAL 1: MOBILITY

*Provide a transportation system to meet the travel demands of existing and future residents, visitors, and the movement of freight and goods in the Ocala/Marion County Transportation Planning Organization Planning Area.*

### Roadways

**Objective 1.1: Provide a roadway system to meet the travel demands for the TPO Planning Area.**

Policy 1.11 Support development of a roadway system which meets level of service standards established in locally adopted comprehensive plans.

Policy 1.12 Expansion of existing roadways to accommodate travel demand shall be given preference over establishment of new roadways.

Policy 1.13 Maintain a roadway characteristic database that allows for the annual review of the federal functional classified roadways.

Policy 1.14 All new roadways shall include provisions for multi-modal facilities: bicycle lanes, sidewalks, and transit facilities where appropriate or identified in the TPO 2015 Bicycle/Pedestrian Master Plan or the Transit Development Plan.

Policy 1.15 Reconstruction or resurfacing of roadways shall include provisions for bicycle and pedestrian facilities and provisions for Americans with Disabilities consistent with the TPO 2015 Bicycle/Pedestrian Master Plan and the Americans with Disabilities Act.

Policy 1.16 Coordinate with adjacent Metropolitan Planning Organizations and/or local governments to facilitate regional roadway planning and prioritization.

Policy 1.17 The 2025 Long Range Transportation Plan shall be consistent with the State of Florida Transportation Plan.

### Public Transportation

**Objective 1.2: Maintain a fixed route and paratransit system that provides safe and efficient transportation services.**

Policy 1.21 Provide increased fixed route transit services by expansion of the existing transportation system into areas of high population, employment, or services and/or by decreasing existing bus route times providing more frequent service.



- 
- |             |   |
|-------------|---|
| Policy 1.22 | As feasible, paratransit services should be expanded to provide transportation for work, school, shopping, and recreation.  |
| Policy 1.23 | Continue to evaluate options for bus stops, shelters and other fixed route amenities ensuring that these facilities have multi-modal accessibility.                                   |
| Policy 1.24 | As feasible, coordinate with the Lake/Sumter Metropolitan Planning Organization on the development and implementation of a public transportation system to serve south Marion County. |
| Policy 1.25 | Periodically evaluate fares for fixed route transit and the paratransit system.   |
| Policy 1.26 | Provide safe and reasonable access to transportation services and facilities for the transportation disadvantaged.  |

### **Bicycle and Pedestrian**

- |                       |   |
|-----------------------|---|
| <b>Objective 1.3:</b> | <b>Provide a system of sidewalks and bicycle facilities that affords the opportunity to walk or bicycle to schools, work places, shopping, recreation, and residential areas.</b> |
| Policy 1.31           | All TPO projects shall include provisions for bicycle and pedestrian facilities consistent with the TPO 2015 Bicycle/Pedestrian Master Plan.                                      |
| Policy 1.32           | Coordinate with FDOT to explore opportunities for converting abandoned rail corridors into multi-use paths.   |
| Policy 1.33           | Annually identify and prioritize Transportation Enhancement projects giving emphasis to those projects identified in the TPO 2015 Bicycle/Pedestrian Master Plan.                 |
| Policy 1.34           | Continue to support bicycle and pedestrian projects through an annual Set-Aside Funding Program specifically allocating funds for bicycle and pedestrian related projects.        |
| Policy 1.35           | Bicycle/pedestrian projects providing connection to multi-modal facilities and service shall be given priority.   |
| Policy 1.36           | Incorporate design guidelines as specified in the TPO 2015 Bicycle/Pedestrian Master Plan (or more current guidelines) for all bicycle and pedestrian facilities.                 |



---

## Airport and Rail

**Objective 1.4:** The TPO shall support airport and railway infrastructure to maximize the mobility of people, services, goods, and freight to serve all of Marion County.

Policy 1.41 Explore rail opportunities using existing rail lines and development of new facilities.

Policy 1.42 Support establishment of expanded aviation services to include commercial air passenger service, air freight cargo service, and heliport service in Marion County.

Policy 1.43 Explore the feasibility of establishing intra-county rail service using existing or abandoned railway lines for social/recreational or commuter purposes.

## Maintenance and Operation

**Objective 1.5:** Support local government maintenance of existing roadways and coordinate with FDOT on state and federal roadways.

Policy 1.51 Improve traffic signal timing and coordination using Intelligent transportation systems.

Policy 1.52 Maintain an annual traffic count program for all federal functional classified roadways.

Policy 1.53 Maintenance of the existing transportation system shall be given priority over expansion.

## GOAL 2: SAFETY

*Provide a Safe transportation system for all of Marion County.*

### Safety Programs

**Objective 2.1:** Coordinate and participate with federal, state, local government and private organizations and groups to develop and maintain transportation safety programs.

Policy 2.11 Annually identify high hazard intersections.

Policy 2.12 Develop and implement a signage and marking program for roadways, transit, bicycle, and pedestrian facilities.

Policy 2.13 Develop and implement a program to address the needs of elderly drivers.



- 
- |             |   |
|-------------|---|
| Policy 2.14 | Continue to coordinate with local law enforcement agencies on transportation safety issues.                             |
| Policy 2.15 | Maintain membership and participation in the Community Traffic Safety Team (CTST)                                       |
| Policy 2.16 | Promote safety through compliance with established, safe design guidelines and monitoring of the transportation system. |
| Policy 2.17 | Continue to support the further development and maintenance of a traffic accident database.                             |
| Policy 2.18 | Ensure all projects comply with the Americans with Disabilities Act.  |
| Policy 2.19 | Coordinate with FDOT and local governments to maintain and/or implement access management guidelines and regulations.   |

### **GOAL 3: LAND USE**

*Ensure that the transportation system has sufficient capacity to serve the anticipated development and growth in the TPO Planning Area.*

#### **Local Coordination**

- |                       |  |
|-----------------------|--|
| <b>Objective 3.1:</b> | <b>Coordinate with local governments to ensure that transportation facilities will meet the needs of current and future land uses.</b>   |
| Policy 3.11           | Arterial roadways shall not be expanded or extended through residential neighborhoods, unless no feasible alternatives exist. Projects extending or expanding through residential neighborhoods shall provide buffering. |
| Policy 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.             |
| Policy 3.13           | Coordinate with local governments to ensure that land use decisions consider impacts to identified future transportation facilities.   |
| Policy 3.14           | Coordinate with the Marion County School Board to ensure that multi-modal transportation needs for schools will be met.  |
| Policy 3.15           | Require new subdivisions and development to include provisions for bicycle and pedestrians facilities and transit facilities (if along a designated transit route).  |



---

## Right-of-Way Preservation

**Objective 3.2:** Establish local land use regulations that emphasize preservation of right-of-way for all transportation facilities.

Policy 3.21 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.

Policy 3.22 Support local government efforts to obtain necessary right-of-way as part of the development approval process.

Policy 3.23 Coordinate with FDOT and local governments to develop an advanced right-of-way acquisition program.

## GOAL 4: Environment

*Measures to preserve natural resources and minimize environmental impacts shall be incorporated into the transportation planning process.*

**Objective 4.1:** Ensure that all environmental impacts are addressed for all transportation projects.

Policy 4.11 Participate 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.

Policy 4.12 Typical roadway design shall include landscaping and other amenities for all roadway projects.

Policy 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.

Policy 4.14 Coordinate with local governments to promote the integration of land use and transportation planning.

Policy 4.15 Support local government designation and preservation of scenic roadways.



---

**GOAL 5: FINANCIAL FEASIBILITY**

*The Year 2025 Long Range Transportation Plan shall be cost feasible based upon the most readily available revenue estimates and projections.*

**Objective 5.1: Ensure the financial feasibility of the Long Range Transportation Plan.**

- |             |  |
|-------------|--|
| Policy 5.11 | Support local government in establishing or expanding local tax programs with a portion of the revenue dedicated to funding transportation capital improvements. |
| Policy 5.12 | Explore all funding options to ensure that unforeseen financial shortfalls of the transportation system will be met.   |
| Policy 5.13 | Implement a monitoring system to annually track transportation expenditures and revenues.  |
| Policy 5.14 | Support public/private partnerships to provide funding and/or services to meet existing and future transportation needs.   |





## CHAPTER 3

# PUBLIC INVOLVEMENT

---

### INTRODUCTION

An extensive public involvement and outreach effort was developed by the Ocala/Marion County TPO for the 2025 Long-Range Transportation Plan (LRTP) update. Public involvement is a primary element in setting priorities, gaining project support and successful implementation of a LRTP. The TPO enhanced the public involvement process that was used in previous LRTP updates. There were several areas in which the TPO focused its efforts for outreach, participation and feedback during the 2025 LRTP development process. These included:



1. **Explaining the LRTP process** to help the general public and participants make well-informed decisions,
2. **Interactive participatory approach** to help facilitate important discussion from a diverse representation of groups, geographically and demographically within Marion County,
3. **Broad public outreach** to include participation from a variety of groups and individuals that may not have participated on past TPO projects, and
4. **Improved access to project information** by further developing the e-mail database listing and TPO website/public involvement directory to inform the public and participants concerning LRTP project status, updates and upcoming meetings or workshops.



## METHODS

As a result of public involvement strategy refinements, the TPO conducted numerous public meetings and utilized a variety of approaches for informing, engaging and supporting the 2025 LRTP development. The following list summarizes the public involvement methods used throughout the LRTP development process.



- TPO Committee and Board Presentations/Reviews
- Public Information Meetings
- Strings and Ribbons Exercises
- Needs Plan Public Meetings
- Project Update Public Meetings
- TPO Website
- Project Newsletters
- Project Area Maps
- PowerPoint Presentations
- Surveys
- Comment Forms
- Posted Mail and E-Mail Communications

A more detailed description of the public involvement techniques used throughout the development of the Ocala/Marion County TPO 2025 LRTP is provided below.

### **TPO Committee and Board Presentations/Reviews**

In addition to significant effort to solicit input from the public, presentations were made by TPO staff, as either plan updates or action items, at regularly scheduled meetings of the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and the TPO Board throughout





the 2025 LRTP development process. The TAC and CAC reviewed, modified and approved each of the LRTP draft plans and alternatives. The recommendations of the TAC and CAC were then presented to the TPO board to undergo the same approval process and official adoption in order to move on to the next phase of the LRTP development.

### Public Information Meetings

These meetings were not events sponsored by the Ocala/Marion County TPO. They were most often a regularly planned group or organizational meeting that was attended by a member of the TPO staff. At the request of the group, organization, or TPO, staff time was allocated on the group's agenda to hear a presentation on the opportunities for public involvement during the Strings & Ribbons process (described below) and the 2025 LRTP update. They were then invited to participate in the process, and when possible, a tentative Strings & Ribbons session was scheduled. TPO staff made presentations to the following organizations:

October 21, 2004: Ocala Rotary Club

November 18, 2004: Past & Present Officers of Oak Run Homeowner's Association

December 14, 2004: Governor's West Side Redevelopment Council

January 12, 2004: Marion County Public Policy Institute

March 3, 2005: Safety Through Education, Enforcement & Responsibility (S.T.E.E.R.)

May 3, 2005: SR 200 Rotary Club

September 20, 2005: Marion Landing

### Strings & Ribbons

Public Involvement was a critical component in the development of the Ocala/Marion County TPO's 2025 Long-Range Transportation Plan. In years past, the Ocala Marion County TPO has used a process of public meetings and plan development





workshops to develop each updated version of the LRTP. A different process called “Strings & Ribbons” was used to solicit public opinion and recommendations during the development of the 2025 LRTP.

The Strings and Ribbons program is an interactive, hands-on activity that provides participants the opportunity to play the role of elected official in deciding how transportation dollars should be prioritized in the Ocala/Marion County area over the next 20 years. The TPO used a LRTP e-mail database and online public involvement directory to help solicit broad participation in the Strings and Ribbons sessions. The results of the outreach effort indicated that diverse sets of groups were interested in the LRTP process and the interactive method for receiving public input.



The sessions were held in central locations, usually chosen by the group that was participating in the Strings & Ribbons session. TPO and consultant staff traveled to these locations for greater convenience of the participants, which was intended to facilitate greater public participation. Over 300 Marion County residents participated in the Strings and Ribbons exercises which were conducted from October 2004 to April 2005. The following groups or organizations participated in the 2025 LRTP Strings & Ribbons program:

- October 12, 2004: TPO Technical Advisory Committee (TAC)
- October 12, 2004: TPO Citizen's Advisory Committee (CAC)
- November 8, 2004: The State Road 200 Coalition
- November 10, 2004: Community Traffic Safety Team (CTST)





November, 18 2004:	North Magnolia Community Redevelopment Association	
December 9, 2004:	Ocala Downtown Development Committee	
December 9, 2004:	Citizens of Dunnellon	
January 25, 2005:	Governor's West Side Redevelopment Council	
January 26, 2005:	Marion County Public Policy Institute	
February 14, 2005:	Past & Present Officers of Oak Run Homeowner's Association	
February 15, 2005:	On Top Of The World – Democratic Club	
February 16, 2005:	Ocala/Marion County Chamber of Commerce – Governmental Affairs Committee	
February 18, 2005:	Ocala/Marion County Realtor's Association	
February 23, 2005:	Citizens of McIntosh	
March 1, 2005:	The Marion County Citizen's Coalition	
March 31, 2005:	Residents of Silver Springs Shores	
April 13, 2005:	Marion County Engineering Society	
April 15, 2005:	Residents of Marion Oaks	

Participants began with a map of the Ocala Urban Area showing the Existing + Committed (E+C) Network of transportation facilities (see Figures 3-1 and 3-2). The E+C Network was based on the existing roadway network plus all projects that have committed funding programmed over the next five years. Current SunTran transit routes and 2004 traffic counts were also included on the basemap for the exercises.



The Strings and Ribbons program is designed to effectively accommodate small groups of only a few participants or larger groups up to 100 with similar

results. Groups were broken out into teams of four to six people with a base map of Marion



County. Using the base map as a starting point, each group was given the equivalent of \$500 million (projected total transportation dollars anticipated to be available over the next 20 years) in gaming currency to spend on transportation projects in TPO planning area.

A list of available improvements (additional highway lanes, 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. Individual pieces of strings and ribbons were cut and placed on the map identifying the location of roadway, transit, bicycle and pedestrian project priorities.



By the end of each session, each group had developed a map illustrating the improvements that they felt were the most important priorities. Through participation in this exercise, many of the participants felt that they left the meetings having a better understanding of the planning process and the challenges faced in providing transportation improvements.

The following examples of the materials used in the Strings & Ribbons exercises are found in Appendix A:

- Strings & Ribbons Exercise Description
- List of Game Supplies & Materials
- Facilitator Charts
- Improvement Cost Chart
- Examples of improvement sticker
- Examples of gaming currency





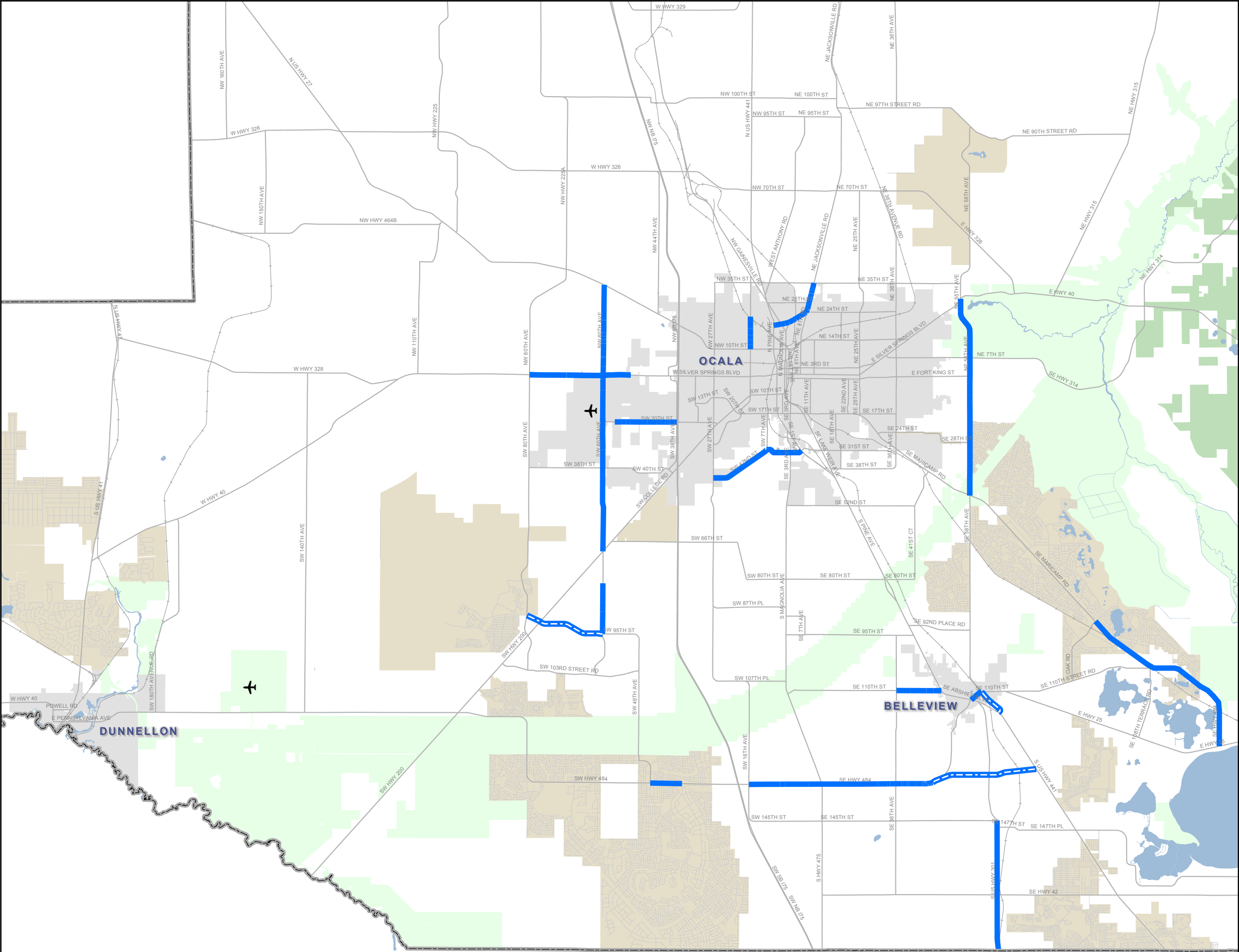
Figure 3-1. Existing and Committed (E+C) Network - Marion County

Legend

- Airport
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

Capacity Project with Construction Funding

- New Road Construction
- Additional Lane Construction



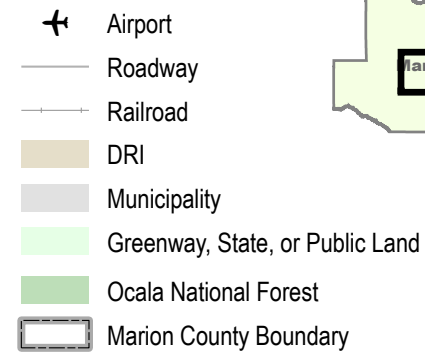


*(page intentionally left blank)*





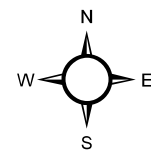
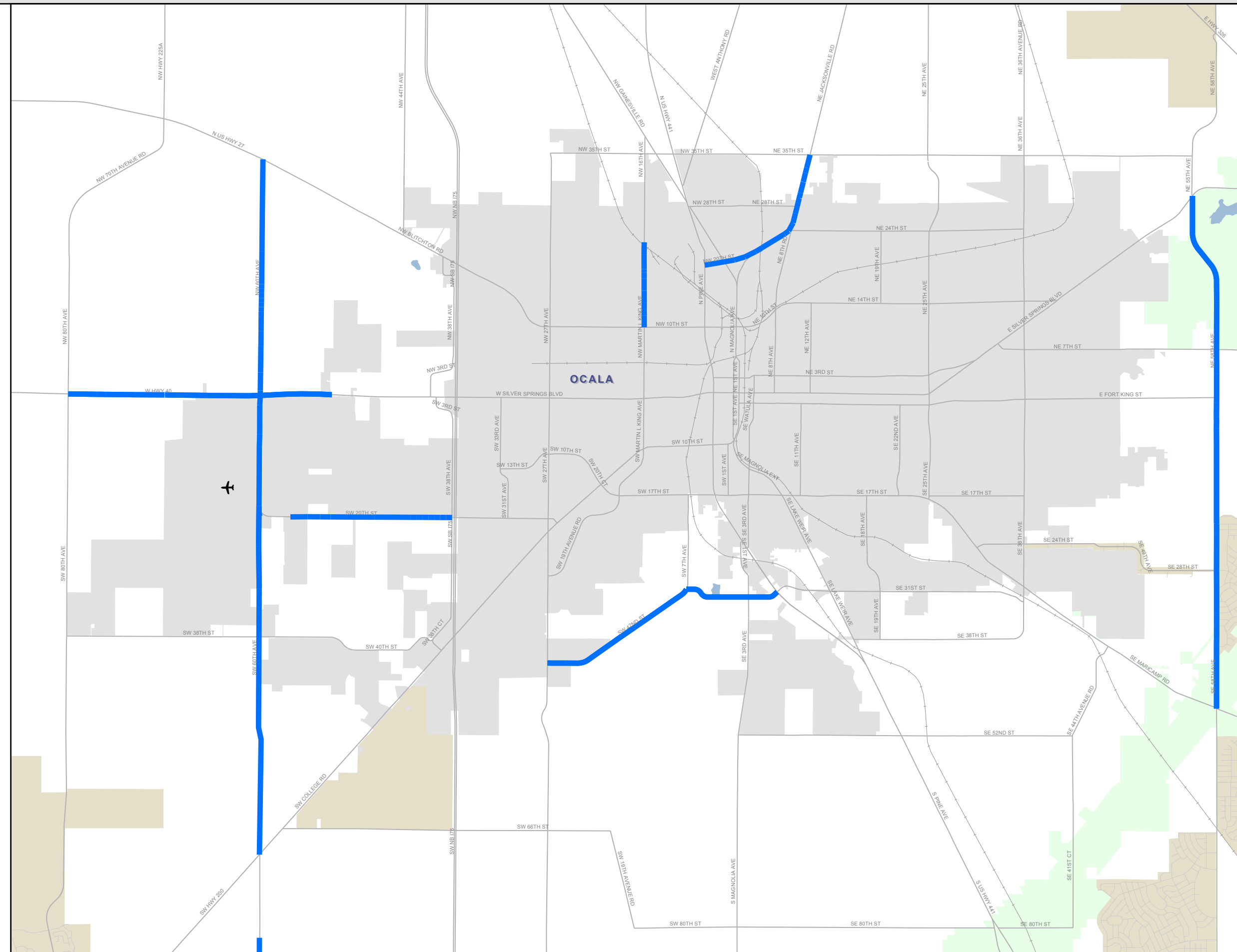
**Figure 3-2. Existing and Committed (E+C) Network - City of Ocala**

### Legend



## Capacity Project with Construction Funding

-  New Road Construction  
 Additional Lane Construction



Miles

0                      0.5                      1                      2

Adopted November 29, 2005



Kimley-Horn and Associates, Inc.



*(page intentionally left blank)*



The projects identified from all Strings and Ribbons group sessions were first inventoried and later prioritized, based on how often the project was mentioned in the groups, and were finally overlaid onto an Ocala/Marion County Year 2025 base roadway network map.



Strings & Ribbons was the gaming exercise that was the primary method of development of alternatives in the development of the 2025 LRTP. All improvements from all groups were recorded in a database, and then summarized and totaled. Over 600 individual projects were identified throughout the process, including a variety of modes and types such as improvements to road, transit, bicycle and

pedestrian facilities, beautification projects and operational improvements. See Appendix B for Strings and Ribbons group summaries.

The most frequently selected transit and capacity improvements were used to assist in the development of Alternative #1 in the LRTP. A breakdown of the types of projects selected is as follows:

- 53% Road Projects
- 17% Transit Projects
- 14% Bicycle/Pedestrian Projects
- 8% Beautification Projects
- 8% Operational Improvement Projects



The most frequently selected projects were:

- The establishment of an east-west connector south of Ocala and north of Belleview;
- Pedestrian facility improvements along the SR 200 corridor and in and around downtown Ocala; and
- New transit routes on the SR 200 corridor west of I-75 and in the Marion Oaks area.





Additional projects were added to the Strings and Ribbons summary list to cover identified network deficiencies, creating the first LRTP alternative (Alternative #1). Additional public meetings were held with the TPO Technical Advisory Committee, the TPO Citizen Advisory Committee, and the TPO Board to refine Alternative #1. The result of the process was the development of Alternative #2 or the Transportation

Needs Plan (see Chapter 5 – Needs Assessment).

A complete list of all improvements chosen during the Strings & Ribbons sessions, and the frequency with which they were selected, is included in the Appendix C.

### **Needs Plan Public Meetings**

Three public meetings, in different areas of the county, were held October 4-6, 2005 to review the Draft Preliminary Transportation Needs Plan which was based on the public input from the Strings and Ribbons sessions, local government input, and additional citizen input.

The financial feasibility of the Transportation Needs Plan (Alternative #2) was determined by identifying project costs and estimating potential transportation funding levels in the Financial Resources report, also developed by the TPO for the LRTP. This process helped create a Cost Feasible Plan. Three additional public meetings were held in Ocala, Belleview, and the SR 200 area to obtain additional public input in the development of the Cost Feasible Plan.

All of the meetings were organized in an open house format. Each meeting also featured a presentation, offered at two different times, to present the draft plan to the public. TPO and consultant staffs were available throughout all three meetings to solicit and record public comment and to discuss the project in greater detail. All public comments from these meetings were documented and considered in the development of the 2025 LRTP.



The meetings were held in the following locations on the following days:

- October 4, 2005: Queen of Peace Catholic Church  
6455 SW SR 200  
4:00 – 8:00 P.M.
- October 5, 2005: City of Belleview, City Hall  
5343 SE Abshier Blvd  
4:00 – 8:00 P.M.
- October 6, 2005: Central Florida Community College, Ewers Center  
3001 SW College Road  
4:00 – 8:00 P.M.

### **Project Update Meetings**

In addition to public workshops and meetings, TPO staff also presented updates on the development of the 2025 LRTP at the request of or on the regularly scheduled agenda of the following organizations:

- May 9, 2005: Silver Springs Shores Residents
- May 10, 2005: Marion Oaks Residents
- October 20, 2005: North Magnolia Community Redevelopment Area (CRA)  
Advisory Board
- October 27, 2005: Downtown Development Council
- November 9, 2005: Oak Run Homeowners Assoc. – Past Officers
- November 17, 2005: Transportation Seminar – Past, Present & Future
- Continuous Monthly Updates: CTST
- Continuous Monthly Updates: TAC
- Continuous Monthly Updates: CAC
- Continuous Monthly Updates: TPO Board

### **TPO Website**

A newly designed TPO website was activated in June 2005. After the website was activated, continuous updates of the current status of the development of the 2025 LRTP were made available, along with maps, tables and a project description. Additionally, the TPO website also



features information on current and upcoming construction projects, priority projects, committee descriptions, meeting schedules and times, TPO staff contact information and sections that allow for the download of most TPO documents such as the 2005/2006 – 2009/2010 Traffic Count Book, the Bicycle/Pedestrian Master Plan, etc. The website is continually updated and maintained by TPO staff.

### **Project Newsletter**

A plan update newsletter was produced and distributed to the public contact list in August 2005 (see Appendix D). The newsletter described the mission of the Ocala/Marion County TPO and the purpose of the 2025 LRTP and the Strings & Ribbons activity. Also included was a list and a corresponding map of all projects that were included in Alternative #1, most of which were derived from the Strings & Ribbons sessions. Other information included a listing of the groups that participated in the Strings & Ribbons exercises and the anticipated schedule for the further development of the 2025 LRTP.

### **Maps**



A variety of different maps were used throughout the entire 2025 LRTP development process. The Strings & Ribbons base map was used during all of the public outreach meetings, and a number of different maps were used to display each version of the alternatives and plans throughout all of the public update, TAC, CAC, and TPO board meetings. Additionally, the Alternative #1 map was included in the project newsletter, and maps of the Existing +

Committed network, the Needs Assessment (Plan), and the Cost Feasible Plan were included in the Executive Summary that was approved by the TAC and CAC and adopted by the TPO board in November 2005. Additional maps used during the planning process are included in this report.



---

## Microsoft PowerPoint Presentations

Electronic slideshow presentations were developed and used to present the 2025 LRTP development process, project maps, tables, and summaries of all phases of the project during the October 4-6 public meetings, and many of the meetings of the TAC, CAC, and the TPO Board.

## Surveys

Surveys are a standardized and structured method of receiving input about specific topics, plans, or projects. A three-question transportation survey was developed and used to solicit public input during the Public Update Meetings. However, low public turnout generated only fifteen completed surveys, which was not enough to create a reliable sample size for the first two questions. The third question was an 'open-response' question and all answers were reviewed by TPO staff. The questions and responses were as follows:

- 1. The Year 2025 Long-Range Transportation Plan identifies a funding shortfall of approximately \$770,000,000. How would you propose to address the anticipated shortfall?*

37% *Nothing*

21% *1-Cent sales tax (Generates Approx. \$44,000,000/yr)*

0% *½- Cent sales tax (Generates Approx. \$22,000,000/yr)*

26% *Increase ad valorem (Amount Varies)*

26% *Increase gas taxes 5-cents (Generates Approx. \$8,150,000/yr)*

16% *(Write-In – Increase Impact Fees)*

- 2. Would you like to see increased local funding for alternative modes such as transit, sidewalks and bicycle lanes?*

73% *Yes*

27% *No*



---

3. *What do you feel is the most pressing transportation need for your area or Marion County as a whole?*

All of the answers to this question, as well as any other comments from these meetings and copies of the fifteen surveys that were completed, are included in Appendix E.

### **Comment Forms**

TPO staff utilized comment forms to solicit ideas and evaluations from the public concerning the update of the 2025 LRTP. Formal comment forms were made available at the three Public Update Meetings from October 4-6, 2005. Comments from any public involvement were actively solicited and were considered throughout the development of the 2025 LRTP. All comments from these forms are included in the appendix of this document (see Appendix E).

### **Posted Mail & E-Mail**

TPO staff maintained a public contact list compiled from sign-in sheets from each of the Strings & Ribbons sessions, the CAC, the TAC, and the TPO board. Posted mail was used for notification purposes of Public Update Meetings and to distribute the 2025 LRTP newsletter when e-mail was not available for the intended recipient.

### **Sign-In Sheets & Public Involvement Directory**

All TPO sponsored events utilized sign-in sheets to record citizen participation and to use as a basis for the construction of a contact database that was maintained by TPO staff. The contact database was used to notify all previous participants about significant upcoming events and to distribute newsletters either by e-mail or posted mail.







## CHAPTER 4

### ALTERNATIVES

---

The evaluation of alternatives is necessary in the development of a Long-Range Transportation Plan (LRTP). Alternatives provide a mechanism to evaluate public priorities, planned improvements, local government preferences, and modal options against identified roadway deficiencies and available funding. The following process was used to identify 2025 LRTP alternatives.

- Development of Existing + Committed Base Network
- Identification of Transit Routes and Existing Traffic Volumes
- Identification of public priorities list based on most frequently selected public projects
- Comparison of Project List to Identified Roadway Deficiencies
- Inclusion of New Projects to Address Deficiencies
- Conceptual Projects Added for Long-Range Discussion
- Development of Alternative #1
- Consideration of Project Issues and Potential Impacts by TPO
- Development of Alternative #2

#### ALTERNATIVE #1

The projects that comprised Alternative #1 (see Figure 4-1, Figure 4-2 and Table 4-1) were included in one of three ways. Most of the projects that appeared in this alternative were the most frequently selected projects from the Strings & Ribbons exercises of participating groups in Marion County. At this stage, the list of projects was compared to the 2025 Deficiencies Map (Figures 4-3 and 4-4) to identify any areas that were deficient but had not been addressed by the Strings & Ribbons recommendations.





The 2025 Deficiencies Map was developed using the E + C Network and applying projected traffic volumes and land uses for the planning year 2025. A *Roadway Volume to Capacity (V/C) Ratio* was created to determine deficiencies. The Florida Department of Transportation Central Florida Regional Transportation Model (CFRTM) was used to develop the V/C ratios.

TPO staff then assigned additional projects to address the roadway deficiencies. The last projects to be represented on the map were concept projects that included light rail and beltway designs. These projects were not actually intended to be included in the LRTP; however, staff felt that they were important enough for future consideration to warrant discussion at the committee and Board level. Public meetings were held with the TPO Technical Advisory Committee, the TPO Citizens Advisory Committee, and the TPO Board to review and refine Alternative #1. The result of the process was the development of Alternative #2 or the Needs Assessment Plan.

## ALTERNATIVE #2

Alternative #2 was the result of further refinements to Alternative #1 developed by TPO staff, local agencies, Citizens Advisory Committee, Technical Advisory Committee, and TPO board input. TPO staff discussed the intended purpose of each project and what secondary impacts might be expected as a result of a proposed improvement. The initial recommendations for Alternative #2 (see Figure 4-5, Figure 4-6 and Table 4-2)



were made by TPO staff after careful consideration of issues and potential impacts of each of the projects that were originally included in Alternative #1.



Figure 4-1. Alternative #1 - Marion County

Legend

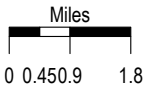
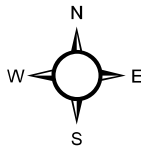
- Airport
- Suntran Bus Route
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

Capacity Project with Construction Funding

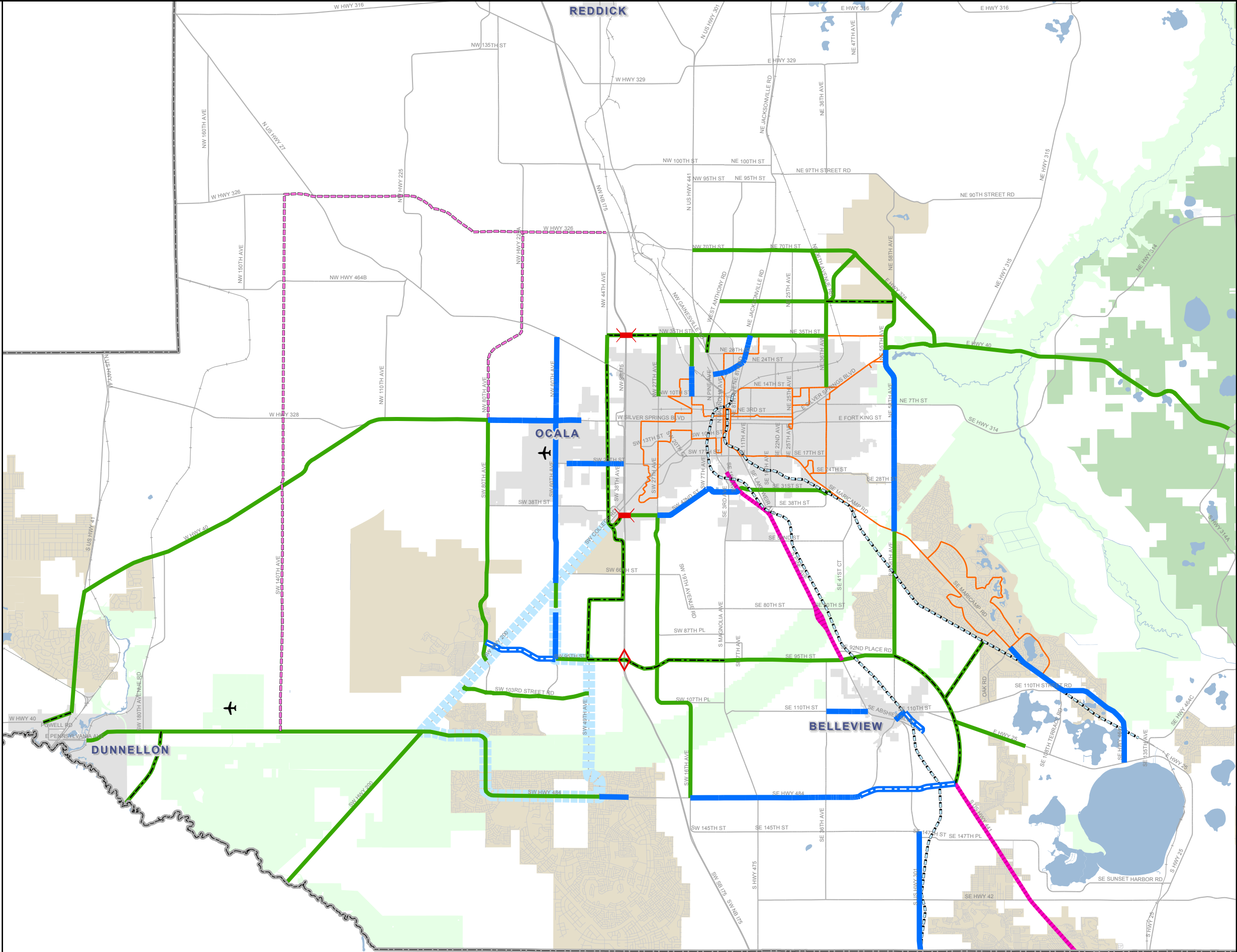
- New Road Construction
- Additional Lane Construction

Specified Needs

- 4-Lane
- New Segment
- 6-Lane
- Possible Beltway Alignment
- Transit Expansion
- Light Rail (On existing railroad track)
- Interchange
- Overpass



Adopted November 29, 2005





*(page intentionally left blank)*



### Figure 4-2. Alternative #1 - City of Ocala








### Legend

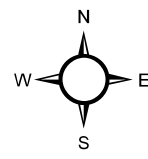
- 
- Airport  
 Suntran Bus Route  
 Roadway  
 Railroad  
 DRI  
 Municipality  
 Greenway, State, or Public Land  
 Ocala National Forest  
 Marion County Boundary

## Capacity Project with Construction Funding

-  New Road Construction  
 Additional Lane Construction

### Specified Needs

-  4-Lane
-  New Segment
-  6-Lane
-  Possible Beltway Alignment
-  Transit Expansion
-  Light Rail *(On existing railroad track)*
-  Interchange
-  Overpass



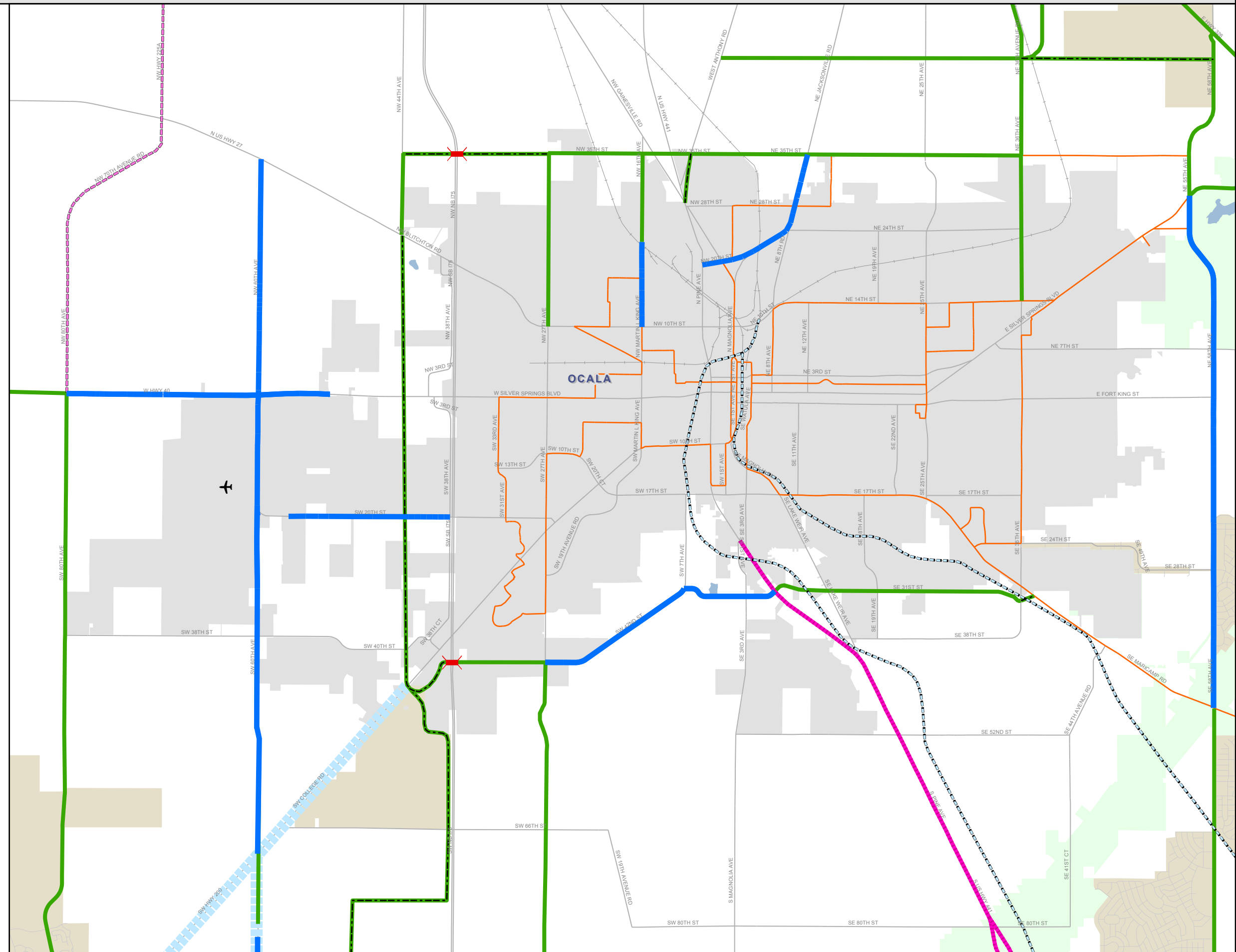
Miles

0                      0.5                      1                      2

Adopted November 29, 2006



Kimley-Horn and Associates, Inc.



This map is for general purposes only. This information is provided as a visual representation only and is not intended to be used as a legal or official representation of legal boundaries. This sheet may not be reproduced, in part or in full, without specific approval of the Ocala/Marion County TPO.



*(page intentionally left blank)*



**Table 4-1 Alternative #1**

<b>Alternative #1 - Roadway Improvements</b>			
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>IMPROVEMENT</b>
SR 40	US 41	SW 80th Ave	add 2 lanes
CR 484	US 41	SR 200	add 2 lanes
CR 484	SR 200	SW 49th Ave	add 2 lanes
SW 103 St Rd	SR 200	SW 49th Ave	add 2 lanes
SW 80th Ave	SR 200	SR 40	add 2 lanes
SW 60th Ave	SW 80th St	SW 38th St	add 2 lanes
SR 200	CR 484	Citrus County Line	add 2 lanes
CR 475A	CR 484	SW 42nd Street	add 2 lanes
SR 35	SR 464/Maricamp Rd	SE 95th St	add 2 lanes
SW 95th Street	SW 60th Ave	CR 475	4 LANE - NEW
CR 312	CR 475	SR 35	add 2 lanes
Bellevue Bypass	SR 35	US 441	4 LANE - NEW
New Rd - Bypass connection	Bellevue Bypass	CR 464	2/4 LANE - NEW
CR 25	Bellevue Bypass	SE 100th Ave	add 2 lanes
SR 40	SR 35	CR 314A	add 2 lanes
SR 326	US 441	SR 40	add 2 lanes
NW 35th St	NE 36th Ave	NW 27th Ave	add 2 lanes
NW 35th St Extension	NW 27th Ave	NW 44th Ave	4 LANE - NEW
NW 44th Ave	NW 35th St	US 27	add 2 lanes
NW 44th Ave Extension	US 27	SR 200	4 LANE - NEW
NW 49th Ave Extension	SW 95th St	SR 200	4 LANE - NEW
SW 42nd Street Extension	CR 475A	SR 200	4 LANE - NEW
SE 31st Street	US 441	SE 36th Ave	add 2 lanes
NE 36th Avenue	SR 492	NE 35th St	add 2 lanes
New Rd - Anthony Rd connection	US 441	West Anthony Road	2/4 LANE - NEW
US 441	CR 484/Bellevue Bypass	Sumter County Line	6 LANE
US 441	SE 23rd Place	SE 95th St	6 LANE
Martin Luther King Ave	NW 22nd St	NW 35th St	add 2 lanes
NW 27th Ave	US 27	NW 35th St	add 2 lanes
Dunnellon Bypass	Citrus C.L. (E of City)	CR 484 (E of SW 180th Ave)	4 LANE - NEW
NE 49th St.	CR 200A	End of existing 2-lane	add 2 lanes
NE 49th St.	End of existing 2-lane	CR 35	4 LANE - NEW
NE 40th Ave Rd.	NE 49th St.	CR 326	add 2 lanes
NE 36th Avenue	NE 35th St.	CR 326	add 2 lanes

<b>Other Improvements</b>
<b>Type</b>
Interchange at I-75 and SW 95th Street
Overpass for SW 42nd St over I-75
Overpass for NW 35th St over I-75
Transit - SR 200 west of I-75
Light Rail - Two routes on existing rail (Downtown Ocala to Silver Springs Shores and use of the existing CSX line running north/south through Marion County)

<b>Possible Beltway Alignments</b>			
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>NEED</b>
SW 140th Ave	CR 484	CR 328	add 2 lanes
SW 140th Ave Extension	CR 328	SR 326	FUTURE 4 LANE
SR 326	NW 140th Ave	NW 44th Ave	add 2 lanes
CR 225A	SR 40	SR 326	add 2 lanes



*(page intentionally left blank)*



Figure 4-3. 2025 Deficiencies Map - Marion County

Legend

- Airport
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

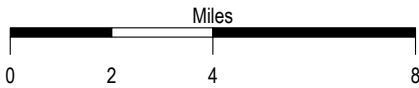
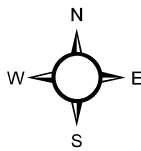
Capacity Project with Construction Funding

- New Road Construction
- Additional Lane Construction

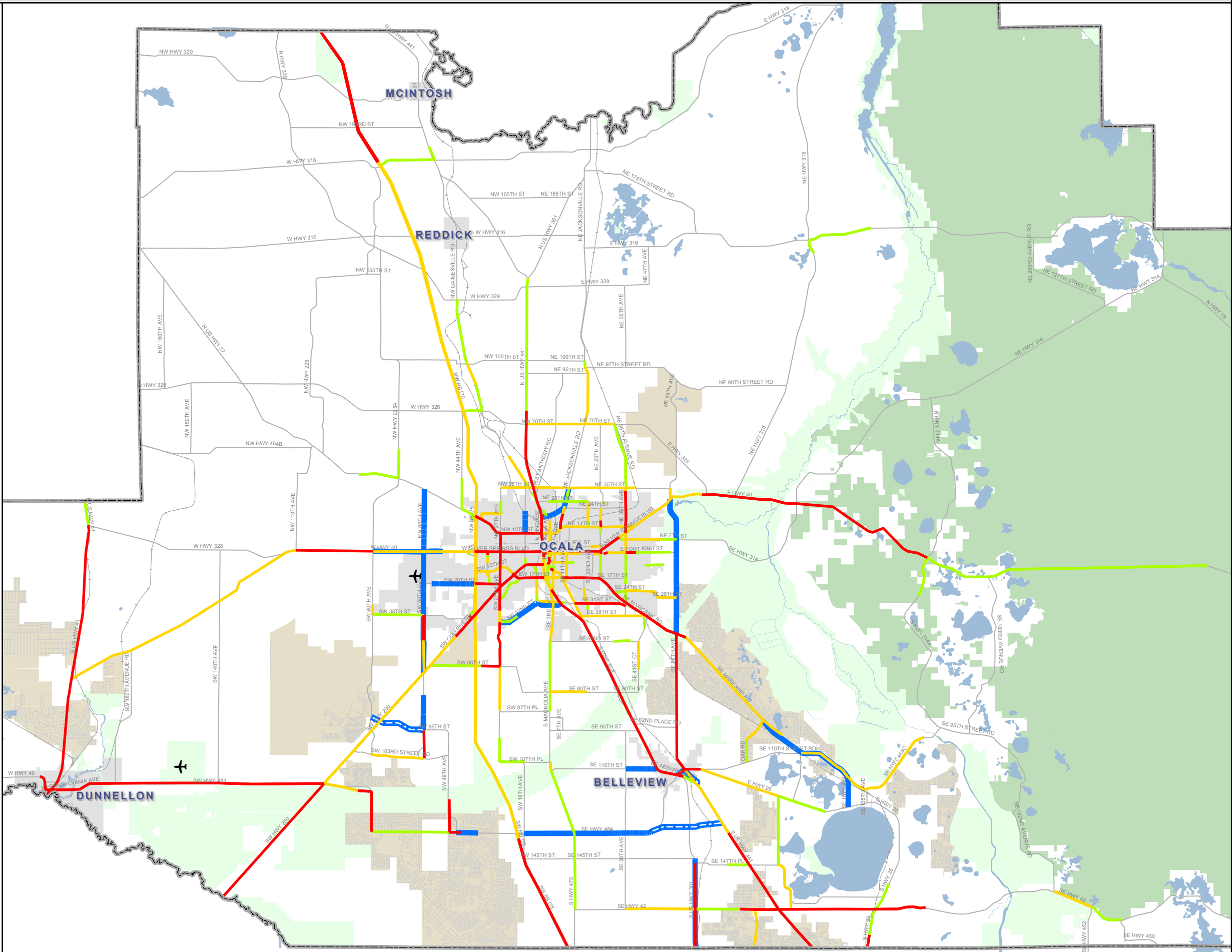
Congestion Levels \*

- Highly Congested - 100% of capacity or greater
- Moderate - 80-100% of capacity
- Low - Below 80% of capacity

\* Based on FDOT model.



Adopted November 29, 2006





*(page intentionally left blank)*



Figure 4-4. 2025 Deficiencies Map - City of Ocala

Legend

- Airport
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

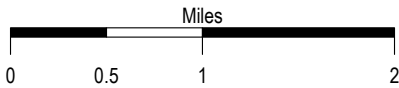
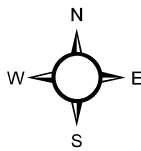
Capacity Project with Construction Funding

- New Road Construction
- Additional Lane Construction

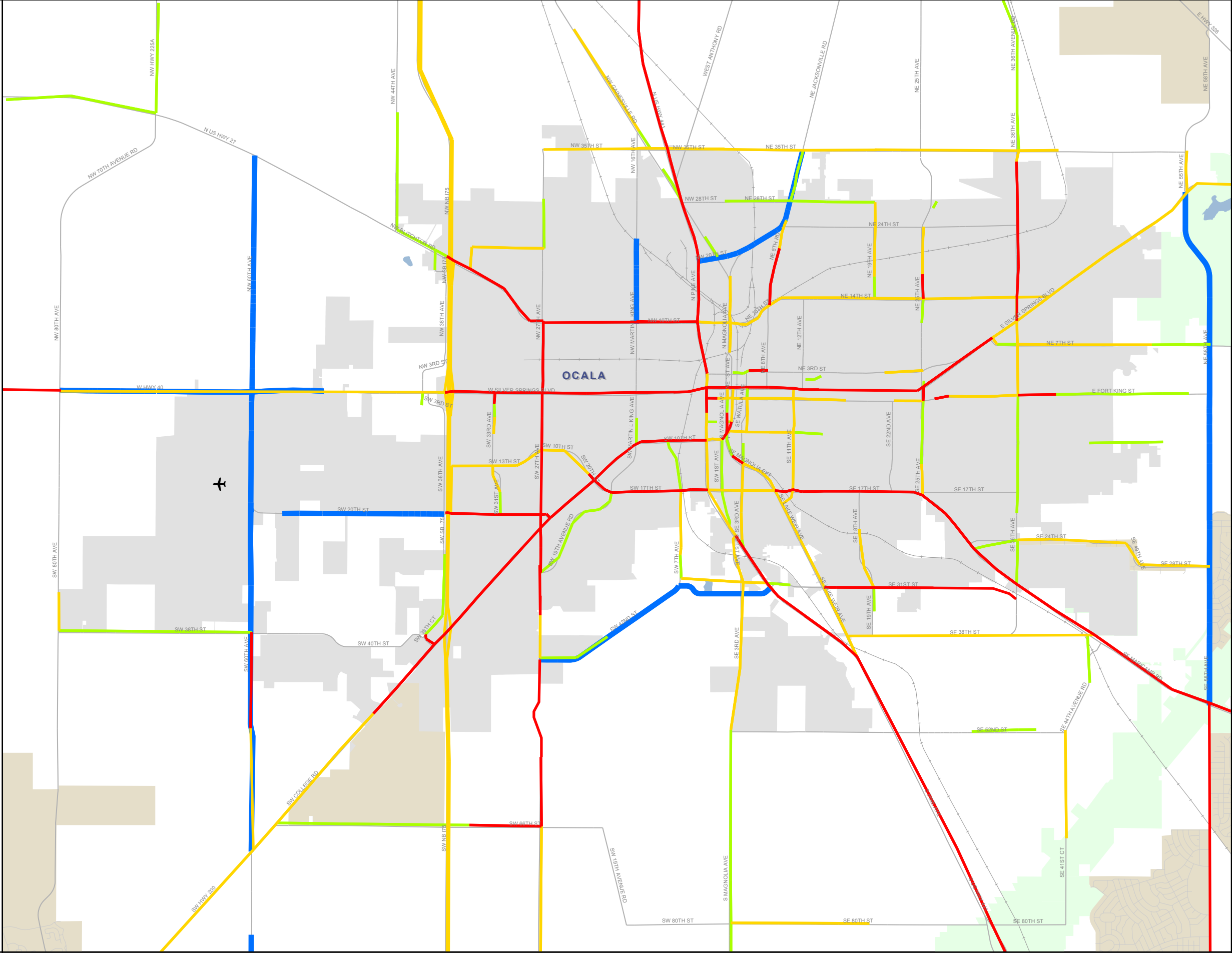
Congestion Levels \*

- Highly Congested - 100% of capacity or greater
- Moderate - 80-100% of capacity
- Low - Below 80% of capacity

\* Based on FDOT model.



Adopted November 29, 2005

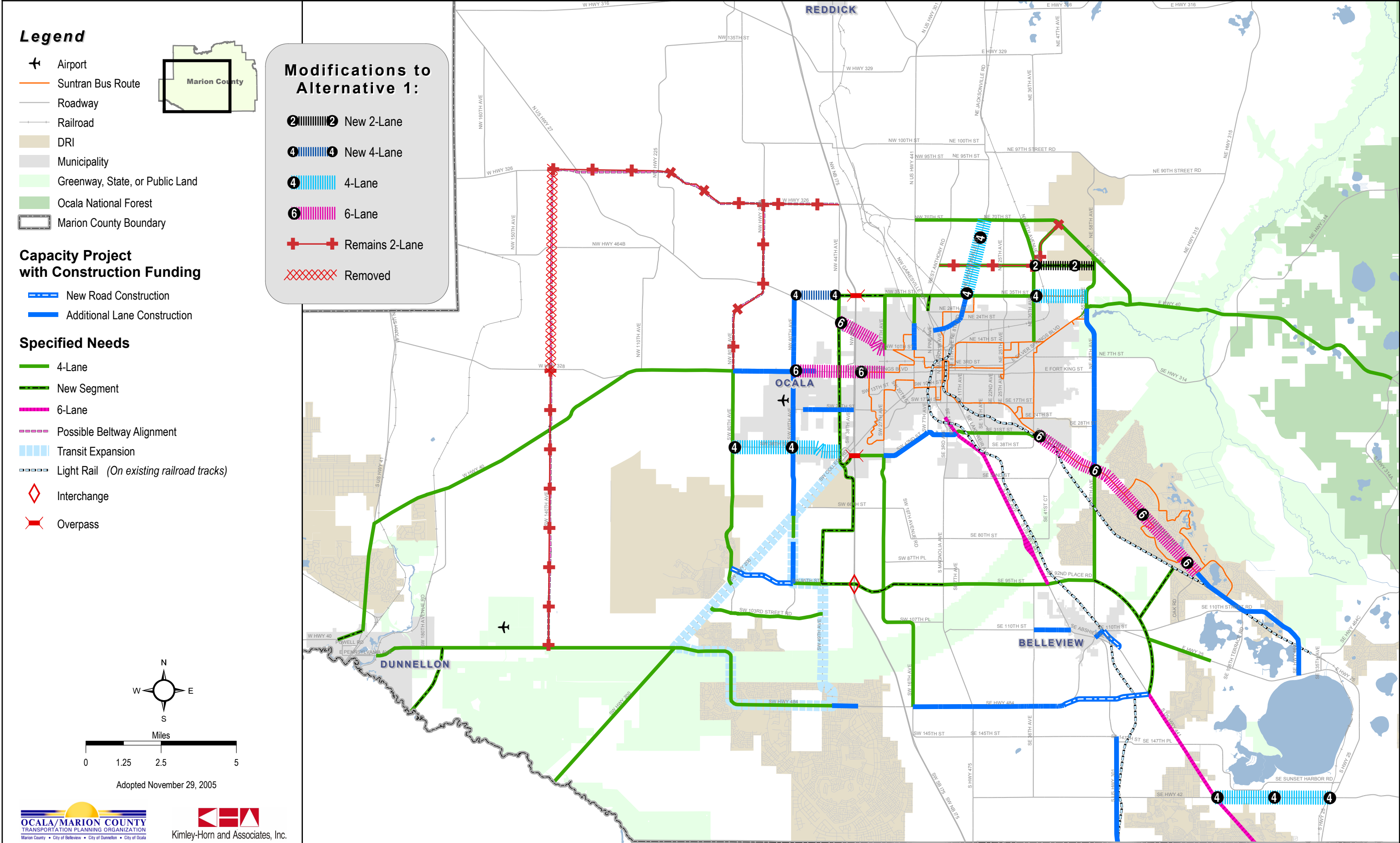




*(page intentionally left blank)*



**Figure 4-5. Alternative #2 - Marion County**





*(page intentionally left blank)*



Figure 4-6. Alternative #2 - City of Ocala

Legend

- Airport
- Suntran Bus Route
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

Capacity Project with Construction Funding

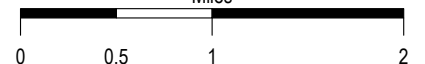
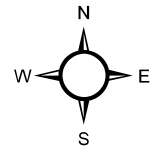
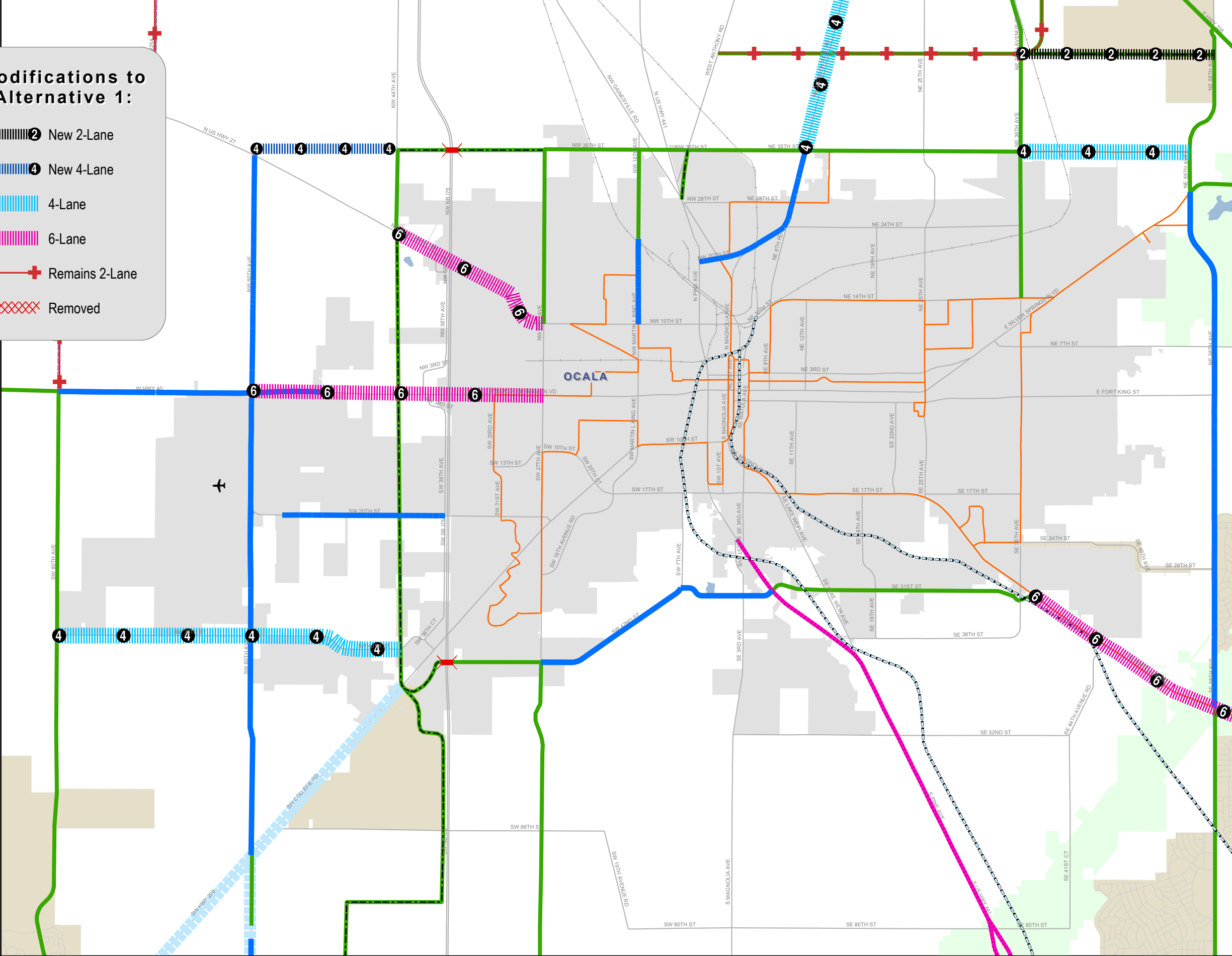
- New Road Construction
- Additional Lane Construction

Specified Needs

- 4-Lane
- New Segment
- 6-Lane
- Possible Beltway Alignment
- Transit Expansion
- Light Rail (On existing railroad tracks)
- Interchange
- Overpass

**Modifications to Alternative 1:**

- 2-Lane
- 4-Lane
- 4-Lane
- 6-Lane
- Remains 2-Lane
- Removed



Adopted November 29, 2005





*(page intentionally left blank)*



**Table 4-2 Alternative #2**

<b>Alternative #2 - Roadway Improvements</b>			
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>IMPROVEMENT</b>
SR 40	US 41	SW 80th Ave	add 2 lanes
CR 484	US 41	SR 200	add 2 lanes
CR 484	SR 200	SW 49th Ave	add 2 lanes
SW 103 St Rd	SR 200	SW 49th Ave	add 2 lanes
SW 80th Ave	SR 200	SR 40	add 2 lanes
SW 60th Ave	SW 80th St	SW 38th St	add 2 lanes
SR 200	CR 484	Citrus County Line	add 2 lanes
CR 475A	SW 42nd Street	CR 484	add 2 lanes
SR 35	SR 464/Maricamp Rd	SE 93th St	add 2 lanes
SW 95th Street (includes interchange at I-75)	SW 60th Ave	CR 475A	New/add 2 lanes
SW 95th Street	CR 475A	SR 35	New/add 2 lanes
Bellevue Bypass	SR 35	US 441	4 LANE - NEW
New Rd - Bypass connection	Bellevue Bypass	CR 464	4 LANE - NEW
CR 25	Bellevue Bypass	SE 100th Ave	add 2 lanes
SR 40	SR 35	CR 314A	add 2 lanes
SR 326	US 441	SR 40	add 2 lanes
NW/NE 35th St	CR 35/Baseline Road	NW 27th Ave	add 2 lanes
NW 35th St Extension (includes overpass over I-75)	NW 27th Ave	NW 44th Ave	4 LANE - NEW
NW 44th Ave	NW 35th St	US 27	add 2 lanes
NW 44th Ave Extension	US 27	SR 200	4 LANE - NEW
NW 49th Ave Extension	SW 95th St	SR 200	4 LANE - NEW
SW 42nd Street Extension (includes overpass over I-75)	CR 475A	SR 200	4 LANE - NEW
SE 31st Street	US 441	SE 36th Ave	add 2 lanes
NE 36th Avenue	SR 492	NE 35th St	add 2 lanes
New Rd - Anthony Rd connection	US 441	West Anthony Road	4 LANE - NEW
US 441	CR 484/Bellevue Bypass	Sumter County Line	6 LANE
US 441	SE 23rd Place	SE 95th St	6 LANE
Martin Luther King Ave	NW 22nd St	NW 35th St	add 2 lanes
NW 27th Ave	US 27	NW 35th St	add 2 lanes
Dunnellon Bypass East (CR 484 to Citrus County)	Citrus C.L. (E of City)	CR 484 (E of SW 180th A	4 LANE - NEW
Dunnellon Bypass West (US 41 to CR 40)	US 41	CR 40	4 LANE - NEW
NE 36th Avenue	NE 35th St.	CR 326	add 2 lanes
SW 38th Street	NW 44th Ave.	SW 80th Ave	add 2 lanes
SR 464	SE 31st Street	Oak Road	add 2 lanes
US 27	NW 27th Ave	NW 44th Ave	add 2 lanes
CR 200A	NE 35th St.	CR 326	add 2 lanes
SR 42	US 441	CR 25	add 2 lanes
<b>Transit Improvements</b>			
Bus - Expand SunTran service to include the SR 200/Marion Oaks area (SR 200/CR 484 service)			
Light Rail - Two routes on existing rail (Downtown Ocala to Silver Springs Shores and use of the existing CSX line running north/south through Marion County)			



*(page intentionally left blank)*





## CHAPTER 5

# NEEDS ASSESSMENT PLAN

---

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. In order to accommodate this growth, transportation network improvements will be necessary to maintain an efficient transportation system. The Needs Assessment Plan provides an analysis of improvements, or transportation



network alternatives, that would meet future transportation demands and address projected roadway deficiencies. The alternatives would achieve an efficient transportation system for the next 20 years as well as maintain acceptable levels of service.

TPO staff developed the Preliminary Needs Assessment based upon discussion with local engineering staff, review of existing plans, and the Board-approved Alternative #2. Improvement alternatives were developed after deficient transportation corridors in the forecast year of 2025 were identified. These alternatives were evaluated by the TPO and a Florida Department of Transportation regional traffic model. The model was 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 or anticipated deficiencies of the existing and committed roadway network within Marion County. The Needs Plan is comprised of roadway capacity, transit and Intelligent Transportation System (ITS) projects that were grouped into three priority levels (1, 2 & 3), with Priority 1 being the most critical. Projects were further qualified into state and local categories for informational purposes. Transit projects were also included as part of the plan.














Approximately 60 projects have been identified by the Needs Assessment Plan and are illustrated in Figures 5-1 and 5-2, and listed in Table 5-1. These improvement projects are estimated to cost approximately \$1,320,396,500. The projects identified in the Needs Plan were further evaluated against projected available funding by year 2025 (see Chapter 6 Financial Resources) to create a Cost Feasible Plan (see Chapter 7 Cost Feasible Plan).





**Figure 5-1. Needs Assessment - Marion County**

### Legend

- 
-  Airport  
 Interchange  
 Overpass  
 Suntran Bus Route  
 Roadway  
 Railroad  
 DRI  
 Municipality  
 Greenway, State, or Public Land  
 Ocala National Forest  
 Marion County Boundary



## Capacity Project with Construction Funding

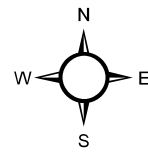
-  New Road Construction  
 Additional Lane Construction

## Improvement Priorities

- Priority 1 - Local
- - - - Priority 1 - State
- Priority 2 - Local
- - - - Priority 2 - State
- Priority 3 - Local
- - - - Priority 3 - State

## Public Transportation

-  Light Rail *(On existing railroad track)*  
 Transit Expansion



Miles

0 1.5 3 6

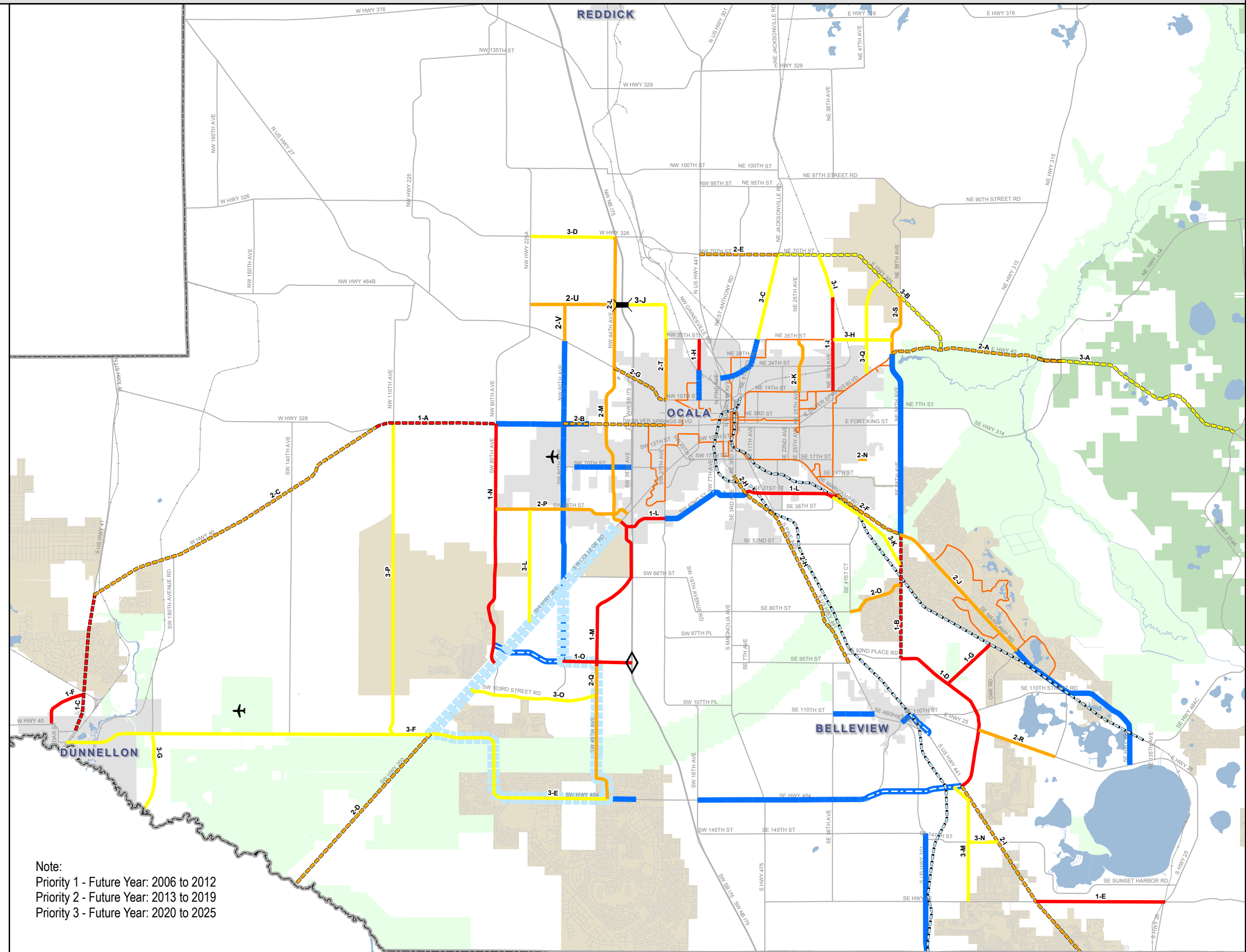
Adopted November 29, 2005



Kimley-Horn and Associates, Inc.

Note:

Priority 1 - Future Year: 2006 to 2012  
Priority 2 - Future Year: 2013 to 2019  
Priority 3 - Future Year: 2020 to 2025



This map is for general purposes only. This information is provided as a visual representation only and is not intended to be used as a legal or official representation of legal boundaries. This sheet may not be reproduced, in part or in full, without specific approval of the Ocala/Marion County TPO.

Thursday, March 30, 2006 11:08:38 AM  
P:\040868 - Ocala MPO\014 - TWOC#12 - 2025 LRTP Update\3100 - Phase 1\GIS\Map Files\2006 03\15-1 Needs\_Marion\_060331.mxd



*(page intentionally left blank)*



Figure 5-2. Needs Assessment - City of Ocala

Legend

- Airport
- Interchange
- Overpass
- Suntran Bus Route
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

Capacity Project with Construction Funding

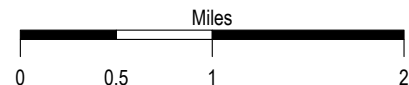
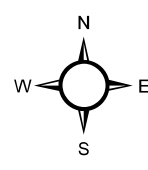
- New Road Construction
- Additional Lane Construction

Improvement Priorities

- Priority 1 - Local
- Priority 1 - State
- Priority 2 - Local
- Priority 2 - State
- Priority 3 - Local
- Priority 3 - State

Public Transportation

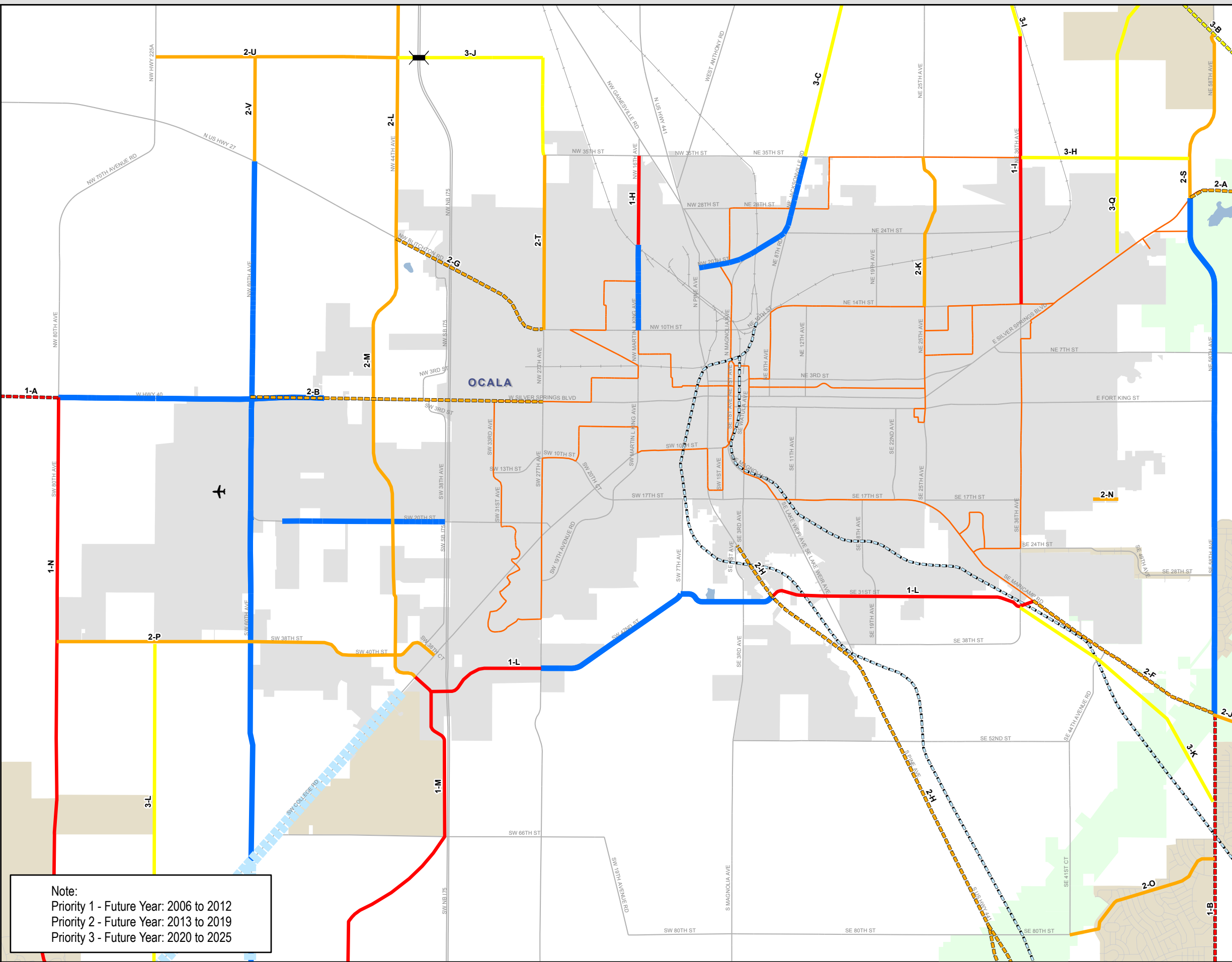
- Light Rail (On existing railroad track)
- Transit Expansion



Adopted November 29, 2006



Note:  
Priority 1 - Future Year: 2006 to 2012  
Priority 2 - Future Year: 2013 to 2019  
Priority 3 - Future Year: 2020 to 2025



Thursday, March 30, 2006 11:23:29 AM  
P:\040666 - Ocala\040666 - TWC\F2 - 2025 LTRP Update\3100 - Phase 1\GIS\Map Files\2006 03\15-2\_Needs\_Ocala\_060331.mxd



*(page intentionally left blank)*



**Table 5-1 Preliminary Needs Plan**

PRELIMINARY NEEDS PLAN					
Map Ref	From		To	Improvement	Length (Miles)
Cost Feasible Projects					
State Roads					
PRIORITY 1					
1-A	SR 40	CR 328	SW 80 <sup>th</sup> Avenue	Add 2 Lanes	3.7
1-B	SR 35	SE 92nd Place Road	SR 464	Add 2 Lanes	2.5
1-C	US 41	SW 111 <sup>th</sup> Place Lane	SR 40	Add 2 Lanes	3.0
	Intelligent Transportation Systems (ITS) Corridors				
	SR 200	CR 484	US 441	-	12.8
	US 441	CR 475	US 27	-	2.0
	US 441	US 301	SE 92nd PI Rd	-	3.2
	SR 40	SW 80 <sup>th</sup> Ave	SR 35	-	12.4
	SR 464	SR 200	SR 35	-	7.3
PRIORITY 2					
2-A	SR 40	Silver Springs	CR 314	Add 2 Lanes	4.5
				Total Miles	51.4
Local Roads					
PRIORITY 1					
1-D	Bellevue Bypass	US 441	SE 92nd Place Road	New 4 Lane	4.5
1-E	CR 42	US 441	CR 25	Add 2 Lanes	3.8
1-F	Dunnellon Bypass - West	CR 40	US 41	New 2 Lane	1.3
1-G	Emerald Road Ext.	Bellevue Bypass	Railroad Tracks	New 2 Lane	2.2
1-H	ML King Phase II	NW 24 <sup>th</sup> Street	NW 35th Street	Add 2 lanes	2.4
1-I	NE 36 <sup>th</sup> Avenue	NE 14 <sup>th</sup> Street	NE 49th Street	Add 2 Lanes	2.5
1-K	SE 31 <sup>st</sup> Street	US 441	Maricamp Road	Add 2/New 4 Lane	2.8
1-L	SW 42 <sup>nd</sup> Street Flyover	SR 200	SW 27 <sup>th</sup> Avenue	New 4 Lane	1.5
1-M	SW 49th Avenue	SW 95th St	SW 42 <sup>nd</sup> Street Flyover	New 2 Lane	5.2
1-N	SW 80 <sup>th</sup> Ave	SR 200	SR 40	Add 2 Lanes	7.2
1-O	SW 95 <sup>th</sup> Street	SW 60 <sup>th</sup> Avenue	I-75	New 4 Lane	2.0
PRIORITY 2					
2-J	CR 464	SR 35	Oak Road	Add 2 Lanes	4.9
2-K	NE 25 <sup>th</sup> Avenue	NE 14 <sup>th</sup> Street	NE 35 <sup>th</sup> Street	Add 2 Lanes	1.6
2-L	NW 44th Avenue	US 27	SR 326	Add 2 Lanes	4.4
2-M	NW/SW 44th Avenue	SR 200	US 27	New 4 Lane	4.7
2-N	SE 17th Street	SE 44 <sup>th</sup> Avenue	SE 47 <sup>th</sup> Avenue	New 2 Lane	0.3
2-O	SE 80 <sup>th</sup> Street	SE 44 <sup>th</sup> Avenue	Baseline Road	Realignment	2.2
2-P	SW 38 <sup>th</sup> Street	SW 80th Avenue	SR 200	Add 2 Lanes	4.0
2-Q	SW 49 <sup>th</sup> Avenue	CR 484	SW 95 <sup>th</sup> Street	Add 2 Lanes	4.2
				Total Miles	61.6



Table 5-1 Preliminary Needs Plan (con't)

<b>PRELIMINARY NEEDS PLAN - CONT'D</b>					
<b>Map Ref</b>		<b>From</b>	<b>To</b>	<b>Improvement</b>	<b>Length (Miles)</b>
<b>Unfunded Projects</b>					
<b>State Roads</b>					
<b>PRIORITY 2</b>					
2-B	SR 40	SW 60 <sup>th</sup> Avenue	SW 27 <sup>th</sup> Avenue	Add 2 Lanes	3.0
2-C	SR 40	US 41	CR 328	Add 2 Lanes	9.8
2-D	SR 200	Citrus Co. Line	CR 484	Add 2 Lanes	5.8
2-E	SR 326	US 441	CR 200A	Add 2 Lanes	2.3
2-F	SR 464	SE 31 <sup>st</sup> Street	SR 35	Add 2 Lanes	2.4
2-G	US 27	NW 44 <sup>th</sup> Avenue	NW 27 <sup>th</sup> Avenue	Add 2 Lanes	1.2
2-H	US 441	SE 92nd Pacer Road	CR 475	Add 2 Lanes	6.2
2-I	US 441	Sumter Co. Line	Bellevue Bypass	Add 2 Lanes	5.6
<b>PRIORITY 3</b>					
3-A	SR 40	CR 314	CR 314A	Add 2 Lanes	6.5
3-B	SR 326	CR 200A	SR 40	Add 2 Lanes	6.1
<b>Total Miles</b>					<b>48.9</b>
<b>Local Roads</b>					
<b>PRIORITY 2</b>					
2-R	CR 25	Bellevue Bypass	SE 108 <sup>th</sup> Avenue	Add 2 Lanes	2.4
2-S	CR 35	SR 40	SR 326	Add 2 Lanes	1.8
2-T	NW 27th Avenue	US 27	NW 35th Street	Add 2 Lanes	1.7
2-U	NW 40 <sup>th</sup> Street	CR 225A	NW 44 <sup>th</sup> Avenue	New 2 Lane	2.5
2-V	NW 60 <sup>th</sup> Avenue	US 27	NW 40 <sup>th</sup> Street	New 2 Lane	1.2
<b>PRIORITY 3</b>					
3-C	CR 200A	NE 35 <sup>th</sup> Street	SR 326	Add 2 Lanes	2.6
3-D	CR 326	CR 225A	I-75	Add 2 Lanes	2.3
3-E	CR 484	SR 200	SW 49th Avenue	Add 2 Lanes	6.5
3-F	CR 484	US 41	SR 200	Add 2 Lanes	10.8
3-G	Dunnellon Bypass - East	US 41	CR 484	New 2 Lane	4.0
3-I	NE 36 <sup>th</sup> Avenue Rd	NE 49th Street	SR 326	Add 2 Lanes	1.9
3-K	SE 31 <sup>st</sup> Street Ext.	Maricamp Road	SR 35	New 2 lane	2.8
3-L	SW 70 <sup>th</sup> Avenue	SR 200	SW 38 <sup>th</sup> Street	New 2 Lane	3.4
3-M	SE 80 <sup>th</sup> Avenue	CR 42	CR 484	New 2 Lane	3.1
3-N	SE 147 <sup>th</sup> Place	SE 80 <sup>th</sup> Avenue	Sunset Harbor Road	Add 2 Lanes	3.3
3-O	SW 103rd Street Road	SR 200	SW 49th Avenue	Add 2 Lanes	3.8
3-P	SW 110 <sup>th</sup> Avenue	CR 484	SR 40	New 2 Lane	9.2
3-Q	NE 47th Avenue	SR 40	SR 326	New 2 Lane	2.4
<b>Total Miles</b>					<b>65.7</b>
<b>Total Miles</b>					<b>166.0</b>





## CHAPTER 6

# FINANCIAL RESOURCES

---

### INTRODUCTION

In January 2001, the Ocala/Marion County Transportation Planning Organization (TPO) adopted the Ocala Area Transportation Study Year 2021 Transportation Plan. This plan included a list of transportation projects to be implemented over the period from 2001 to 2021, estimated costs for these projects, and a financial plan for implementing them. Since the adoption of the 2021 Transportation Plan in 2001, several projects have been implemented and can be removed from the Transportation Plan. In addition, the projected funding for transportation improvements has changed due to new State and Federal transportation legislation. The Ocala/Marion County TPO desired to update the financial resources as part of the update of the Transportation Plan to address transportation needs through 2025.

The financial resources available for transportation in the Ocala Marion County area have been identified as being consistent with the metropolitan planning requirements identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

### Chapter Organization

This chapter outlines the current financial resources available for transportation in the Ocala/Marion County area, summarizes the commitments for these funds and identifies the funds available for transportation improvements. The analysis and documentation of this chapter is organized into five sections:

1. **Introduction;**
2. **Overview of Financial Sources**, which includes documentation of current sources and use of funds, as well as identification of the entities that collect and control these funds;



3. **Revenue Projections and Commitments**, which presents an analysis of the funding sources and the portion of future revenues which have been committed for maintenance and specific improvements;
4. **Potential Additional Revenues**, which identifies various options the TPO has to raise additional local revenues; and,
5. **Available Revenues**, which describes the difference between the projected revenues through 2025 and the existing commitments. The effect of potential additional revenues is also identified.

## OVERVIEW OF FINANCIAL SOURCES

A major focal point of the 2025 Transportation Plan is planning for transportation needs within the current and expected financial constraints. It is the goal of the 2025 plan to be comprehensive and financially feasible. This report supports that goal by describing and analyzing the financial resources available at the federal, state and local levels. This section presents the financial resources which are presently being utilized in the TPO study area, the sustainability of those sources, and the opportunities for the possible use of nontraditional funding strategies.

### Current Revenue Sources

Florida enjoys the use of various funding sources for the development and maintenance of its transportation system. The vast majority of transportation funds are derived from fuel taxes levied at federal, state and local levels. Federal funds are collected and distributed to federal highway, rail and transit programs, from which Florida receives funding for eligible programs. State funds are collected from state tax levies and distributed to state funding programs including the State Transportation Fund, the Highway Safety Operating Trust Fund and the Tourism and Trade Trust Fund. These programs fund statewide projects, as well as distribute funds to counties and municipalities. On the local level, funds are collected from local tax levies, as well as state tax levies shared by the state and local entities. Table 6-1 outlines Florida's transportation tax sources and estimated proceeds from 2004.



**Table 6-1  
FLORIDA'S 2004 TRANSPORTATION TAX SOURCES**

FUND/TAX SOURCE	DESCRIPTION	ESTIMATED 2004 PROCEEDS (\$ in Millions)	2005 RATES & FEES
<b>Federal</b>			
Federal Highway Administration Highway Trust Fund	Highway fuel taxes and other excise and heavy vehicle use & sales taxes	\$1,368	Gasoline - 15.44¢/gal. Gasohol - 10.24¢/gal. Diesel - 21.44¢/gal.
Federal Aviation Administration Airport & Airway Trust Fund	Federal taxes on non-commercial aviation fuel, airline tickets, waybills, and international departures and arrivals	\$200	Avgas – 19.3¢/gal. Jet Fuel – 21.8¢/gal. Ticket Tax – 7.5% Waybill Tax – 6.25%
Federal Transit Administration Highway Trust Fund	Federal highway fuel taxes	\$247	2.86¢/gallon
Federal Rail Administration General Fund	Appropriations	\$9	N/A
<b>State – For State Use</b>			
Fuel Sales Tax	Highway and off-highway fuels (excluding alternative fuels)	\$946	All fuels - 10.5¢/gal. Diesel – 6%
SCETS Tax	Highway fuels (including alternative fuels)	\$569	Gas – 4.9-5.8¢/gal. Diesel - 5.8¢/gal.
Aviation Fuel Tax	Aviation fuel	\$53	6.9¢/gal.
Fuel Use Tax & Fee	ID decals & taxes on highway fuels consumed commercially	\$22	Decals - \$4/year Taxes - Prevailing Rates
Motor Vehicle License Fee	Annual vehicle registrations	\$513	Fee based on vehicle weight
Initial Registration Fee	Initial registration surcharge on specified vehicles	\$101	Onetime Fee - \$100
Incremental Title Fee	Titles issued for newly registered and transferred vehicles	\$111	Fee - \$21 each
Rental Car Surcharge	Daily surcharge on leased/rented vehicles	\$99	Fee - \$2.00/day
<b>State – For Local Use</b>			
Fuel Excise Taxes – Constitutional, County and Municipal Fuel Taxes & Fuel Use Tax	All highway fuels	\$392	4¢/gallon
<b>Local</b>			
Ninth-cent Fuel Tax	All highway fuels	\$73	Gasoline - 0-1¢/gal. Diesel – 1¢/gal.
Local Option Fuel Tax	All highway fuels	\$720	Gasoline – 5-11¢/gal. Diesel – 6¢/gallon
<b>Total</b>		\$5,312	

Source: Florida's Transportation Tax Sources, A Primer, FDOT, January 2005



## State/Federal Funds

For the purpose of developing revenue projections, FDOT combines the Federal revenues and State “For State Use” revenues together as State/Federal Funds. State “For State Use” revenues are State revenues administered by FDOT. State “For Local Use” revenues are administered by Local Governments and are addressed later.

As identified in Table 6-1, the sources of State/Federal Funds include highway and off-highway fuel taxes, fuel sales taxes, and State Comprehensive Enhanced Transportation System (SCETS) taxes. Other State/Federal revenue sources include vehicle related taxes (i.e., vehicle license fees, registration fees and title fees) and tourism related taxes (i.e., aviation fuel and rental car surcharges).

## Local Funds

In addition to the funding received through State/Federal funding mechanisms, local governments have the ability to raise revenues through levying local taxes. Marion County and Ocala use a combination of gas taxes and impact fees to pay for transportation projects. The primary taxes utilized are the Local Option Gas Tax (LOGT), the Constitutional Gas Tax, and the 9<sup>th</sup> Cent Gas Tax. The State imposes the Constitutional Gas Tax, county and municipal gas taxes and fuel use taxes on behalf of Local Governments. Additionally, a major revenue source for transportation-related projects has been transportation impact fees, which have produced a considerable share of local revenues. A more in-depth assessment of local taxes and fees is provided below.

**Constitutional Gas Tax** – The Florida Department of Revenue collects the Constitutional and county gas taxes and transfers the proceeds on a monthly basis to the State Board of Administration (SBA) for distribution to the counties. The SBA deducts administrative costs from the proceeds and calculates a monthly allocation for each county. The SBA manages, controls and supervises the proceeds. Once the proceeds have been allocated, revenues are distributed to each county’s Board of County Commissioners to be used at the county’s discretion for the intended purposes, as described in Table 6-2.



**Table 6-2  
LOCAL GOVERNMENT REVENUE SOURCES**

FUND/TAX SOURCE	DESCRIPTION	USES	Maximum Allowable Tax
<b>STATE – DISTRIBUTED TO LOCAL GOVERNMENTS</b>			
Constitutional Fuel Tax	A state shared revenue source for counties only, funds are allocated to debt service managed by the State Board of Administration then the surplus is distributed to counties' Board of County Commissioners.	The acquisition, construction and maintenance of roads. Can be used as matching funds for state/federal funding for the above purposes.	2¢/gallon
County Fuel Tax	Tax is administered by the Department of Revenue and redistributed to counties.	Any legitimate county transportation purpose.	1¢/gallon
Municipal Fuel Tax	Tax is administered by the Department of Revenue, and redistributed to municipalities.	Any legitimate municipal transportation purpose.	1¢/gallon
<b>LOCAL</b>			
Local Option Fuel Tax (1)	This tax is imposed on every gallon of motor and diesel fuel sold in the county.	The proceeds are to fund transportation expenditures.	6¢/gallon
Local Option Fuel Tax (2)	This tax is imposed on every gallon of motor fuel sold in the county. Diesel fuel is not subject to this tax.	Proceeds are to fund transportation expenditures needed to meet the requirements of capital improvements in an adopted local government comprehensive plan.	5¢/gallon
9th Cent Fuel Tax	This tax is imposed on motor and diesel fuel sold within the county.	The proceeds are to fund transportation expenditures.	1¢/gallon
Local Government Infrastructure Surtax	Applies to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions and other transactions.	Proceeds to be used for the financing, planning and construction of infrastructure. County may acquire land for public recreation or preservation.	1%
Transportation Impact Fees	These fees imposed on a development-by-development basis before development takes place.	Must benefit the new development being charged the impact fees.	Varies with type of development

Sources: *Local Government Financial Information Handbook, 2003 Edition; Florida's Transportation Tax Sources, A Primer, January 2005.*



**Local Option Gas Tax** – Both Local Option Gas Taxes (described in Table 6-2) are levied by individual counties as a result of either a majority vote of the county’s governing body or upon approval by referendum. The proceeds are distributed to the county and eligible municipalities based on transportation expenditures. Counties are required to share the proceeds with municipalities. The taxes are collected by retailers and remitted to the Department of Revenue. The Department of Revenue distributes the proceeds monthly to the county in which the tax was collected and then transfers the proceeds to the Local Option Gas Tax Trust Fund.

**Ninth-Cent Gas Tax** – The Ninth-Cent Gas Tax is levied according to the same rules as the Local Option Gas Taxes. County governments are not required to share the proceeds of the Ninth-Cent Gas Tax with municipalities, although many counties share revenues through participating in interlocal agreements with municipalities. Retailers collect the tax and then remit the proceeds to the Department of Revenue. The proceeds are transferred to the Ninth-Cent Gas Tax Trust Fund.

**Other Revenues** – Marion County uses several other revenues for transportation, including a Communication Service Tax, fees from right-of-way and utility permits, federal payments in lieu of taxes, Federal Forestry Shared Revenue and plat processing fees.

**Impact Fees** – Transportation impact fees (TIF) are imposed by local governments directly. An impact analysis is performed and the level of fees is determined before the development occurs. Local governments collect, administer and control the fees.

## **Other Financing Strategies**

Several “innovative” or non-traditional sources of funding and financing techniques can be considered for implementing the 2025 Transportation Plan. A short description of these strategies is provided below.

**Infrastructure Surtax** – The Local Government Infrastructure Surtax is enacted by a majority vote and approval by voters in a countywide referendum. The Department of Revenue is charged with the responsibility of collecting, administering and enforcing the infrastructure surtax. The proceeds of the tax are transferred to the Discretionary Sales Tax Trust Fund.



**State Infrastructure Bank (SIB)** – SIBs allow the state and local governments to identify and develop innovative financing mechanisms to use federal financial resources. SIBs can be used to enhance credit, serve as capital reserves, subsidize interest rates and ensure letters of credit. They can also be used to finance, purchase and lease agreements for transit projects, provide bond or debt financing security, and provide other forms of assistance that leverage funds.

**Grant Anticipation Revenue Vehicle (GARVEE) Bonds** – GARVEE bonds can be sold by a grant recipient with a payback provision using future federal funds. Section 215.616 of the *Florida Statutes* allows FDOT to issue GARVEE bonds. The annual debt service for the amount issued must not exceed ten percent of annual apportionments to FDOT for federal highway aid and the term of the bonds cannot exceed twelve years. FDOT has used GARVEE bonds for the Governor's Mobility 2000 Initiative and the Governor's 2001 Economic Stimulus package. Currently, FDOT has pledged approximately four percent of the available federal funds; therefore, additional GARVEE bonds could be issued before reaching the ten percent cap.

**Advance Construction** – Advance Construction allows for the use of non-federal funds to construct projects that may later be reimbursed with federal funds. This strategy can allow a project to be constructed sooner, but does not necessarily increase the amount of funds available.

**Flexible Match** – Private funds, material or right-of-way can be used as part of the state's match for federal funds. This effectively frees up the state funds that would have been used for the match to be applied to other projects.

**Toll Credits (Soft Match)** – Similar to Flexible Match, tolls which are used to fund improvements can be used as credits toward the non-federal match for federal funds. This strategy also frees up funds that would have been used for the federal match.

**Transportation Infrastructure Finance and Innovation Act (TIFIA)** – Under TIFIA, a Federal credit program was established which authorizes the United States Department of Transportation to provide credit assistance for transportation improvements of national or regional significance through loans, loan guarantees and standby lines of credit.



---

**Transportation Regional Incentive Program (TRIP)** – In 2005, the Florida Legislature created the TRIP. The following describes the TRIP.

- Its purpose is to improve regionally significant transportation facilities in regional plans (developed by multiple MPOs or counties).
- TRIP provides 50 percent of project costs, or up to 50 percent of the nonfederal share of eligible project costs for a public transportation facility project.
- Projects to be funded shall at a minimum:
  - Support transportation facilities that serve national, statewide, or regional functions.
  - Be identified in the capital improvement element of a compliant comprehensive plan or long-term concurrency management system.
  - Be consistent with the Strategic Intermodal System Plan.
  - Have a commitment for local, regional or private financial matching funds.
- Priority will be given to projects that
  - Provide connectivity to the Strategic Intermodal System.
  - Support economic development and the movement of goods in rural areas of critical economic concern.
  - Are subject to a local ordinance that establishes corridor management techniques.
  - Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

In addition, the local government must assess concurrency using the FDOT level of service standard for a roadway which has been improved using TRIP funds.



## REVENUE PROJECTIONS AND COMMITMENTS

The following section presents an assessment and analysis of available funds for the 2025 Transportation Plan from current sources. FDOT provided funding projections for state and federal funds. Marion County and the City of Ocala provided projections for future funding levels from their current funding sources. Projections were developed for other cities in the county, including Belleview, Dunnellon, McIntosh and Reddick, which receive a portion of the LOGT. In addition, SunTran provided projected passenger revenues.

Summaries of the projections have been identified beginning with the year 2005 (FY 2004/2005) and ending at year 2025 (FY 2024/2025). Some future revenues are effectively committed to fund projects which are already underway or programmed to start soon. Other revenues are committed to maintaining the transportation system. Where appropriate, commitments have been identified for each of the funding sources. For the purpose of this report, all future revenues have been expressed in 2005 dollars.

### STATE/FEDERAL FUNDS

#### Revenues

For the updated 2025 revenue forecast, FDOT consolidated their major programs into two general categories – capacity programs and non-capacity programs. Capacity programs include each major FDOT program that expands the capacity of the existing transportation system. Applicable capacity programs for the Ocala/Marion County TPO include:

- **Florida Intrastate Highway System (FIHS) Construction / ROW** – includes construction, improvements, and associated right of way on the FIHS within the TPO area. FIHS facilities in Marion County include: Interstate 75, US 27 (west of I-75), SR 326 (from I-75 to SR 40), SR 40 (east of SR 326), and US 301 (north of SR 326). In January 2005, the Strategic Intermodal System (SIS) was adopted by FDOT. In Marion County, the SIS includes the previously identified FIHS facilities, as well as the major CSX Transportation rail lines through the County.



- **Other Arterial Construction / ROW** – includes construction, improvements, and associated right of way on State Highway System roadways not designated as part of the FIHS and SIS.
- **Transit** – includes technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- **Enhancement** – includes construction, improvements and associated right of way for various enhancement activities.

Non-capacity programs include the FDOT programs that are designed to support, operate and maintain the state transportation system and include Safety, Resurfacing, Bridge, Product Support, Operations and Maintenance, and Administration. The revenues for non-capacity programs are administered by FDOT and were not considered as part of the financial resources update.

FDOT has developed capacity program State/Federal revenue forecasts for the Ocala/Marion County 2025 Transportation Plan update. Table 6-3 summarizes the funds projected by capacity program. Revenue projections for the period from 2005 through 2010 are based on the tentative FDOT Work Program covering this period of time and are tied to specific projects. For the period beyond the Work Program, FDOT identified projections for three five-year periods, from 2011 through 2025.

FDOT has grouped the capacity programs into various categories. FIHS/SIS, Other Arterials, Transit and Enhancement are the four categories relevant to the Ocala/Marion County 2025 Transportation Plan. FDOT is the lead agency in identifying planned projects and programs for the FIHS/SIS facilities. In addition, FDOT administers the Transit and Enhancement funds. FDOT has identified FIHS/SIS projects expected to be implemented through 2025, which total approximately \$49 million<sup>(\$2005)</sup>. For the period from 2005 to 2025, transit funds will total approximately \$62 million<sup>(\$2005)</sup> and enhancement funds are projected to total almost \$19 million<sup>(\$2005)</sup>.



**Table 6-3**  
**State / Federal Revenue Projections**  
**2005 Dollars (1)**

Fiscal Year	Analysis Year	FIHS/SIS Construction/ ROW	Travel Choices			Enhancement	Total (\$2005)
			Other Arterial Construction/ ROW (2)	Transit			
2004/05	2005	\$0	\$20,558,012	\$4,799,881	\$2,517,602	\$27,875,495	
2005/06	2006	\$0	\$16,741,899	\$3,330,971	\$2,799,666	\$22,872,536	
2006/07	2007	\$0	\$28,351,569	\$2,786,665	\$202,007	\$31,340,241	
2007/08	2008	\$0	\$24,048,577	\$2,854,987	\$1,027,042	\$27,930,606	
2008/09	2009	\$0	\$35,981,600	\$3,442,099	\$878,009	\$40,301,708	
2009/10	2010	\$0	\$12,265,560	\$2,113,915	\$377,010	\$14,756,485	
2010/11	2011						
2011/12	2012						
2012/13	2013						
2013/14	2014						
2014/15	2015	\$0	\$30,813,000	\$14,443,000	\$3,697,000	\$48,953,000	
2015/16	2016						
2016/17	2017						
2017/18	2018						
2018/19	2019						
2019/20	2020	\$0	\$27,442,000	\$14,327,000	\$3,351,000	\$45,120,000	
2020/21	2021						
2021/22	2022						
2022/23	2023						
2023/24	2024						
2024/25	2025	\$49,468,000	\$27,442,000	\$14,211,000	\$3,697,000	\$94,818,000	
Total (\$2005)		\$49,468,000	\$223,644,217	\$62,309,518	\$18,546,336	\$353,968,071	

**Notes:**

- 1 Revenues from 2005 - 2010 are based on Tentative Work Program. Projections from 2011 and beyond are based on FDOT \$2003 projections converted to \$2005 by applying a factor of 1.06
- 2 Other Arterial revenues from 2011 and beyond factored to reflect reduced funding due to SIS (63% for 2011-2015 and 59% for 2016-2025) and Statutory Formula (+ \$4 million)



The Ocala/Marion County TPO is the lead agency in identifying projects and programs for the Other Arterials programs. For the period from 2005 to 2025, funds projected for improving arterials total approximately \$224 million<sup>(\$2005)</sup>.

## Commitments

For consistency with the FDOT forecasts, commitments are summarized for the previously identified revenue categories. The current commitments for FIHS improvements are based on information provided by FDOT as part of their revenue forecasts developed in 2003. All other commitments for state and federal funds are based on FDOT's 2005-2010 Tentative Work Program. Table 6-4 summarizes the commitments for State and Federal revenues.

- **Florida Intrastate Highway System (FIHS) Construction / ROW** – The only FIHS improvement in Marion County identified at this time is the widening of SR 40, from the end of its existing four lanes (west of SR 326) to CR 314A. This improvement is projected to cost approximately \$50 million<sup>(\$2005)</sup>.
- **Other Arterial Construction / ROW** – Current commitments include right-of-way and/or construction dollars which are programmed for CR 484, SR 200, SR 25, SR 35 (Baseline Rd.), SR 35 (US 301), SR 40, SR 45 (US 41), and SR 500 (US 27). These commitments, for the period from 2005 through 2010, are projected to total \$138 million<sup>(\$2005)</sup>.
- **Transit** – Current commitments include funds for operating assistance and capital purchases. All revenues for the period from 2005 through 2025 are considered to be committed for the continued operation of the existing transit system. These funds are projected to total \$62 million<sup>(\$2005)</sup>.
- **Enhancement** – Current commitments include funds for sidewalks, greenway crossings, landscaping, bike paths, and training. These commitments, for the period from 2005 through 2010, are projected to total \$8 million<sup>(\$2005)</sup>.



**Table 6-4**  
**State / Federal Revenue Projections Committed for Improvements**  
**2005 Dollars (1)**

Fiscal Year	Analysis Year	FIHS/SIS Construction/ ROW	Travel Choices		Enhancement	Total (\$2005)
			Other Arterial Construction/ ROW	Transit (2)		
2004/05	2005	\$0	\$20,558,012	\$4,799,881	\$2,517,602	\$27,875,495
2005/06	2006	\$0	\$16,741,899	\$3,330,971	\$2,799,666	\$22,872,536
2006/07	2007	\$0	\$28,351,569	\$2,786,665	\$202,007	\$31,340,241
2007/08	2008	\$0	\$24,048,577	\$2,854,987	\$1,027,042	\$27,930,606
2008/09	2009	\$0	\$35,981,600	\$3,442,099	\$878,009	\$40,301,708
2009/10	2010	\$0	\$12,265,560	\$2,113,915	\$377,010	\$14,756,485
2010/11	2011					
2011/12	2012					
2012/13	2013					
2013/14	2014					
2014/15	2015	\$0	\$0	\$14,443,000	\$0	\$14,443,000
2015/16	2016					
2016/17	2017					
2017/18	2018					
2018/19	2019					
2019/20	2020	\$0	\$0	\$14,327,000	\$0	\$14,327,000
2020/21	2021					
2021/22	2022					
2022/23	2023					
2023/24	2024					
2024/25	2025	\$49,468,000	\$0	\$14,211,000	\$0	\$63,679,000
Total (\$2005)		\$49,468,000	\$137,947,217	\$62,309,518	\$7,801,336	\$257,526,071

**Notes:**

- 1 Commitments from 2005 - 2010 are based on Tentative Work Program.
- 2 For planning purposes, all transit revenues are considered committed. See additional details under SunTran section.



## MARION COUNTY

### Revenues

Marion County receives revenues from the Constitutional Gas Tax and levies the first Local Option Gas Tax (6¢ per gallon), the 9<sup>th</sup> cent gas tax and the County Gas Tax (1¢ per gallon). The Local Option Gas Tax is shared with cities in the County, with the County receiving 70.1 percent of the tax and the remaining 29.9 percent split among the various cities. The County also collects other revenues which are used for transportation, including the communications service tax, right-of-way and utility permits, federal payments in lieu of taxes, Federal Forestry Shared Revenue and plat processing fees. The County also collects transportation impact fees.

The projected tax revenues from these sources are identified in Table 6-5. Projected revenues through 2010 are based on information provided by the County. Projections for 2011 through 2025 were extrapolated based on the projections provided by the County. Including a carry forward balance of approximately \$4 million, the Constitutional Gas Tax is projected to total approximately \$88 million<sup>(\$2005)</sup> through 2025. Over this same period, the Local Option Gas Tax is expected to provide \$165 million<sup>(\$2005)</sup> while the 9<sup>th</sup> Cent Gas Tax will provide \$28 million<sup>(\$2005)</sup> and the County Gas Tax will generate \$43 million<sup>(\$2005)</sup>. Other revenues used for transportation are projected to total \$14 million<sup>(\$2005)</sup> through 2025. In total, the projected tax revenues available through 2025 are projected to be \$338 million<sup>(\$2005)</sup>.

Transportation impact fees are projected to provide a significant amount of revenue for transportation improvements. As summarized in Table 6-6, impact fees available through 2025 are projected to total \$272 million<sup>(\$2005)</sup>, which includes approximately \$37 million<sup>(\$2005)</sup> in carry-over funds from previous years. These impact fees are divided into four districts which are generally the four quadrants of the County. District Four (southwest Marion County) is projected to collect the highest amount of impact fees at \$127 million<sup>(\$2005)</sup>. This is followed by District Three (southeast Marion County), which is projected to collect \$88 million<sup>(\$2005)</sup>. District One (northwest Marion County) is projected to collect \$31 million<sup>(\$2005)</sup> and District Two (northeast Marion County) is projected to collect \$26 million<sup>(\$2005)</sup>. The projected revenues through 2010 are based on information provided by the County. Projections for 2011 through 2025 were projected based on the level of development in the 2025 travel demand forecasting model.



**Table 6-5**  
**Marion County Tax Revenue Projections**  
**Projected Revenues for Transportation (1)**

Fiscal Year	Analysis Year	Constitutional Gas Tax 2¢ of 2¢	Local Option Gas Tax 6¢ of 11¢	9th Cent Gas Tax 1¢ of 1¢	County Gas Tax 1¢ of 1¢	Other (2)	Total	2005 Factor 3.3%	2005 Value Total
Carry Forward		\$3,888,935	\$0	\$0	\$0	\$0	\$3,888,935	1.0000	\$3,890,000
2004/05	2005	\$4,448,563	\$8,214,250	\$1,477,187	\$1,997,589	\$973,540	\$17,111,129	1.0000	\$17,110,000
2005/06	2006	\$4,590,000	\$8,830,000	\$1,550,000	\$2,120,000	\$990,994	\$18,080,994	0.9681	\$17,500,000
2006/07	2007	\$4,690,000	\$9,020,000	\$1,580,000	\$2,200,000	\$685,000	\$18,175,000	0.9371	\$17,030,000
2007/08	2008	\$4,790,000	\$9,220,000	\$1,620,000	\$2,290,000	\$705,000	\$18,625,000	0.9072	\$16,900,000
2008/09	2009	\$4,900,000	\$9,420,000	\$1,650,000	\$2,370,000	\$725,000	\$19,065,000	0.8782	\$16,740,000
2009/10	2010	\$5,000,000	\$9,610,000	\$1,680,000	\$2,460,000	\$745,000	\$19,495,000	0.8502	\$16,570,000
2010/11	2011	\$5,120,000	\$9,950,000	\$1,730,000	\$2,550,000	\$765,000	\$20,115,000	0.8230	\$16,550,000
2011/12	2012	\$5,220,000	\$10,200,000	\$1,770,000	\$2,640,000	\$795,000	\$20,625,000	0.7967	\$16,430,000
2012/13	2013	\$5,330,000	\$10,460,000	\$1,810,000	\$2,730,000	\$815,000	\$21,145,000	0.7713	\$16,310,000
2013/14	2014	\$5,440,000	\$10,710,000	\$1,840,000	\$2,820,000	\$845,000	\$21,655,000	0.7466	\$16,170,000
2014/15	2015	\$5,550,000	\$10,970,000	\$1,880,000	\$2,920,000	\$865,000	\$22,185,000	0.7228	\$16,030,000
2015/16	2016	\$5,660,000	\$11,230,000	\$1,920,000	\$3,010,000	\$885,000	\$22,705,000	0.6997	\$15,890,000
2016/17	2017	\$5,760,000	\$11,480,000	\$1,960,000	\$3,100,000	\$905,000	\$23,205,000	0.6773	\$15,720,000
2017/18	2018	\$5,870,000	\$11,740,000	\$2,000,000	\$3,190,000	\$925,000	\$23,725,000	0.6557	\$15,560,000
2018/19	2019	\$5,980,000	\$11,990,000	\$2,040,000	\$3,280,000	\$945,000	\$24,235,000	0.6347	\$15,380,000
2019/20	2020	\$6,090,000	\$12,250,000	\$2,080,000	\$3,370,000	\$975,000	\$24,765,000	0.6145	\$15,220,000
2020/21	2021	\$6,200,000	\$12,500,000	\$2,120,000	\$3,460,000	\$995,000	\$25,275,000	0.5948	\$15,030,000
2021/22	2022	\$6,310,000	\$12,760,000	\$2,150,000	\$3,550,000	\$1,025,000	\$25,795,000	0.5758	\$14,850,000
2022/23	2023	\$6,410,000	\$13,020,000	\$2,190,000	\$3,640,000	\$1,045,000	\$26,305,000	0.5574	\$14,660,000
2023/24	2024	\$6,520,000	\$13,270,000	\$2,230,000	\$3,730,000	\$1,065,000	\$26,815,000	0.5396	\$14,470,000
2024/25	2025	\$6,630,000	\$13,530,000	\$2,270,000	\$3,820,000	\$1,085,000	\$27,335,000	0.5224	\$14,280,000
Total		\$120,397,498	\$230,374,250	\$39,547,187	\$61,247,589	\$18,759,534	\$470,326,058		\$338,290,000
Total (\$2005)		\$87,750,000	\$165,090,000	\$28,430,000	\$43,480,000	\$13,570,000	\$338,290,000		\$338,290,000

**Notes:**

- 1 Projections for 2004/05 to 2009/10 are from Marion County. Projections beyond 2009/10 are extrapolated from previous years.
- 2 Includes Communications Service Tax, RW & Utility Permits, Federal Payments in Lieu of Taxes, Federal Forestry Shared Revenue, and Plat Processing Fees.



**Table 6-6**  
**Marion County Transportation Impact Fee Revenue Projections**  
**Projected Revenues for Transportation (1)**

Fiscal Year	Analysis Year	Impact Fee District 1	Impact Fee District 2	Impact Fee District 3	Impact Fee District 4	Total	\$2005 Factor 3.3%	\$2005 Value Total
Carry Forward		\$8,097,917	\$2,493,851	\$10,793,759	\$15,464,992	\$36,850,519	1.0000	\$36,850,000
2004/05	2005	\$1,250,000	\$1,090,000	\$4,880,000	\$5,230,000	\$12,450,000	1.0000	\$12,450,000
2005/06	2006	\$1,210,000	\$1,110,000	\$5,190,000	\$5,340,000	\$12,850,000	0.9681	\$12,440,000
2006/07	2007	\$1,170,000	\$1,120,000	\$5,510,000	\$5,450,000	\$13,250,000	0.9371	\$12,420,000
2007/08	2008	\$1,120,000	\$1,140,000	\$5,820,000	\$5,560,000	\$13,640,000	0.9072	\$12,370,000
2008/09	2009	\$1,080,000	\$1,150,000	\$6,130,000	\$5,670,000	\$14,030,000	0.8782	\$12,320,000
2009/10	2010	\$1,040,000	\$1,160,000	\$6,440,000	\$5,780,000	\$14,420,000	0.8502	\$12,260,000
2010/11	2011	\$1,130,000	\$1,240,000	\$6,190,000	\$6,100,000	\$14,660,000	0.8230	\$12,070,000
2011/12	2012	\$1,220,000	\$1,310,000	\$5,940,000	\$6,420,000	\$14,890,000	0.7967	\$11,860,000
2012/13	2013	\$1,310,000	\$1,390,000	\$5,690,000	\$6,740,000	\$15,130,000	0.7713	\$11,670,000
2013/14	2014	\$1,400,000	\$1,460,000	\$5,440,000	\$7,060,000	\$15,360,000	0.7466	\$11,470,000
2014/15	2015	\$1,490,000	\$1,540,000	\$5,190,000	\$7,380,000	\$15,600,000	0.7228	\$11,280,000
2015/16	2016	\$1,580,000	\$1,620,000	\$4,940,000	\$7,710,000	\$15,850,000	0.6997	\$11,090,000
2016/17	2017	\$1,670,000	\$1,690,000	\$4,690,000	\$8,030,000	\$16,080,000	0.6773	\$10,890,000
2017/18	2018	\$1,760,000	\$1,770,000	\$4,440,000	\$8,350,000	\$16,320,000	0.6557	\$10,700,000
2018/19	2019	\$1,850,000	\$1,840,000	\$4,190,000	\$8,670,000	\$16,550,000	0.6347	\$10,500,000
2019/20	2020	\$1,950,000	\$1,920,000	\$3,930,000	\$8,990,000	\$16,790,000	0.6145	\$10,320,000
2020/21	2021	\$2,040,000	\$1,990,000	\$3,680,000	\$9,310,000	\$17,020,000	0.5948	\$10,120,000
2021/22	2022	\$2,130,000	\$2,070,000	\$3,430,000	\$9,630,000	\$17,260,000	0.5758	\$9,940,000
2022/23	2023	\$2,220,000	\$2,150,000	\$3,180,000	\$9,950,000	\$17,500,000	0.5574	\$9,760,000
2023/24	2024	\$2,310,000	\$2,220,000	\$2,930,000	\$10,270,000	\$17,730,000	0.5396	\$9,570,000
2024/25	2025	\$2,400,000	\$2,300,000	\$2,680,000	\$10,590,000	\$17,970,000	0.5224	\$9,390,000
Total		\$41,427,917	\$35,773,851	\$111,303,759	\$173,694,992	\$362,200,519		\$271,740,000
Total (\$2005)		\$31,450,000	\$25,810,000	\$87,550,000	\$126,860,000	\$271,740,000		\$271,740,000

**Notes:**

- 1 Projections for 2004/05 to 2009/10 are from Marion County.
- 2 Projections beyond 2009/10 are based on growth in travel demand model and historic impact fee collections.



---

## Commitments

Marion County uses approximately 90 percent of the Constitutional Gas Tax and all of the revenues from other tax sources (previously identified in Table 6-5) for maintenance and operation (including reconstruction and resurfacing) purposes. In addition, the County has committed \$1.25 million in Constitutional Gas Tax revenues for improvements. Table 6-7 summarizes the Marion County commitments from tax revenues, which total \$327 million<sup>(\$2005)</sup>.

Marion County has identified commitments from Transportation impact fees for the period from 2005 through 2025, which total \$109 million<sup>(\$2005)</sup>. Table 6-8 summarizes the amount of these commitments for each District. The largest commitment is in Impact Fee District Four (southwest Marion County), and totals \$46 million<sup>(\$2005)</sup>. Another \$38 million<sup>(\$2005)</sup> is committed for Impact Fee District Three (southeast Marion County). Impact Fee Districts One (northwest Marion County) and Two (northeast Marion County) have commitments of \$14 million<sup>(\$2005)</sup> and \$11 million<sup>(\$2005)</sup>, respectively.



Table 6-7  
Marion County Tax Revenue Projections Committed for Maintenance and Improvements  
Projected Commitments for Transportation (1)

Fiscal Year	Analysis Year	Constitutional Gas Tax Capacity Projects (\$2005)	Maintenance (2)	Local Option Gas Tax	9th Cent Gas Tax	County Gas Tax	Other (3)	Total	\$2005 Factor 3.3%	\$2005 Value Total
2004/05	2005	\$1,250,000	\$4,000,000	\$8,214,250	\$1,477,187	\$1,997,589	\$973,540	\$17,912,566	1.0000	\$17,910,000
2005/06	2006	\$0	\$4,130,000	\$8,830,000	\$1,550,000	\$2,120,000	\$990,994	\$17,620,994	0.9681	\$17,060,000
2006/07	2007	\$0	\$4,220,000	\$9,020,000	\$1,580,000	\$2,200,000	\$685,000	\$17,705,000	0.9371	\$16,580,000
2007/08	2008	\$0	\$4,310,000	\$9,220,000	\$1,620,000	\$2,290,000	\$705,000	\$18,145,000	0.9072	\$16,460,000
2008/09	2009	\$0	\$4,410,000	\$9,420,000	\$1,650,000	\$2,370,000	\$725,000	\$18,575,000	0.8782	\$16,310,000
2009/10	2010	\$0	\$4,500,000	\$9,610,000	\$1,680,000	\$2,460,000	\$745,000	\$18,995,000	0.8502	\$16,150,000
2010/11	2011	\$0	\$4,610,000	\$9,950,000	\$1,730,000	\$2,550,000	\$765,000	\$19,605,000	0.8230	\$16,130,000
2011/12	2012	\$0	\$4,700,000	\$10,200,000	\$1,770,000	\$2,640,000	\$795,000	\$20,105,000	0.7967	\$16,010,000
2012/13	2013	\$0	\$4,800,000	\$10,460,000	\$1,810,000	\$2,730,000	\$815,000	\$20,615,000	0.7713	\$15,910,000
2013/14	2014	\$0	\$4,900,000	\$10,710,000	\$1,840,000	\$2,820,000	\$845,000	\$21,115,000	0.7466	\$15,770,000
2014/15	2015	\$0	\$5,000,000	\$10,970,000	\$1,880,000	\$2,920,000	\$865,000	\$21,635,000	0.7228	\$15,640,000
2015/16	2016	\$0	\$5,090,000	\$11,230,000	\$1,920,000	\$3,010,000	\$885,000	\$22,135,000	0.6997	\$15,490,000
2016/17	2017	\$0	\$5,180,000	\$11,480,000	\$1,960,000	\$3,100,000	\$905,000	\$22,625,000	0.6773	\$15,330,000
2017/18	2018	\$0	\$5,280,000	\$11,740,000	\$2,000,000	\$3,190,000	\$925,000	\$23,135,000	0.6557	\$15,170,000
2018/19	2019	\$0	\$5,380,000	\$11,990,000	\$2,040,000	\$3,280,000	\$945,000	\$23,635,000	0.6347	\$14,990,000
2019/20	2020	\$0	\$5,480,000	\$12,250,000	\$2,080,000	\$3,370,000	\$975,000	\$24,155,000	0.6145	\$14,850,000
2020/21	2021	\$0	\$5,580,000	\$12,500,000	\$2,120,000	\$3,460,000	\$995,000	\$24,655,000	0.5948	\$14,670,000
2021/22	2022	\$0	\$5,680,000	\$12,760,000	\$2,150,000	\$3,550,000	\$1,025,000	\$25,165,000	0.5758	\$14,490,000
2022/23	2023	\$0	\$5,770,000	\$13,020,000	\$2,190,000	\$3,640,000	\$1,045,000	\$25,665,000	0.5574	\$14,310,000
2023/24	2024	\$0	\$5,870,000	\$13,270,000	\$2,230,000	\$3,730,000	\$1,065,000	\$26,165,000	0.5396	\$14,110,000
2024/25	2025	\$0	\$5,970,000	\$13,530,000	\$2,270,000	\$3,820,000	\$1,085,000	\$26,675,000	0.5224	\$13,950,000
Total		\$1,250,000	\$104,860,000	\$230,374,250	\$39,547,187	\$61,247,589	\$18,759,534	\$456,038,560		\$327,290,000
Total (\$2005)		\$1,250,000	\$75,470,000	\$165,090,000	\$28,430,000	\$43,480,000	\$13,570,000	\$327,290,000		\$327,290,000

Notes:

- 1 Projections for 2004/05 to 2009/10 are from Marion County. Projections beyond 2009/10 are extrapolated from previous years.
- 2 Assumes 90% of Constitutional Gas Tax is used for maintenance (includes reconstruction and resurfacing).
- 3 Includes Communications Service Tax, R/W & Utility Permits, Federal Payments in Lieu of Taxes, Federal Forestry Shared Revenue, and Plat Processing Fees.



**Table 6-8**  
**Marion County Impact Fee Projections Committed for Improvements**  
**Projected Commitments for Transportation (1)**

Fiscal Year	Analysis Year	Impact Fee District 1 (\$2005)	Impact Fee District 2 (\$2005)	Impact Fee District 3 (\$2005)	Impact Fee District 4 (\$2005)	Total (\$2005)
2004/05	2005	\$5,890,000	\$1,900,000	\$10,900,000	\$11,605,000	\$30,295,000
2005/06	2006	\$2,700,000	\$2,500,000	\$1,500,000	\$5,000,000	\$11,700,000
2006/07	2007	\$1,000,000	\$1,300,000	\$8,100,000	\$7,750,000	\$18,150,000
2007/08	2008	\$700,000	\$1,300,000	\$2,700,000	\$4,400,000	\$9,100,000
2008/09	2009	\$1,500,000	\$1,100,000	\$7,000,000	\$4,300,000	\$13,900,000
2009/10	2010	\$130,000	\$150,000	\$820,000	\$740,000	\$1,840,000
2010/11	2011	\$140,000	\$150,000	\$760,000	\$750,000	\$1,800,000
2011/12	2012	\$150,000	\$160,000	\$710,000	\$770,000	\$1,790,000
2012/13	2013	\$150,000	\$160,000	\$660,000	\$780,000	\$1,750,000
2013/14	2014	\$160,000	\$160,000	\$610,000	\$790,000	\$1,720,000
2014/15	2015	\$160,000	\$170,000	\$560,000	\$800,000	\$1,690,000
2015/16	2016	\$170,000	\$170,000	\$520,000	\$810,000	\$1,670,000
2016/17	2017	\$170,000	\$170,000	\$480,000	\$820,000	\$1,640,000
2017/18	2018	\$170,000	\$170,000	\$440,000	\$820,000	\$1,600,000
2018/19	2019	\$180,000	\$180,000	\$400,000	\$830,000	\$1,590,000
2019/20	2020	\$180,000	\$180,000	\$360,000	\$830,000	\$1,550,000
2020/21	2021	\$180,000	\$180,000	\$330,000	\$830,000	\$1,520,000
2021/22	2022	\$180,000	\$180,000	\$300,000	\$830,000	\$1,490,000
2022/23	2023	\$190,000	\$180,000	\$270,000	\$830,000	\$1,470,000
2023/24	2024	\$190,000	\$180,000	\$240,000	\$830,000	\$1,440,000
2024/25	2025	\$190,000	\$180,000	\$210,000	\$830,000	\$1,410,000
Total (\$2005)		\$14,480,000	\$10,820,000	\$37,870,000	\$45,945,000	\$109,115,000

Notes:

Projections for 2004/05 to 2009/10 are from Marion County.

Projections beyond 2009/2010 assume 15% of revenues are used for operational improvements to increase capacity.



## CITY OF OCALA

### Revenues

Ocala receives various revenues which are consolidated in their “Local Option Gas Tax Fund 109”. These include a portion of the Marion County Local Option Gas Tax (23.5 percent), the 9<sup>th</sup> Cent gas tax, interlocal agreements, the 1992 Gas Tax Bonds and contributions for specific roadway improvements. Other sources include their  $\frac{3}{4}$  Mill Road Improvement Fund (Fund 091), their 2002 Capital Improvement Bond Fund (Fund 312) and their 2002 Gas Tax Bond Fund (Fund 313). The projected revenues from these sources are identified in Table 6-9. The City of Ocala projected their revenues for Years 2005 through 2014. Projections for beyond 2014 were extrapolated from the City’s projections.

Of the City of Ocala revenues, their LOGT Fund 109 is projected to collect \$70 million<sup>(\$2005)</sup> over the period from 2005 to 2025, including a carry-over of approximately \$8 million. Over this same period, the  $\frac{3}{4}$  Mill Road Improvement Fund is projected to collect \$47 million<sup>(\$2005)</sup>. In addition, the previous bond funds have a carry-over of approximately \$17 million. In total, the City of Ocala revenues are projected to reach \$135 million<sup>(\$2005)</sup> through 2025.

### Commitments

Ocala uses its “Local Option Gas Tax Fund 109” for personnel expenses, comprehensive plan road projects, other city road projects, county road projects, SunTran, and other expenses. The city also has commitments for its  $\frac{3}{4}$  Mill Road Improvement Fund (Fund 091), its 2002 Capital Improvement Bond Fund (Fund 312) and its 2002 Gas Tax Bond Fund (Fund 313). Table 6-10 identifies the current commitments by year for each category. The total commitments for the City of Ocala revenues over the period from 2005 to 2025 are projected to be \$109 million<sup>(\$2005)</sup>.



**Table 6-9**  
**City of Ocala Revenue Projections**  
**Projected Revenues for Transportation (1)**

Fiscal Year	Analysis Year	Constitutional Gas Tax 2¢ of 2¢	Local Option Gas Tax 6¢ of 11¢ (Fund 109)	9th Cent Gas Tax 1¢ of 1¢ (Fund 109)	Other (2) (Fund 109)	Total LOGT Fund 109	3/4 Mill Road Improvement Fund (Fund 091)	2002 Cap. Imp. Bond Fund (Fund 312)	2002 Gas Tax Bond Fund (Fund 313)	Total	\$2005 Factor 3.3%	\$2005 Value Total
Carry Forward						\$7,923,071	\$1,676,185	\$7,020,234	\$10,503,134	\$27,122,624	1.0000	\$27,123,000
2004/05	2005	\$0	\$2,653,000	\$456,000	\$421,205	\$3,530,205	\$0	\$0	\$0	\$3,530,205	1.0000	\$3,530,000
2005/06	2006	\$0	\$2,706,000	\$465,000	\$680,000	\$3,851,000	\$0	\$0	\$0	\$3,851,000	0.9681	\$3,728,000
2006/07	2007	\$0	\$2,760,000	\$474,000	\$187,000	\$3,421,000	\$2,306,000	\$0	\$0	\$5,727,000	0.9371	\$5,367,000
2007/08	2008	\$0	\$2,815,000	\$484,000	\$190,000	\$3,489,000	\$2,434,000	\$0	\$0	\$5,923,000	0.9072	\$5,373,000
2008/09	2009	\$0	\$2,871,000	\$494,000	\$193,000	\$3,558,000	\$2,570,000	\$0	\$0	\$6,128,000	0.8782	\$5,382,000
2009/10	2010	\$0	\$2,925,000	\$503,000	\$564,400	\$3,992,400	\$2,714,000	\$0	\$0	\$6,706,400	0.8502	\$5,701,000
2010/11	2011	\$0	\$2,979,000	\$513,000	\$564,400	\$4,056,400	\$2,840,000	\$0	\$0	\$6,896,400	0.8230	\$5,676,000
2011/12	2012	\$0	\$3,034,000	\$522,000	\$564,400	\$4,120,400	\$2,970,000	\$0	\$0	\$7,090,400	0.7967	\$5,649,000
2012/13	2013	\$0	\$3,088,000	\$532,000	\$564,400	\$4,184,400	\$3,100,000	\$0	\$0	\$7,284,400	0.7713	\$5,618,000
2013/14	2014	\$0	\$3,143,000	\$541,000	\$564,400	\$4,248,400	\$3,240,000	\$0	\$0	\$7,488,400	0.7466	\$5,591,000
2014/15	2015	\$0	\$3,197,000	\$551,000	\$193,000	\$3,941,000	\$3,370,000	\$0	\$0	\$7,311,000	0.7228	\$5,284,000
2015/16	2016	\$0	\$3,252,000	\$560,000	\$193,000	\$4,005,000	\$3,500,000	\$0	\$0	\$7,505,000	0.6997	\$5,251,000
2016/17	2017	\$0	\$3,306,000	\$570,000	\$193,000	\$4,069,000	\$3,630,000	\$0	\$0	\$7,699,000	0.6773	\$5,215,000
2017/18	2018	\$0	\$3,361,000	\$579,000	\$193,000	\$4,133,000	\$3,760,000	\$0	\$0	\$7,893,000	0.6557	\$5,175,000
2018/19	2019	\$0	\$3,415,000	\$589,000	\$193,000	\$4,197,000	\$3,900,000	\$0	\$0	\$8,097,000	0.6347	\$5,139,000
2019/20	2020	\$0	\$3,470,000	\$598,000	\$193,000	\$4,261,000	\$4,030,000	\$0	\$0	\$8,291,000	0.6145	\$5,095,000
2020/21	2021	\$0	\$3,524,000	\$608,000	\$193,000	\$4,325,000	\$4,160,000	\$0	\$0	\$8,485,000	0.5948	\$5,047,000
2021/22	2022	\$0	\$3,579,000	\$617,000	\$193,000	\$4,389,000	\$4,290,000	\$0	\$0	\$8,679,000	0.5758	\$4,998,000
2022/23	2023	\$0	\$3,633,000	\$627,000	\$193,000	\$4,453,000	\$4,420,000	\$0	\$0	\$8,873,000	0.5574	\$4,946,000
2023/24	2024	\$0	\$3,688,000	\$636,000	\$193,000	\$4,517,000	\$4,560,000	\$0	\$0	\$9,077,000	0.5396	\$4,898,000
2024/25	2025	\$0	\$3,742,000	\$646,000	\$193,000	\$4,581,000	\$4,690,000	\$0	\$0	\$9,271,000	0.5224	\$4,843,000
Total		\$0	\$67,141,000	\$11,565,000	\$6,616,205	\$93,245,276	\$68,160,185	\$7,020,234	\$10,503,134	\$178,928,829		\$134,629,000
Total (\$2005)		\$0	\$48,475,000	\$8,347,000	\$5,158,000	\$69,901,000	\$47,202,000	\$7,020,234	\$10,503,134	\$134,629,000		\$134,629,000

**Notes:**

- 1 Projections for 2004/05 to 20013/14 are from the City of Ocala. Projections beyond 2013/14 are extrapolated from previous years.
- 2 Includes County Interlocal Participation, 92 Gas Tax Bonds, Sunset addition improvements, Top of the World Contribution and Master Traffic Mitigation.



**Table 6-10**  
**City of Ocala Revenue Projections Committed for Maintenance and Improvements**  
**Projected Commitments for Transportation (1)**

Fiscal Year	Analysis Year	Personnel (Fund 109)	Comp. Plan Road Projects (County Interlocals) (Fund 109)	Comp. Plan Road Projects (City Projects) (Fund 109)	Other City Road Projects (Fund 109)	County Road Projects (Fund 109)	Mass Transit Sun Tran (Fund 109)	Other (Fund 109)	Total LOGT Fund 109	3/4 Mill Road Improvement Fund (Fund 091)	2002 Cap. Imp. Bond Fund (Fund 312)	2002 Gas Tax Bond Fund (Fund 313)	Total	\$2005 Factor 3.3%	\$2005 Value Total
2004/05	2005	\$220,464	\$4,405,866	\$831,507	\$1,953,996	\$0	\$0	\$2,229,564	\$9,641,397	\$831,261	\$7,020,234	\$9,372,667	\$26,865,559	1.0000	\$26,866,000
2005/06	2006	\$236,000	\$775,000	\$0	\$363,000	\$0	\$300,000	\$2,285,000	\$3,959,000	\$2,127,000	\$0	\$0	\$6,086,000	0.9681	\$5,892,000
2006/07	2007	\$252,000	\$775,000	\$0	\$338,000	\$0	\$300,000	\$2,238,000	\$3,903,000	\$2,306,000	\$0	\$0	\$6,209,000	0.9371	\$5,819,000
2007/08	2008	\$270,000	\$1,331,000	\$0	\$338,000	\$0	\$300,000	\$2,247,000	\$4,486,000	\$2,413,000	\$0	\$0	\$6,899,000	0.9072	\$6,259,000
2008/09	2009	\$285,000	\$1,331,000	\$0	\$338,000	\$0	\$300,000	\$2,256,000	\$4,514,000	\$2,520,000	\$0	\$0	\$7,034,000	0.8782	\$6,177,000
2009/10	2010	\$305,000	\$0	\$0	\$338,000	\$0	\$325,000	\$2,264,000	\$3,232,000	\$2,627,000	\$0	\$0	\$5,859,000	0.8502	\$4,981,000
2010/11	2011	\$322,000	\$0	\$0	\$338,000	\$0	\$325,000	\$2,272,000	\$3,257,000	\$2,737,000	\$0	\$0	\$5,994,000	0.8230	\$4,933,000
2011/12	2012	\$339,000	\$0	\$0	\$338,000	\$0	\$325,000	\$2,281,000	\$3,283,000	\$2,845,000	\$0	\$0	\$6,128,000	0.7967	\$4,882,000
2012/13	2013	\$356,000	\$0	\$0	\$338,000	\$0	\$325,000	\$2,289,000	\$3,308,000	\$2,953,000	\$0	\$0	\$6,261,000	0.7713	\$4,829,000
2013/14	2014	\$374,000	\$0	\$0	\$338,000	\$0	\$325,000	\$2,245,000	\$1,282,000	\$3,061,000	\$0	\$0	\$4,343,000	0.7466	\$3,243,000
2014/15	2015	\$390,000	\$0	\$0	\$338,000	\$0	\$325,000	\$2,53,000	\$1,306,000	\$3,169,000	\$0	\$0	\$4,475,000	0.7228	\$3,234,000
2015/16	2016	\$407,000	\$0	\$0	\$338,000	\$0	\$325,000	\$261,000	\$1,331,000	\$3,278,000	\$0	\$0	\$4,609,000	0.6997	\$3,225,000
2016/17	2017	\$425,000	\$0	\$0	\$338,000	\$0	\$325,000	\$270,000	\$1,358,000	\$3,386,000	\$0	\$0	\$4,744,000	0.6773	\$3,213,000
2017/18	2018	\$441,000	\$0	\$0	\$338,000	\$0	\$325,000	\$278,000	\$1,382,000	\$3,494,000	\$0	\$0	\$4,876,000	0.6557	\$3,197,000
2018/19	2019	\$459,000	\$0	\$0	\$338,000	\$0	\$325,000	\$287,000	\$1,409,000	\$3,602,000	\$0	\$0	\$5,011,000	0.6347	\$3,181,000
2019/20	2020	\$476,000	\$0	\$0	\$338,000	\$0	\$325,000	\$295,000	\$1,434,000	\$3,710,000	\$0	\$0	\$5,144,000	0.6145	\$3,161,000
2020/21	2021	\$493,000	\$0	\$0	\$338,000	\$0	\$325,000	\$303,000	\$1,459,000	\$3,818,000	\$0	\$0	\$5,277,000	0.5948	\$3,139,000
2021/22	2022	\$510,000	\$0	\$0	\$338,000	\$0	\$325,000	\$312,000	\$1,485,000	\$3,927,000	\$0	\$0	\$5,412,000	0.5758	\$3,116,000
2022/23	2023	\$527,000	\$0	\$0	\$338,000	\$0	\$325,000	\$320,000	\$1,510,000	\$4,035,000	\$0	\$0	\$5,545,000	0.5574	\$3,091,000
2023/24	2024	\$545,000	\$0	\$0	\$338,000	\$0	\$325,000	\$329,000	\$1,537,000	\$4,143,000	\$0	\$0	\$5,680,000	0.5396	\$3,065,000
2024/25	2025	\$561,000	\$0	\$0	\$338,000	\$0	\$325,000	\$337,000	\$1,561,000	\$4,251,000	\$0	\$0	\$5,812,000	0.5224	\$3,036,000
Total		\$8,197,464	\$8,617,866	\$831,507	\$8,738,996	\$0	\$6,400,000	\$23,851,564	\$56,637,397	\$65,233,261	\$7,020,234	\$9,372,667	\$138,263,559		\$108,539,000
Total (\$2005)		\$5,726,000	\$8,258,000	\$832,000	\$6,870,000	\$0	\$4,609,000	\$20,104,000	\$46,404,000	\$45,741,000	\$7,020,000	\$9,372,667	\$108,539,000		\$108,539,000

**Notes:**

1 Projections for 2004/05 to 2013/14 are from the City of Ocala. Projections beyond 2013/14 are extrapolated from previous years.



---

## OTHER MUNICIPALITIES

### Revenues

Besides the City of Ocala, four other cities receive a portion of the Marion County Local Option Gas Tax. These include Belleview (receiving 2.56 percent), Dunnellon (2.56 percent), McIntosh (0.64 percent) and Reddick (0.64 percent). Table 6-11 summarizes the revenues projected to these cities through 2025. Belleview and Dunnellon are projected to receive \$6 million<sup>(\$2005)</sup> each, and McIntosh and Reddick are projected to receive \$1.5 million<sup>(\$2005)</sup> each.

### Commitments

Belleview, Dunnellon, McIntosh and Reddick use all their revenues from the Local Option Gas Tax for maintenance. Their combined commitment, as identified in Table 6-12, totals \$15 million<sup>(\$2005)</sup>.



**Table 6-11**  
**Other Municipalities Revenue Projections from LOGT**  
**Projected Revenues for Transportation (1)**

Fiscal Year	Analysis Year	Bellevue LOGT 2.56%	Dunnellon LOGT 2.56%	McIntosh LOGT 0.64%	Reddick LOGT 0.64%	Total	\$2005 Factor 3.3%	\$2005 Value Total
2004/05	2005	\$300,000	\$300,000	\$70,000	\$70,000	\$740,000	1.0000	\$740,000
2005/06	2006	\$320,000	\$320,000	\$80,000	\$80,000	\$800,000	0.9681	\$770,000
2006/07	2007	\$330,000	\$330,000	\$80,000	\$80,000	\$820,000	0.9371	\$770,000
2007/08	2008	\$340,000	\$340,000	\$80,000	\$80,000	\$840,000	0.9072	\$760,000
2008/09	2009	\$340,000	\$340,000	\$90,000	\$90,000	\$860,000	0.8782	\$760,000
2009/10	2010	\$350,000	\$350,000	\$90,000	\$90,000	\$880,000	0.8502	\$750,000
2010/11	2011	\$360,000	\$360,000	\$90,000	\$90,000	\$900,000	0.8230	\$740,000
2011/12	2012	\$370,000	\$370,000	\$90,000	\$90,000	\$920,000	0.7967	\$730,000
2012/13	2013	\$380,000	\$380,000	\$100,000	\$100,000	\$960,000	0.7713	\$740,000
2013/14	2014	\$390,000	\$390,000	\$100,000	\$100,000	\$980,000	0.7466	\$730,000
2014/15	2015	\$400,000	\$400,000	\$100,000	\$100,000	\$1,000,000	0.7228	\$720,000
2015/16	2016	\$410,000	\$410,000	\$100,000	\$100,000	\$1,020,000	0.6997	\$710,000
2016/17	2017	\$420,000	\$420,000	\$100,000	\$100,000	\$1,040,000	0.6773	\$700,000
2017/18	2018	\$430,000	\$430,000	\$110,000	\$110,000	\$1,080,000	0.6557	\$710,000
2018/19	2019	\$440,000	\$440,000	\$110,000	\$110,000	\$1,100,000	0.6347	\$700,000
2019/20	2020	\$450,000	\$450,000	\$110,000	\$110,000	\$1,120,000	0.6145	\$690,000
2020/21	2021	\$460,000	\$460,000	\$110,000	\$110,000	\$1,140,000	0.5948	\$680,000
2021/22	2022	\$470,000	\$470,000	\$120,000	\$120,000	\$1,180,000	0.5758	\$680,000
2022/23	2023	\$480,000	\$480,000	\$120,000	\$120,000	\$1,200,000	0.5574	\$670,000
2023/24	2024	\$480,000	\$480,000	\$120,000	\$120,000	\$1,200,000	0.5396	\$650,000
2024/25	2025	\$490,000	\$490,000	\$120,000	\$120,000	\$1,220,000	0.5224	\$640,000
Total		\$8,410,000	\$8,410,000	\$2,090,000	\$2,090,000	\$21,000,000		\$15,040,000
Total (\$2005)		\$6,030,000	\$6,030,000	\$1,490,000	\$1,490,000	\$15,040,000		\$15,040,000

**Notes:**

- Projections are calculated based on distribution formula with Marion County and projected County LOGT. Percentages shown for each municipality represents their portion of the LOGT. Marion County receives 70.1% of the LOGT and Ocala receives 23.5%.



**Table 6-12**  
**Other Municipalities Revenue Projections for Maintenance (from LOGT)**  
**Projected Revenues for Transportation (1)**

Fiscal Year	Analysis Year	Bellevue	Dunnellon	McIntosh	Reddick	Total	\$2005 Factor 3.3%	\$2005 Value Total
2004/05	2005	\$300,000	\$300,000	\$70,000	\$70,000	\$740,000	1.0000	\$740,000
2005/06	2006	\$320,000	\$320,000	\$80,000	\$80,000	\$800,000	0.9681	\$770,000
2006/07	2007	\$330,000	\$330,000	\$80,000	\$80,000	\$820,000	0.9371	\$770,000
2007/08	2008	\$340,000	\$340,000	\$80,000	\$80,000	\$840,000	0.9072	\$760,000
2008/09	2009	\$340,000	\$340,000	\$90,000	\$90,000	\$860,000	0.8782	\$760,000
2009/10	2010	\$350,000	\$350,000	\$90,000	\$90,000	\$880,000	0.8502	\$750,000
2010/11	2011	\$360,000	\$360,000	\$90,000	\$90,000	\$900,000	0.8230	\$740,000
2011/12	2012	\$370,000	\$370,000	\$90,000	\$90,000	\$920,000	0.7967	\$730,000
2012/13	2013	\$380,000	\$380,000	\$100,000	\$100,000	\$960,000	0.7713	\$740,000
2013/14	2014	\$390,000	\$390,000	\$100,000	\$100,000	\$980,000	0.7466	\$730,000
2014/15	2015	\$400,000	\$400,000	\$100,000	\$100,000	\$1,000,000	0.7228	\$720,000
2015/16	2016	\$410,000	\$410,000	\$100,000	\$100,000	\$1,020,000	0.6997	\$710,000
2016/17	2017	\$420,000	\$420,000	\$100,000	\$100,000	\$1,040,000	0.6773	\$700,000
2017/18	2018	\$430,000	\$430,000	\$110,000	\$110,000	\$1,080,000	0.6557	\$710,000
2018/19	2019	\$440,000	\$440,000	\$110,000	\$110,000	\$1,100,000	0.6347	\$700,000
2019/20	2020	\$450,000	\$450,000	\$110,000	\$110,000	\$1,120,000	0.6145	\$690,000
2020/21	2021	\$460,000	\$460,000	\$110,000	\$110,000	\$1,140,000	0.5948	\$680,000
2021/22	2022	\$470,000	\$470,000	\$120,000	\$120,000	\$1,180,000	0.5758	\$680,000
2022/23	2023	\$480,000	\$480,000	\$120,000	\$120,000	\$1,200,000	0.5574	\$670,000
2023/24	2024	\$480,000	\$480,000	\$120,000	\$120,000	\$1,200,000	0.5396	\$650,000
2024/25	2025	\$490,000	\$490,000	\$120,000	\$120,000	\$1,220,000	0.5224	\$640,000
Total		\$8,410,000	\$8,410,000	\$2,090,000	\$2,090,000	\$21,000,000		\$15,040,000
Total (\$2005)		\$6,030,000	\$6,030,000	\$1,490,000	\$1,490,000	\$15,040,000		\$15,040,000

Notes:

1 Projections are calculated based on distribution formula with Marion County and projected County LOGT.



---

## **SUNTRAN**

### **Revenues**

SunTran receives funding from multiple sources, including the City of Ocala, Marion County, State and Federal funds as well as farebox revenues. Table 6-13 summarizes the projected funding for SunTran through 2025. In total, SunTran is projected to receive \$75 million<sup>(\$2005)</sup>, with the majority of this, \$62 million<sup>(\$2005)</sup>, coming from State and Federal sources.

### **Commitments**

For the purpose of the long-range transportation plan, all SunTran revenues are projected to be committed to operating and maintaining the existing system. Table 6-14 summarizes the commitments, which total \$75 million<sup>(\$2005)</sup>.



**Table 6-13**  
**SunTran Revenue Projections**  
**For Transit Capital, Operations and Maintenance**

Fiscal Year	Analysis Year	Ocala (1)	Marion County (2)	Farebox (2)	Sub Total	\$2005 Factor 3.3%	\$2005 Value SubTotal	State/ Federal Transit (3)	\$2005 Value Total
2004/05	2005	\$300,000	\$250,000	\$156,000	\$706,000	1.0000	\$710,000	\$4,799,881	\$5,509,881
2005/06	2006	\$300,000	\$250,000	\$164,000	\$714,000	0.9681	\$690,000	\$3,330,971	\$4,020,971
2006/07	2007	\$300,000	\$250,000	\$172,000	\$722,000	0.9371	\$680,000	\$2,786,665	\$3,466,665
2007/08	2008	\$300,000	\$250,000	\$179,000	\$729,000	0.9072	\$660,000	\$2,854,987	\$3,514,987
2008/09	2009	\$300,000	\$250,000	\$187,000	\$737,000	0.8782	\$650,000	\$3,442,099	\$4,092,099
2009/10	2010	\$325,000	\$250,000	\$195,000	\$770,000	0.8502	\$650,000	\$2,113,915	\$2,763,915
2010/11	2011	\$325,000	\$250,000	\$203,000	\$778,000	0.8230	\$640,000		
2011/12	2012	\$325,000	\$250,000	\$211,000	\$786,000	0.7967	\$630,000		
2012/13	2013	\$325,000	\$250,000	\$218,000	\$793,000	0.7713	\$610,000		
2013/14	2014	\$325,000	\$250,000	\$226,000	\$801,000	0.7466	\$600,000		
2014/15	2015	\$325,000	\$250,000	\$234,000	\$809,000	0.7228	\$580,000	\$14,443,000	\$17,503,000
2015/16	2016	\$325,000	\$250,000	\$242,000	\$817,000	0.6997	\$570,000		
2016/17	2017	\$325,000	\$250,000	\$250,000	\$825,000	0.6773	\$560,000		
2017/18	2018	\$325,000	\$250,000	\$257,000	\$832,000	0.6557	\$550,000		
2018/19	2019	\$325,000	\$250,000	\$265,000	\$840,000	0.6347	\$530,000		
2019/20	2020	\$325,000	\$250,000	\$273,000	\$848,000	0.6145	\$520,000	\$14,327,000	\$17,057,000
2020/21	2021	\$325,000	\$250,000	\$281,000	\$856,000	0.5948	\$510,000		
2021/22	2022	\$325,000	\$250,000	\$289,000	\$864,000	0.5758	\$500,000		
2022/23	2023	\$325,000	\$250,000	\$296,000	\$871,000	0.5574	\$490,000		
2023/24	2024	\$325,000	\$250,000	\$304,000	\$879,000	0.5396	\$470,000		
2024/25	2025	\$325,000	\$250,000	\$312,000	\$887,000	0.5224	\$460,000	\$14,211,000	\$16,641,000
Total		\$6,700,000	\$5,250,000	\$4,914,000	\$16,864,000		\$12,260,000	\$62,309,518	\$74,569,518
Total (\$2005)		\$4,910,000	\$3,850,000	\$3,500,000	\$12,260,000		\$12,260,000	\$62,309,518	\$74,569,518

**Notes:**

- 1 Based on projection identified in Table 10, with \$300,000 added for 2005.
- 2 Projection provided by Ocala/Marion County TPO.
- 3 Based on FDOT projections identified in Table 3.



**Table 6-14**  
**SunTran Commitments (1)**  
**For Transit Capital, Operations and Maintenance**

Fiscal Year	Analysis Year	Ocala	Marion County	Farebox	Sub Total	\$2005 Factor 3.3%	\$2005 Value SubTotal	State/Federal Transit	\$2005 Value Total
2004/05	2005	\$300,000	\$250,000	\$156,000	\$706,000	1.0000	\$710,000	\$4,799,881	\$5,509,881
2005/06	2006	\$300,000	\$250,000	\$164,000	\$714,000	0.9681	\$690,000	\$3,330,971	\$4,020,971
2006/07	2007	\$300,000	\$250,000	\$172,000	\$722,000	0.9371	\$680,000	\$2,786,665	\$3,466,665
2007/08	2008	\$300,000	\$250,000	\$179,000	\$729,000	0.9072	\$660,000	\$2,854,987	\$3,514,987
2008/09	2009	\$300,000	\$250,000	\$187,000	\$737,000	0.8782	\$650,000	\$3,442,099	\$4,092,099
2009/10	2010	\$325,000	\$250,000	\$195,000	\$770,000	0.8502	\$650,000	\$2,113,915	\$2,763,915
2010/11	2011	\$325,000	\$250,000	\$203,000	\$778,000	0.8230	\$640,000		
2011/12	2012	\$325,000	\$250,000	\$211,000	\$786,000	0.7967	\$630,000		
2012/13	2013	\$325,000	\$250,000	\$218,000	\$793,000	0.7713	\$610,000		
2013/14	2014	\$325,000	\$250,000	\$226,000	\$801,000	0.7466	\$600,000		
2014/15	2015	\$325,000	\$250,000	\$234,000	\$809,000	0.7228	\$580,000	\$14,443,000	\$17,503,000
2015/16	2016	\$325,000	\$250,000	\$242,000	\$817,000	0.6997	\$570,000		
2016/17	2017	\$325,000	\$250,000	\$250,000	\$825,000	0.6773	\$560,000		
2017/18	2018	\$325,000	\$250,000	\$257,000	\$832,000	0.6557	\$550,000		
2018/19	2019	\$325,000	\$250,000	\$265,000	\$840,000	0.6347	\$530,000		
2019/20	2020	\$325,000	\$250,000	\$273,000	\$848,000	0.6145	\$520,000	\$14,327,000	\$17,057,000
2020/21	2021	\$325,000	\$250,000	\$281,000	\$856,000	0.5948	\$510,000		
2021/22	2022	\$325,000	\$250,000	\$289,000	\$864,000	0.5758	\$500,000		
2022/23	2023	\$325,000	\$250,000	\$296,000	\$871,000	0.5574	\$490,000		
2023/24	2024	\$325,000	\$250,000	\$304,000	\$879,000	0.5396	\$470,000		
2024/25	2025	\$325,000	\$250,000	\$312,000	\$887,000	0.5224	\$460,000	\$14,211,000	\$16,641,000
Total		\$6,700,000	\$5,250,000	\$4,914,000	\$16,864,000		\$12,260,000	\$62,309,518	\$74,569,518
Total (\$2005)		\$4,910,000	\$3,850,000	\$3,500,000	\$12,260,000		\$12,260,000	\$62,309,518	\$74,569,518

Notes:

- 1 All SunTran revenues are considered as committed for the existing transit system.



---

## POTENTIAL ADDITIONAL REVENUES

Additional revenues are available from local sources, including increased transportation impact fees, increasing the local option gas tax, implementation of an infrastructure surtax, and raising the local ad valorem tax.

### Increased Transportation Impact Fee

Marion County is currently updating its transportation impact fee to reflect recent changes in the costs to implement transportation improvements. The fee update is also adding new land use categories in an effort to more accurately assess the impacts of various types of developments. For example, the update will include a new land use category for retirement communities, which tend to generate fewer trips than typical single family residential developments. The implementation of increased transportation impact fees can be implemented based on a majority vote of the Marion County Board of County Commissioners.

Since the transportation impact fee was last updated, there have been significant increases in construction and right-of-way costs. Initial results of the impact fee update suggest the current impact fee rate for most land uses may double. However, the rate for retirement developments will be less than single family developments, due to their lower trip generation rate. Table 6-15 summarizes the anticipated additional revenue to be generated from the increased transportation impact fees. The increased transportation impact fee is projected to generate a total of approximately \$483 million<sup>(\$2005)</sup> through 2025.

The impact fees in Table 6-15 are based on a preliminary estimate for a proposed Impact Fee Ordinance. These figures are preliminary and have not been included as an available funding source in the Cost Feasible Plan. The Marion County Board of County Commissioners is currently going through the process of developing an impact fee ordinance, and when approved, the Draft Table 6-15 will be revised to reflect the approved fee structure.



**Table 6-15 (DRAFT)**  
**Potential New Tax Revenue Projections**  
**2005 Dollars**

Fiscal Year	Analysis Year	Local Option Gas Tax (1) 5¢	Infrastructure Surtax (2) 0.5%	Infrastructure Surtax (2) 1%	Impact Fee Increase (3)
2004/05	2005	\$0	\$0	\$0	\$0
2005/06	2006	\$0	\$0	\$0	\$12,880,000
2006/07	2007	\$0	\$0	\$0	\$14,430,000
2007/08	2008	\$7,940,000	\$18,350,000	\$36,703,000	\$15,940,000
2008/09	2009	\$7,940,000	\$18,350,000	\$36,703,000	\$17,430,000
2009/10	2010	\$7,940,000	\$18,350,000	\$36,703,000	\$18,890,000
2010/11	2011	\$7,940,000	\$18,350,000	\$36,703,000	\$20,110,000
2011/12	2012	\$7,940,000	\$18,350,000	\$36,703,000	\$21,270,000
2012/13	2013	\$7,940,000	\$18,350,000	\$36,703,000	\$22,400,000
2013/14	2014	\$7,940,000	\$18,350,000	\$36,703,000	\$23,470,000
2014/15	2015	\$7,940,000	\$18,350,000	\$36,703,000	\$24,490,000
2015/16	2016	\$7,940,000	\$18,350,000	\$36,703,000	\$25,480,000
2016/17	2017	\$7,940,000	\$18,350,000	\$36,703,000	\$26,410,000
2017/18	2018	\$7,940,000	\$18,350,000	\$36,703,000	\$27,300,000
2018/19	2019	\$7,940,000	\$18,350,000	\$36,703,000	\$28,130,000
2019/20	2020	\$7,940,000	\$18,350,000	\$36,703,000	\$28,920,000
2020/21	2021	\$7,940,000	\$18,350,000	\$36,703,000	\$29,660,000
2021/22	2022	\$7,940,000	\$18,350,000	\$36,703,000	\$30,380,000
2022/23	2023	\$7,940,000	\$18,350,000	\$36,703,000	\$31,040,000
2023/24	2024	\$7,940,000	\$18,350,000	\$36,703,000	\$31,650,000
2024/25	2025	\$7,940,000	\$18,350,000	\$36,703,000	\$32,240,000
Total		\$142,920,000	\$330,300,000	\$660,654,000	\$482,520,000
Total (\$2005)		\$142,920,000	\$330,300,000	\$660,654,000	\$482,520,000

**Notes:**

- 1 Based on \$1,588,000 per 1¢ for gas  
Source: *Florida's Transportation Tax Sources - A Primer*, January 2005
- 2 Source: *2004 Local Government Financial Information Handbook*, May 2005
- 3 With proposed increase and assuming an annual increase of 6.2%



---

## Local Option Gas Tax

Marion County has not exercised its option to levy the second local option gas tax (five cents per gallon of gas). This tax can be implemented as a result of either a majority vote of the Board of County Commissioners or upon approval by referendum. Table 6-15 summarizes the anticipated additional revenue to be generated from the five cent local option gas tax. The additional local option gas tax is projected to generate a total of approximately \$143 million<sup>(\$2005)</sup> through 2025.

## Infrastructure Surtax

An infrastructure surtax at a rate of 0.5 or 1 percent can be enacted by a majority vote of the Board of County Commissioners and approval by voters in a countywide referendum. Table 6-15 summarizes the anticipated additional revenue to be generated from a 0.5 percent infrastructure surtax, as well as a one percent infrastructure surtax. The 0.5 percent infrastructure surtax is projected to generate a total of approximately \$330 million<sup>(\$2005)</sup> through 2025. Similarly, a one percent infrastructure surtax is projected to generate a total of approximately \$661 million<sup>(\$2005)</sup> through 2025.



---

## AVAILABLE REVENUES

This section describes the analysis that was conducted to identify the funds available for the 2025 Transportation Plan. The Potential Additional Revenues were analyzed against known commitments to provide an estimate of available revenues.

### Available Revenues

Table 6-16 summarizes the projected revenues and commitments by funding category. The source tables for these amounts are also identified as the number in parenthesis. In total, approximately \$285 million<sup>(\$2005)</sup> is projected to be available for transportation improvements beyond those that have been committed.

**Florida Department of Transportation** – All FDOT funds for FHHS facilities are committed to specific projects and no additional funds are anticipated. Approximately \$86 million dollars are projected for “Other Arterials.” These funds can be used for any state road. These funds can also be used for non-state roads; however, a local match of 12.5 percent is required.

**Marion County** – Marion County is projected to have \$11 million<sup>(\$2005)</sup> in tax revenues for transportation. Another \$163 million<sup>(\$2005)</sup> is projected to be available from Impact Fees.

**Ocala** – The City of Ocala is projected to have approximately \$26 million<sup>(\$2005)</sup> in revenues for transportation.

**Bellevue, Dunnellon, McIntosh and Reddick** – These cities have identified commitments for all their projected revenues. It should be noted that some of the Impact Fees will be available to improve city roadways.

**SunTran** – All of the projected transit revenues are considered committed to fund the existing transit system.



**Table 6-16**  
**Summary of Revenue Projections Available for Improvements Through 2025**  
**2005 Dollars**

<b>System and Funding Category</b>	<b>Revenues (Table Source)</b>	<b>Commitments (Table Source)</b>	<b>Total Funds Available</b>
<b>Florida Dept. of Trans.</b>			
Interstate (FIHS)	\$49,468,000 (6-3)	\$49,468,000 (6-4)	\$0
Other Arterials	\$223,644,217 (6-3)	\$137,947,217 (6-4)	\$85,697,000
<b>Subtotal</b>	<b>\$273,112,217</b>	<b>\$187,415,217</b>	<b>\$85,697,000</b>
<b>Marion County</b>			
Tax Revenues	\$338,290,000 (6-5)	\$327,290,000 (6-7)	\$11,000,000
Impact Fee District 1	\$31,450,000 (6-6)	\$14,480,000 (6-8)	\$16,970,000
Impact Fee District 2	\$25,810,000 (6-6)	\$10,820,000 (6-8)	\$14,990,000
Impact Fee District 3	\$87,550,000 (6-6)	\$37,870,000 (6-8)	\$49,680,000
Impact Fee District 4	\$126,860,000 (6-6)	\$45,945,000 (6-8)	\$80,915,000
<b>Subtotal</b>	<b>\$609,960,000</b>	<b>\$436,405,000</b>	<b>\$173,555,000</b>
<b>City of Ocala</b>	<b>\$134,629,000 (9-9)</b>	<b>\$108,539,000 (6-10)</b>	<b>\$26,090,000</b>
<b>Other Cities</b>			
Bellevue	\$6,030,000 (6-11)	\$6,030,000 (6-12)	\$0
Dunnellon	\$6,030,000 (6-11)	\$6,030,000 (6-12)	\$0
McIntosh	\$1,490,000 (6-11)	\$1,490,000 (6-12)	\$0
Reddick	\$1,490,000 (6-11)	\$1,490,000 (6-12)	\$0
<b>Subtotal</b>	<b>\$15,040,000</b>	<b>\$15,040,000</b>	<b>\$0</b>
<b>SunTran</b>			
Florida Dept. of Trans.	\$62,309,518 (6-13)	\$62,309,518 (6-14)	\$0
City of Ocala	\$4,910,000 (6-13)	\$4,910,000 (6-14)	\$0
Marion County	\$3,850,000 (6-13)	\$3,850,000 (6-14)	\$0
Farebox	\$3,500,000 (6-13)	\$3,500,000 (6-14)	\$0
<b>Subtotal</b>	<b>\$74,569,518</b>	<b>\$74,569,518</b>	<b>\$0</b>
<b>TOTAL</b>	<b>\$1,107,310,735</b>	<b>\$821,968,735</b>	<b>\$285,342,000</b>

Notes: Numbers in parenthesis reference the table source.



*(page intentionally left blank)*





## CHAPTER 7

### COST FEASIBLE PLAN

---

The Cost Feasible Plan demonstrates the financial feasibility of the Long-Range Transportation Plan. Cost estimates were developed for each project identified in the Needs Plan, including all priority levels. The anticipated available revenues, as determined in the Financial Resources section (Chapter 6) developed for the 2025 LRTP, were then allocated to the projects identified in the Needs Plan. The list of priority projects was compared to the anticipated financial resources to determine which projects would be financially feasible. Funding was assigned based on the amount of projected revenue, priority level, and total benefit to the overall roadway network.



By obtaining input from the public and advisory committees, the Ocala/Marion County TPO prioritized the various transportation improvement projects identified in the Needs Assessment Plan based on the relative merits and costs associated with each. Of a total of 55 roadway improvement projects, 24 were identified as cost feasible, with the remaining 30 left unfunded but identified as Additional Needs (see Chapter 8 Additional Needs).

The Cost Feasible Plan assigns approximately \$540 million in available funding to cost feasible state and local road projects. The anticipated shortfall to fund the remaining projects identified as needed but unfunded is approximately \$780 million (see Table 8-1). Cost Feasible Plan Maps (Figures 7-1 and 7-2) show the location and type of all Cost Feasible projects. The list of 2025 Cost Feasible Plan projects is depicted in Table 7-1.

Three additional public meetings were held in Ocala, Belleview, and the SR 200 area to obtain additional public input in the development of the Cost Feasible Plan. Through additional meetings of the Technical Advisory Committee, Citizen Advisory Committee, and TPO Board, the Final Cost Feasible Plan was adopted at a TPO Public Hearing on November 29, 2005, and amended on January 24, 2006.



*(page intentionally left blank)*



Figure 7-1. Cost Feasible Plan - Marion County

Legend

- Airport
- Interchange
- Suntran Bus Route
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

Capacity Project with Construction Funding

- New Road Construction
- Additional Lane Construction

Cost Feasible Projects

Funded Projects

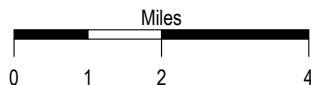
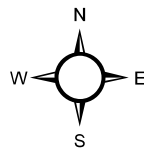
- LOCAL
- STATE

Intelligent Transportation Systems

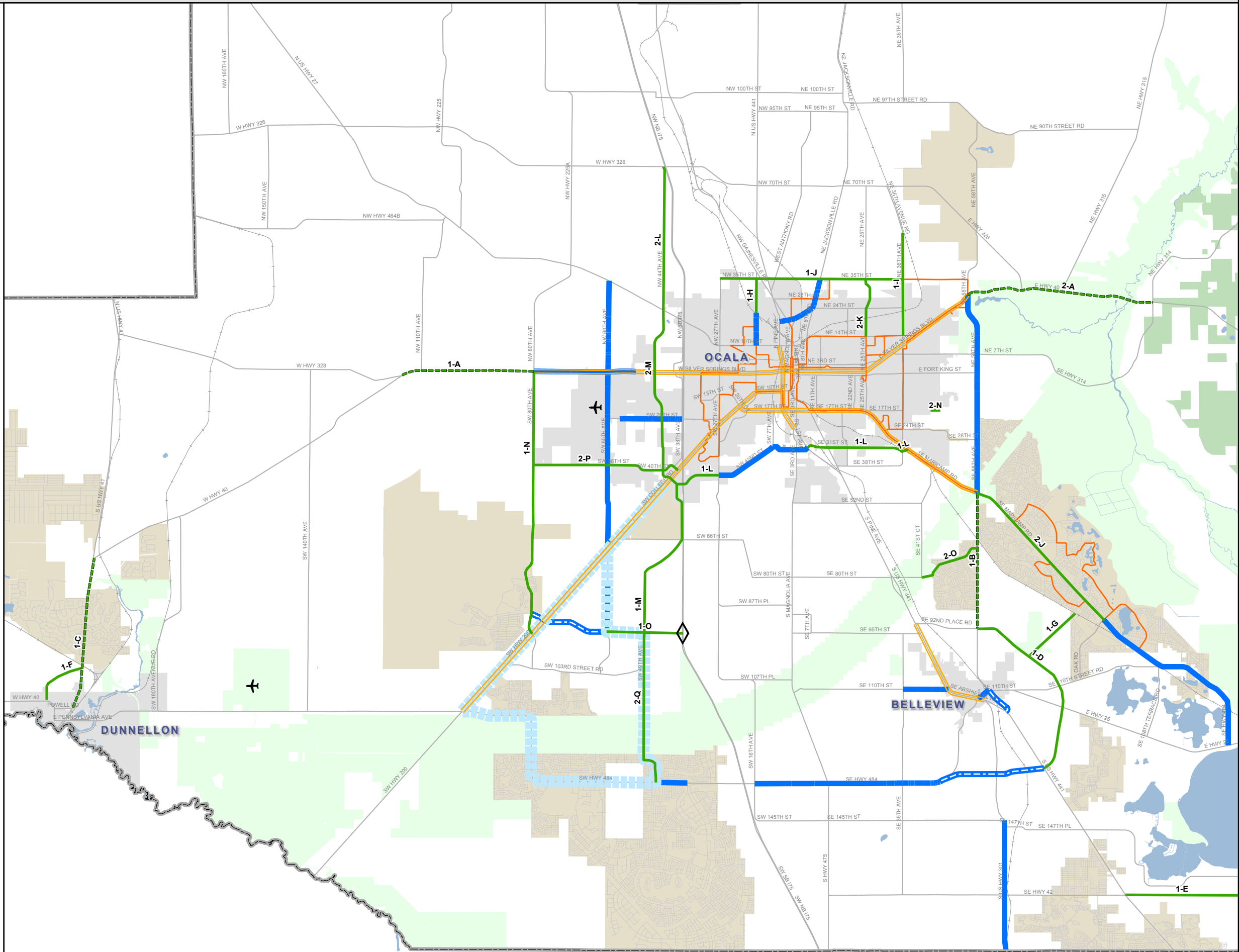
- 

Public Transportation

- Transit Expansion



Adopted November 29, 2005  
Amended January 24, 2006





*(page intentionally left blank)*



Figure 7-2. Cost Feasible Plan - City of Ocala

Legend

- Airport
- Interchange
- Suntran Bus Route
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

Capacity Project with Construction Funding

- New Road Construction
- Additional Lane Construction

Cost Feasible Projects

Funded Projects

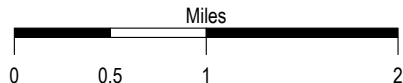
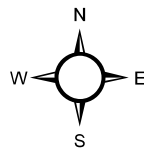
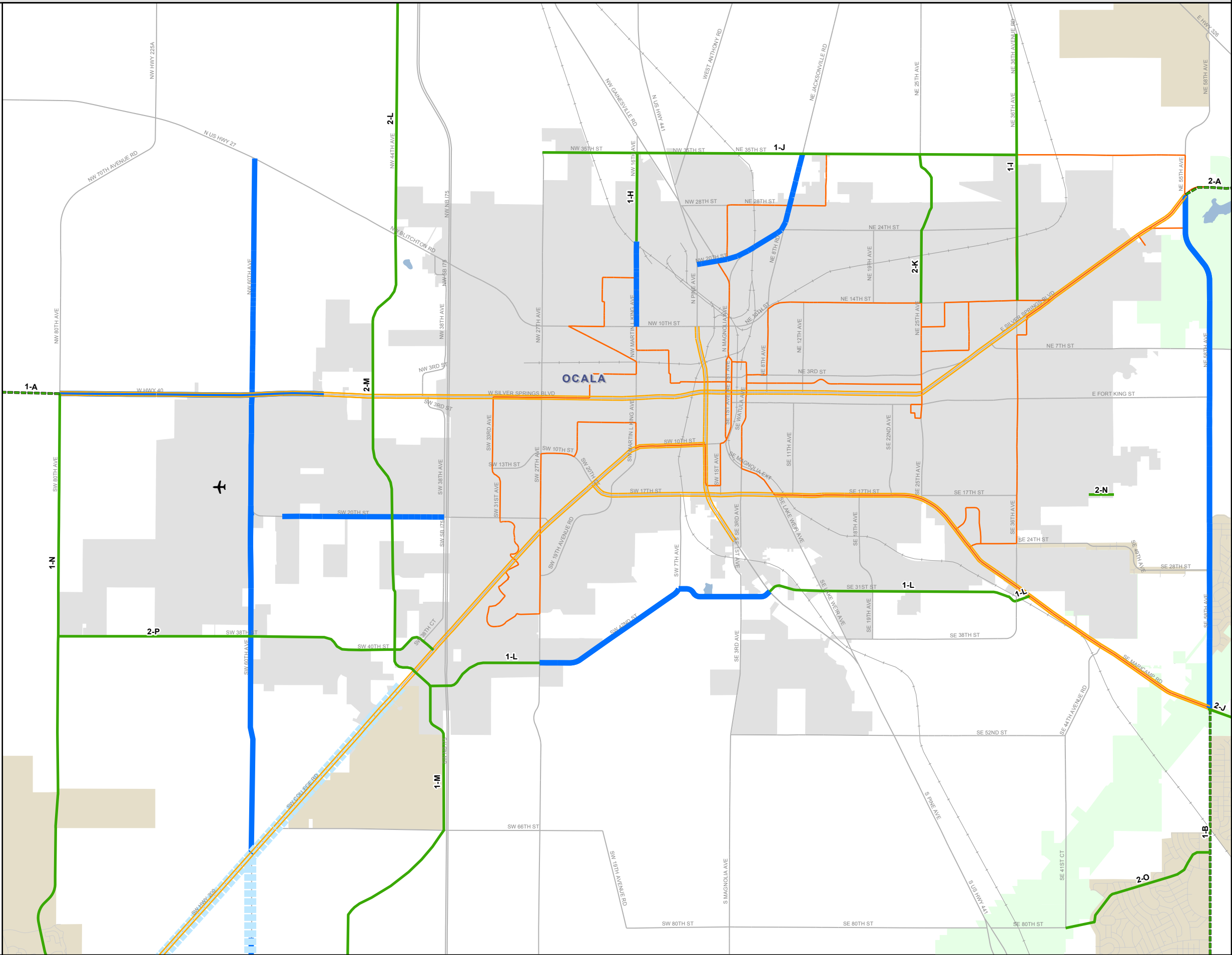
- LOCAL
- STATE

Intelligent Transportation Systems

- 

Public Transportation

- Transit Expansion



Adopted November 29, 2005  
Amended January 24, 2006





*(page intentionally left blank)*



Table 7-1 Cost Feasible Plan

Map					SIS/ R Signf.	Cost to Complete	Allocated Funding		
Ref	From	To	Improvement	Length				Balance	
COST FEASIBLE PROJECTS									
STATE ROADS									
PRIORITY 1									
1-A	SR 40	CR 328	SW 80 <sup>th</sup> Avenue	Add 2 Lanes	3.7	RS	\$ 22,681,000	\$ 2,954,000	\$ 19,727,000
1-B	SR 35	SE 92nd Place Road	SR 464	Add 2 Lanes	2.5	RS	\$ 23,500,000	\$ 1,000,000	\$ 22,500,000
1-C	US 41	SW 111 <sup>th</sup> Place Lane	SR 40	Add 2 Lanes	3.0	RS	\$ 28,150,000	\$ 4,600,000	\$ 23,550,000
	Intelligent Transportation Systems (ITS) Corridors								
	SR 200	CR 484	US 441	-	12.8	RS	\$ 4,462,500	0 \$	- \$ 4,462,500
	US 441	CR 475	US 27	-	2.0	RS	\$ 700,000	0 \$	- \$ 700,000
	US 441	US 301	SE 92nd Pl Rd	-	3.2	RS	\$ 1,120,000	0 \$	- \$ 1,120,000
	SR 40	SW 80 <sup>th</sup> Ave	SR 35	-	12.4	RS	\$ 4,340,000	0 \$	- \$ 4,340,000
	SR 464	SR 200	SR 35	-	7.3		\$ 2,555,000	0 \$	- \$ 2,555,000
PRIORITY 2									
2-A	SR 40	Silver Springs	CR 314	Add 2 Lanes	4.5	SIS	\$ 58,475,000	\$ 4,550,000	\$ 53,925,000
				Total Miles	51.4	State Cost Feasible Total		\$	132,879,500
LOCAL ROADS									
PRIORITY 1									
1-D	Bellevue Bypass	US 441	SE 92nd Place Road	New 4 Lane	4.5	RS	\$ 41,500,000	\$ 2,200,000	\$ 39,300,000
1-E	CR 42	US 441	CR 25	Add 2 Lanes	3.8	-	\$ 17,480,000	\$ -	\$ 17,480,000
1-F	Dunnellon Bypass - West	CR 40	US 41	New 2 Lane	1.3	-	\$ 4,250,000	\$ -	\$ 4,250,000
1-G	Emerald Road Ext.	Bellevue Bypass	Railroad Tracks	New 2 Lane	2.2	-	\$ 7,480,000	\$ -	\$ 7,480,000
1-H	ML King Phase II	NW 22nd Street	NW 35th Street	Add 2 lanes	2.4	-	\$ 13,920,000	\$ -	\$ 13,920,000
1-I	NE 36 <sup>th</sup> Avenue	NE 14 <sup>th</sup> Street	NE 49th Street	Add 2 Lanes	2.5	-	\$ 14,500,000	\$ -	\$ 14,500,000
1-J	NW 35th Street	SW 27th Ave	NE 36th Avenue	Add 2 Lanes	4.9	-	\$ 28,420,000	\$ 2,600,000	\$ 25,820,000
1-K	SE 31 <sup>st</sup> Street	US 441	Maricamp Road	Add 2/New 4 Lane	2.8	-	\$ 11,340,000	\$ -	\$ 11,340,000
1-L	SW 42 <sup>nd</sup> Street Flyover	SR 200	SW 27 <sup>th</sup> Avenue	New 4 Lane	1.5	-	\$ 12,000,000	\$ -	\$ 12,000,000
1-M	SW 49th Avenue	SW 95th St	SW 42 <sup>nd</sup> Street Flyover	New 2 Lane	5.2	-	\$ 20,800,000	\$ -	\$ 20,800,000
1-N	SW 80 <sup>th</sup> Ave	SR 200	SR 40	Add 2 Lanes	7.2	-	\$ 41,760,000	\$ -	\$ 41,760,000
1-O	SW 95 <sup>th</sup> Street	SW 60 <sup>th</sup> Avenue	I-75	New 4 Lane	2.0	RS	\$ 41,600,000	\$ 8,450,000	\$ 33,150,000
PRIORITY 2									
2-J	CR 464	SR 35	Oak Road	Add 2 Lanes	4.9	-	\$ 30,135,000	\$ -	\$ 30,135,000
2-K	NE 25 <sup>th</sup> Avenue	NE 14 <sup>th</sup> Street	NE 35 <sup>th</sup> Street	Add 2 Lanes	1.6	-	\$ 11,040,000	\$ -	\$ 11,040,000
2-L	NW 44th Avenue	US 27	SR 326	Add 2 Lanes	4.4	-	\$ 30,360,000	\$ -	\$ 30,360,000
2-M	NW/SW 44th Avenue	SR 200	US 27	New 4 Lane	4.7	-	\$ 32,430,000	\$ -	\$ 32,430,000
2-N	SE 17th Street	SE 44 <sup>th</sup> Avenue	SE 47 <sup>th</sup> Avenue	New 2 Lane	0.3	-	\$ 1,200,000	\$ -	\$ 1,200,000
2-O	SE 80 <sup>th</sup> Street	SE 44 <sup>th</sup> Avenue	Baseline Road	Realignment	2.2	-	\$ 3,190,000	\$ -	\$ 3,190,000
2-P	SW 38 <sup>th</sup> Street	SW 80th Avenue	SR 200	Add 2 Lanes	4.0	-	\$ 27,600,000	\$ -	\$ 27,600,000
2-Q	SW 49 <sup>th</sup> Avenue	CR 484	SW 95 <sup>th</sup> Street	Add 2 Lanes	4.2	-	\$ 28,980,000	\$ -	\$ 28,980,000
				Total Miles	66.5	Local Cost Feasible Total		\$	406,735,000
						Cost Feasible Total		\$	539,614,500



---

## Multi-Modal Approach

The Ocala/Marion County TPO 2025 Long-Range Transportation Plan addresses all modes of transportation in the Cost Feasible Plan. As mentioned in Chapter 2, related plan goals and objectives were evaluated as part of the planning process. In addition to priorities identified by the public, the transportation needs for transit, bicycles and pedestrians are also identified in related TPO transportation planning documents. Light rail corridors, although not funded, have been identified in this plan to help address projected travel demand in the Ocala Urban Area in the planning year 2025.

These strategies illustrate the multi-modal approach the TPO has taken in developing the current Long-Range Transportation Plan (LRTP). The following adopted plan documents support the projects identified in the Cost Feasible Plan and provide a reference for other multi-modal priorities not identified during the public participation process. These documents and associated modal priorities are included by reference to supplement the Cost Feasible Plan list of projects in Table 7-1.

### Transit Development Plan Update 2001 – 2006

The recommendations outlined in the Ocala/Marion County TPO (previously MPO) Transit Development Plan (TDP) address service enhancements and capital improvements for the two area transit providers: SunTran and Marion Transit Service. The service improvements recommended in the TDP build on the existing network of transit routes in the Ocala and Silver Springs Shores areas. Rider surveys were conducted during plan development to determine new demand and priorities. The following recommendations are included as priorities in the adopted TDP and identified as funded projects in the LRTP Cost Feasible Plan:

- Expansion of service to SR 200
- Improvements to passenger information
- Development of a transit shelter/bench program



---

## **2015 Bicycle and Pedestrian Master Plan Update (2004)**

The Ocala/Marion County TPO 2015 Bicycle and Pedestrian Master Plan identifies a Conceptual Bicycle Network (Figure 7-3) for the Ocala/Marion County area. The location of the network focuses on north-south and east-west connections throughout the County linking Ocala, McIntosh, Reddick, Dunnellon, and Belleview.

The Master Plan includes an Implementation Plan which identifies priority bicycle and pedestrian facilities that were ranked using uniform evaluation criteria. All LRTP committed E+C roadway projects that add lanes or create new roads will include on-street bike lanes where right-of-way permits. Sidewalk improvements for pedestrians will be included as part of the TPO Board-approved set-aside funding for the construction of bicycle and pedestrian facilities throughout Ocala/Marion County.



*(page intentionally left blank)*



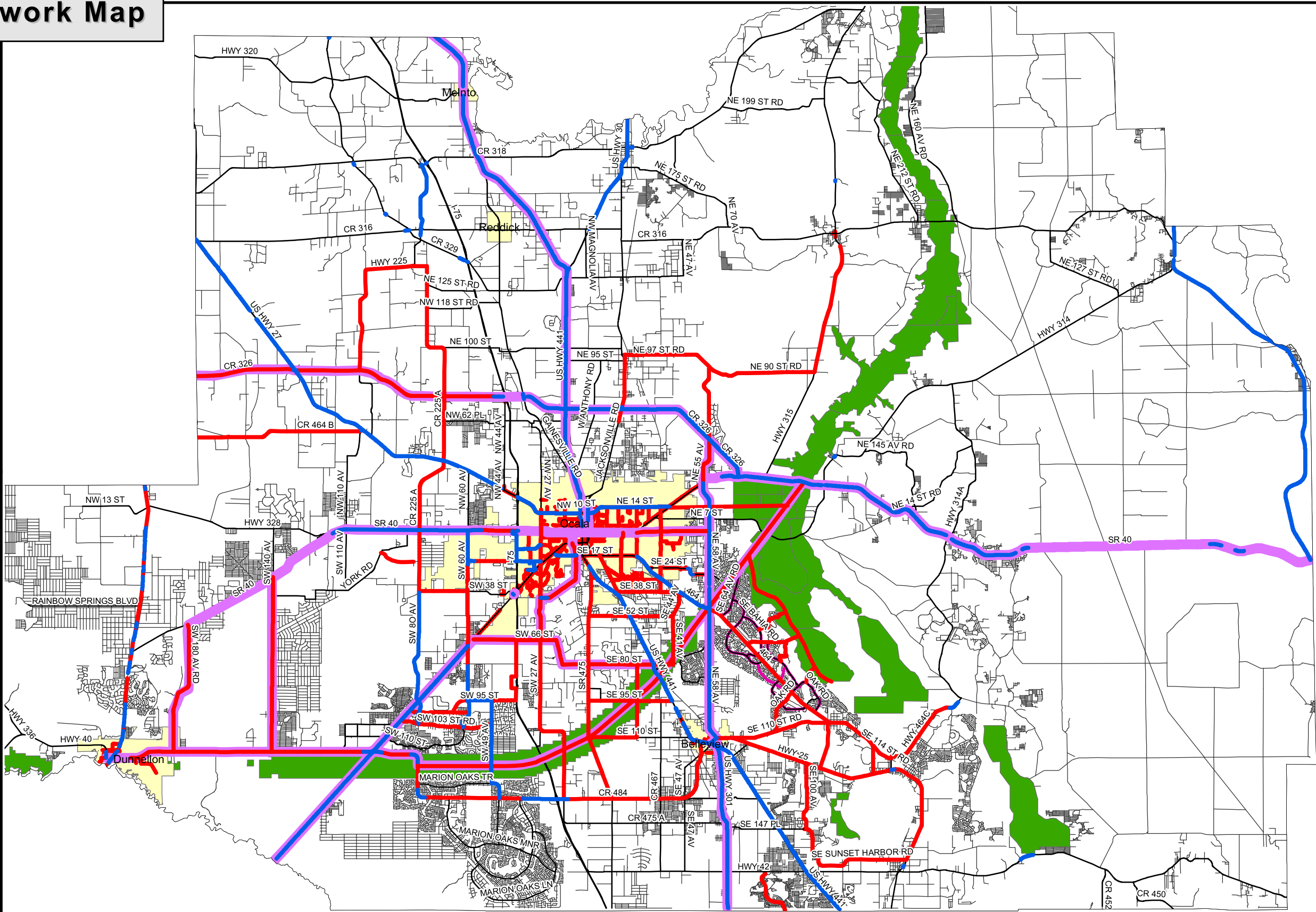
# Figure 7-3. Bike/Ped Master Plan Conceptual Network Map

## OCALA - MARION COUNTY TPO BICYCLE & PEDESTRIAN MASTER PLAN



### LEGEND

- Conceptual Network
- Bike Lanes and Shoulders
- Sidewalks
- Principal Streets
- Local Streets
- Municipalities
- Greenway and Public Lands
- Marion County Boundary



# Figure 6-1: Conceptual Bicycle Network

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and/or reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



DATE PREPARED: JUNE 2004  
SOURCE: OCALA - MARION COUNTY TPO



*(page intentionally left blank)*





## CHAPTER 8

### ADDITIONAL NEEDS

---

The Ocala/Marion County TPO has transportation needs beyond those identified in the financially feasible Long-Range Transportation Plan (LRTP). These improvement projects would have been included in the LRTP if additional financial resources were available. Should additional funds become available, the Additional Needs project list will be reevaluated for inclusion in the LRTP list of financially feasible improvements.



The Additional Needs list of projects is identified in Table 8-1. In general, those projects with a priority level of two or three were unfunded in the Cost Feasible Plan. Approximately \$375 million of state road projects and \$400 million of local road projects were unfunded. Additional Needs for the 2025 LRTP total approximately \$780 million in transportation improvements.



As roadway and other modal projects are constructed, future LRTP updates may include these additional transportation needs as funding becomes available. The unfunded Additional Needs projects are illustrated by map reference number in the Needs Assessment map (see Figure 8-1 and Figure 8-2) and correspond to the list of projects in Table 8-1 below.



*(page intentionally left blank)*



Figure 8-1. Additional Needs - Marion County

Legend

- Airport
- Overpass
- Suntran Bus Route
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

Capacity Project with Construction Funding

- New Road Construction
- Additional Lane Construction

Additional Needs

Unfunded Projects

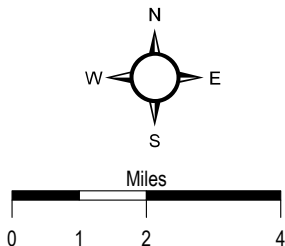
- LOCAL
- STATE

Intelligent Transportation Systems

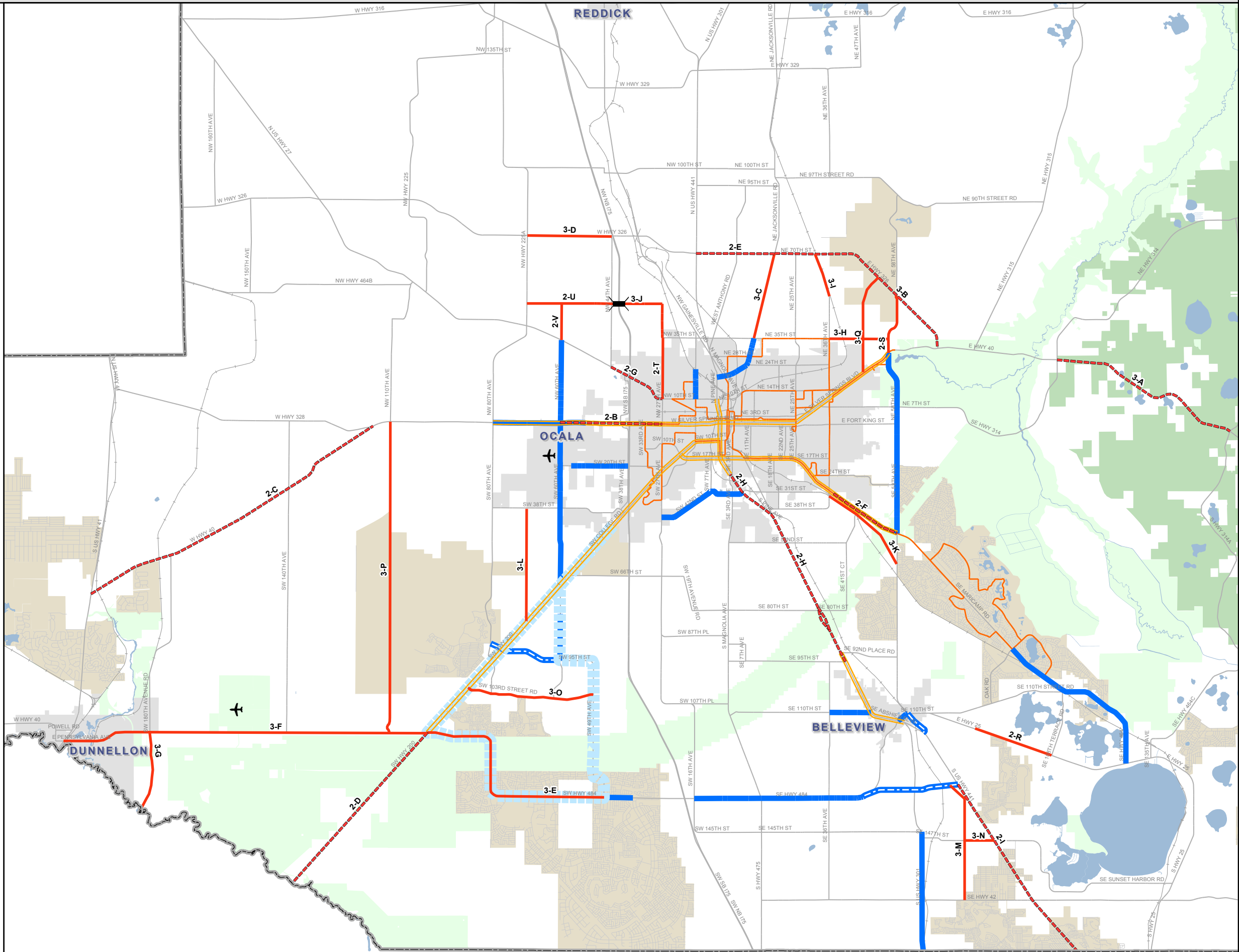
- 

Public Transportation

- Transit Expansion



Adopted November 29, 2005  
Amended January 24, 2006





*(page intentionally left blank)*



Figure 8-2. Additional Needs - City of Ocala

Legend

- Airport
- Overpass
- Suntran Bus Route
- Roadway
- Railroad
- DRI
- Municipality
- Greenway, State, or Public Land
- Ocala National Forest
- Marion County Boundary

Capacity Project with Construction Funding

- New Road Construction
- Additional Lane Construction

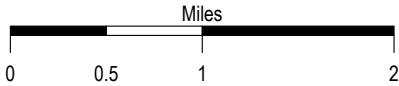
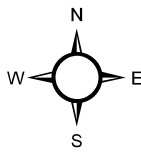
Additional Needs

Unfunded Projects

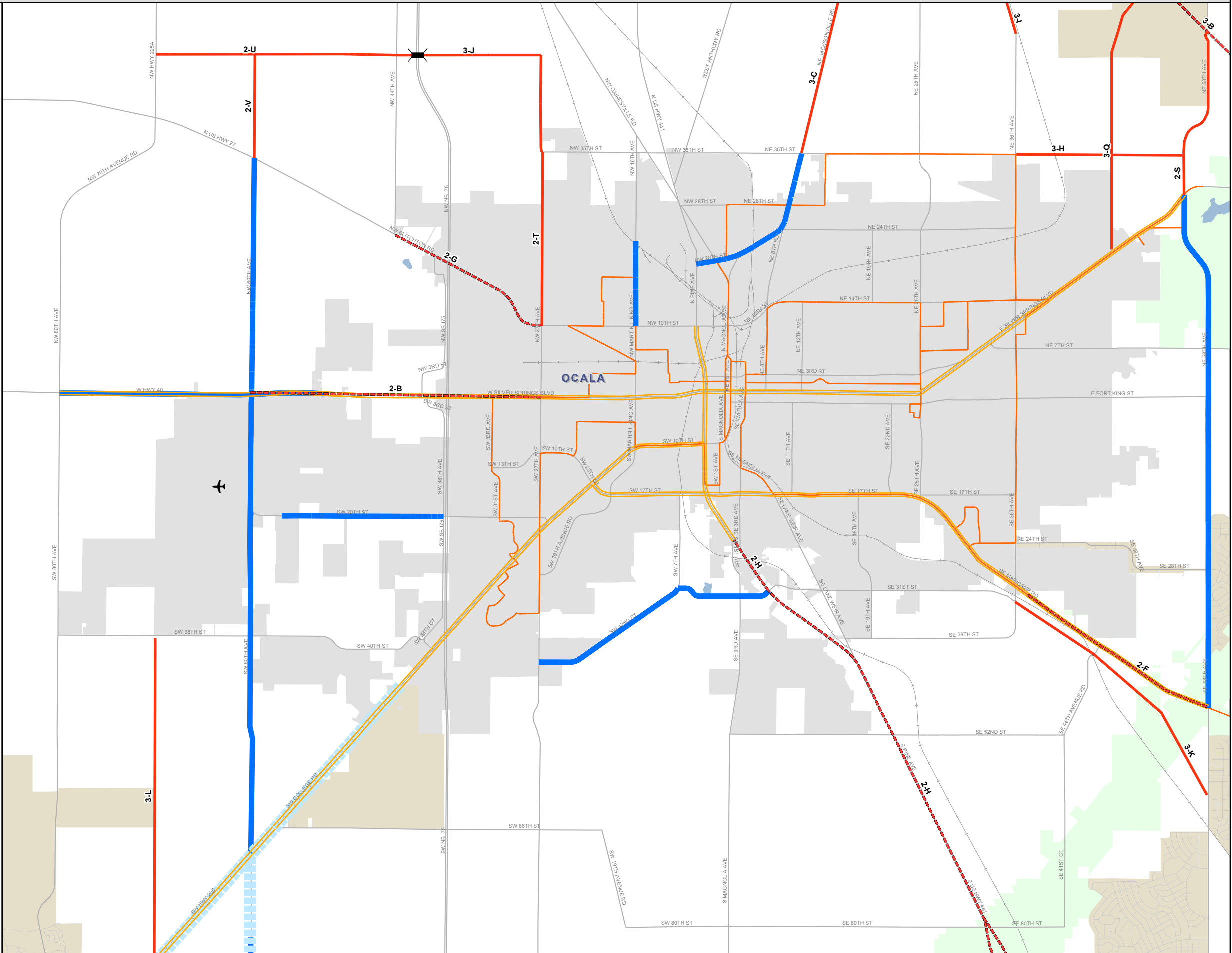
- LOCAL
- STATE

Intelligent Transportation Systems

- Transit Needs



Adopted November 29, 2005  
Amended January 24, 2006





*(page intentionally left blank)*



Table 8-1 Additional Needs

Map Ref	From	To	Improvement	Length	SIS/ R Signf.	Cost to Complete	Allocated Funding	Balance
<b>UNFUNDED PROJECTS</b>								
<b>STATE ROADS</b>								
<b>PRIORITY 2</b>								
2-B SR 40	SW 60 <sup>th</sup> Avenue	SW 27 <sup>th</sup> Avenue	Add 2 Lanes	3.0	RS	\$ 28,000,000	\$ -	\$ 28,000,000
2-C SR 40	US 41	CR 328	Add 2 Lanes	9.8	RS	\$ 65,074,000	\$ 4,500,000	\$ 60,574,000
2-D SR 200	Citrus Co. Line	CR 484	Add 2 Lanes	5.8	RS	\$ 29,580,000	\$ -	\$ 29,580,000
2-E SR 326	US 441	CR 200A	Add 2 Lanes	2.3	SIS	\$ 25,373,000	\$ -	\$ 25,373,000
2-F SR 464	SE 31 <sup>st</sup> Street	SR 35	Add 2 Lanes	2.4	-	\$ 16,720,000	\$ -	\$ 16,720,000
2-G US 27	NW 44 <sup>th</sup> Avenue	NW 27 <sup>th</sup> Avenue	Add 2 Lanes	1.2	RS	\$ 11,800,000	\$ -	\$ 11,800,000
2-H US 441	SE 92nd Pacer Road	CR 475	Add 2 Lanes	6.2	RS	\$ 42,160,000	\$ -	\$ 42,160,000
2-I US 441	Sumter Co. Line	Bellevue Bypass	Add 2 Lanes	5.6	RS	\$ 38,080,000	\$ -	\$ 38,080,000
<b>PRIORITY 3</b>								
3-A SR 40	CR 314	CR 314A	Add 2 Lanes	6.5	SIS	\$ 68,825,000	\$ 4,225,000	\$ 64,600,000
3-B SR 326	CR 200A	SR 40	Add 2 Lanes	6.1	SIS	\$ 59,400,000	\$ -	\$ 59,400,000
<i>Total Miles</i>				<i>48.9</i>			<i>State Unfunded Total</i>	<i>\$ 376,287,000</i>
<b>LOCAL ROADS</b>								
<b>PRIORITY 2</b>								
2-R CR 25	Bellevue Bypass	SE 108 <sup>th</sup> Avenue	Add 2 Lanes	2.4	-	\$ 16,560,000	\$ -	\$ 16,560,000
2-S CR 35	SR 40	SR 326	Add 2 Lanes	1.8	-	\$ 12,420,000	\$ -	\$ 12,420,000
2-T NW 27th Avenue	US 27	NW 35th Street	Add 2 Lanes	1.7	-	\$ 11,730,000	\$ -	\$ 11,730,000
2-U NW 49 <sup>th</sup> Street	CR 225A	NW 44 <sup>th</sup> Avenue	New 2 Lane	2.5	-	\$ 17,250,000	\$ -	\$ 17,250,000
2-V NW 60 <sup>th</sup> Avenue	US 27	NW 40 <sup>th</sup> Street	New 2 Lane	1.2	-	\$ 5,760,000	\$ -	\$ 5,760,000
<b>PRIORITY 3</b>								
3-C CR 200A	NE 35 <sup>th</sup> Street	SR 326	Add 2 Lanes	2.6	-	\$ 13,520,000	\$ -	\$ 13,520,000
3-D CR 326	CR 225A	I-75	Add 2 Lanes	2.3	-	\$ 11,960,000	\$ -	\$ 11,960,000
3-E CR 484	SR 200	SW 49th Avenue	Add 2 Lanes	6.5	-	\$ 41,600,000	\$ -	\$ 41,600,000
3-F CR 484	US 41	SR 200	Add 2 Lanes	10.8	-	\$ 49,680,000	\$ -	\$ 49,680,000
3-G Dunnellon Bypass - East	US 41	CR 484	New 2 Lane	4.0	-	\$ 26,400,000	\$ -	\$ 26,400,000
3-H NE 35th Street	NE 36th Ave	CR 35	Add 2 Lanes	1.9	-	\$ 11,020,000	\$ -	\$ 11,020,000
3-I NE 36 <sup>th</sup> Avenue Rd	NE 49th Street	SR 326	Add 2 Lanes	1.9	-	\$ 12,160,000	\$ -	\$ 12,160,000
3-J NW 27th Ave & NW 49th St	NW 35th Street	I-75	Add 2 Lanes	2.7	-	\$ 29,880,000	\$ -	\$ 29,880,000
3-K SE 31 <sup>st</sup> Street Ext.	Maricamp Road	SR 35	New 2 lane	2.8	-	\$ 17,920,000	\$ -	\$ 17,920,000
3-L SW 70 <sup>th</sup> Avenue	SR 200	SW 38 <sup>th</sup> Street	New 2 Lane	3.4	-	\$ 14,620,000	\$ -	\$ 14,620,000
3-M SE 80 <sup>th</sup> Avenue	CR 42	CR 484	New 2 Lane	3.1	-	\$ 13,330,000	\$ -	\$ 13,330,000
3-N SE 147 <sup>th</sup> Place	SE 80 <sup>th</sup> Avenue	Sunset Harbor Road	Add 2 Lanes	3.3	-	\$ 21,120,000	\$ -	\$ 21,120,000
3-O SW 103rd Street Road	SR 200	SW 49th Avenue	Add 2 Lanes	3.8	-	\$ 24,320,000	\$ -	\$ 24,320,000
3-P SW 110 <sup>th</sup> Avenue	CR 484	SR 40	New 2 Lane	9.2	-	\$ 39,560,000	\$ -	\$ 39,560,000
3-Q NE 47th Avenue	SR 40	SR 326	New 2 Lane	2.4	-	\$ 10,320,000	\$ -	\$ 10,320,000
<i>Total Miles</i>				<i>70.3</i>			<i>Local Unfunded Total</i>	<i>\$ 401,130,000</i>
<i>Unfunded Total</i>								<i>\$ 777,417,000</i>



*(page intentionally left blank)*





## CHAPTER 9

# INTELLIGENT TRANSPORTATION SYSTEMS

---

Intelligent Transportation Systems (ITS) is a transportation system approach designed to use technology and the application of traffic management and operations methods to improve the efficiency of a transportation network. Some of the objectives of ITS can include, but are not limited to:

- Minimizing response time for incidents and accidents
- Reducing commercial vehicle safety violations
- Utilizing road-weather information systems to reduce weather-related incidents
- Improving emergency management communications by providing real-time traveler information
- Implementing technological solutions to improve transportation management
- Improving highway and transit security
- Minimizing highway-rail grade crossing accidents
- Improving travel demand management

An integrated transportation system, managed and operated more efficiently through the use of ITS technology, can enhance quality of life by supporting a safer, more efficient and sustainable economy, while providing cost-efficient transportation improvements.

The Ocala/Marion County Transportation Planning Organization (TPO) has been working with local governments and the private sector on ITS implementation to realize the community-wide benefits of this transportation strategy. One example of successful ITS implementation is the City of Ocala's coordinated traffic signal timing program. The program contributes to maintaining corridor-specific level of service standards for traffic flow.





---

The TPO 2025 Long-Range Transportation Plan (LRTP) identifies ITS Corridors as projects in the Needs Plan (Figures 5-1 and 5-2). The following ITS Corridors have been identified as Cost Feasible projects in the 2025 LRTP:

- SR 200
- SW 10<sup>th</sup> Street
- West and East Silver Spring Boulevard (SR 40)
- SW 1<sup>st</sup> Avenue
- SW and SE 17<sup>th</sup> Street
- SE Maricamp Road
- South Pine Avenue (US 441)

The TPO continues to coordinate the development of an integrated ITS program in collaboration with the City of Ocala and Marion County. The TPO is working with its transportation partners at the local government and private industry level on a regional ITS Implementation Plan for the Ocala/Marion County planning area.



**APPENDIX A**

**STRINGS & RIBBONS**  
**SUPPLIES**



*(page intentionally left blank)*





---

# OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION

---

Marion County • City of Belleview • City of Dunnellon • City of Ocala

## YEAR 2025 LONG RANGE TRANSPORTATION PLAN UPDATE

### PUBLIC INVOLVEMENT ***STRINGS AND RIBBONS PROGRAM***

The Ocala/Marion County Transportation Planning Organization (TPO) is the local agency responsible for transportation planning and policy for Marion County. Comprised of local elected officials, the TPO is charged with developing a twenty-year plan that identifies needed transportation improvements. One of the key aspects of this plan is public involvement. In order to obtain public input on the upcoming 2025 Long Range Transportation Plan (LRTP), the TPO is offering a public involvement program called Strings and Ribbons. This program offers a unique opportunity for citizens to learn about the transportation planning process and how projects are developed and funded.

The Strings and Ribbons program is interactive, hands-on activity in which each person purchases transportation improvements that they see as important to the overall transportation system over the next 20 years. Think of it as a simplified version of Monopoly (without the houses and hotels). Your group is broken out into teams of four to six 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 is given an equal amount of the projected transportation dollars anticipated to be available over the next 20 years. A list of available improvements (additional highway lanes, signals, bridges, mass transit options, sidewalks, etc.) are 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, the group has developed a map of strings, ribbons, and stickers showing the improvements that they feel are the most important priorities. Participants will also leave the meeting having a better understanding of the planning process and the challenges faced in providing transportation improvements.

The TPO will be contacting various clubs, citizen groups, organizations, communities, and citizens to participate in the Strings and Ribbons program. If you or your group or organization would like to find out more information about the Strings and Ribbons program or if you would like to schedule or participate in a session, please contact Jeff Shrum or Greg Slay at the TPO (352) 629-8529.

**Please plan for about 90 minutes to complete the program.**

*Cooperative and comprehensive planning for our transportation needs*  
**HIGHWAY • TRANSIT • BICYCLE • PEDESTRIAN**

---

121 S.E. Watula Avenue • P.O. Box 1270 • Ocala, Florida 34478-1270  
Telephone: (352) 629-8297 • Fax: (352) 368-5994 • [www.ocalamariontpo.org](http://www.ocalamariontpo.org)



**Strings & Ribbons Game Supplies:**  
**(Supplies Needed per Table)**

- 3 Colors String
- 4 Colors Ribbon
- 1 Pair Scissors
- 1 Ruler
- 1 Pad of Paper
- 1 Folder (to hold all supplies)
- 1 Roll Scotch Tape
- 1 Calculator
- 1 Highlighter (to mark golf paths)
- Pens
- \$500 Million Money
- Labels (for items on cost sheet)
- Group Purchase Form
- Project Cost Sheet
- Mileage Conversion Sheet
- Common Projects Sheet



# OCALA/MARION COUNTY TPO

## 2025 LRTP UPDATE

### STRINGS AND RIBBONS FACILITATOR NOTES

1. Belleview Bypass – **5 miles**
2. SR 200 (CR 484-Citrus CL) – **\$5 million/mile** (right-of-way is already done)
3. SR 464/SW 17<sup>th</sup> Street (Viaduct/fly-over US 441 CSX Railroad) - **\$35 million**
4. US 441/US 301 (any request to go from 4-6 lanes) – **Ask Greg or Jeff**
5. I-75 (any request to add lanes) – **Ask Greg or Jeff**
6. SW 31<sup>st</sup> Street (fly over I-75 connecting to SR 200) - **\$10 million**

#### INFORMATION:

Map – Scale is 1” = 1.25 miles

**SunTran Bus Routes are shown on the map**


















**Adding new Bus Routes typically will require 2 buses to serve (ask Greg or Jeff)**

**Other Questions – Ask Greg or Jeff**

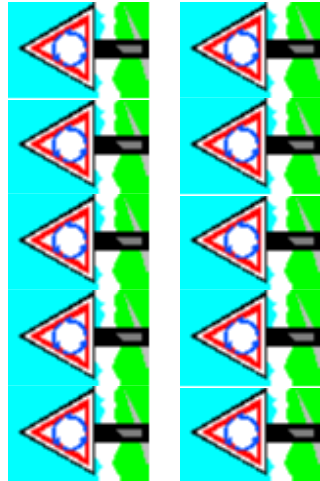
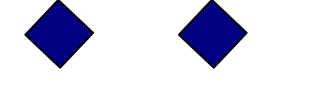
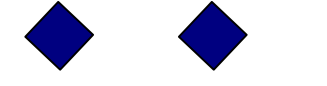
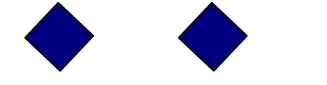
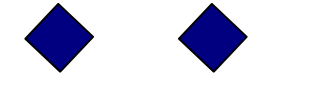
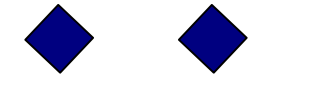
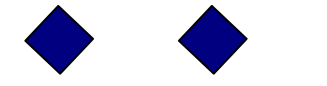
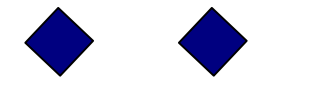
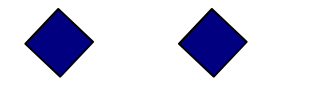
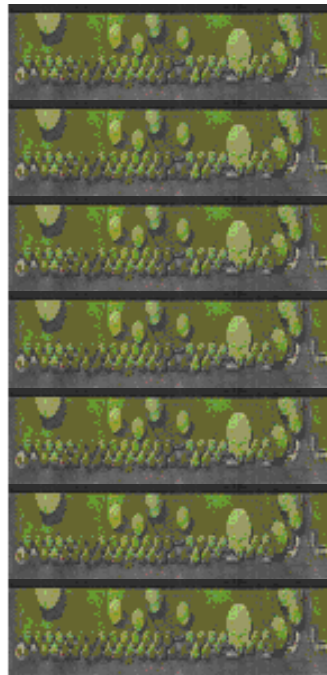


# Strings & Ribbons Cost Chart

Ocala-Marion County TPO 2025 LRTP Public Workshop

Bike Lanes	\$600,000 per mile	
Bridges	Price to be determined by Facilitator	
Bus	\$5 million each (20 year route)	
Commuter Rail (on existing track)	\$15 million per mile	
Interchange	\$20 million each	
Lane Mile of Highway	\$9 million / 2 - 4 lanes (expansion or new construction)	
Lane Mile of Highway	\$9 million / 6 lanes (expansion or new construction)	
Light Rail	\$50 million per mile	
Multi-use Trail	\$500,000 per mile	
Park and Ride	\$500,000 each	
Pedestrian Bridge	\$3 million per overpass	
Sidewalk (two sides)	\$800,000 per mile	
Simple Landscaping	\$200,000 per mile	
Streetscape	\$3 million per mile	
Traffic Signal	\$150,000 each	
Wild Life/Recreation Underpass	\$600,000 each	
Roundabout/Traffic Circle	1 lane: \$150,000 2 lane: \$250,000	
Other	Price to be determined by facilitator	











## **APPENDIX B**

### **STRINGS & RIBBONS GROUP SUMMARIES**



*(page intentionally left blank)*



# **2025 LONG-RANGE TRANSPORTATION PLAN PUBLIC INVOLVEMENT**

## **STRINGS & RIBBONS – GROUP SUMMARIES**

### **Meeting #1 & #2 – Technical & Citizen Advisory Committees (TAC)/(CAC)**

Approximately 19 members of the Marion County Transportation Planning Organization's CAC and TAC participated in the Strings & Ribbons exercise that was held in the City Manager's conference room on October 12, 2004. Two groups participated in the TAC session, while one group participated in the CAC session.

#### **Technical Advisory Committee (TAC)**

Most of the projects funded by Group #1 of the TAC were designed to enhance existing roadways. However, three new roadways were also included in their list of funded projects. All of these roadway projects are listed as follows:

- Widen SR 40, to six-lanes, from SW 80<sup>th</sup> Ave. to US 41;
- widen SR 40, to six-lanes, from SR 35 to CR 314A;
- widen SR 35, to six-lanes, from SR 25 to SR 464;
- widen CR 35, to four-lanes, from SR 40 to SR 326;
- widen US 301, to six-lanes, from Sumter County line to Belleview city limits;
- widen US 441, to six-lanes, from Lake County line to Belleview city limits;
- construct the Belleview Bypass;
- construct a six-lane bypass north of Dunnellon from CR 40 to US 41;
- and construct the SW 42nd St. flyover.

Other funded projects included multiple new bus routes in Dunnellon, Belleview, and various areas of the City of Ocala.

A multi-use trail was also included. This trail would begin at Rainbow Springs State Park and extend south to connect with the City of Dunnellon and the Cross Florida Greenway.

Group #2 funded a variety of different types of projects that included the construction of new roads, improvement to existing roads, beautification, construction of pedestrian and bicycle facilities, and transit improvements.



The largest project chosen by this group could actually be considered to be three separate projects. Construction of the five-miles of the planned Belleview Bypass would comprise the first stage of the improvement. Second and third stages would consist of widening two sections of US 441 to six-lanes. In no particular order, one section would extend from the Lake County line to the intersection of the Belleview Bypass. The second section would begin at SR 200 and extend south to the new SW 92<sup>nd</sup> St. extension to SR 35, thus connecting with the Belleview Bypass on the north side.

Other roadway projects include:

- Construction of the SW 17<sup>th</sup> St. viaduct;
- construction of the SW 42<sup>nd</sup> St. flyover;
- widen SR 40, to six-lanes, from SR 35 to CR 314A complete with wildlife underpasses;
- widen SR 200, to four-lanes, from CR 484 to Citrus County line;
- widen CR 484, to four-lanes, from SR 200 to Marion Oaks Blvd;
- widen and extend NW 44<sup>th</sup> Ave., from US 27 to connect with SW 42<sup>nd</sup> St. flyover at SR 200;
- widen SW 66<sup>th</sup> St., to four-lanes, from SR 200 to CR 475A;
- and construction of an interchange at SW 66<sup>th</sup> St. and I-75.

Non-roadway included:

- Landscaping on SW 66<sup>th</sup> St. and NW/SW 44<sup>th</sup> Ave.;
- Bus routes on the SR 200 corridor;
- and 28 miles each of pedestrian sidewalks and bicycle paths at various locations within the cities and county.

#### Citizen's Advisory Committee (CAC)

The construction of new roadways or enhancing existing roadways constituted the majority of focus of the CAC. This group felt that the only way to address current roadway congestion problems was to enhance deficient corridors by widening and/or the construction of new roadways in order to improve deficient areas.

A total of four new roadways projects were funded, they are as follows:

- Construct the SW 42<sup>nd</sup> St. flyover;
- construct the SW 17<sup>th</sup> St. Viaduct;
- widen and extend SW 95<sup>th</sup> St. from SR 200 to CR 475B;
- and construct the Belleview Bypass.

Other roadway projects included:



- widen SR 40, to four lanes, from SW 80<sup>th</sup> Ave. to US 41;
- widen US 41, to four lanes, from existing four lane, to SR 40;
- widen SR 464, to six lanes, from SR 35 to SE 36<sup>th</sup> Ave.;
- and widen SR 35, to four lanes, from SR 25 to SR 464;

Two interchanges were also funded for construction. The first was to be built at I-75 and SW 95<sup>th</sup> St.. This interchange would ease the amount of traffic entering or exiting the SR 200 corridor at the intersection of I-75. The second interchange was designed to create an overpass on the SR 35 corridor that would bridge the SR 464 (Maricamp Rd.) corridor. This interchange would ease heavy congestion in this area by removing a signalized intersection.

Funded pedestrian and or bicycle projects included the construction of multi-use trail that would parallel SR 464. The trail would begin at Jervy Gantt Park, on SE 36<sup>th</sup> Ave, and eventually connect with the multi-use paths at the Marjorie Harris Carr Greenway trailhead at the corner of SR 35 and CR 464. A pedestrian overpass bridging SR 35 was also funded to allow for safe traversal of what will eventually be a four-lane corridor. Another pedestrian overpass bridging SR 464, at Forest High School, would also connect to the multi-use trail.

### **Meeting #3 – SR 200 Coalition**

Approximately 56 people participated in the Strings & Ribbons exercise that was held in the Collins Resource Center at the Timber Ridge Medical Plaza. The participants were separated into five different groups that were facilitated by TPO staff and consultants from Kimley-Horn & Associates.

Group #1 focused their time and most of their finances on a beltway system that would encircle Ocala and Belleview. The beltway would consist of SR 326 to the north, SW 60<sup>th</sup> Ave to the west, CR 484 to the south, and SR 35 and the Belleview Bypass to the east. Other improvements included four new bus routes, and landscaping along the US 441 and SR 200 corridors.

Group #2 opted for a bypass improvement instead of a beltway system. A new envisioned a new four-lane roadway that would extend south from the intersection of NW 110<sup>th</sup> St and SR 40. The new road would extend south and then curve to the east to link up with SW 80<sup>th</sup> St at I-75 where a new interchange would allow traffic to get on or off the interstate. The new road would also continue on past I-75 to eventually end at US 441.

Other improvements chosen were the installation of roundabouts on SR 200 at the intersections of SW 60<sup>th</sup> Ave. and SW 80<sup>th</sup> Ave, construction of the SW 17<sup>th</sup> St viaduct and various landscaping improvements around the county.



Group #3 focused much of their attention in the southwest quadrant of the county in an effort to provide alternatives to the SR 200 corridor. They chose to widen the CR 484 corridor from SR 200 to I-75, SW 60<sup>th</sup> Ave from SW 38<sup>th</sup> St to SW SR 200, and SW 66<sup>th</sup> St from SR 200 to CR 475A. Roundabouts were added to the SR 200 corridor at CR 484 and SW 80<sup>th</sup> Ave. Bus routes were also added to the SR 200.

The most expensive and largest improvement that was chosen was the widening of SR 40 from SR 35 to the Lake County line. A new bridge, at the Ocklawaha River, and multiple wildlife underpasses were selected to accompany this project.

Group #4 chose very few improvements, most of which were roadway widening. They are as follows:

- Widen SR 40 from SW 80<sup>th</sup> Ave to US 41;
- widen SW 95<sup>th</sup> St from SR 200 I-75;
- add interchange at SW 95<sup>th</sup> St at I-75;
- and widen SW 49<sup>th</sup> Ave from SW 95<sup>th</sup> St. to CR 484.

Group #4's improvement also included two very large rail projects. The first was to reroute the rail line to the east of the city so freight trains would not pass through the center of the city anymore. The second improvement would be to use the unused portions of rail lines, in the city, for light rail.

Group #5 opted to construct three new roadways. They are as follows:

- Widen/Extend SW 95<sup>th</sup> St from SW 80<sup>th</sup> to CR 475A;
- add interchange at SW 95<sup>th</sup> St and I-75;
- construct SW 42<sup>nd</sup> St Flyover;
- and widen/extend SW 103<sup>rd</sup> St from SR 200 to I-75.

Other improvements included the addition of bicycle paths and sidewalks along SW 103<sup>rd</sup> St, a park and ride lot on SR 200 near CR 484 to work in conjunction with new bus service on the SR 200 corridor, and widening CR 484 from US 41 to Marion Oaks Blvd.

#### **Meeting #4 - Community Traffic Safety Team (CTST)**

The CTST met on the morning of November 10, 2004 at the main branch of the Ocala Police Department. In attendance were several members of local law enforcement, representatives from various city, county and state agencies, one private citizen and TPO staff. Two groups participated in the exercise, composed of the 13 individuals present, excluding TPO staff who facilitated the exercise.

Group #1 chose to concentrate almost exclusively on roadway capacity issues by widening existing roadways and the addition of new roadways. Pedestrian



facilities were also included in their plan, as well as the addition of some aesthetic improvements to areas of US 441 to act as visual gateways entering north and south Ocala.

Group #2 chose to include capacity improvements to some major corridors as well. However, they also chose to allocate a substantial amount of their funds to the expansion of the SunTran system through multiple route additions, and to increasing pedestrian access by adding multiple pedestrian facilities including a pedestrian bridge over the SR 200 corridor sidewalks and extensive streetscaping in the Ocala area.

### **Meeting #5 - North Magnolia Community Redevelopment Agency Advisory Committee (North Magnolia CRA)**

This exercise was held in the City Manager's Conference Room in Ocala City Hall on November 18, 2004. Two groups of six participated in the exercise, the groups being made up of members of the North Magnolia CRA, a representative of the Marion County Sheriff's office, and members of the City of Ocala Planning Department.

Group #1 opted for improvements that they felt would minimize traffic passing through the Ocala and Belleview urban areas. By rerouting traffic around the urban areas of the county, they felt that they could alleviate traffic congestion within critical areas of the county and the cities.

This group chose to create a large beltway system that would encircle the Ocala and Belleview urban areas. The beltway would extend north of the City of Ocala on SR/CR 326, west of I-75 on SW 80<sup>th</sup> Ave., south of Belleview on CR 484, and to the east on SR/35. They also chose to realign the CSX line to the east of the downtown area to further minimize traffic delays by reducing the impact of freight trains passing through the city.

The majority of the capacity projects that were chosen by Group #2 were decided on to pinpoint heavy congestion areas on an individual basis. Some examples of these are as follows:

- Viaduct construction at the SW 17<sup>th</sup> St and US 441;
- SW 42<sup>nd</sup> St. Flyover to pass traffic over I-75 as an alternative to SR 200;
- widen SR 40 to 4-lanes from SW 80<sup>th</sup> Ave to US 41;
- widen US 441 to six-lanes from SR 40 to US 301/441 split;
- and widen SR 35 (Baseline Rd.) to 4-lanes from SR 464 to SR 25.

Groups #2 also opted for pedestrian improvements including 14 miles of multi-use trail along the CSX rail line that extends from downtown Ocala to the Silver



Springs Shores area and three pedestrian bridges at various locations in the county.

### **Meeting #6 - Ocala Downtown Development Commission (Ocala DDC)**

The Ocala DDC met in the conference room of the newly refurbished Ocala Building and Zoning Department on December 9, 2004. Eight members, representing various downtown businesses, participated in the String & Ribbons exercise. Staff members from the City of Ocala and TPO were present to answer questions and/or facilitate the exercise.

This group was of widely varied opinions on what improvements would be the most beneficial to the overall Marion County area. Some of the discussions centered on creating a beltway to encircle the Ocala area, widening of the east SR 40 corridor, and widening of the CR 475 corridor south to the Sumter County Line. Consequently, the process that this exercise was intended to foster was enacted immediately, and substantial discussion preceded any actual funding allocations even before the first improvement was agreed upon. Eventually the participants came to agree on part of the proposed beltway plan, and instead opted to widen a portion of the SW 60<sup>th</sup> Ave. corridor from SW 38<sup>th</sup> St. to just south of SR 200.

After the first improvement was agreed upon, the group seemed to adopt an partnering attitude of “If you help me fund mine, I will help you fund yours.” Consequently, there were many improvements eventually chosen that included multiple roadway expansions, bus route additions, sidewalks and streetscape projects, bike lane additions and landscaping, and one new roadway.

Some of the major improvements included widening west SR 40, CR 475, SR 35, and the construction of the Belleview Bypass. One other roadway improvement of interest was to widen CR 326 to six lanes, from SR 40 to US 441, to serve as a bypass for commercial freight traffic.

### **Meeting #7 - Citizens of Dunnellon**

Fifteen citizens from the Dunnellon area participated in the exercise that was held at Dunnellon City Hall on December 9, 2004.

Group #1 spent most of their time concentrating on enhancing the City of Dunnellon and the immediate surrounding areas. Capacity projects outside of the City of Dunnellon that received high priority included widening US 41, west SR 40, CR 484, and southwest SR 200. The addition of bus routes between the City of Ocala and the City of Dunnellon was also an important issue for this group.



Some capacity projects were purchased for areas within the Dunnellon city limits. However, much of the attention was spent on landscaping, streetscaping, and the addition of pedestrian facilities within the city and to connect them to trail systems outside of the city limits. Operational improvements were also included in the form of new street lights and traffic signals.

Bus service from Ocala to Dunnellon, a multi-use trail from Dunnellon to Rainbow Springs, landscaping on US 41, and two park-and-ride facilities were the only improvements that Group #2 chose other than roadway capacity projects.

New roadway projects chosen by Group #2 included construction of the Belleview Bypass and an extension of CR 328 to the Levy County Line. Capacity improvements to existing facilities included 2-lane additions to east and west SR 40, CR 484, SW 140<sup>th</sup> Ave, SR 35, SR 326, and US 41.

### **Meeting #8 - Governor's West Ocala Neighborhood Revitalization Council**

Approximately 18 members of the Governor's West Ocala Neighborhood Revitalization Council participated in the exercise at Howard Academy Community Center, on Tuesday, January 25, 2005.

Group #1 funded several roadway projects that had previously been chosen and would continue to reoccur as selections from many other groups to follow. East and west SR 40, the SW 42<sup>nd</sup> St. flyover, SR 35 from SR 464 to SW 92 St./SW93rd St., and the interchange at SW 95<sup>th</sup> St.. However, the unique result of this particular exercise was the emphasis that was placed on alternative transportation modes such as walking, cycling, and transit services.

Nine separate transit routes were identified that extended to many areas of the county. Several of these routes were intended to decrease headways in areas that currently have service such as the Silver Springs Shores area, to the Paddock Mall, and in the northeast quarter of the City of Ocala. Other routes were intended to supply transit service to areas that are not on or near the current Suntran routes. Such areas would include McIntosh/Orange Lake, Ocala Regional Airport/Westport High School (SR 40), Blilchtton/Fellowship, and Zuber.

In addition to bus routes, two and one-half miles of sidewalks and approximately 11 miles of bike lanes were funded in the Martin Luther King Jr. Blvd. area. Other improvements such as pedestrian bridges, new traffic signals, and traffic-calming devices were also chosen to increase pedestrian and cyclist safety in these areas.

Group #2 funded a wide variety of projects, but just as with Group #1, an important focus appeared to be funding alternative transportation modes in and



around the City of Ocala such as expanding transit services and routes and adding more pedestrian and bicycle facilities. Funded projects illustrating this would include a commuter rail system from Silver Springs Shores to downtown Ocala (with a park-and-ride lot at the southern terminus), the addition of three bus routes, construction of four pedestrian bridges, approximately 23 miles of streetscaping and landscaping, 10 miles of sidewalks, and two miles of bike lanes. Most of these projects were within or partially within the City of Ocala.

Road projects funded include the SW 17<sup>th</sup> St. flyover, widening of SR 40 from SW 80<sup>th</sup> Ave. to US 41, and widening CR 475A from CR 484 to CR 475C.

### **Meeting #9 - Public Policy Institute (PPI)**

Approximately 20 people were in attendance at this session, although not all participated. Some individuals had participated in previous exercises or had to leave. This exercise was held on Wednesday, January 26, 2005 in the conference room at the Public Policy Institute.

Many of Group #1's funding choices were identical or very similar to many of the projects that had previously been seen during the course of these exercises. Some of these projects would include:

- Construction of the Belleview Bypass;
- widen SR 35 from the Belleview Bypass to SR 464;
- widen CR 484 from SR 200 to Marion oaks Blvd.;
- construct the SW 42<sup>nd</sup> St. flyover;
- and extend SW 95<sup>th</sup> St. to I-75 and add an interchange;
- or adding bus service on SR 200 and into Marion Oaks.

Other funding choices had not been seen as often, but were still of little surprise. Examples of these would include:

- Various traffic signal additions or improvements in the City of Ocala and on SR 200;
- adding bus service along the entire SR 35 corridor;
- and extending and widening of SW 48<sup>th</sup> St. from SR 200 to CR 484.

However, certainly the most unique feature of this particular exercise was the funding of nearly 50 miles of multi-use trails in the southern part of Marion County.

Group #2's multi-use trail improvements would begin by completely encircling Lake Weir. Two trails would then extend away from Lake Weir to connect with residential areas. One would extend east, along SR 25, to connect with the City



of Belleview, and the other would extend to the northeast along SR 464 to tie in with the multi-use trails already established in the Silver Springs Shores area.

From the Belleview spur, another trail would head north and then east paralleling the Belleview Bypass. This leg would follow US 441 to CR 328 and then extend directly east to connect with the Santos Trailhead of the Marjorie Harris Carr Greenway. The trail would then continue to the east to connect with another eight (8) and one-quarter mile loop that would be bounded by the greenway to the south, SW 66<sup>th</sup> St. to the north, CR 475A to the west, CR 475 to the east. The last spur of this trail system would connect to the southeastern section of the City of Ocala would extend north, parallel to CR 475A, to the city limits.

Group #2 focused on many areas that are currently identified by the TPO as priority projects, or are areas where the project parameters have been identified but not funded through construction.

Replacement of the Sharpes Ferry bridge, widening of SR 40 from SW 80<sup>th</sup> Ave. to US 41, widening of SR 40 from SR 35 to CR 314A, construction of the Belleview Bypass, widening areas of CR 484 west of SR 200 to US 441, widening of SR 35 from the Belleview Bypass to SR 464, and widening of SW 60<sup>th</sup> Ave. from SR 200 to SW 38<sup>th</sup> St., are all projects were funded by this group.

Other notable projects include pedestrian bridges near the Paddock Mall, Silver Springs Theme Park, and two over the Ocklawaha River (one near the Marshall Swamp Trailhead and at the SR 40 bridge); three miles of sidewalks and one mile of bike lanes in the Porter Shores area; new transit routes along SR 200 and in Marion Oaks; and no less-than five wildlife underpasses along the east SR 40 corridor.

## **Meeting #10 – Oak Run – Homeowner’s Association – Past Officers**

Sixteen past officers of the Oak Run Homeowner’s Association participated in the Strings and Ribbons exercise held at the Oak Run clubhouse on February 14, 2005. TPO staff members facilitated the exercise.

Group #1 focused most of their improvements near the Oak Run DRI or along the SR 200 corridor. Although the most expensive improvement they chose was the installation of a light rail transit system from the Silver Springs Shores area to the downtown area of Ocala. This improvement was focused on the utilization of the pre-existing railroad spur that already extends from downtown to the Shores area. This was the only transit improvement chosen by this group.

Almost all of the other improvements chosen by this group were roadway oriented improvements of some sort. Some of the significant improvements chosen included the SW 17<sup>th</sup> St Viaduct over the CSX rail line and US 441, the



SW 49<sup>th</sup> St Flyover, widening SW 60<sup>th</sup> Ave from 38<sup>th</sup> St to SW 80<sup>th</sup> St, widening CR 484 from Marion Oaks Blvd to SR 200, and paving and widening of SW 38<sup>th</sup> Ave from the SW 49<sup>th</sup> St Flyover to SW 103<sup>rd</sup> St Rd.

Group #2 chose to establish a beltway system that would encircle the Ocala and Belleview metropolitan areas. The beltway was identical to the suggestions that other groups have previously recommended except that the western leg would extend along the SW 140<sup>th</sup> Ave. corridor instead of the SW 80<sup>th</sup> Ave. corridor.

Only two other improvements were chosen other than the establishment of the beltway. The first was to establish bus transit west of I-75 in the SR 200 area, and the other was to construct an interchange at SW 95<sup>th</sup> St and I-75.

### **Meeting #11 – On Top Of The World – Democratic Club**

Approximately 45 members of the On Top Of The World Democratic Club participated in this Strings & Ribbons exercise that was held on Tuesday, February 15, 2005. TPO staff and consultants from Kimley-Horn & Associates facilitated the exercise that was held in the Arbor Center at the Colonades at On Top Of The World.

Group #1 split the majority of their allocated funds between widening existing roadways and transit improvements to improve the Marion County transportation network over the next twenty years.

While the establishment of an east-west corridor has been a common theme in many of the exercises so far, Group #1 developed a unique approach to establishing the corridor. The most commonly chosen improvement that would establish this east-west thoroughfare has been to widen all two-lane sections of CR 484 and then to extend and connect the corridor to the “still-in-development” Belleview Bypass. Group #1 chose to align there east-west corridor much farther to the north along the SW 66<sup>th</sup> St/SW 80<sup>th</sup> St corridor. The corridor would extend from SR 200 all the way to Baseline Rd (SR 35). It was the common perception of the group that having the corridor positioned father to the north would offer access to a greater number of people access both around the SR 200 corridor and the Silver Springs Shores areas.

Other roadway improvements include the following:

- Widen SW 80<sup>th</sup> Ave. from SR 200 to SR 40;
- widen Baseline Rd/ from SE 80<sup>th</sup> St. to Maricamp Rd.;
- widen SW 95<sup>th</sup> St. from SE 60<sup>th</sup> St. to CR 475A;
- and construct an interchange at SW 95<sup>th</sup> St. and I-75.



Transit improvements included the establishment of a rail system along existing CSX lines from SR 25 into downtown Ocala. The rail line would primarily serve the Silver Springs Shores residents along the SR 464/CR 464 (Maricamp Rd.) corridor. Other transit improvements included several new bus routes, primarily in the southwest quadrant of the county, and two park-and-ride facilities to serve the south SR 200 corridor and the projected southern terminus of the commuter rail line in the Silver Springs Shores area.

Just as Group #1, Group #2 chose to fund a cross-county route south of the City of Ocala. Once again, a route was chosen that would not follow the CR 484 corridor, as many other groups have opted. Instead, the route selected would begin at SR 200 and extend east along the SW 95<sup>th</sup> St. corridor. A new 4-lane section would extend across I-75, where a new interchange would be constructed, and connect with the existing SW 95<sup>th</sup> St. corridor west of US 441. It would then cross US 441 to connect with the new SE 92<sup>nd</sup> St./SE 93<sup>rd</sup> St. corridor which would connect the entire corridor to SR 35 (Baseline Rd.). All existing sections of SW 95<sup>th</sup> St. and SE 92<sup>nd</sup> St./SE 93<sup>rd</sup> St. would be widened to four-lanes.

To increase the impact of the enhanced SW 95<sup>th</sup> St. corridor, construction of the Belleview Bypass, widening of CR 475, from SW 95<sup>th</sup> St. to north of SE 31<sup>st</sup> St., and the widening of SR 35 from Maricamp Rd. to SR 25 were also funded.

Other roadway improvements included construction of the SW 42<sup>nd</sup> St. flyover, widening of SR 200 from CR 484 to the Citrus County line, widening CR 484 from SR 200 to Marion Oaks Blvd., and the widening of SW 80<sup>th</sup> Ave. from SR 40 to SR 200.

Non-roadway improvements included four park-and-ride facilities along the SR 200 corridor to tie in with new bus routes. Additional bus routes were proposed in southeast and northeast Marion County as well as a route to connect the City of Dunnellon to the City of Ocala.

Group #3 allocated the majority of their funding for extensive capacity improvements, primarily on the SR 40 corridor. However, they still developed a diverse variety of improvements in several other areas of the county.

The five most expensive projects were all roadway projects, of which three were new road construction and two were the capacity improvements to existing roads. The roadway capacity projects were both on the SR 40 corridor. The first was from SR 35 to CR 314A, while the other was on the western side of the county from SW 80<sup>th</sup> Ave. to US 41. The new roadway projects were the construction of the Belleview Bypass, the SW 17<sup>th</sup> St. viaduct, and the SW 42<sup>nd</sup> St. flyover. Widening of the SR 35 corridor, from SR 464 (Maricamp Rd.) to SR 25, was also funded and this expansion project would undergo construction at the same time as the construction of the bypass.



Several other types of projects were funded including extensive streetscaping, various intersection improvements, the establishment of bus routes, a pedestrian overpass, multi-use trails, and a golf cart path, all either on or adjacent to the SR 200 corridor.

Aside from allocating funds for the construction of the Belleview Bypass, Group #4 focused improvements exclusively in the southwest Marion County quadrant.

Roadway improvements included widening SR 40 from SW 80<sup>th</sup> Ave. to US 41, CR 484 from US 41 to Marion Oaks Blvd., SW 60<sup>th</sup> Ave. from SW 38<sup>th</sup> St. to SR 200, SR 200 from CR 484 to the Citrus County line, and SW 66<sup>th</sup> St from SR 200 to CR 475A. An interchange was also funded at the intersection of I-75 and SW 66<sup>th</sup> St.

Other improvements included the addition of bus routes on the SR 200 and CR 484 corridors, a pedestrian overpass over SR 200, at the entrance to On Top Of The World, intersection improvements at SW 60<sup>th</sup> Ave. and SR 200.

Group #5 focused a great deal of their attention on expanding the existing transit network in Marion County. Adding bus service on the SR 200 corridor, bus service to downtown Dunnellon, and a park-and-ride facility on southwest SR 200 were some of the projects that would serve commuters in the immediate area. Additional funds were allocated for the construction of benches and pedestrian shelters and approximately 28 miles of sidewalks, throughout the county, around schools and bus stops. Group #5 also funded commuter bus routes connecting Marion County to other regionally significant areas in the states. Some recommendations were from Marion County to Orlando International Airport and the City of Orlando, Tampa International Airport and the City of Tampa, Jacksonville International Airport and the City of Jacksonville, and the City of Williston. Additional investments were also recommended for Ocala Regional Airport to increase commercial traffic and to initiate a passenger service.

Roadway improvements were also recommended, most of which were located in the southwestern quadrant of the county. Improvements included the extension or widening of several existing roads. They are as follows:

- Construct the SW 42<sup>nd</sup> St. flyover and connect to SW 38<sup>th</sup> St.;
- construct the SW 17<sup>th</sup> St. viaduct over US 441 and the CSX lines;
- SW 95<sup>th</sup> St – widen to four lanes and extend to I-75;
- construct interchange at I-75 and SW 95<sup>th</sup> St.;
- extend four-lane section of SW 60<sup>th</sup> Ave from SW 103<sup>rd</sup> St. to CR 484;
- and widen and extend SE 31<sup>st</sup> from US 441 to SR 464.



Group #6 allocated the vast majority of their funding for the development of a beltway system that would encircle the City of Ocala. While several beltway designs have emerged during the course of these exercises, the design that was chosen by this group was very unique in comparison.

The northern section of the beltway is similar to some previous designs in that it would follow the SR/CR 326 corridor. The beltway would curve to the south, just west of I-75, where a new road would extend to the southwest and connect to SW 80<sup>th</sup> Ave. at US 27. The beltway would then follow the SW 80<sup>th</sup> Ave. corridor for approximately four or five miles curving back to the east just south of SW 38<sup>th</sup> St.. This section of the beltway would extend southeast until it intersected the SR 200 corridor where it would turn directly east to cross I-75, and the site of a new interchange, and then turn to the northeast to end at CR 475A and SE 52<sup>nd</sup> St..

Two other major projects were decided on to allocate the majority of the remaining funds. Extensive landscaping along the SR 40, SR 220, and US 441 corridors and the construction of a light rail system with a park-and-ride location, near the Juniper Springs entrance. The light rail would extend to the east to connect with Lake and Volusia counties. Suntran services were also funded for the SR 200 corridor.

## **Meeting #12 – Ocala / Marion County Chamber of Commerce**

Four members of the Ocala / Marion County Chamber of Commerce were present for this exercise that was held in the Chamber's conference room on February 16, 2005.

The beltway concept was once again revisited in this exercise. However there were substantial differences from similar concepts that had been seen in previous exercises. Instead of the northern leg of the beltway being located on the SR 326 corridor, it was decided to enhance the existing NE 42<sup>nd</sup> St. corridor by adding two-lanes and then to construct extensions that would connect the corridor to CR 35 to the east and to a new interchange to the west at I-75. This new corridor would include four overpasses to bridge high-volume north-south corridors along the route. Another new road would extend southwest, from the interchange, to connect with SW 60<sup>th</sup> Ave at US 27. The beltway would extend south, down a completely four-laned SW 60<sup>th</sup> Ave. The eastern leg would begin at SW 95<sup>th</sup> St and extend east under I-75, at a new interchange, all the way to SR 35 and connect with SE 92/93<sup>rd</sup> Ave. Just as in all other designs we have seen for this concept, the SR 35 corridor would be the eastern leg of the beltway.

Other roadway improvements of notable interest include:



- A 4-lane extension from SE 92<sup>nd</sup>/93rd St. that would extend east to connect with Oak Road south of SR 464;
- a 4-lane extension of SE 36<sup>th</sup> Ave that would extend to the south-southeast and connect with US 441;
- a 4-lane extension and widening of SE 31<sup>st</sup> St. that would extend east to connect to SR 464;
- construction of the SW 42<sup>nd</sup> St. flyover;
- and widening and bridge construction on SR 40 from SR 35 to CR 314.

Other improvements included pedestrian overpasses near the Paddock Mall and in downtown Ocala, various landscaping and streetscaping projects, and the addition of bus routes on the SR 200 and CR 484 corridors.

### **Meeting #13 – Ocala / Marion County Association of Realtors**

This exercise was conducted in the conference room of the Ocala / Marion County Association of Realtors on Friday, February 18, 2005. In attendance were eight members and TPO staff.

As realtors, this group was intimately knowledgeable about the development and growth patterns in the Marion County area. Their primary focus was to enhance roadways that were in developing areas and to improve connectivity in areas that have already experienced high levels of development.

Of utmost importance was the widening of east and west SR 40. The group felt that SR 40 is the most critical east-west corridor in Marion County and that its importance will only increase as more development occurs. They chose to widen west SR 40 from SW 80<sup>th</sup> Ave to US 41, and to widen east SR 40 from SR 35 to CR 314A, including a new two-lane bridge over the Ocklawaha River.

Another area of major concern was the Cala Springs development on SR 326. Two roadway projects were chosen to address the anticipated traffic volumes that will be affecting this area of the county. The first was to widen the CR 35 corridor, from SR 40 to SR 326. Next was to widen the SR 326 corridor from CR 35 to US 441.

Other roadways to receive capacity improvements were as follows:

- 4-lane SR 35 from SR 464 to SR 25;
- 4-lane SW 60<sup>th</sup> Ave from SW 38<sup>th</sup> St to SR 200;
- 4-Lane SR 200 from CR 484 to the Citrus County line;
- 4-Lane SW 95<sup>th</sup> St SW 60<sup>th</sup> Ave to CR 475A;
- add an interchange at SW 95<sup>th</sup> St. and I-75;
- and to build the SW 42<sup>nd</sup> St. flyover.



In addition to all of the roadway improvements, the group also decided on several landscaping and streetscaping projects on SR 35, SR 464, and east Silver Springs Blvd.

### **Meeting #14 – McIntosh Citizens**

The exercise was conducted in the McIntosh Civic Center on Wednesday February 23, 2005. In attendance were seven citizens of the City of McIntosh and TPO staff.

Of major concern to this group were speed control and the aesthetic revitalization of the US 441 corridor within and just to the north and south of the city limits. The top priority was to initiate a streetscaping improvement project within the city limits. This improvement would include narrowing the US 441 corridor to a two-lane road that would allow for on-street parking, sidewalk widening and reconstruction, the addition of landscaping, decorative streetlights, benches, signage, and masthead traffic signals. Of particular importance to the citizens were the line-of-sight issues that are currently experienced by unused power poles that remain in the right-of-way. The streetscaping improvement would remove these poles, and ones currently in use, and bury all phone and power lines. Another major concern was to remove or restore old and unused buildings that are located on the US 441 corridor.

In order to allow for the removal of two-lanes on the US 441 corridor within the city limits, the participants chose to build five miles of 4-lane bypass that would divert traffic around the city to allow for maintained capacity on US 441. This would essentially create an “Old 441” corridor that would be beautified by simple landscaping. The landscaping would extend north and south from the city limits to the bypass connections.



Other improvements include constructing a multi-use trail from the McIntosh city limits to just west of I-75, parallel along the CR 320 corridor. This trail is intended to connect with the new 800-acre property purchased by the Office of Greenways and Trails.

Bus service from McIntosh to the City of Ocala was recommended and was intended to serve a two-fold purpose. First was simply establishing a commuter transit route, and second was to have the SunTran service alleviate school bussing complications by allowing the service to fill in for some routes.

The only other major improvement chosen by this group was the widening of SR 40 from SR 35 to the Lake County line. This improvement included widening the entire corridor to 4-lanes, the construction of six wildlife underpasses from CR 314A to the county line, and the construction of a new two-lane bridge at the Ocklawaha River.

### **Meeting #15 – Marion County Citizens Coalition**

Ten members of the Marion County Citizens Coalition participated in this exercise which was held on March 1, 2005 in the Ocala Police Department's Community Room. The participants were separated into two groups of five.

Group #1 embraced the philosophy of "the fewer new roads, the better off the county will be." Transit improvements, operational improvements, and the beautification of existing roadways were the main avenues this group chose to enhance the county's transportation system. While mostly against the construction of new roads and the widening of existing roads, they did see the need for constructing some new facilities – two of which are, and have been, major projects of interest for the community for a number of years.

The two major roadway projects that the group decided to fund were the Belleview Bypass and the 17<sup>th</sup> St Viaduct over US 441 and the CSX rail line. The other two projects would be considered relatively minor roadway constructions. According to the group they felt that if frontage roads were built parallel to US 27, west of I-75, it would aid in keeping the corridor from developing in such the "haphazard" way as SR 200 has. Their idea was to develop two two-lane roads, one north and one south of US 27. These roads would allow connection to existing and new commercial development while essentially converting US 27 into a limited access facility. Landscaped buffers would separate the US 27 corridor and the frontage roads and the landscaped areas could double as public space in the form of linear parks.

The main focus of the group was to fund 30 improvements in transit, operations, or beautification. They are as follows:

- Eight new bus routes to most populated areas of the county;



- ten wildlife underpasses –eight of which would be on the east SR 40 corridor and an additional two in the Shady area;
- five park-and-ride facilities (Dunnellon, On Top of the World, Orange Lake, Marion Oaks, The Villages);
- five roundabouts – mostly in the Shady area of the county;
- over thirty miles of landscaping and streetscaping projects in and around the Cities of Ocala and Belleview;
- and approximately \$300 million towards the development of a commuter rail system from Ocala to Gainesville.

Group #2 took a completely opposite approach from Group #1 as they chose to focus almost exclusively on widening existing roadways, mostly in the southwest region of the county. Funding for the following projects was chosen:

- Widen SR 40 to 4-lanes from SW 80<sup>th</sup> Ave. to US 41;
- widen SW 38<sup>th</sup> St. to 4-lanes from SW 80<sup>th</sup> Ave. to SW 140<sup>th</sup> Ave.;
- widen SW 60<sup>th</sup> Ave. to 4-lanes from SW 38<sup>th</sup> St. to SR 200;
- and widen US 41 to 4-lanes from Citrus County Line to SR 40;
- widen SW 95<sup>th</sup> St. to 4-lanes from SR 200 to I-75;ut
- construct an interchange at I-75 and SW 95<sup>th</sup> St.;
- widen CR 200A to 4-lanes from NE 35<sup>th</sup> St to SR 326;
- and construction of the Belleview Bypass.

Installation of a traffic signal at the intersection of CR 225 and SR 326(operational), and funding for additional bus routes (transit) in the southwest region of the county were the only other improvement types funded by this group.

### **Meeting #16 – Silver Springs Shores Residents**

This exercise was held on March 31, 2005 at the Silver Springs Shores Community Center. Twenty residents of the Silver Springs Shores community were in attendance at this exercise, although not all participated in the exercise. A total of two groups, approximately sixteen people took part in the exercise.

Both groups voiced concerns over traffic issues on SR 35 and SR/CR 464 as well as their desire to see current transit infrastructure be expanded, not only in their area of the county, but in other areas as well.

Group #1 opted for several different transit improvements including spending approximately \$278 million of their funds on bus and commuter rail related expansions and/or improvements. One of the recommendations was to maintain the route that currently operates to the Shores area, but increase the number of busses currently serving the area. Additionally, it was also recommended to establish a triangular route that would shuttle from Ocala to Belleview to Silver Springs Shores and back to Ocala. Other recommendations included a Bus



Rapid Transit (express) service from the Shores area to the Paddock Mall / CFCC area, new routes to the Marion Oaks area, and funding for a commuter rail system that would operate primarily on the existing CSX line from downtown Ocala east to the Lake Weir High School area. The addition of multiple Park and Ride facilities, adjacent to transit lines were also recommended to further enhance the funded transit network.

Capacity related projects included:

- Construction of the Belleview Bypass;
- widen SR 35 from SR 464 to SR 25;
- widen SR 40 from SW 80<sup>th</sup> Ave. to US 41;
- and construct the 17<sup>th</sup> St. Viaduct.

While transit was an important issue to this also, they decided to focus their attention more towards current roadway capacity issues rather than on transit improvements.

One improvement that had not previously been recommended before was to bridge a portion of the greenway from the northern section of the Silver Springs Shores community to a new four-lane road that would connect to CR 314. This was proposed as a way to alleviate traffic on the SR 35 corridor.

While similar improvements had been recommended in the past, another unique project included a partial six-lane beltway beginning at I-75 and CR 484 to SW 80<sup>th</sup> Ave. The beltway would extend north on SW 80<sup>th</sup> Ave to CR 326. The last leg of the beltway would extend east from SW 80<sup>th</sup> Ave to I-75.

Other roadway improvements included:

- Construction of the Belleview Bypass;
- construct the 17<sup>th</sup> St. Flyover;
- widen SR 464 from Oak Road to CR 25A;
- construct an interchange at SR 35 and SR 464;
- widen and extend SE 31<sup>st</sup> St. from US 441 to SR 464;
- widen CR 314 from SR 35 to SR 40;
- and replace the Sharpes Ferry Bridge.

Group #2, like Group #1, also chose to fund similar transit projects such as the Bus Rapid Transit (express) projects from the Shores area to the Paddock Mall / CFCC area, expanding current service in the Shores, and the addition of bus service into the Marion Oaks area.



## **Meeting #17 – Marion County, Florida Engineering Society**

Nine members of the Marion County, Florida Engineering Society participated in the exercise on April 13, 2005, which was held at the offices of Kimley-Horn and Associates in Ocala, Florida.

The participants were separated into two groups - one of four and one of five.

Group #1 concentrated primarily on enhancing current roadway capacities by widening existing two-lane facilities into four-lane facilities. Examples of these projects would include:

- SW 80<sup>th</sup> Ave: CR 484 to SW 38<sup>th</sup> St.;
- CR 225A: SW 38<sup>th</sup> St. to CR 326;
- SR 326: US 301 to SR 40;
- SR 326: CR 225A to I-75;
- SE 31<sup>st</sup> St: US 441 to SE 19<sup>th</sup> Ave.;
- SE 31<sup>st</sup> St: SE 19<sup>th</sup> Ave. to SR 35;
- Williams Rd: SR 200 to CR 475A;
- CR 475A: Williams Rd. to SW 42<sup>nd</sup> St.;
- SR 35: SR 464 to SR 25;
- SR 464: SR 35 to US 441;
- and SW 66<sup>th</sup> St.: SR 200 to CR 475A.

Other improvements funded by Group #1 included funding the Belleview Bypass, the SW 42<sup>nd</sup> St. Flyover and an interchange at SW 95<sup>th</sup> Ave. SW 95<sup>th</sup> St. would be widened or extended to allow for a connection between SR 200 and I-75. To the east of I-75, a new 4-lane road would extend from the interchange to link up with CR 312. Existing portions of CR 312 would be widened to four-lanes and then extended to US 441 to connect with SW 92<sup>nd</sup> St., which would also be widened to four-lanes. In conjunction with current plans to widen CR 484, this would complete two major east-west corridors in the southern part of the county, both of which would be connected to the Belleview Bypass and essentially US 301 and US 441.

Just as Group #1, the majority of projects that Group #2 chose to fund were capacity improvement projects that would widen existing two-lane facilities to four-lane facilities. Some of these improvements included:

- SR 40: From SW 80<sup>th</sup> Ave. to US 441;
- SW 60<sup>th</sup> Ave.: From SW 38<sup>th</sup> St. to SR 200;
- SW 31<sup>st</sup> St.: From SR 35 to CR 475A.

Other projects of interest include widening CR 475 from CR 484 to US 441, construction of the Belleview Bypass, the SW 42<sup>nd</sup> St/ Flyover, and the 17<sup>th</sup> St. Viaduct.



There were also two very unique improvements that Group #2 recommended that had not been seen before. The first was to widen Oak Rd to four lanes and then extend the corridor to the southwest to connect with the Belleview Bypass. The group reasoned that providing a direct access point to the Belleview Bypass from the southeast area of Silver Springs Shores could alleviate other capacity issues on SR 35 and CR/SR 464.

The second idea, while similar to a project from the Silver Springs Shores exercise but still unique, was to bridge the greenway from SE 64<sup>th</sup> Ave. Rd to Banyan Rd and widen the existing corridors to four lanes. By establishing an access point from the southeast section of the Silver Springs Shores area to the northern section of SR 35, it was proposed that this would further alleviate capacity issues on SR 35 and CR/SR 464.

### **Meeting #18 – Marion Oaks Residents**

This exercise was conducted at the Marion Oaks Community Center on Thursday, April 14, 2005. Seven (7) community members participated in the exercise.

This session produces a particularly diverse collection of non-roadway improvements. Some of these include:

- 20 miles of sidewalks throughout the Marion Oaks community;
- 20 miles of streetlights throughout the Marion Oaks community;
- 20 miles of bicycle lanes throughout the Marion Oaks community;
- two (2) miles of multi-use trail around the Marion Oaks Community park;
- approximately five (5) miles each of streetscaping and landscaping;
- five (5) new busses to serve a new route to Marion Oaks along the SR 200 and SW 60<sup>th</sup> Ave. corridors;
- a centrally located park-and-ride facility, in the Marion Oaks community, to serve as a terminal for the new transit route;
- and new traffic lights and roundabouts to enhance operational efficiencies safety measures on existing roadways.

Roadway projects included the widening of several corridors including portions of CR 475, CR 475A, CR 467, SW 60<sup>th</sup> Ave., and roads within the Marion Oaks community

While the geographic focus of the majority of the improvements was primarily in the southern area of the county especially in or around the Marion Oaks community, the participants also chose to fund a number of regionally significant projects as well. These projects included the Belleview Bypass, the 17<sup>th</sup> St. Viaduct, the SW 95<sup>th</sup> St. extension and interchange, and the SW 42<sup>nd</sup> St. flyover.



## **APPENDIX C**

### **STRINGS & RIBBONS DATABASE TABLES**



*(page intentionally left blank)*



## Ocala / Marion County TPO 2025 LRTP - Strings and Ribbons Database Summary

BRIDGE - (9 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	OVER		#
Roadway	SR 40	Ocklawaha River		7
Roadway	Sharpes Ferry Bridge Replacement (CR 314)	Ocklawaha River		2
Roadway	New Road	Withlacoochee River		1
Roadway	Banyan Rd	Greenway		1
Roadway	New Road S of CR 314	Greenway	(From CR 314 to SSShores)	1
Roadway	SE 92nd Pl Rd	RR crossing	(SSShores)	1
Roadway	SR 326	NE 36th Ave RR crossing		1
Roadway	SE 64th Ave	Greenway		1
Roadway	US 441	RR crossing	(N of SR 40)	1

FLYOVER BRIDGE / VIADUCT				
TYPE	IMPROVEMENT	OVER		#
Roadway	SW 42nd St	I-75		12
Roadway	SW 17th St	US 411 and RR crossing		10

INTERCHANGE - (8 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	AT		#
Roadway	SW 95th St	I-75		16
Roadway	New Road	I-75	(N of Ocala CL & S of CR 326)	3
Roadway	SR 464	SR 35		2
Roadway	SW 66th St	I-75		2
Roadway	Ocala Beltway	I-75		1
Roadway	CR 312	I-75		1
Roadway	Williams Rd	I-75		1
Roadway	SW 103rd Rd Ext.	I-75		1

NEW ROADS - (38 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Roadway	95th St	SR 200	CR 475 A	18
Roadway	Bellevue Bypass	SR 35	US 441	17
Roadway	SW 95th St	SR 200	US 441	2
Roadway	SW 95th St	I-75	CR 475A	2
Roadway	SW 42nd St	SR 200	CR 475A	2
Roadway	New Road-Dunnellen Bypass	US 41	CR 40	2
Roadway	SW 95th St	SW 80th Ave.	E of CR 475A	1
Roadway	SW 95th St	SW 80th Ave.	I-75	1
Roadway	SW 95th St	SW 80th Ave.	SW 27th Ave.	1
Roadway	SW 95th St	SW 60th Ave	Oak Rd (SSShores)	1
Roadway	US 441 Bypass	Divert US 441 to the W of McIntosh		1
Roadway	SW 60th Ave	SW 103rd St Rd	CR 484	1
Roadway	SW 44th Ave	SR 200	SR 40	1
Roadway	SW 38th St	SR 200	SW 80th Ave	1
Roadway	SW 38th Ave	SR 200	CR 484	1
Roadway	SW 38th Ave	SW 42nd St(Flyover)	SW 103rd St Rd	1
Roadway	SW 180th Ave	CR 484	Citrus County Line	1
Roadway	SW 103rd Rd Ext.	SW 60th Ave	I-75	1
Roadway	SE 92nd St (95th)	SR 35	CR 464	1
Roadway	SE 92nd Pl Rd	US 441	SR 35	1
Roadway	SE 36th Ave	SE 36th Ave	I-75	1
Roadway	SE 31st St	US 441	SR 464	1
Roadway	SE 17th St	New Bridge	SR 35	1
Roadway	Rearage Road Behind Plazas (SR 200)	SW 99th St Rd	SW 110th St Rd	1
Roadway	Ocala Beltway	SR 200	CR 475	1
Roadway	New Road	SR 200	SR 326	1
Roadway	New Road at CR 328	across I-75 to SR 200	north to SR 20	1
Roadway	New Road at CR 328	US 441	CR 328	1
Roadway	New Road	Oak Rd	CR 484	1
Roadway	New Road	SE 36th Ave	US 441	1
Roadway	New Road	SSShores	CR 314	1
Roadway	Neighborhood Roads	NW 60th Ave	SR 40	1
Roadway	MLK Ave	NW 22nd St	CR 25A	1
Roadway	McIntosh City Limit	West to Orange Lake		1
Roadway	Frontage Road (parallel to US 27)	CR 225A	SW 60th Ave	1
Roadway	Frontage Road (parallel to US 27)	CR 225A	NW 44th Ave	1
Roadway	extend 103rd St	SR 200	80th Ave	1
Roadway	CR 328	US 41	Levy County Line	1
Roadway	CR 25	NW 35th St	around Fessenden Church	1

'#': Denotes the frequency that each improvement was selected.



## Ocala / Marion County TPO 2025 LRTP - Strings and Ribbons Database Summary

OVERPASS - (10 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	OVER		#
Roadway	SR 326	East RR crossing	Beltway plan to convert SR 326 into a limited access facility.	1
Roadway	SR 326	NE 25th Ave		1
Roadway	SR 326	West Anthony Rd		1
Roadway	SR 326	est RR crossing		1
Roadway	CR 42	over US 441		1
Roadway	CR 475C	SR 200		1
Roadway	NW 2nd	RR crossing		1
Roadway	SR 464	SR 35		1
Roadway	SW 38th Ave	Greenway		1
Roadway	SW 42nd St	SR 200		1

WIDENING - (93 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Roadway	SR 40	SW 80th Ave	US 41	13
Roadway	SR 35	SR 464	Bellevue Bypass	11
Roadway	SR 40	End of 4-lane	CR 314 A	10
Roadway	CR 484	SR 200	Marion Oaks Blvd	10
Roadway	SW 95th St	SW 60th Ave	SW 49th Ave	9
Roadway	US 41	CR 484	SR 40	7
Roadway	SR 200	CR 484	Citrus County Line	7
Roadway	SR 35	SR 464	SR 25	7
Roadway	SR 326	SR 40	US 441	7
Roadway	SE 31st St	US 441	SR 464	6
Roadway	SW 60th Ave	SW 38th St	SR 200	6
Roadway	CR 484	SR 200	Dunnellon	5
Roadway	SW 80th Ave	SR 200	SR 40	4
Roadway	SW 60th Ave	SR 200	SW 38th St	4
Roadway	CR 35	SR 326	SR 40	4
Roadway	SR 40	End of 4-lane	Lake Co Line	3
Roadway	SW 66th St	SR 200	SW 27th Ave	3
Roadway	SR 40	SW 80th Ave	SW 140th Ave	2
Roadway	US 41	Citrus County Line	SR 40	2
Roadway	SW 60th Ave	SW 38th St	SW 80th St	2
Roadway	SW 31st St	US 441	CR 464	2
Roadway	SW 31st Extension	US 441	CR 475C	2
Roadway	SR 40	SW 140th Ave	US 41	2
Roadway	N. Magnolia Ext.	NE 20th St.	US 441	2
Roadway	CR 475A	SW 95th St	SW 42nd St	2
Roadway	CR 475A	CR 475C	CR 484	2
Roadway	CR 475A	CR 484	CR 475	1
Roadway	CR 475A	CR 484	CR 475C	1
Roadway	SR 464	Oak Rd	CR 25A	1
Roadway	CR 200A	NE 35th St	CR 326	1
Roadway	US 441	SR 40	301/401 Split	1
Roadway	US 441	Sumter Co Line	Bellevue Bypass	1
Roadway	US 441	Bellevue Bypass	SR 200	1
Roadway	US 41	Dunnellon City Limits	Rainbow Lakes Estates	1
Roadway	US 301	Bellevue	Sumter Co Line	1
Roadway	SW 80th Ave	CR 484	CR 326	1
Roadway	SW 80th Ave	CR 484	SW 38th St	1
Roadway	SW 66th St	SW 27th Ave	US 441	1
Roadway	SW 64th Ave Rd	Banyan Rd	SR 464	1
Roadway	SW 49th Ave	SW 95th St	CR 484	1
Roadway	SW 43rd Ct	SW 20th St	Williams Rd	1
Roadway	SW 42nd St	SW 27th Ave	SR 200	1
Roadway	SW 38th St	SW 42nd St (Flyover)	SW 60th Ave	1
Roadway	SW 38th St	SW 80th Ave	SW 140th Ave	1
Roadway	SW 38th Ave	to SW 103rd St Rd	CR 475C	1
Roadway	SW 27th Ave	SW 42nd St	CR 484	1
Roadway	SW 180th Ave	SR 40	CR 484	1
Roadway	SW 17th St	SR 200	US 441	1
Roadway	SW 140th Ave	SR 200	CR 328	1
Roadway	SW 140th Ave	CR 484	CR 326	1
Roadway	SW 103rd St Rd	SW 38th Ave	SW 49th Ave	1
Roadway	SW 103rd St Rd	Extend behind Steeplechase	to SW 80th Ave	1
Roadway	SR 464	SR 35	SE 36th Ave	1
Roadway	SR 40	CR 315	SR 19	1
Roadway	SR 40	End of 4-Lane	CR 315	1
Roadway	SR 40	CR 314A	Lake Co Line	1

'#': Denotes the frequency that each improvement was selected.



## Ocala / Marion County TPO 2025 LRTP - Strings and Ribbons Database Summary

WIDENING - (93 IMPROVEMENTS SELECTED) CONT'D				
TYPE	IMPROVEMENT	FROM	TO	#
Roadway	SR 40	CR 314	CR 314A	1
Roadway	SR 40	SW 60th Ave	US 41	1
Roadway	SR 35	SR 464	New Road (SE 36th Ave)	1
Roadway	SR 200	CR 484	US 441	1
Roadway	SE 80th St	US 441	SR 35	1
Roadway	SE 64th Ave	CR 464	End of road	1
Roadway	SE 38th St	SR 200	SW 67th Ave	1
Roadway	SE 31st St	SE 25th Ave	US 441	1
Roadway	SE 31st St	SR 200	SR 464	1
Roadway	SE 25th Ave	SR 464	SE 31st St	1
Roadway	Oak Rd	CR 464	Bellevue Bypass	1
Roadway	NW 60th Ave	US 27	New Interchange	1
Roadway	NW 49th St	SR 200	US 27	1
Roadway	Marion Oaks Manor	Marion Oaks Blvd	Marion Oaks Drive	1
Roadway	Lake Weir Ave	SR 464	US 441	1
Roadway	I-75	I-75	95th St	1
Roadway	SR 326	I-75	SR 40	1
Roadway	SR 326	CR 225A	I-75	1
Roadway	CR 484 to SW 80th Ave. to CR 326	From I-75	SR 35	1
Roadway	CR 475C	CR 475C	I-75/overpass	1
Roadway	CR 475C	to SR 200		1
Roadway	CR 475A	CR 484	US 301	1
Roadway	CR 475	US 441	Sumter County Line	1
Roadway	CR 475	SW 95th St	Downtown Ocala	1
Roadway	CR 475	SW 31st St	CR 484	1
Roadway	CR 475	CR 42	CR 484	1
Roadway	CR 467	CR 484	SE 95th St.	1
Roadway	CR 326	SW 140th Ave	I-75	1
Roadway	CR 326	CR 484	I-75	1
Roadway	CR 325	CR 475	US 441	1
Roadway	CR 314	SR 40	SR 35	1
Roadway	CR 312	SW 60th Ave	US 441	1
Roadway	CR 25	SR 464	US 441	1
Roadway	CR 25A	NW 35th St.	N of CR 326	1
Roadway	CR 225A	SW 38th St	CR 326	1
Roadway	CR 200A	NE 14th St	NE 24th St	1
Roadway	Banyan Rd	SR 35	SE 64th Ave Rd	1

LANDSCAPING - (31 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Beautification	US 441	South City Limits	1 mile south	2
Beautification	US 41	City Limits	5 Miles N	2
Beautification	US 441	Downtown Ocala	5 Miles	2
Beautification	US 441	Ocala CL	Bellevue CL	1
Beautification	US 441	McIntosh	Reddick	1
Beautification	US 441	1 mile s of C.L.	CR 318	1
Beautification	US 441	North City Limit	1 mile north	1
Beautification	US 441	US 27	CR 475C	1
Beautification	SW 95th St	SR 200	I-75	1
Beautification	SW 66th St	SR 200	CR 475 A	1
Beautification	SW 44th St	SR 200	US 27	1
Beautification	SW 27th Ave	SW 42nd St	CR 484	1
Beautification	SR 464	Oak Rd	SE 25th Ave	1
Beautification	SR 40	New Road-Ocala Beltway	SR 35	1
Beautification	SR 40	US 441	SR 35	1
Beautification	SR 40	SW 80th St	US 441	1
Beautification	SR 40	MLK Blvd	SR 35	1
Beautification	SR 326	SR 40	US 441	1
Beautification	SR 200	CR 484	US 441	1
Beautification	SR 200	OTOW	I-75	1
Beautification	SR 200	60th Ave	80th Ave	1
Beautification	CR 484	City Limits	5 Miles E	1
Beautification	CR 475A	SW 66th St	42nd St	1
Beautification	CR 475	SW 31st St	CR 484	1
Beautification	CR 200A	Ocala CL	CR 326	1
Beautification	Multiple Locations throughout county (to be determined)			1
Beautification	Bellevue Bypass	SR 35	W of US 301	1
Beautification	Bellevue Bypass	SR 35	CR 484	1
Beautification	New Road at CR 328	entire length		1
Beautification	New Linear Park	South side of US 27		1
Beautification	SW 95th St	.5 E/W of new interchange		1

'#': Denotes the frequency that each improvement was selected.



## Ocala / Marion County TPO 2025 LRTP - Strings and Ribbons Database Summary

STREETSCAPING - (15 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Beautification	N Magnolia	Train Station	Jacksonville Rd	4
Beautification	MLK Ave	SR 200	US 27	2
Beautification	US 441	North City Limit	South City Limit	1
Beautification	Throughout McIntosh	Multiple locations		1
Beautification	SR 464	Oak Rd	SR 35	1
Beautification	SR 464	SE 36th Ave	Oak Rd	1
Beautification	SR 40	Downtown Ocala	SE 25th Ave	1
Beautification	SR 40	I-75	US 441	1
Beautification	SR 35	CR 326	SR 25	1
Beautification	S. Broadway	Multiple locations		1
Beautification	NE Jacksonville Rd	US 441	NE 35th	1
Beautification	Marion Oaks Lane	CR 484	South-1 mile	1
Beautification	Dunnellon	Pennsylvania Ave		1
Beautification	CR 484	SW 49th Ave.	I-75	1
Beautification	CR 484	US 41	1.5 Miles E	1

BICYCLE PATH - (9 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Bicycle/Pedestrian/Trail	Marion Oaks	Throughout Development		1
Bicycle/Pedestrian/Trail	Ocala	At various locations throughout the city		1
Bicycle/Pedestrian/Trail	103rd St	SR 200	I-75	1
Bicycle/Pedestrian/Trail	MLK Ave	CR 25A	SR 200	1
Bicycle/Pedestrian/Trail	SR 200	I-75	MLK Ave	1
Bicycle/Pedestrian/Trail	SR 40	I-75	Downtown	1
Bicycle/Pedestrian/Trail	SR 200 to US 27 to US 441 to MLK Ave			1
Bicycle/Pedestrian/Trail	Fort King Rd	SE 36th Ave	SR 35	1
Bicycle/Pedestrian/Trail	SSShores	Cherry Road Vicinity		1

MULTI-USE TRAIL - (18 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Bicycle/Pedestrian/Trail	Lake Weir	To completely encircle the lake		1
Bicycle/Pedestrian/Trail	CR 475C & CR 475	CR 25 (Include 475,475A, 475B)		1
Bicycle/Pedestrian/Trail	Existing Tracks	LWHS	Ocala Train Station	1
Bicycle/Pedestrian/Trail	CR 25	SR 464	US 441	1
Bicycle/Pedestrian/Trail	CR 464	Oak Rd	CR 25	1
Bicycle/Pedestrian/Trail	Parallel to rail bypass	Curve S of NE 35 St.	CR 312	1
Bicycle/Pedestrian/Trail	Bellevue Bypass	US 441	CR 25	1
Bicycle/Pedestrian/Trail	Dunnellon	Downtown	Rainbow Springs	1
Bicycle/Pedestrian/Trail	Dunnellon	Griffith State Park/State Camp	E Pennsylvania Ave/CR 484	1
Bicycle/Pedestrian/Trail	SR 200	OTOW	NW 66th St	1
Bicycle/Pedestrian/Trail	Greenway	Pruitt Trailhead	Dunnellon	1
Bicycle/Pedestrian/Trail	SR 40	Extend multi-use trail		1
Bicycle/Pedestrian/Trail	New Road-parallel to CR 320	McIntosh C.L.	West of I-75	1
Bicycle/Pedestrian/Trail	on 103rd St extension	SR 200	80th Ave	1
Bicycle/Pedestrian/Trail	Marion Oaks	around Community Park		1
Bicycle/Pedestrian/Trail	Dunnellon	W Pennsylvania Ave	City Limits	1
Bicycle/Pedestrian/Trail	Dunnellon	Along Withlacoochee River		1
Bicycle/Pedestrian/Trail	SR 200	103rd St	Pine Run	1

PEDESTRIAN BRIDGE - (20 IMPROVEMENTS SELECTED)			
TYPE	IMPROVEMENT	FROM	#
Bicycle/Pedestrian/Trail	Paddock Mall	over SR 200	7
Bicycle/Pedestrian/Trail	OTOW	over SR 200	4
Bicycle/Pedestrian/Trail	SW 5th St (Police Station)	over US 441	3
Bicycle/Pedestrian/Trail	Downtown Ocala	over SR 40	2
Bicycle/Pedestrian/Trail	Downtown Dunnellon	over Rainbow River	2
Bicycle/Pedestrian/Trail	Intersection SR 464/SR 35	over Greenway	1
Bicycle/Pedestrian/Trail	Cantler Golf Club	over SW 80th Ave	1
Bicycle/Pedestrian/Trail	Forest High School	over SR 464	1
Bicycle/Pedestrian/Trail	Florida Northern Rail Line	over SR 40	1
Bicycle/Pedestrian/Trail	at Magnolia	over SR 40	1
Bicycle/Pedestrian/Trail	at SR 35	over SR 40	1
Bicycle/Pedestrian/Trail	NW 11th Ave	over SR 40	1
Bicycle/Pedestrian/Trail	NW 19th Ave	over SR 40	1
Bicycle/Pedestrian/Trail	Banyan Rd	over SR 35	1
Bicycle/Pedestrian/Trail	Steeple Chase	over SR 200	1
Bicycle/Pedestrian/Trail	SW 80th Ave	over SR 200	1
Bicycle/Pedestrian/Trail	Comm. Ed Center	over SR 200	1
Bicycle/Pedestrian/Trail	SW 38th Ave	over SR 200	1
Bicycle/Pedestrian/Trail	SE 7th St	over SE 36th Ave	1
Bicycle/Pedestrian/Trail	McPherson Complex	over NE 25th Ave	1

'#': Denotes the frequency that each improvement was selected.



## Ocala / Marion County TPO 2025 LRTP - Strings and Ribbons Database Summary

SIDEWALK - (20 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Bicycle/Pedestrian/Trail	Marion County	(28 Miles) at Major Bus stops & around schools		1
Bicycle/Pedestrian/Trail	Marion Oaks	Throughout development		1
Bicycle/Pedestrian/Trail	Ocala	At various locations throughout the city		1
Bicycle/Pedestrian/Trail		SR 200 to US 27 to US 441 to MLK Ave		1
Bicycle/Pedestrian/Trail	SW 103rd St	SR 200	I-75	1
Bicycle/Pedestrian/Trail	NE Jacksonville Rd	US 441	NE 35th	1
Bicycle/Pedestrian/Trail	SSShores	Cherry Road Vicinity		1
Bicycle/Pedestrian/Trail	US 441	South City Limits	CR 318	1
Bicycle/Pedestrian/Trail	Sunrise Elem	Around school		1
Bicycle/Pedestrian/Trail	SW 95th St	Around New School		1
Bicycle/Pedestrian/Trail	Lake Weir Ave	SW 17th St	SW 38th St	1
Bicycle/Pedestrian/Trail	SE 41st	SE 80th	SE 52nd	1
Bicycle/Pedestrian/Trail	SW 95th Ave	SW 60th Ave	SW 49th Ave	1
Bicycle/Pedestrian/Trail	NH Jones Elem	Around School		1
Bicycle/Pedestrian/Trail	NW 16th St	MLK Ave	Lilian Bryant Park	1
Bicycle/Pedestrian/Trail	NW 14th St	NW 20th Ave	Lilian Bryant Park	1
Bicycle/Pedestrian/Trail	Downtown Dunnellon	to Rainbow River Bridge on CR 484		1

WILDLIFE / RECREATION UNDERPASS - (10 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Bicycle/Pedestrian/Trail	SR 40	SR 35	Lake County Line	9
Bicycle/Pedestrian/Trail	SR 40	CR 314A	Lake County Line	6
Bicycle/Pedestrian/Trail	SR 40	SR 35	CR 314A	5
Bicycle/Pedestrian/Trail	SR 40	SR 40	Downtown	4
Bicycle/Pedestrian/Trail	SR 40	CR 314 A	Lake Co Line	2
Bicycle/Pedestrian/Trail	CR 484	at SR 200		1
Bicycle/Pedestrian/Trail	CR 312	at Greenway		1
Bicycle/Pedestrian/Trail	CR 484	at Spruce Creek Preserve		1
Bicycle/Pedestrian/Trail	SR 464	at SR 35		1
Bicycle/Pedestrian/Trail	US 441	at Greenway		1

INTERSECTION IMPROVEMENT - (4 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Operational Improvement	CR 475A	at SE 66th St	(Add SB Rt Turn Bay)	1
Operational Improvement	SR 326	at CR 200A		1
Operational Improvement	SR 464	SR 35	SR 200	1
Operational Improvement	US 441	at SR 464		1

ROUNDAABOUT / TRAFFIC CIRCLE - (10 IMPROVEMENTS SELECTED)			
TYPE	IMPROVEMENT	FROM	#
Operational Improvement	SR 200	at 80th Ave	2
Operational Improvement	SR 200	at SW 60th Ave	1
Operational Improvement	SR 200	at CR 484	1
Operational Improvement	CR 25A	at CR 329	1
Operational Improvement	CR 42	at CR 475	1
Operational Improvement	CR 467	at SE 36th Ave	1
Operational Improvement	CR 475	at SW 66th St	1
Operational Improvement	CR 475	at SE 52nd St	1
Operational Improvement	CR 475A	at CR 475B	1
Operational Improvement	NW 7th Ave	at NH Jones	1

TRAFFIC CALMING - (5 IMPROVEMENTS SELECTED)			
TYPE	IMPROVEMENT	FROM	#
Operational Improvement	Ocala	on NW 14th St	1
Operational Improvement	Ocala	on NW 16th St	1
Operational Improvement	Ocala	on NW 17th St	1
Operational Improvement	Ocala	on NW 18th St	1
Operational Improvement	Ocala	on NW 24th Rd	1

'#': Denotes the frequency that each improvement was selected.



## Ocala / Marion County TPO 2025 LRTP - Strings and Ribbons Database Summary

TRAFFIC SIGNAL - (22 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	AT		#
Operational Improvement	SR 200	at SW 66th St		5
Operational Improvement	US 27	at Old Blichton Road		2
Operational Improvement	SR 40	at SW 80th Ave		2
Operational Improvement	Downtown Ocala	Various Locations	(Five lights funded)	1
Operational Improvement	US 441	at Avenue G	McIntosh	1
Operational Improvement	US 27	at CR 326		1
Operational Improvement	SW 95th St	at SW 60th Ave		1
Operational Improvement	SR 464	at SR 35		1
Operational Improvement	SR 40	at SW 11th Ave		1
Operational Improvement	SR 200	at CR 66		1
Operational Improvement	SR 200	at SW 95th St	(New Intersection)	1
Operational Improvement	SR 200	at Oak Run Ent.		1
Operational Improvement	SR 200	at SW 10th Ave at	(Comm. Ed. Center)	1
Operational Improvement	SR 200	at West Marion Hospital		1
Operational Improvement	SR 200	at SW 80th Ave		1
Operational Improvement	Marion Oaks Blvd.	at Marion Oaks Lane		1
Operational Improvement	CR 484	at SW 180th Ave		1
Operational Improvement	CR 484	at SW 80th Ave		1
Operational Improvement	CR 225	at SR 326		1
Operational Improvement	CR 200A	at CR 326		1
Operational Improvement	SW 95th St	at SW 80th Ave		1
Operational Improvement	103rd St	at 62nd Ave		1

MISCELLANEOUS				
TYPE	IMPROVEMENT	FROM	TO	#
Rail Realignment	Existing Rail (Add Bypass)	Curve S of NE 35 St.	CR 312	1
Street Lights	Marion Oaks	Throughout development		1
Street Lights	US 41	Dunnellon City Limits	Rainbow Springs	1

BUS - (26 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Transit Improvement	SR 200	US 441 / Paddock Mall	to CR 484 / Oak Run	65
Transit Improvement	CR 484	Dunnellon	Ocala	11
Transit Improvement	Existing Routes	Decrease Headways		12
Transit Improvement	US 441	Bellevue	Ocala	7
Transit Improvement	CR 484	Dunnellon	Bellevue	6
Transit Improvement	SSShores area on current route	Decrease Headways		5
Transit Improvement	SR 200	Ocala	Dunnellon	4
Transit Improvement	Bus Rapid Transit - (BRT)	Silver Springs Shores	Paddock Mall	3
Transit Improvement	CR 484	Marion Oaks		3
Transit Improvement	SR 40	Airport	SW 60th Ave	3
Transit Improvement	Bellevue Bypass	CR 25A	SR 35	2
Transit Improvement	Bellevue	to Silver Springs Shores	to Ocala	1
Transit Improvement	Fort King Rd	SE 36th Ave	SR 35	2
Transit Improvement	SR 200	I-75	Spruce Creek	2
Transit Improvement	SR 200	I-75	CR 484	2
Transit Improvement	SR 200	Ocala	OTOW	2
Transit Improvement	US 27	to CR 225A	W of I-75	2
Transit Improvement	Reddick/Orange Lake/McIntosh	to Ocala		3
Transit Improvement	SR 35	SR 40	US 441	2
Transit Improvement	Zuber/Fellowship	Ocala		2
Transit Improvement	CR 475	SW 95th St	Ocala	1
Transit Improvement	Spruce Creek Circulator			1
Transit Improvement	To Williston	Ocala		1
Transit Improvement	To Ocala Regional Airport	Ocala		1
Transit Improvement	To Ocklawaha	Ocala		1
Transit Improvement	To The Villages	Ocala		1

RAIL - (3 IMPROVEMENTS SELECTED)				
TYPE	IMPROVEMENT	FROM	TO	#
Light Rail	Existing Tracks.	SSShores	Ocala Train Station	5
Commuter Rail	Commuter Service	Ocala	Gainesville	1
Commuter Rail	Commuter Service	Lake Co Line	back towards Ocala	1

'#': Denotes the frequency that each improvement was selected.



## Ocala / Marion County TPO 2025 LRTP - Strings and Ribbons Database Summary

PARK-N-RIDE - (18 IMPROVEMENTS SELECTED)			
TYPE	IMPROVEMENT	FROM	#
Transit Improvement	SR 200	near OTOW	3
Transit Improvement	CR 484	Dunnellon	2
Transit Improvement	Existing Tracks (SSShores)	at SE 110th Ave Rd	2
Transit Improvement	Marion Oaks Blvd	Marion Oaks	2
Transit Improvement	SR 200	at CR 484	2
Transit Improvement	SR 35	at RR Tracks (Light Rail Lot)	2
Transit Improvement	at Paddock Mall		1
Transit Improvement	LWHS		1
Transit Improvement	SR 200	at Oak Run	1
Transit Improvement	SR 200	at Sam's Club	1
Transit Improvement	SR 200	SW 60th Ave	1
Transit Improvement	SR 464	SE 108th Ter	1
Transit Improvement	SW 18th Ave	at CR 484	1
Transit Improvement	SW corner of 60th	at SR 200	1
Transit Improvement	Timber Ridge Medical Plaza		1
Transit Improvement	West Marion Hospital		1
Transit Improvement	US 441	Orange Lake	1
Transit Improvement	US 441	The Villages	1

'#': Denotes the frequency that each improvement was selected.



*(page intentionally left blank)*



**APPENDIX D**

**STRINGS & RIBBONS**  
**NEWSLETTER**



*(page intentionally left blank)*



# 2025 TRANSPORTATION PLAN UPDATE

## Ocala/Marion County TPO

AUGUST 2005

DEVELOPING ALTERNATIVE # 1

### Year 2025 Transportation Plan Update

The Long Range Transportation Plan (LRTP) serves as the guiding tool for the selecting and funding of transportation projects over the next 20 years. The LRTP update involves the development of a community vision of how the Ocala/Marion County area should address transportation needs for all modes of transportation over the next 20 years. The identification of projects in the LRTP is important in order for those projects to be eligible for state/federal transportation funding.

The development of the LRTP includes the following components:

- \* **Public Involvement Program** to ensure that a community vision is identified representative of all Marion County citizens;
- \* **Financial Resources** document to determine how much funding is anticipated over the Plan time period; and,
- \* **Cost Feasible Plan** indicating which selected projects can be funded and completed over the 20-year Plan period.

### What is the Transportation Planning Organization (TPO)?

The Ocala/Marion County Transportation Planning Organization (TPO) was established in 1981 after the 1980 Census determined the urbanized area of the City of Ocala had exceeded 50,000 population. The TPO Board is comprised of (5) members from the Ocala City Council, (5) members of the Marion County Commission, (1) member from the Belleview Commission, and (1) member from the Dunnellon City Council. The purpose of the TPO is to provide a forum for a coordinated, comprehensive and continual transportation planning process. This process is critical in providing a safe, effective and cost efficient transportation system. The Ocala/Marion County TPO is responsible for the planning and implementation of several modes of transportation including highway, transit, paratransit, bicycle and pedestrian.

#### IN THIS ISSUE

Cover	Year 2025 Transportation Plan Update
2	What is the TPO?
	Strings & Ribbons Program
	Strings & Ribbons Summary
3	Alternative 1 Map - Marion County
4	Alternative 1 Map - City of Ocala
5	About Alternative 1
6	Project Schedule



McIntosh Strings & Ribbons



Governors West Ocala Council  
Strings & Ribbons



Marion Oaks Strings & Ribbons

***“The Strings and Ribbons Program resulted in 644 projects identified by participants.”***



## The Strings and Ribbons Program

The Strings and Ribbons Program is a different approach than previously used to obtain public input on the LRTP. This program is very 'hands on' and provided participants the opportunity to play the role of elected officials over the next 20 years in deciding how transportation dollars should be prioritized in the Ocala/Marion County area. The typical Strings and Ribbons group consisted of up to 8 people with the group having \$500 million dollars to allocate on projects that they saw as important for implementing their vision of transportation facilities in the year 2025. The Program has been likened to a version of transportation monopoly whereby participants were provided a map of Marion County, paper money, and a list of potential improvements to develop a Year 2025 Transportation Plan for Ocala/Marion County.



Dunnellon Strings & Ribbons



SR 200 Coalition Strings & Ribbons



Silver Springs Shores Strings & Ribbons

### PROGRAM SUMMARY

- \* **18 Strings and Ribbons Programs completed from November 2004 – June 2005**
- \* **300+ participants from all around Marion County:**
  - SR 200 Coalition
  - Silver Springs Shores Residents
  - Smart Growth Coalition
  - Governors West Ocala Council
  - Oak Run
  - Community Traffic Safety Team (CTST)
  - TPO Technical Advisory Committee (TAC)
  - North Magnolia CRA
  - Marion County Engineering Society
  - Downtown Ocala Development Committee
  - OTOW Democratic Club
  - Marion Oaks Residents
  - City of McIntosh Residents
  - City of Dunnellon Residents
  - Public Policy Institute
  - TPO Citizens Advisory Committee (CAC)
  - Marion County Realtors
  - Ocala Chamber of Commerce
- \* **644 individual projects selected:**
  - 53% Road Projects
  - 17% Transit Projects
  - 14% Bicycle/Pedestrian Projects
  - 8% Beautification Projects
  - 8% Operational Improvement Projects

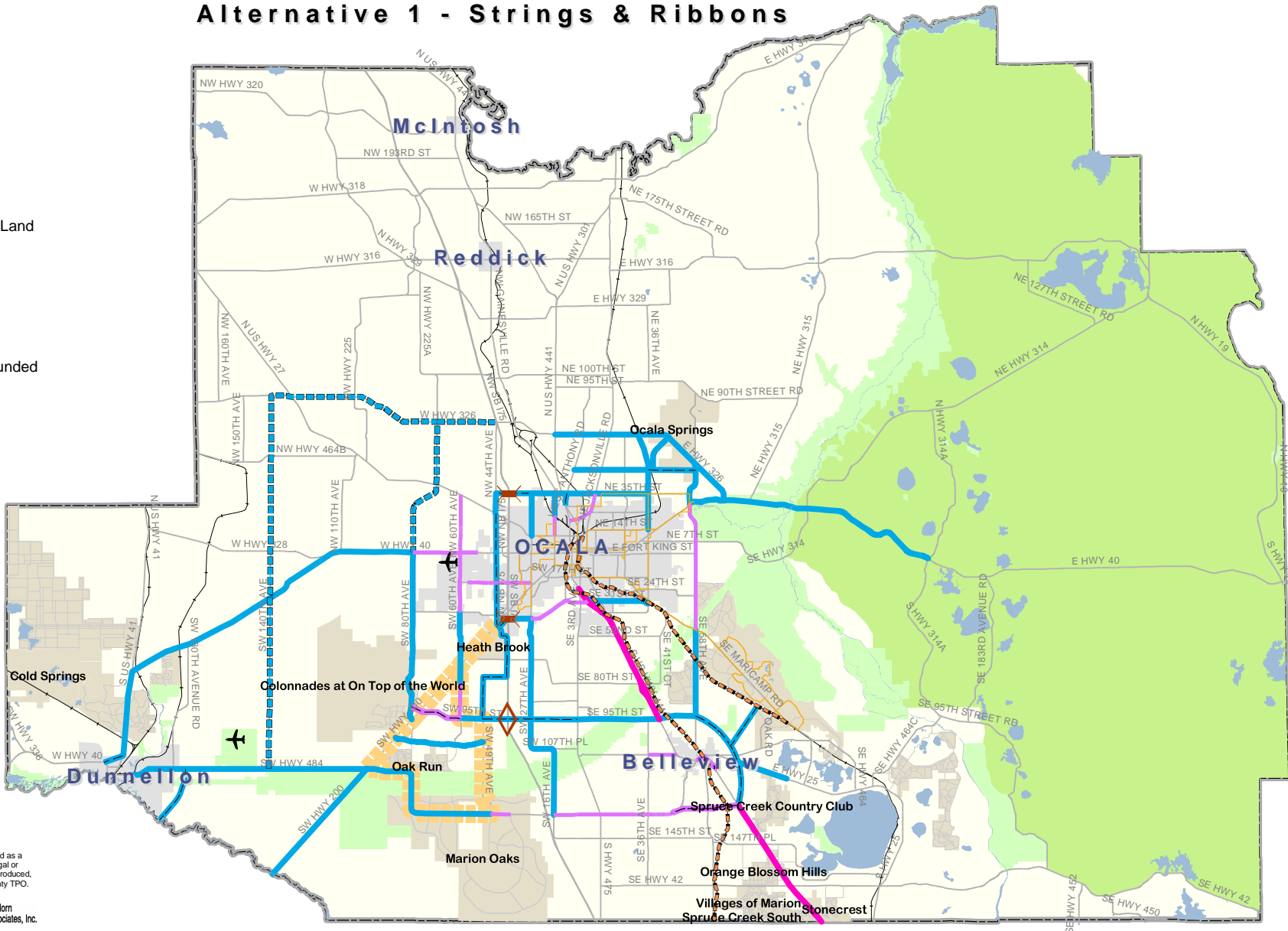


## 2025 Existing + Committed Roadway Network - Marion County

## Alternative 1 - Strings & Ribbons

### Legend

- 
- Legend:**
- Airport
  - DRIs
  - Lakes and Rivers
  - Railroad
  - Streets
  - City Limits
  - Greenways, State or Public Land
  - Ocala National Forest
  - Marion County Boundary
  - Suntran Routes
- Capacity Projects w/ Construction Funded**
- New Road Construction
  - Additional Lanes
- Specified Needs**
- 4-Lane
  - New Segment
  - 6-Lane
  - Possible Beltway Alignments
  - Transit Needs
  - Light Rail  
(On existing railroad tracks)
  - Interchange
  - Overpass



This map is for general purposes only. This information is provided as a visual representation only and is not intended to be used as a legal or official representation of legal boundaries. This sheet may not be reproduced, in part or in full, without specific approval of the Ocala/Marion County TPO.



# Legend

- Airport
- DRIs
- Lakes and Rivers
- Railroad
- Streets
- City Limits
- Greenways, State or Public Land
- Ocala National Forest
- Marion County Boundary
- Suntran Routes

## Capacity Projects w/ Construction Funded

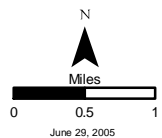
- New Road Construction
- Additional Lanes

## Specified Needs

- 4-Lane
- New Segment
- 6-Lane
- Possible Beltway Alignments

## Transit Needs

- Light Rail  
(On existing railroad tracks)
- Interchange
- Overpass

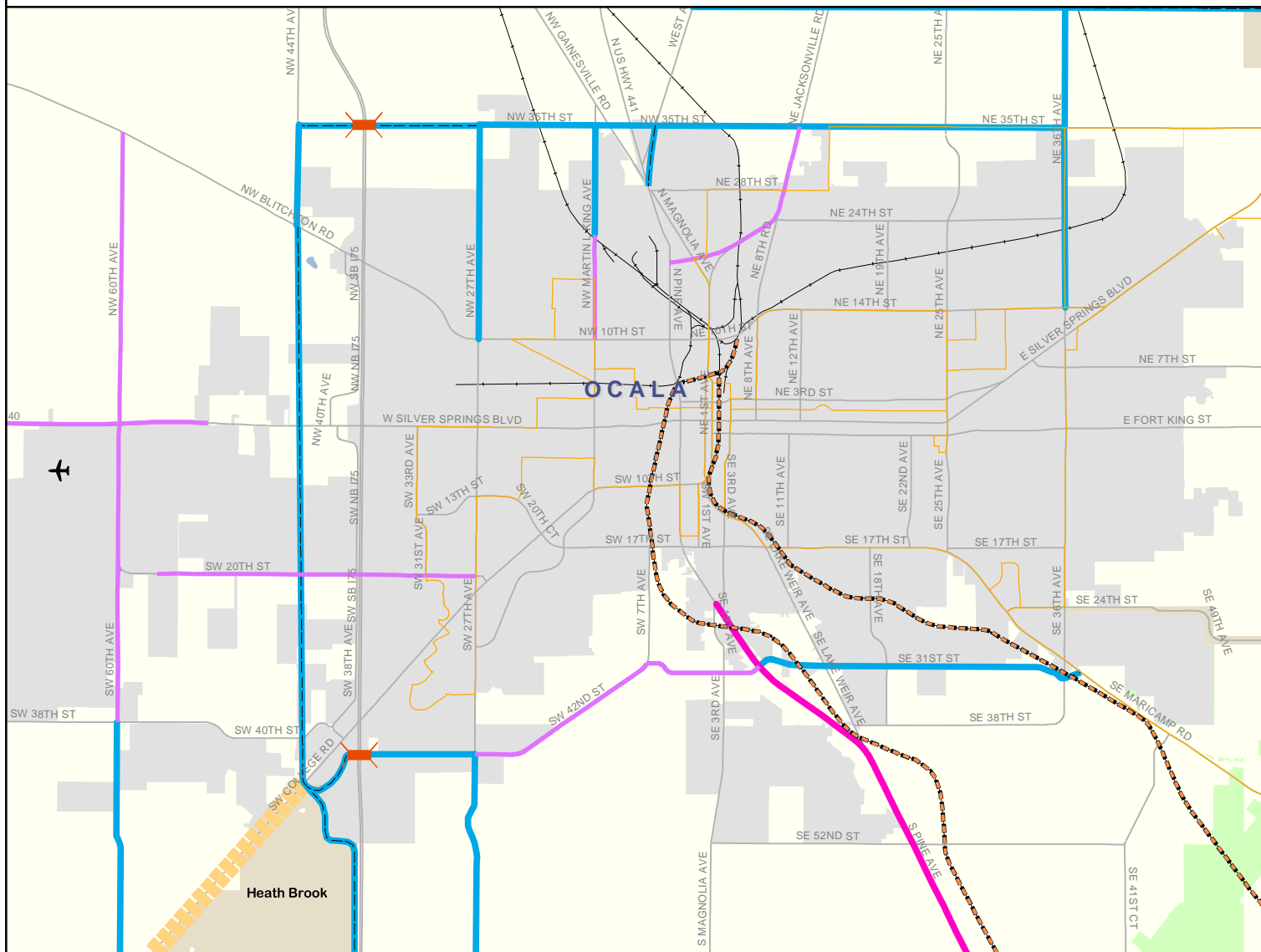


This map is for general purposes only. This information is provided as a visual representation only and is not intended to be used as a legal or official representation of legal boundaries. This sheet may not be reproduced, in part or in full, without specific approval of the Ocala/Marion County TPO.



# 2025 Existing + Committed Roadway Network - City of Ocala

## Alternative 1 - Strings & Ribbons





## About Alternative #1

The process of arriving at the final Long Range Transportation Plan involves the development of what we call 'Alternatives'. Alternatives are simply a way of looking at how various 'alternative' projects (if they were to be funded and constructed) would impact/improve the overall transportation system in the future year 2025. For the development of Alternative #1, staff relied upon the findings of the Strings and Ribbons Program from all of the various groups that participated. The projects/concepts that were selected for this Alternative were developed by two or more groups throughout the Strings and Ribbons Program. In addition, staff added a few projects to the list to address anticipated deficiencies. Alternative #1 is referred to as the "Strings and Ribbons" or the "public identified Alternative".

The next step will be inputting these future year Alternative improvements into our transportation model to find out what impacts these projects will have in the Year 2025 roadways. The results from this analysis will provide valuable information for reviewing Alternative #1 to see if the proposed improvements addressed existing and anticipated future traffic and congestion problems. The results of this analysis will be used in the development of Alternative #2. The final Alternative #3 (the Cost Feasible Plan) will be developed later this year (late September/October). The Projects for Alternative #1 are as follows:

Roadway	From	To	NEED
SR 40	US 41	SW 80th Ave	4 LANE
CR 484	US 41	SR 200	4 LANE
CR 484	SR 200	SW 49th Ave	4 LANE
SW 103 St Rd	SR 200	SW 49th Ave	4 LANE
SW 80th Ave	SR 200	SR 40	4 LANE
SW 60th Ave	SW 80th St	SW 38th St	4 LANE
SR 200	CR 484	Citrus County Line	4 LANE
CR 475A	CR 484	SW 42nd Street	4 LANE
SR 35	SR 464/Maricamp Rd	SE 95th St	4 LANE
SW 95th Street	SW 60th Ave	CR 475	4 LANE - NEW
CR 312	CR 475	SR 35	4 LANE
Bellevue Bypass	SR 35	US 441	4 LANE - NEW
New Rd - Bypass connection	Bellevue Bypass	CR 464	2/4 LANE - NEW
CR 25	Bellevue Bypass	SE 100th Ave	4 LANE
SR 40	SR 35	CR 314A	4 LANE
SR 326	US 441	SR 40	4 LANE
NW 35th St	NE 36th Ave	NW 27th Ave	4 LANE
NW 35th St Extension	NW 27th Ave	NW 44th Ave	4 LANE - NEW
NW 44th Ave	NW 35th St	US 27	4 LANE
NW 44th Ave Extension	US 27	SR 200	4 LANE - NEW
NW 49th Ave Extension	SW 95th St	SR 200	4 LANE - NEW
SW 42nd Street Extension	CR 475A	SR 200	4 LANE - NEW
SE 31st Street	US 441	SE 36th Ave	4 LANE
NE 36th Avenue	SR 492	NE 35th St	4 LANE
New Rd - Anthony Rd connection	US 441	West Anthony Road	2/4 LANE - NEW
US 441	CR 484/Bellevue Bypass	Sumter County Line	6 LANE
US 441	SE 23rd Place	SE 95th St	6 LANE
Martin Luther King Ave	NW 22nd St	NW 35th St	4 LANE
NW 27th Ave	US 27	NW 35th St	4 LANE

Please check the website [www.ocalamariontpo.org](http://www.ocalamariontpo.org) for updates on the LRTP or contact TPO staff at 629-8297, or email [TPO@ocalafl.org](mailto:TPO@ocalafl.org).





# 2025 TRANSPORTATION PLAN UPDATE

## Ocala/Marion County TPO

### About Alternative # 1 *(Continued from page 5)*

Alternative # 1 also includes the following projects:

#### OPTIONS FOR BELTWAY ALIGNMENTS:

SW 140<sup>th</sup> Ave from CR 484 to CR 328 (Add 2 lanes)  
SW 140<sup>th</sup> Ave from CR 328 to SR 326 (New 4 lane)  
SR 326 from NW 140<sup>th</sup> Ave to NW 44<sup>th</sup> Ave (Add 2 lanes)  
SW 80<sup>th</sup> Ave from SR 40 to SR 326 (Add 2 lanes)

#### ADDITIONAL OPTIONS:

New Interchange at I-75 and SW 95<sup>th</sup> Street  
Transit Service to SR 200/Marion Oaks  
Overpass at I-75 and SW 42<sup>nd</sup> Street  
Overpass at I-75 and NW 35<sup>th</sup> Street  
Light Rail service on existing rail lines from Downtown  
Ocala to Silver Springs Shores  
Light Rail service on existing rail lines from Ocala to south  
Marion County

### 2005 LRTP SCHEDULE

#### AUGUST

Review Alternative # 1 Analysis &  
Develop Alternative # 2

**16** TAC / CAC Meeting

**23** TPO Meeting  
(Financial Resources)

#### SEPTEMBER

Review Alternative # 2 (Staff)

#### OCTOBER

Review Alternative # 2 Analysis &  
Develop Final Alternative # 3  
(Cost Feasible Plan)

**11** TAC / CAC Meeting

**25** TPO Meeting

#### NOVEMBER

Review Alternative # 3 Analysis &  
Adopt LRTP (Cost Feasible Plan)

**8** TAC / CAC Meeting

**22** TPO Meeting

Ocala/Marion County TPO  
P.O. Box 1270  
Ocala, FL 34478

POSTAGE



Kimley-Horn and Associates, Inc.



## **APPENDIX E**

### **OCTOBER MEETING FLYER, MEETING SURVEY, & PUBLIC COMMENT**



*(page intentionally left blank)*



OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION

# L RTP *Update*



Kimley-Horn  
and Associates, Inc.

The 2025 Long Range Transportation Plan (LRTP) will serve as the planning document for transportation improvements over the next 20 years. The Ocala/Marion County Transportation Planning Organization (TPO) has developed a Draft **Preliminary Transportation Needs Plan** based upon numerous Strings and Ribbons sessions, local government input, and additional citizen input. The TPO would like to invite you to attend **one of three public meetings** to obtain your comments and recommendations on the Plan. Each of these

meetings will provide two opportunities to hear a presentation on the Draft Needs Plan to be given at 4:30 PM and 6:30 PM. TPO staff will be available throughout the meetings to **obtain your comments** and discuss the Plan in more detail. Please plan to attend one of these meetings to ensure that your **recommendations and input are considered** as part of the 2025 LRTP Update. For a map and list of projects on the Preliminary Needs Plan please visit our website at [www.ocalamariontpo.org](http://www.ocalamariontpo.org). The meetings will be held at the following locations:



*October 4, 2005*

Queen of Peace Catholic Church 4 - 8PM  
6455 SW SR 200

*October 5, 2005*

City of Belleview, City Hall 4 - 8PM  
5343 Southeast Abshier Boulevard (US 441)

*October 6, 2005*

CFCC 4 - 8PM  
CFCC Ewers Center located at 3001 SW College Rd. (SR 200)





**OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION**

Marion County • City of Belleview • City of Dunnellon • City of Ocala

**\*\*\*TRANSPORTATION SURVEY\*\*\***

The Year 2025 Long-Range Transportation Plan identifies a funding shortfall of approximately \$770,000,000. How would you propose to address the anticipated shortfall?

- ☐ Nothing
- ☐ 1¢ sales tax (generates approx. \$44,000,000 per year)
- ☐ ½¢ sales tax (generates approx. \$22,000,000 per year)
- ☐ Increase ad valorem (property) taxes (amount varies)
- ☐ Increase gas taxes 5¢ (generates approx. \$8,150,000/yr)

Would you like to see increased local funding for alternative modes such as transit, sidewalks and bicycle lanes?

- ☐ Yes
- ☐ No

What do you feel is the most pressing transportation need for your area or Marion County as a whole?

Additional comments:

---

---

---



***The Year 2025 Long-Range Transportation Plan identifies a funding shortfall of approximately \$770,000,000. How would you propose to address the anticipated shortfall?***

37% Nothing  
21% 1-Cent sales tax (Generates Approx. \$44,000,000/yr)  
0% ½- Cent sales tax (Generates Approx. \$22,000,000/yr)  
26% Increase ad valorem (Amount Varies)  
26% Increase gas taxes 5-cents (Generates Approx. \$8,150,000/yr)  
16% (Write-In – Increase Impact Fees)

***Would you like to see increased local funding for alternative modes such as transit, sidewalks and bicycle lanes?***

73% Yes  
27% No

***What do you feel is the most pressing transportation need for your area or Marion County as a whole?***

- Need to build a road to Ocklawaha.
- Should build alternative transport (light rail), safe sidewalks, two-lane roads, etc.
- Save the greenway!
- Save Belleview from being boxed in by four-laning SW/SE 95<sup>th</sup> St.
- Alternative transportation: sidewalks, bike-lanes, public transit – including light rail.
- Accommodations for safe passage for pedestrians – such as pedestrian bridges over roads and more handicapped accommodations.
- A comprehensive system of two-lane roads, not four-lane roads.
- Land use, not traffic counts, should determine road planning and design. Planning for roads should emphasize protection of farmland, high water recharge areas, and wildlife refuge areas.
- The integrity of communities versus splitting up communities with wide roadways – Keep SW/SE 95<sup>th</sup> St. on the map.
- I oppose the I-75 interchange at SW 95<sup>th</sup> St.
- I oppose four-laning scenic roads. I am opposed to an additional exit on I-75. I am also therefore opposed to four-laning CR 475A, CR 475B, and SW 95<sup>th</sup> St. To do this will cause a change in the zoning of properties on these roads which will only add to our growth and destroy the beauty of our county, raise our taxes, cause higher crime rates, and poor air quality.
- Fixing up roads that need repairs. Our school buses run over chuck-holes and everything. Our taxes pay for school buses. We like to see them stay in good condition. Also, we like our cars and want to keep them in good shape if we can.
- Please fix the existing roads before you do anything else.



- No access to SW 66<sup>th</sup> St.
- Project “3-S” (SW 49<sup>th</sup> Ave.) should go underneath SW 38<sup>th</sup> St.
- Need SW 95<sup>th</sup> St. back on the map.
- Have to plan ahead – people moving in – baby boom retirement.
- Need to develop areas other than SR 200.
- Put SW 95<sup>th</sup> St. back on the map.
- Governments must look at all times – at what is best for taxpayer now and in the future.
- Ass SW 95<sup>th</sup> St. (east of CR 475) and interchange and road parallel to I-75.
- Keep the shady area two-laned and scenic.
- No SW 95<sup>th</sup> St. project.
- CR 475 keep two lanes.
- I oppose the SW 95<sup>th</sup> St. interchange, four-laning any scenic road, and taking scenic roads off of the list of scenic roads.
- SW 95<sup>th</sup> St. needs to be put back on scenic road list.
- Need lane improvements around SW 38<sup>th</sup> St.
- City and county must work together and count concurrency in the same manner.
- Take SW 95<sup>th</sup> St. to US 27 (US 441) on CR 475.
- Four-lane US 27 (US 441) or north into town.
- I’d like to see the W 95<sup>th</sup> St. interchange built at I-75. SR 200 traffic could use the relief.
- Just leave things as they are. Hopefully, no more people will want to live here. Then we won’t have transportation problems.
- Just properly maintain the roads that we have now.
- More and wider roads do not relieve traffic congestion. They only invite more traffic, more development, dangerous speeds and more detours, dust danger and years of confusion while they are being built.
- Mr. Slay,

Thank you so much for the professional presentation at the church last night. Your group has really done the work and it shows. I feel our little county is in good hands with regard to transportation in the future. I’ve done the Strings & Ribbons and a couple of meetings and it’s interesting to see and hear some of the citizen’s comments...everybody has a “pet project” but you and your group treat everyone with respect. I have noticed that once a person moves to Marion County, they believe in their hearts that nobody else should touch a



thing. I think people feel sometimes that they own not just the home, but the view across the street to. That's kinda funny thinking.

Keep up the good work!

Take Care,

Paul

P.S.: Here's my "pet project"....SW 95<sup>th</sup> St. interchange. The sooner, the better. SR 200 needs options.

- I'm glad you are preserving the area ot the south of CR 475C, between I-75 and US 441. This is a very scenic area and should be left alone.
- Add the additional interchange south of SR 200.
- Four-lane SW 95<sup>th</sup> St., from east to west, with no interchange at I-75.
- Need better connectivity between Belleview and Silver Springs Shores.
- Four-lane SR 326, from east of US 441 to SR 40 with development tightened to avoid strip-malling.
- Add interchange at SW 95<sup>th</sup> St. and I-75.
- Improve east-west connectivity (Add SW 95<sup>th</sup> St. back to the agenda)
- Strongly, strongly, strongly oppose SW 95<sup>th</sup> St. extension across Shady area. The project will invite and ensure development along the corridor as a four-lane road. I would like to see SW 95<sup>th</sup> St. go back on the scenic road ordinance. Any more paving will decrease water quality in a karst area.
- The four-lane would invite more traffic, higher speeds, result in more dangerous roads, and more serious accidents.
- The agricultural nature of this area needs to be preserved.
- I oppose the I-75 interchange at SW 95<sup>th</sup> St. because it would be the demise of our scenic roads and the Cross-Florida Greenway. Ocala is called the "Horse Capital of the World", but if we do not leave green space, there cannot be any horses except the plastic ones.
- We need to keep the Shady area as two-lane roads to buffer the greenway.
- The greenway is a gift that needs to protected from development and semi traffic, especially SW 95<sup>th</sup> St.
- I strongly oppose the four-laning of SW 66<sup>th</sup> St., and I strongly suggest that "3-S" (SW 49<sup>th</sup> Ave.) goes under SW 66<sup>th</sup> St.
- I think the overpass at SW 31<sup>st</sup> St. connecting with "3-S" (SW 49<sup>th</sup> Ave.) us a good idea to get people from On Top of the World to the Paddock Mall.
- I think the train tracks should be made into paved trails (Rails to Trails).
- I think the change of timing of traffic lights will make a big difference in traffic flow in the SR 200 area.