NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Ocala Marion Transportation Planning Organization

DRAFT: September 29, 2025

TPO OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

[Resolution Text Here]

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2050 LRTP Steering Committee

A Steering Committee was assembled to provide input and guide the development of the 2050 LRTP. The Steering Committee was comprised of a diverse group of professionals and stakeholders across Marion County. Committee members included:

City of Belleview Public Works, Bob Titterington

City of Dunnellon, Chad Ward

City of Ocala Growth Management, Jeff Shrum, Endira Madraveren, Aubrey Hale

City of Ocala Engineering, Noel Cooper

City of Ocala SunTran, Ji Li, Tom Duncan

East-Central Florida Regional Planning Council, Parker Hines

Florida Department of Environmental Protection, Kelly Conley

Marion County Growth Services, Ken Odom, Chuck Varadin

Marion County Administration, Tracy Straub

Marion County Office of County Engineer, Steven Cohoon, Doug Hinton, Chris Zeigler

Marion County Parks and Recreation, Jim Couillard

Marion County School District, Casey Griffith

Marion County Tourism Development, Loretta Shaffer

Ocala Marion TPO, Rob Balmes

Ocala Metro Chamber and Economic Partnership, Tamara Fleischhaker

U.S. Department of Agriculture Forest Service, Carrie Sekerak

Title VI / Non-Discrimination Statement

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The Ocala Marion TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), The Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities. The Ocala Marion TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The Ocala Marion TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts.

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

Acknowledgements

The development of the *Navigating the Future* 2050 Long Range Transportation Plan would not have been possible without the collaboration and assistance by many partners and stakeholders, including the following groups:

Citizens of Marion County
Participation at community workshops and public open house, stakeholder events and feedback through two public surveys and an online comment map.

2050 LRTP Steering Committee
Review, recommendations and guidance throughout the entire plan development process, and ensuring the plan is aligned with local goals and community-wide needs.

TPO Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC)
Review and feedback on the plan development process, including scenario/growth planning, project needs and cost-feasible projects.

This document was prepared in cooperation with the Cities of Belleview, Dunnellon, Ocala and Marion County. Financial assistance is from the Federal Highway Administration and Federal Transit Administration of the U.S. Department of Transportation (DOT) through the Florida Department of Transportation. The contents of this Plan do not necessarily reflect the official views or policy of the U.S. DOT.

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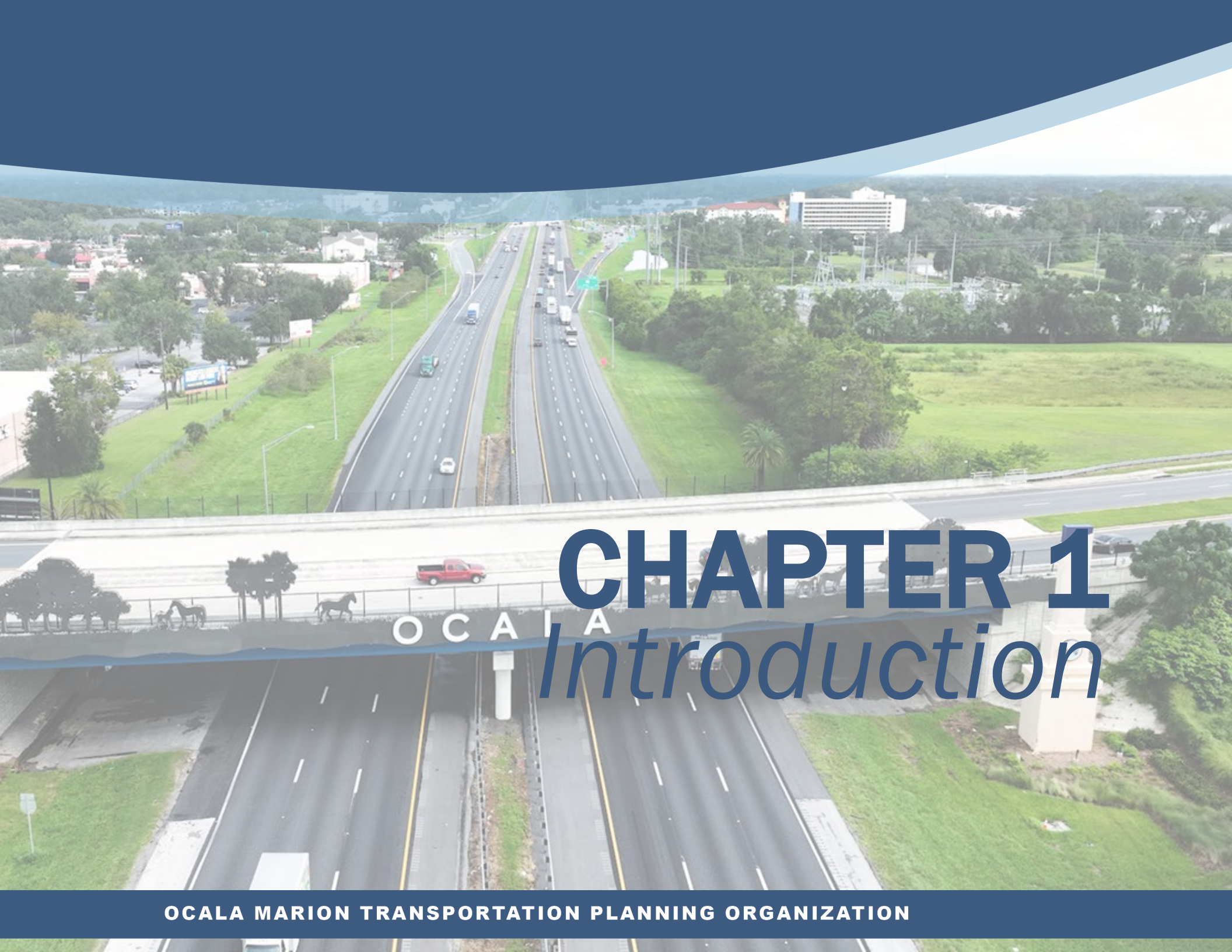


CHAPTER 1
Introduction

1 INTRODUCTION

1.1 What is the Ocala-Marion TPO?

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

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

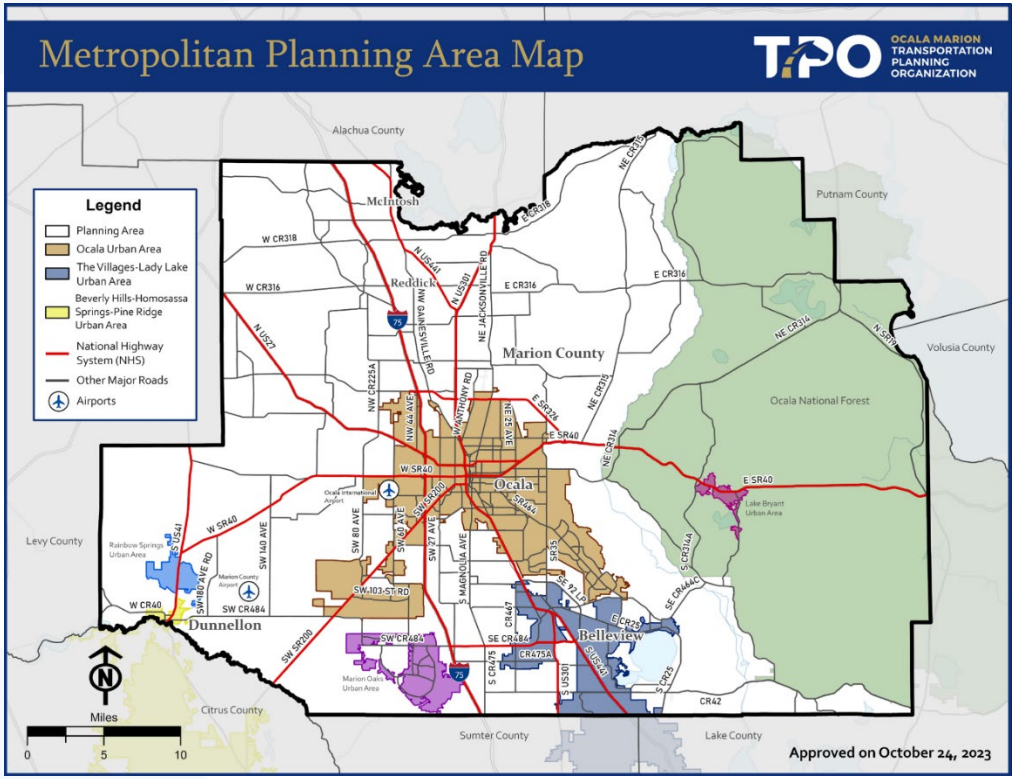


Figure 1-1. Ocala Marion TPO Planning Area

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

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

1.2 About the LRTP

The TPO is responsible for developing and maintaining the federally required Long Range Transportation Plan (LRTP) for Marion County and the municipalities of Ocala, Belleview, and Dunnellon. This LRTP, titled *Navigating the Future*, provides a 25-year blueprint for multimodal investments that balance mobility, economic vitality, and quality of life for the Marion County and its communities.

The plan is built around four high-level priorities that define the path forward for Marion County's transportation system:

- **Growth and Development** – Managing rapid population and employment growth by focusing investments where they best support local land use and community goals.
- **Congestion** – Monitoring and improving congestion on the major roadway network.
- **Sustainable Funding** – Ensuring that system preservation, operations, and expansion are guided by realistic financial forecasts and a cost-feasible investment strategy.
- **Safety** – Placing safety at the core of all projects and policies with the aim of reducing severe crashes and protecting all roadway users.

Together, these priorities provide the framework for *Navigating the Future* and guide how the Ocala Marion TPO will plan, prioritize, and invest in the county's transportation system through 2050.

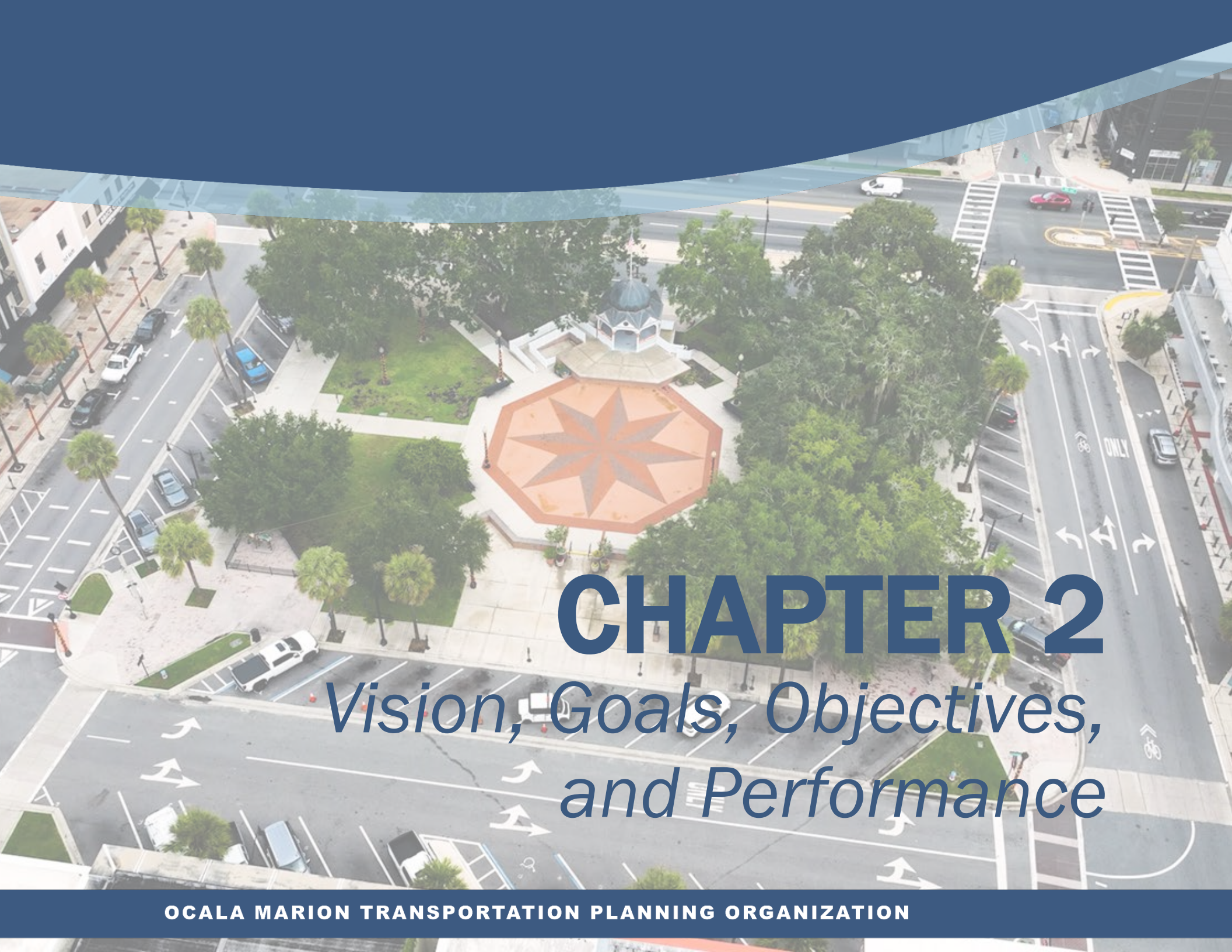
The 2050 LRTP is developed through a collaborative process that brings together input from local governments, partner agencies, community stakeholders, and the public. *Navigating the Future* provides a comprehensive look at Marion County's current transportation system, identifies anticipated growth in population and employment, and evaluates the impacts of that growth on future mobility needs.

The plan establishes a long-term vision supported by goals, objectives, and financial assumptions. To ensure fiscal responsibility, every recommended project is linked to specific federal, state, or local funding sources. In compliance with federal requirements, the LRTP is updated every five years to reflect new data, updated forecasts, and evolving community priorities.

Two core elements guide the plan: the **Needs Plan** and the **Cost Feasible Plan**. The Needs Plan identifies projects that respond to community priorities, reflect local and regional planning efforts, and address future transportation demands. From there, projects are prioritized based on available funding and their ability to advance the TPO's vision and goals. Those that can be reasonably funded within the 25-year horizon are advanced into the Cost Feasible Plan, positioning them for implementation.

The overarching purpose of the LRTP is to define the highest-priority improvements within realistic financial constraints and to submit these priorities annually to the Florida Department of Transportation (FDOT) through the TPO's List of Priority Projects (LOPP). The chapters that follow detail the planning process undertaken to develop *Navigating the Future*, while appendices provide additional technical documentation and supporting analyses.

"*Navigating the Future* provides a comprehensive look at Marion County's current transportation system, identifies anticipated growth in population and employment, and evaluates the impacts of that growth on future mobility needs."



CHAPTER 2

Vision, Goals, Objectives, and Performance

2 VISION, GOALS, OBJECTIVES, AND PERFORMANCE

This chapter outlines the strategy for Marion County to develop a plan that maintains and enhances the transportation system in compliance with federal and state regulations. The TPO has established a primary Vision that is supported by Goals and Objectives. There are identified Performance Measures and Performance Indicators that set up a basis for performance-based planning that will best serve the community and environment now and in the future. The Performance Targets and Performance Measures established by the TPO are provided in Appendix A.

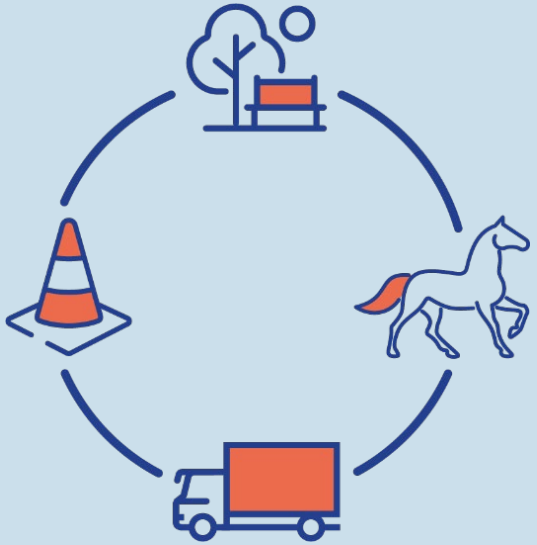
The LRTP Vision, Goals, Objectives, and Performance Measures align with the current federal transportation planning requirements, including those set forth in the Infrastructure Investment and Jobs Act (IIJA) and the Florida Transportation Plan.

2.1 Vision, Goals, and Objectives

The 2050 LRTP Vision serves as the guiding principle for shaping the region's transportation future. This Vision provides the foundation for the plan's Goals and Objectives.

NAVIGATING THE FUTURE 2050 LRTP VISION

Develop a SAFE, ACCESSIBLE, and EFFICIENT MULTIMODAL transportation system to best serve the COMMUNITY and ENVIRONMENT



Navigating the Future 2050 LRTP Goals

Prioritizing **Safety and Security** for all users

Promote accessible **Multimodal Travel** choices

Promoting **System Preservation and Resiliency** to adapt to future challenges

Supporting local and regional **Economic Development** by connecting communities and businesses

Addressing **Community Needs**

Safeguarding the environment with a focus on **Environmental Protection**

Creating **Quality of Life and Places** through accessible transportation

Emphasizing **Implementation** to turn plans into outcomes

Each Goal of the 2050 LRTP is designed to reflect the community's priorities and guide the development of a safe, efficient, and sustainable transportation network. By setting Objectives the TPO can assess progress and track outcomes of the plan through the use of federally required Performance Measures (PM) and TPO-developed Performance Indicators (PI). The Goals and supporting Objectives, Performance Measures, and Performance Indicators are listed as follows:

Goal 1
Safety and Security

Objective 1.1. Increase safety to and from school
Objective 1.2. Enhance evacuation routes
Objective 1.3. Reduce fatal and severe crashes

- **PM 1.1** Number of fatalities
- **PM 1.2** Fatality Rate per Million Vehicle Miles Traveled (MVMT)
- **PM 1.3** Number of Serious Injuries
- **PM 1.4** Serious Injury Rate per MVMT
- **PM 1.5** Bicycle and Pedestrian Fatalities and Serious Injuries
- **PM 1.6** Performance Indicator (PI): Presence of schools within a half mile of facilities
- PI 1.1. Levels of congestion on existing evacuation routes simulated against future population and employment
- PI 1.2. Historical crash rates stratified by seriousness of injuries and fatalities

Goal 2
Accessible Multimodal Travel Choices

Objective 2.1. Increase frequent and convenient transit service

Objective 2.2. Increase bicycle and pedestrian travel

Objective 2.3. Increase facility access used by disadvantaged population

Objective 2.4. Increase desired user-friendly transportation

PM 2.1 National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)

PM 2.2 Non-NHS Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)

PM 2.3 Truck Travel Time Reliability (TTTR)

PI 2.1. The plan will increase travel choices in areas with greater transit-dependent populations

PI 2.2. The plan will decrease the amount of sidewalk and/or bicycle facility gaps

Goal 3
System Preservation

Objective 3.1. Emphasize the preservation of the existing transportation system

Objective 3.2. Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades

Objective 3.3. Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events

PM 3.1 Percentage of pavements on the Interstate System in *Good* condition

PM 3.2 Percentage of pavements on the Interstate System in *Poor* condition

PM 3.3 Percentage of pavements on the non-Interstate NHS in *Good* condition

PM 3.4 Percentage of pavements on the non-Interstate NHS in *Poor* condition

PM 3.5 Percent of NHS bridges (by deck area) in *Good* condition

PI 3.1. Percent of NHS bridges (by deck area) in *Poor* condition

PI 3.2. The plan will prioritize operational improvements

Goal 4
Economic Development

Objective 4.1. Increase transportation access to developing areas
Objective 4.2. Increase efficiency of freight movement
Objective 4.3. Plan for emerging transportation technologies
Objective 4.4. Increase reliability and management strategies
Objective 4.5. Increase transportation system performance

PM 4.1 The plan will consider the use of emerging transportation technology

PM 4.2 The plan will consider freight movement as a critical component of the local and regional transportation network

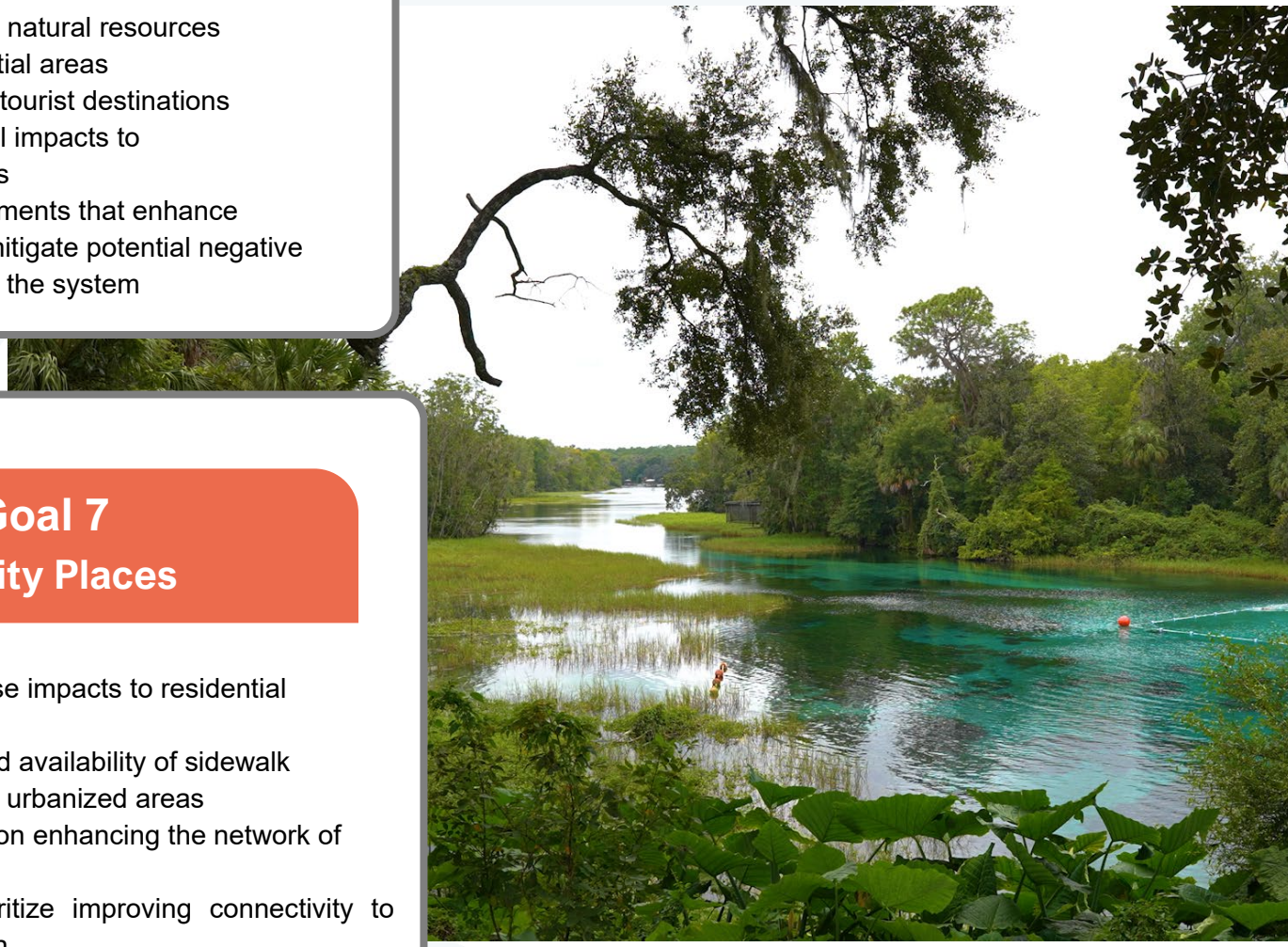
Goal 5
Community Needs

Objective 5.1. Increase citizen engagement and integration
Objective 5.2. Increase community transportation education
Objective 5.3. Increase public participation with future projects
Objective 5.4. Increase organizational outreach and collaboration

PI 5.1. The plan will engage the community and incorporate input provided by stakeholders

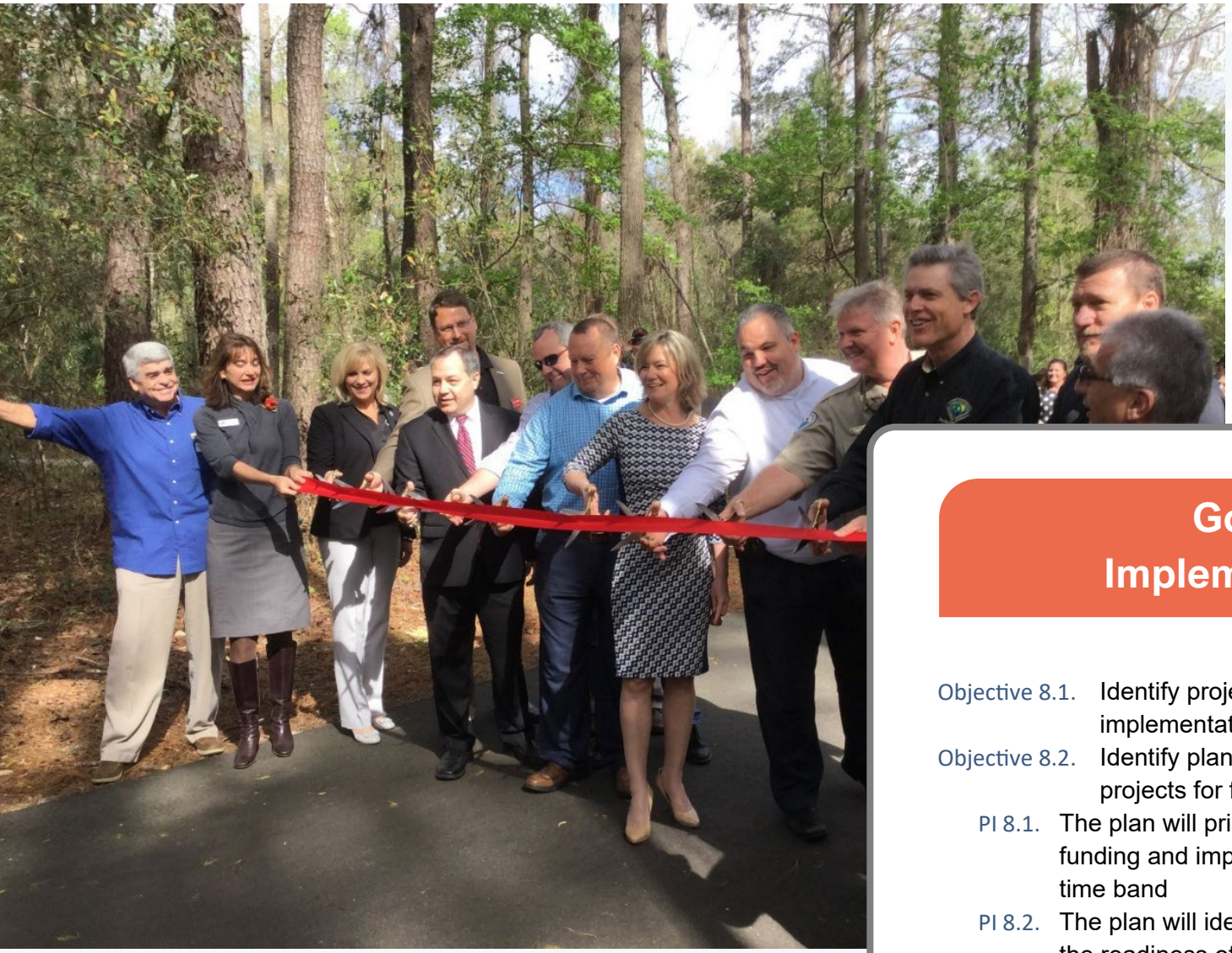
Goal 6
Environmental Protection

Objective 6.1. Reduce impacts to existing natural resources
Objective 6.2. Reduce impacts to residential areas
Objective 6.3. Increase access to natural tourist destinations
- PI 6.1. The plan will minimize potential impacts to environmentally sensitive areas
- PI 6.2. The plan will consider improvements that enhance resiliency of the network and mitigate potential negative impacts of natural disasters on the system



Goal 7
Quality Places

Objective 7.1. Minimize adverse impacts to residential areas
- PI 7.1. The plan will expand availability of sidewalk infrastructure within urbanized areas
- PI 7.2. The plan will focus on enhancing the network of bicycle facilities
- PI 7.3. The plan will prioritize improving connectivity to public transportation



Goal 8
Implementation

Objective 8.1. Identify projects that can be funded for implementation within a 5-10 year time band

Objective 8.2. Identify planning studies to prepare future projects for funding and implementation

PI 8.1. The plan will prioritize projects that are eligible for funding and implementation within a 5-10 year time band

PI 8.2. The plan will identify planning studies to advance the readiness of future projects

The Infrastructure Investment and Jobs Act (IIJA) expands on long-standing national goals and reaffirms the federal planning factors that guide every LRTP. Together, they ensure Marion County's transportation system supports people, the economy, and the environment.

Safety & Security – Protect all users and reduce severe crashes.

Infrastructure Condition & Preservation – Maintain and extend the life of roads, bridges, and transit.

Mobility & Accessibility – Improve options for moving people and freight efficiently.

System Reliability & Management – Keep travel predictable through efficient operations.

Freight & Economic Vitality – Support jobs, commerce, and global competitiveness.

Environment & Resiliency – Conserve resources, prepare for disasters, and enhance quality of life.

Connectivity & Tourism – Strengthen links across modes, communities, and destinations.

Project Delivery – Streamline improvements to bring benefits faster.

2.1.1 Federal and State Goals and Planning Factors

2.1.1.1 Infrastructure Investment and Jobs (IIJA)

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA builds upon and expands programs included in prior surface transportation legislation such as the Fixing America's Surface Transportation (FAST) Act.

2.1.1.2 IIJA (Federal) Goals

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

2.1.1.3 IIJA Planning Factors

Related to goals of the IIJA, the act has reestablished the FAST Act planning factors that recognize and address the relationships between transportation, economic development, people of the community, land use, and the natural environment. The federal planning factors once again form the cornerstone for the 2050 LRTP and include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve resiliency and reliability to improve preparedness and response to natural disasters and other emergencies
- Enhance travel and tourism

2.1.1.4 State Goals – Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. FDOT has begun the process of updating the FTP with a new horizon year of 2055, and it is anticipated to adopt the plan in late 2025. This update will continue to provide direction to FDOT and all organizations involved in planning and managing Florida's transportation system, including statewide, regional, and local partners such as the Ocala Marion TPO.

While the specific goals for the 2055 FTP are still in development, Five Focus Groups have been determined around the major topic areas of Safety, Resilient Infrastructure, Economic Development/Supply Chain, Technology, and Workforce Development. The FTP is expected to be adopted in November 2025. For the purposes of the Ocala Marion 2050 LRTP, the 2045 FTP was used for guidance.

The existing 2045 FTP follows similar topic areas, requiring TPOs to address the following goals:

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality infrastructure
- Connected, efficient, and reliable mobility for people and freight
- Transportation choices that improve equity and accessibility
- Transportation solutions that strengthen Florida's economy
- Transportation solutions that enhance Florida's communities
- Transportation solutions that enhance Florida's environment

A matrix showing consistency between the LRTP Goals and the Florida Transportation Plan is shown in Appendix B.

2.1.2 Local Plans

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community.

Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be coordinated:

- FDOT Strategic Highway Safety Plan
- Florida Transportation Plan
- Comprehensive Plans for Ocala Marion County and Municipalities
- Ocala Marion TPO Public Participation Plan (PPP)
- Ocala Marion TPO Congestion Management Process (CMP)
- Ocala Marion TPO Transportation Improvement Program (TIP)

2.2 Performance-Based Planning

Federally established laws have set the requirements for performance-based planning and programming (PBPP) in the TPO planning process. Key components of PBPP include:

- Tracking specific performance measures
- Setting data-driven targets
- Selecting projects to meet these targets
- Developing plans
- Monitoring, evaluating, and reporting progress

Under this framework, FDOT is required to develop appropriate performance targets and monitor progress. The IIJA has further reinforced PBPP by increasing federal transportation funding and introducing new requirements emphasizing multimodal transportation, climate resilience, equity, and innovative funding approaches, thereby efficiently investing transportation funds by linking decisions to key outcomes related to national goals.

> "This performance-based approach aims to improve transparency, accountability, and the efficient allocation of transportation resources."

CHAPTER 3
Planning Assumptions

3 PLANNING ASSUMPTIONS

The LRTP's purpose is to identify transportation improvements needed in the county and to establish a cost feasible plan for funding the highest-priority projects. An early step in this process is developing forecasts of population and employment over the LRTP planning horizon. These forecasts are allocated geographically in a way that aligns with existing and future land uses identified in local and regional comprehensive plans.

Socioeconomic data are analyzed at the traffic analysis zone (TAZ) level, which provides the basis for forecasting future travel patterns. The forecast data reflect a collaborative effort among the TPO, FDOT District Five, and local governments in Marion County. Efforts were also made to ensure consistency between the 2050 forecasts and the 2045 forecasts prepared five years earlier.

3.1 Population Control Totals

The development of population control totals was one of the first steps in the 2050 socioeconomic data forecast for Marion County. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts, which are illustrated in Table 3-1. The LRTP assumed the average of the BEBR Medium and High scenarios.

Table 3-1. BEBR Population Data

	Base		BEBR Forecast					
	2015	2022	2025	2030	2035	2040	2045	2050
BEBR Low	341,205	403,966	392,100	401,800	406,300	406,800	405,600	402,800
BEBR Medium	341,205	403,966	417,100	446,400	471,100	491,700	510,200	526,500
BEBR High	341,205	403,966	442,100	491,000	535,900	576,500	614,800	650,300
BEBR Average of Medium and High	341,205	403,966	429,600	468,700	503,500	534,100	562,500	588,400

3.2 Employment Control Totals

The development of employment control totals was one of the first steps in the 2050 socioeconomic data forecast for Marion County. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts, which are illustrated in Table 3-2. The LRTP assumed the average of the BEBR Medium and High scenarios.

Table 3-2: BEBR Employment Data

Scenario	Base		BEBR Forecast					
	2015	2022	2025	2030	2035	2040	2045	2050
Employees	111,482	164,421	140,363	153,138	164,509	174,507	183,786	192,248
Industrial	16,695	25,171	21,020	23,239	25,294	27,180	28,993	30,713
Commercial	23,390	28.208	29,450	31,364	32,870	33,996	34,884	35,529
Service	71,397	111,042	89,893	98,535	106,345	113,331	119,909	126,006

2050 Population (BEBR): 588,400
2050 Employment (BEBR): 192,248

3.3 Growth Scenarios

To evaluate how the community may grow in the future, the LRTP incorporates scenario planning. Each scenario offers a different perspective for assessing potential future conditions and outcomes.

- **Trend Forecast (Scenario 1)** – A baseline scenario based on adopted local land use plans and existing development patterns or current trend.
- **Scenario 2** – A variation that concentrates growth in Downtown Ocala and other targeted areas identified by the county's high growth areas.
- **Scenario 3** – A variation that shifts a greater share of growth toward multi family housing, particularly along key corridors such as a higher density along SR 200.

3.3.1 Trend Forecast (Scenario 1)

The Trend Forecast was developed by the process shown in Appendix C. Future land use densities and intensities adopted by Marion County and its municipalities were combined with parcel-level land use data to estimate vacant, and developable land within each Transportation Analysis Zone (TAZ)[1]. A gravity model distributed growth based on the "mass" (or attractiveness) of each TAZ and activity center, weighted by distance. Preliminary results were reviewed in coordination with staff from the TPO and local municipalities, and adjustments were made to individual TAZs where appropriate to reflect local knowledge and planning priorities.

**A Traffic Analysis Zone (TAZ) is a geographical area within a city or region that urban planners and transport officials use to study and manage traffic patterns, vehicle movements, and transportation needs.*

To prepare Navigating the Future, the TPO developed three alternative growth scenarios to explore how different development patterns could shape the transportation needs of the community through the year 2050.

[1] *A Traffic Analysis Zone (TAZ) is a geographical area within a city or region that urban planners and transport officials use to study and manage traffic patterns, vehicle movements, and transportation needs.*

The **Dwelling Unit** analysis used 2015 base year data and incorporated considerations from the FDOT District 5 Central Florida Regional Planning Model (CFRPM) that was under development at the time. Forecasted 2050 dwelling units are summarized in Table 3-3 while Figure 3-1 shows the difference between the base year and the forecast year for single and multifamily dwelling units.

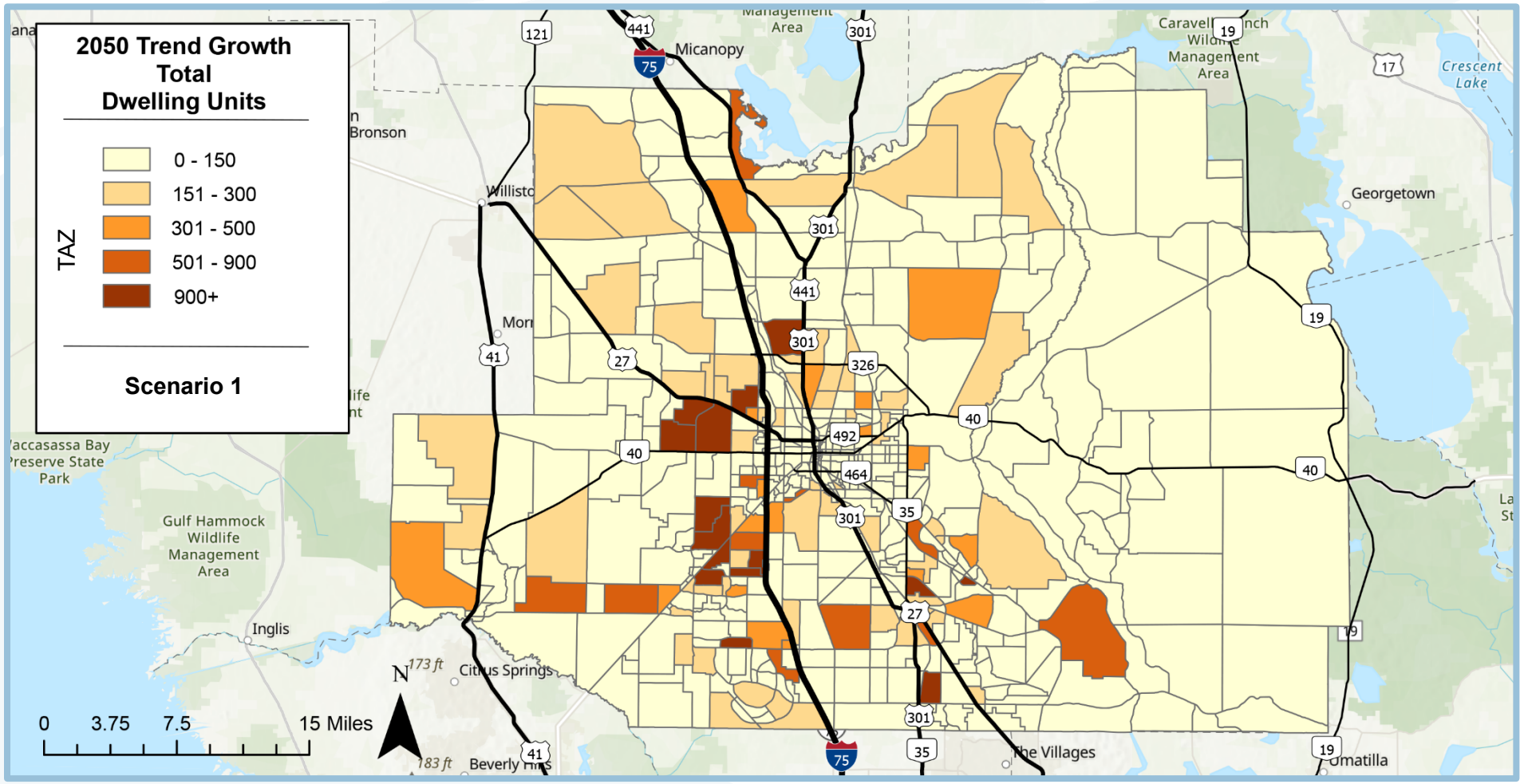
Table 3-3: Marion County Dwelling Unit Growth (Scenario 1)

	Base Year	Trend Forecast (Scenario 1)	
	2025	2050	Growth
Dwelling Units			
Single Family	177,804	224,032	46,228
Multi Family	29,256	55,212	25,956
Total	**207,060**	**279,244**	**72,184**

Scenario 1 Bottom Line:

By 2050, Scenario 1 projects more than 72,000 new homes in Marion County—35% over the next 25 years.

Figure 3-1. Marion County Trend Population Growth



In addition to the Trend Forecast, two alternative scenarios were developed to evaluate different prospective growth patterns.

3.3.2 Scenario 2

This scenario reduces overall growth in most areas while concentrating additional population within the Downtown Ocala area and along areas specified by Marion County staff. These areas include Liberty Triangle, Marion Oaks, Equestrian Center, the airport, and Belleview bypass. This scenario supports redevelopment, maximizes existing infrastructure, and helps preserve rural character elsewhere in the county. It enhances access to jobs, services, and amenities, while reducing pressures on the transportation system associated with more dispersed growth. The differences from the Trend Forecast are summarized in Table 3-4, and Figure 3-2 illustrates the distribution of growth for this scenario.

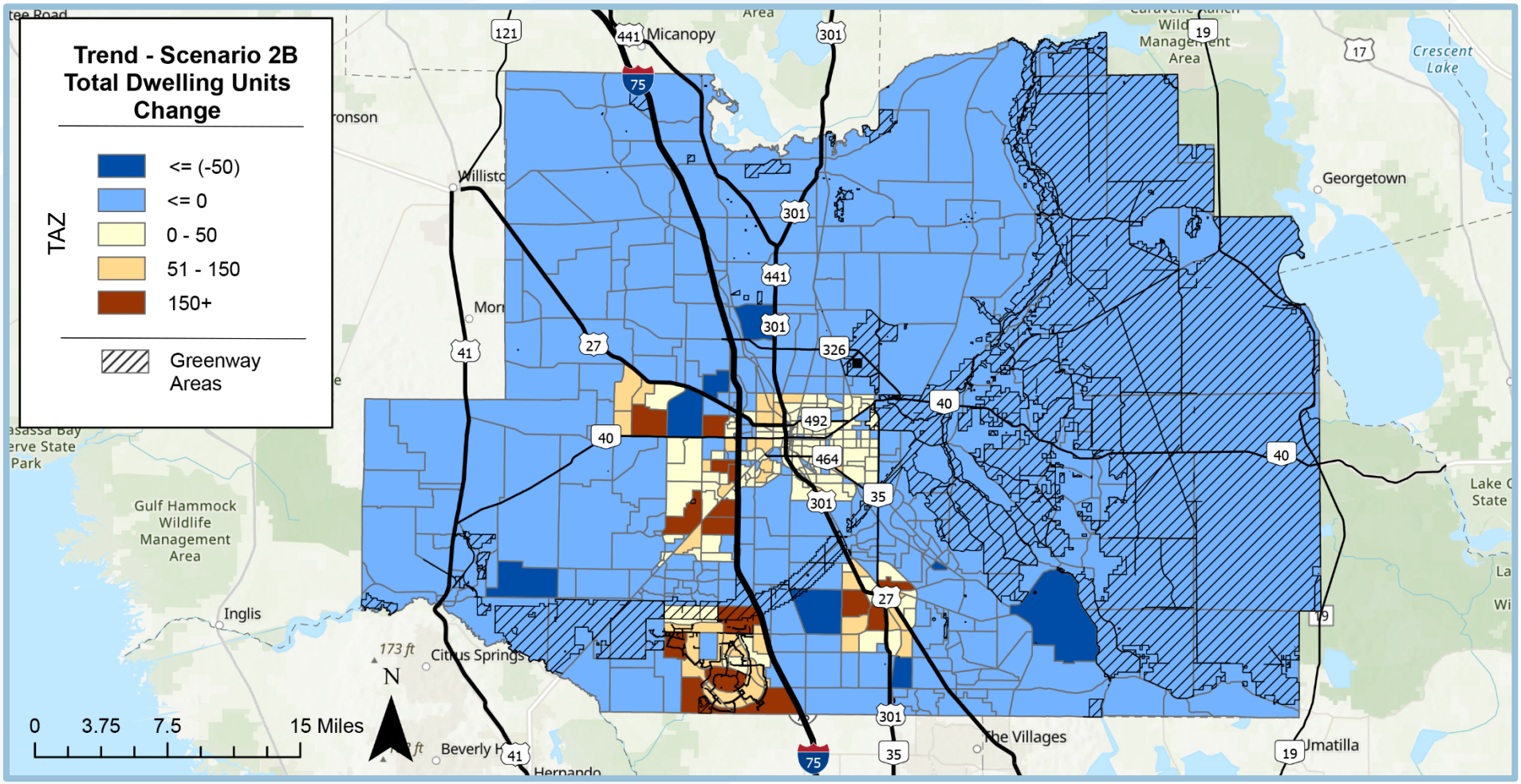
Table 3-4. Scenario 2 Dwelling Unit Growth

	Base Year	Reduced Growth Forecast (Scenario 2)		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 2	
Dwelling Units					
Single Family	177,804	223,899	38,478	-133	-0.06%
Multi Family	29,256	55,415	22,894	203	0.37%
Total	**207,060**	**279,314**	**61,372**	**70**	**0.02%**

Scenario 2 Bottom Line:

Population makes dramatic increases along key regional corridors such as SR 200 and SR 35, while also contributing to key newly developed residential areas like Marion Oaks.

Figure 3-2. Scenario 2 Population Growth



3.3.3 Scenario 3

In this scenario a portion of projected single family housing was changed to multifamily housing, with an emphasis on specific high-growth areas as identified by Marion County staff. These areas include the SR 200 corridor, the northwest US 27 corridor, and central Ocala. This shift signifies anticipated market trends and also responds to community priorities for improving housing affordability by emphasizing options other than single-family development. Differences from the Trend Forecast are summarized in Table 3-5, and Figure 3-3 illustrates the distribution of growth.

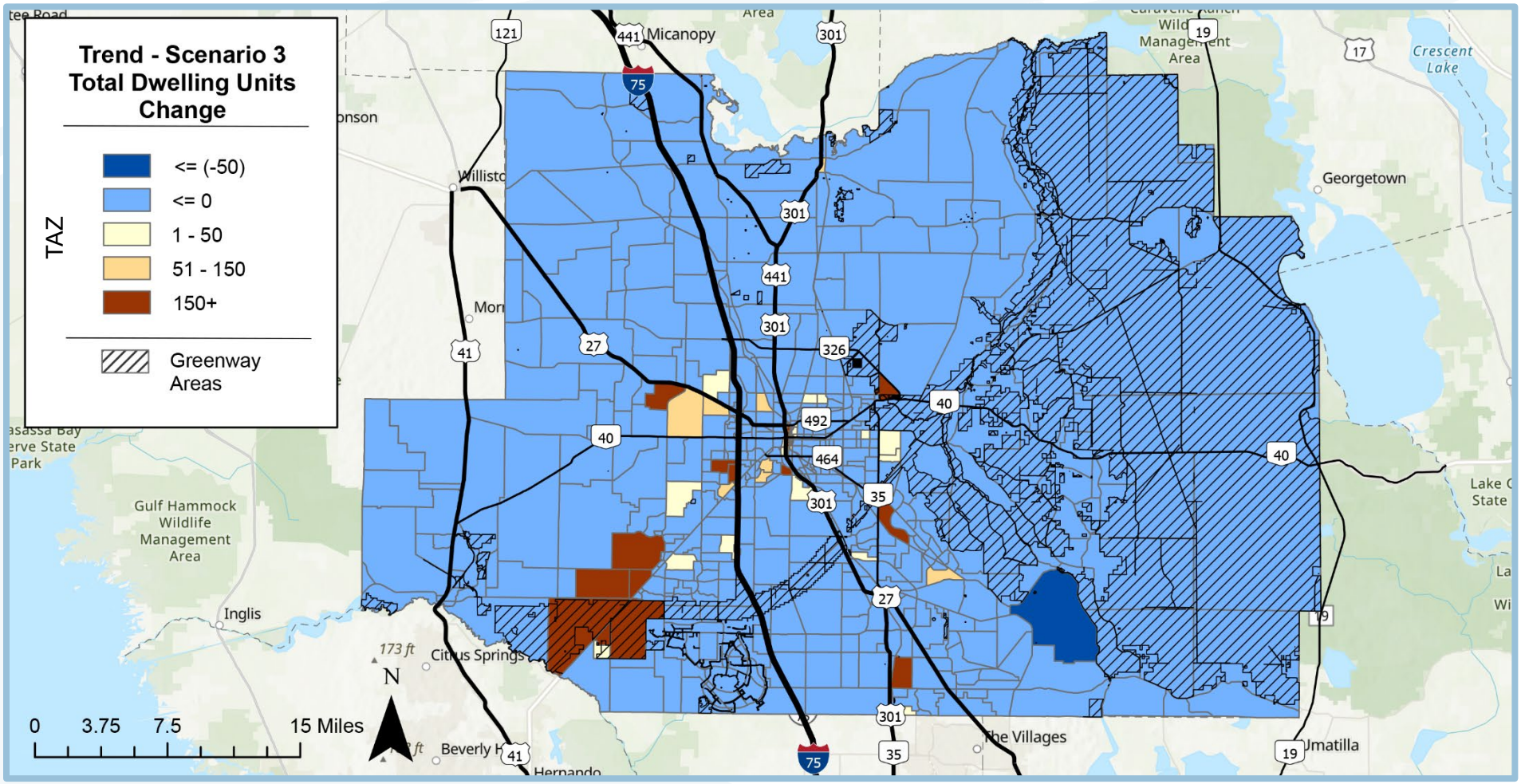
Table 3-5. Scenario 3 Dwelling Unit Growth

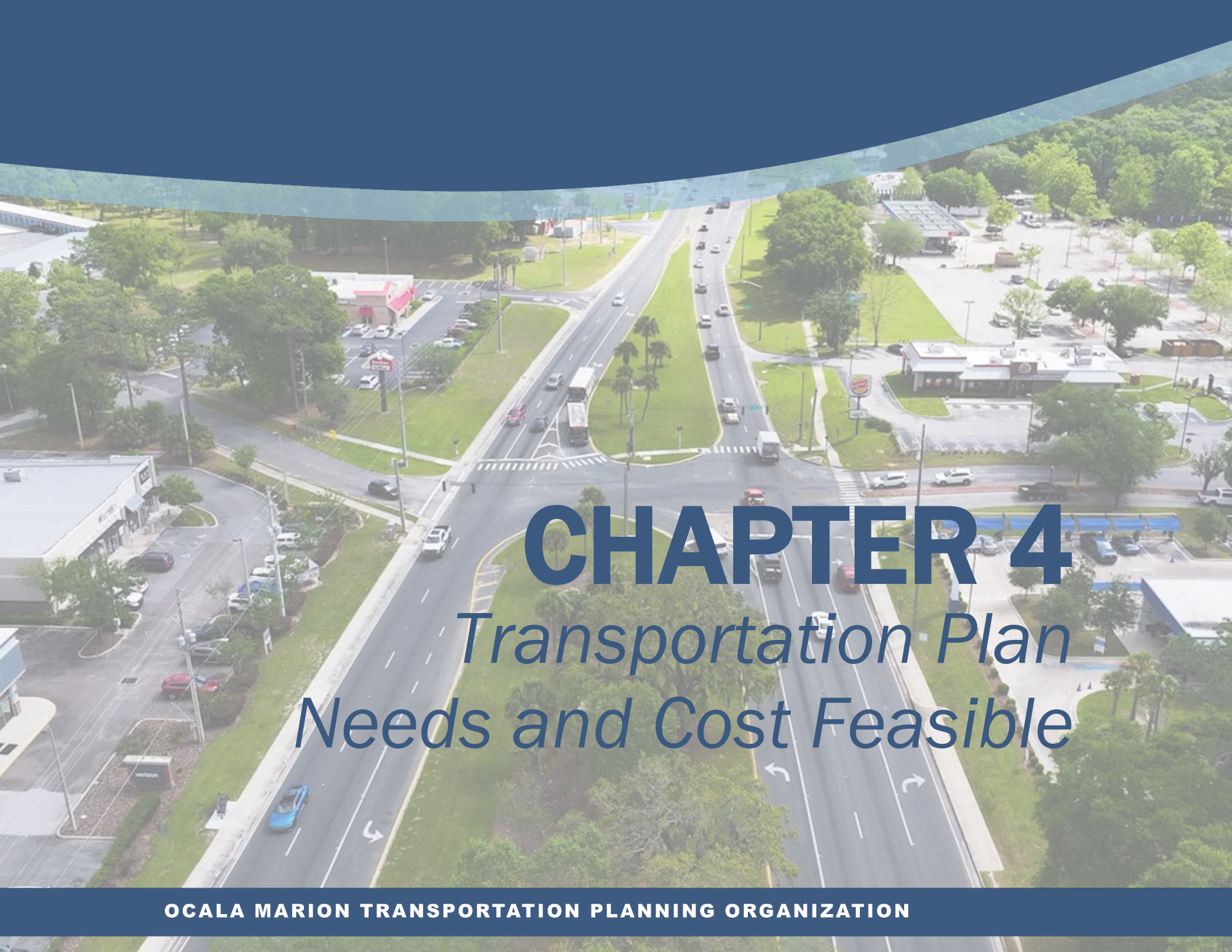
	Base Year	Reduced Growth Forecast (Scenario 3)		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 3	
Dwelling Units					
Single Family	177,804	217,217	39,413	-6,815	-3.04%
Multi Family	29,256	63,338	34,082	8,126	14.72%
Total	**207,060**	**280,555**	**73,495**	**1,311**	**0.47%**

Scenario 3 Bottom Line:

Population is distributed to show large increases along SR 200 (southwest Marion County) and US 27 (near the Equestrian Center)

Figure 3-3. Scenario 3 Population Growth





CHAPTER 4

Transportation Plan

Needs and Cost Feasible

4 THE TRANSPORTATION PLAN - NEEDS & COST FEASIBLE

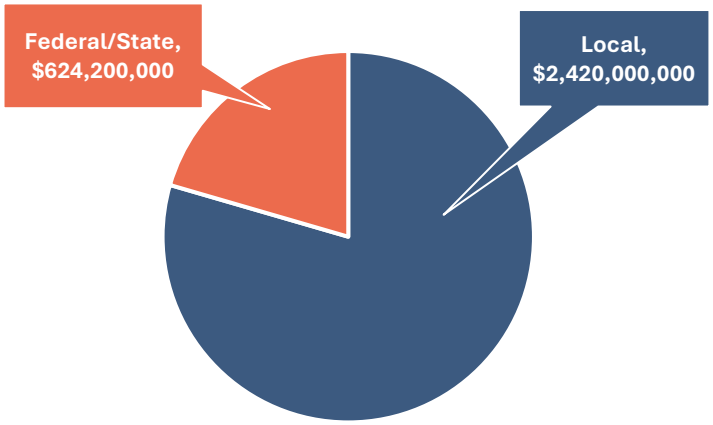
The Transportation Plan provides the foundation of the 2050 LRTP, presenting a fiscally constrained and forward-thinking approach to meet mobility needs through the planning horizon. The plan builds on the Existing and Committed Roadway Needs for future investment opportunities. The plan incorporates multimodal strategies, Transit Development Plan coordination, and the Active Transportation Plan. Regional Projects, Operations and Management Strategies, congestion management, and safety-focused measures further strengthen system performance. Safety, resilience, and efficiency remain guiding principles throughout the plan to ensure a comprehensive transportation system for all users.

4.1 Projected Revenues

Existing revenues are insufficient to fully address the county's future mobility needs that will result from future growth in population and employment expected by 2050. In 2024, voters in Marion County approved a twenty-year extension of a one-penny sales tax that was first enacted in 2016. The projected revenues through 2050 are shown in Table 4-1.

The table provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe through the year 2050. The revenues are provided in Present-Day Value (PDV), which is the value of the dollars at the time of the estimate (2024 Dollars), and Year of Expenditure (YOE), which is the estimated cost at the time of spending in the future, including inflation. Additional information regarding the LRTP's demonstration of fiscal constraint is provided in Appendix D. The revenue forecast was prepared consistent with guidance from FDOT and the Central Florida MPO Alliance, as documented in Appendix E.

Federal and State	Local Revenue:
$624.2 million	$2.42 billion



LRTP brings together Projected Revenues, Phasing, and Prioritization Considerations, to guide the Cost Feasible Plan, while also identifying Unfunded Roadway Needs for future investment opportunities.

Table 4-1. Revenue Summary in Year of Expenditure (YOE) Costs

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS)		$49,403,000	$20,134,000	$106,991,000	$176,528,000
State Highway System (Non-SIS) – Non-TMA		$26,245,407	$27,014,567	$54,544,069	$107,804,043
SHS (non-SIS) Product Support		$5,773,990	$5,943,205	$11,999,695	$23,716,889
Other Roads (Non-SIS, Non-SHS) "Off-System"		$7,290,000	$7,580,000	$15,440,000	$30,310,000
Other Roads (Non-SIS, Non-NHS) Product Support		$1,603,800	$1,667,600	$3,396,800	$6,668,200
Surface Transportation Block Grant – Any Area (SA)		$25,404,926	$25,336,224	$50,669,857	$101,411,007
Surface Transportation Block Grant – Non-TMA (SN, SM, SL)		$36,621,126	$36,061,452	$71,387,758	$144,070,336
Transportation Alternatives – Any Area (TALT)		$3,092,912	$3,084,548	$6,168,781	$12,346,242
Transportation Alternatives – Non-TMA (TALN, TALM, TALL)		$5,421,943	$5,339,081	$10,576,542	$21,337,566
	Subtotal Federal/State Revenues	**$160,857,104**	**$132,160,677**	**$331,174,502**	**$624,192,283**
Infrastructure Sales Tax		$237,360,000	$287,040,000	$616,920,000	$1,141,320,000
Impact Fees		$106,710,000	$119,940,000	$273,270,000	$499,920,000
Locally Levied Fuel Taxes	Ninth Cent Fuel Tax	$15,718,650	$19,008,600	$47,277,800	$82,005,050
	Local Option Fuel Tax	$65,319,150	$78,990,600	$196,463,800	$340,773,550
	Second Local Option Gas Tax	$14,647,950	$17,713,800	$44,057,400	$76,419,150
State Levied Fuel Taxes	Constitutional Fuel Tax	$33,817,350	$40,895,400	$101,714,200	$176,426,950
	County Fuel Tax	$16,901,580	$21,896,160	$59,899,440	$98,697,180
	Subtotal Local Revenues	**$490,474,680**	**$585,484,560**	**$1,339,602,640**	**$2,415,561,880**
	Grand Total	**$651,331,784**	**$717,645,237**	**$1,670,777,142**	**$3,039,754,163**

Sources: Florida Department of Transportation 2050 Revenue Forecast Handbook and Central Florida MPO Alliance
Note: Carbon Reduction Program revenues (CAR-N, CAR-M, CAR-L) were forecasted to total $18,437,226
*Estimated Ocala Marion TPO allocation of funding eligible anywhere in District Five
** Estimated Ocala Marion TPO allocation of funding eligible for non-TMA MPOs in District Five (Ocala Marion and Lake-Sumter)
***According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide "Product Support" program to support PD&E and PE activities.

4.2 Transportation Improvement Program

The Transportation Improvement Program (TIP) covers the first five years of the Long Range Transportation Plan. Federal regulations require a TIP to include four years of improvements; however Florida requires that a TIP includes improvements covering a five-year period. Major changes to the TIP go through a formal review process, including a public hearing.

Revenue sources for the TIP projects are listed below in Table 4-2. The full table can be found in the Ocala Marion TIP FY 2025/2026-2029/2030 available in Appendix F.

Table 4-2. TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs

Funding Source	2026	2027	2028	2029	2030	All Years
Federal	$34,325,023	$33,093,978	$62,111,813	$1,524,583	$61,553,727	$192,609,124
State	$78,942,745	$37,264,929	$33,236,377	$12,453,930	$186,082,632	$347,980,613
Local	$5,160,476	$3,850,840	$2,204,693	$1,027,258	$1,093,276	$13,336,543
Total	$118,428,244	$74,209,747	$97,552,883	$15,005,771	$248,729,635	$553,926,280

Source: Ocala Marion TIP 2025/2026-2029/2030

The current TIP includes several projects which are scheduled to be at least partially funded, as listed below in Table 4-3 and Table 4-4. Additional project information including scheduled phases and costs can be found in the Ocala Marion TIP FY 2025/2026-2029/2030 available in Appendix F. Costs shown in the TIP five-year program are shown as year of expenditure (YOE), which are considered equivalent to present day value (PDV). Additionally, the map on Figure 4-2illustrates projects that are fully funded through construction by 2030, the final year of the TIP. Figure 4-2 show fully funded projects based on the TPO TIP, Marion County TIP, and City of Ocala Capital Improvement Program (CIP).

Table 4-3. TIP FY 2025/2026-2029/2030 Roadway Projects (Tier 1)

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
I-75 at NW 49 St	End of 49th St	End of NW 35 St	Interchange improvements	CST, ROW	Yes	$21,318,210
I-75 at SR 326			Interchange modifications	PE	Yes	$12,546,000
I-75 at SR 326			Interchange improvements	CST	Yes	$1,055,000
I-75	SR 200	SR 326	Add auxiliary lanes	CST, PE, ROW	Yes	$20,886,098
US 41	SW 110 St	N of SR 40	Capacity	CST	Yes	$112,358,984
US 441 at SR 464			Operations	CST	Yes	$4,537,846
SR 40	End of 4-Lanes	E of CR 314	Capacity	CST	No	$129,751,356
SR 40	E of CR 314	E of CR 314A	Capacity	ROW	Yes	$42,713,393
SR 40 at SW 27 Ave			Safety	CST	Yes	$1,822,492
SR 40	US 441	25 Ave	Intersection improvements	CST	Yes	$716,993
SW SR 200 at SW 60 Ave			Safety	CST	Yes	$1,161,885
SR 200	Citrus County Line	CR 484	Capacity	PE	Yes	$5,000,000
CR 42 at CR 25			Intersection improvements	CST	Yes	$782,910
CR 42 at CR 25			Intersection improvements	CST	Yes	$125,185
CR 475A			Paved shoulders	PE, CST	Yes	$1,915,028
NE 8 Ave	SR 40	SR 492	Roundabout	CST	Yes	$5,222,469
SE 100 Ave			Paved Shoulders	PE, CST	Yes	$1,259,028

Table 4-4. TIP FY 2025/2026-2029/2030 Bicycle and Pedestrian Projects

Project	From Street	To Street	Improvement Type	Phase	Fully Funded?	Total Cost
Belleview Greenway Trail			Bike Path and Trail	CST	Yes	$868,700
Belleview Greenway Trail			Bike Path and Trail	PE	Yes	$265,000
Cross Florida Greenway Trail	Baseline Road	Santos Paved Trail	Bike Path and Trail	CST	Yes	$5,600,000
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	$2,909,626
Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path and Trail	CST	Yes	$203,007
US 441	SE 102 PL	SR 200	Sidewalk and Path	CST	Yes	$5,240,567

4.1 Roadway Plan

4.1.1 Phasing of Projects

Roadway and highway projects included in *Navigating the Future* are organized into five tiers that reflect their priority and funding status, as illustrated in Figure 4-1. Tier 1 consists of committed improvements that are scheduled for construction within the next five years. Tier 1 projects are highlighted in Figure 4-2, and include fully funded projects as listed in Table 4-3 above. Tiers 2 and 3 include projects that are part of the Cost Feasible Plan and are expected to move forward within the 2050 planning horizon. Tier 4 identifies high-priority projects that are not currently cost feasible but may be advanced if additional funding becomes available. Tier 5 represents broader unfunded needs across the network.

	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5
	Existing and Committed Roadway Improvements	Cost Feasible Projects (2031-2040)	Cost Feasible Projects (2041-2050)	Partially Funded Projects	Other Unfunded Needs
Needs Assessment	Yes	Yes	Yes	Yes	Yes
High Priority	Yes	Yes	Yes	Yes	
Cost Feasible	Yes	Yes	Yes	Should additional funds become available	

Figure 4-1: Project Phases

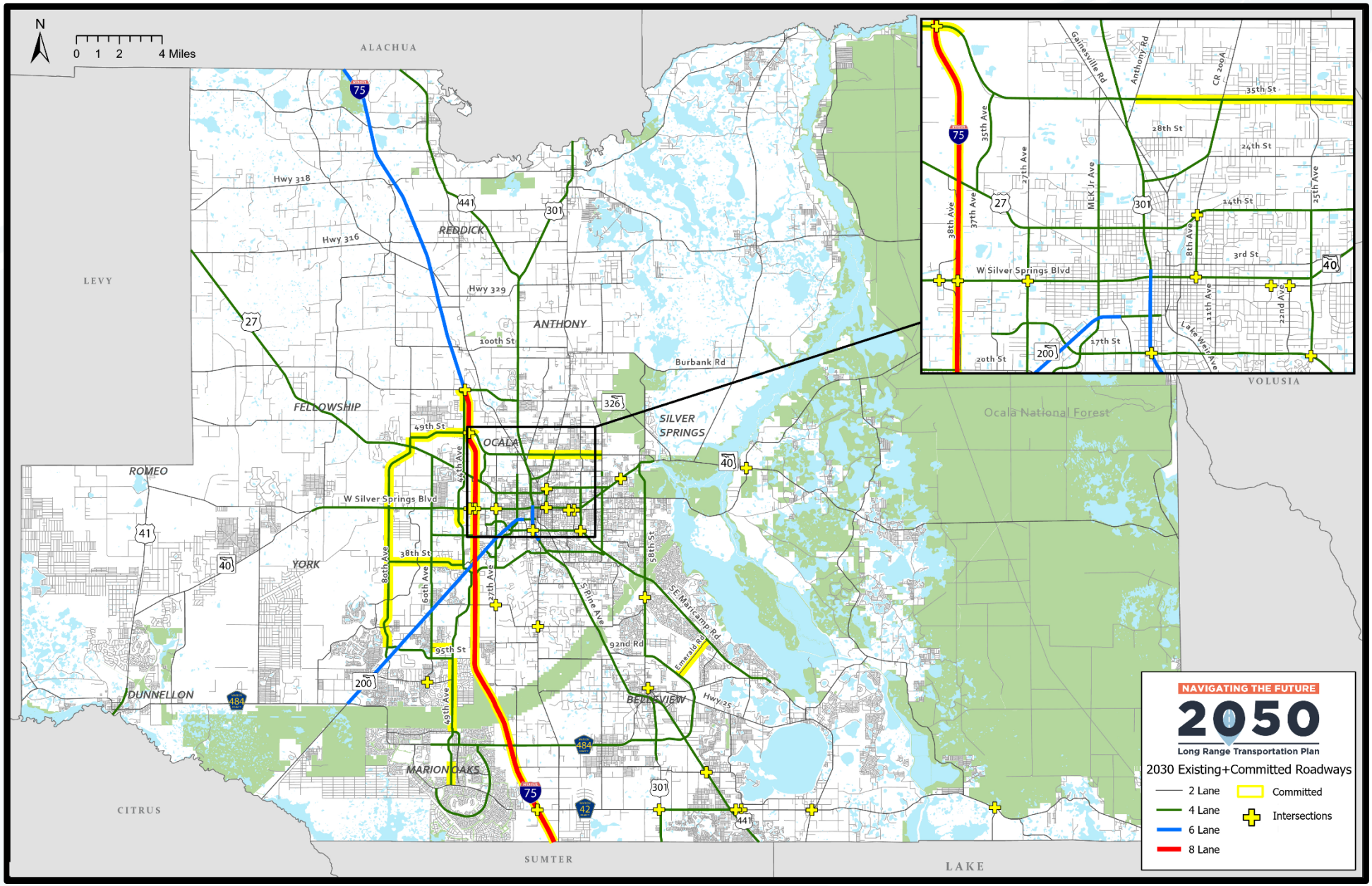


Figure 4-2: Tier 1 - Existing and Committed Roadways (Constructed by 2030)

4.1.2 Prioritization Considerations

Navigating the Future approached project prioritization with the understanding that there is no one-size-fits-all prioritization process. Rather than applying a rigid scoring system, a variety of factors we've considered to help guide investment decisions. Additional prioritization was often given to projects "in the pipeline" that already have had phases funded or programmed. Conversely, projects that presented a fatal flaw, such as significant environmental or community impacts, were not considered to be priorities.

Other important considerations included public support, projects anticipated to improve safety, addressing future congestion, particularly on corridors forecast to experience heavy demand, and supporting regional freight by improving designated freight corridors. Projects that provide connectivity, especially between major roadways and key activity centers, were also valued, along with those that demonstrate potential to stimulate economic development, particularly through freight and goods movement. In addition, projects that enhance travel and tourism by improving access to Marion County's parks, natural springs, and equestrian facilities were recognized as supporting both the local economy and quality of life.

Finally, local funding commitments played an important role in shaping priorities. Marion County maintains a list of projects to be funded through the infrastructure surtax, a revenue source reaffirmed by voters in November 2024. This surtax provides a flexible tool for advancing safety, roadway, and connectivity improvements that align with community needs and complement state and federal funding.

A detailed summary of the cost feasible projects is provided in Appendices G and H of this report. Appendix G presents project costs in terms of Year of Expenditure (YOE) and Appendix H presents project costs in terms of the present day cost (PDV), or 2025 dollars. The total plan includes over $4.3 billion of PDV roadway costs, over half of which are comprised of unfunded phases at over $4.4 billion in present day costs.

The following pages include the maps of roadway capacity improvements (Figure 4-3 - Figure 4-5) and associated tables (Table 4-5 - Table 4-8) listing the projects per the tiers listed on the previous page, covering Cost Feasible projects, Partially Funded projects, and Unfunded Needs.

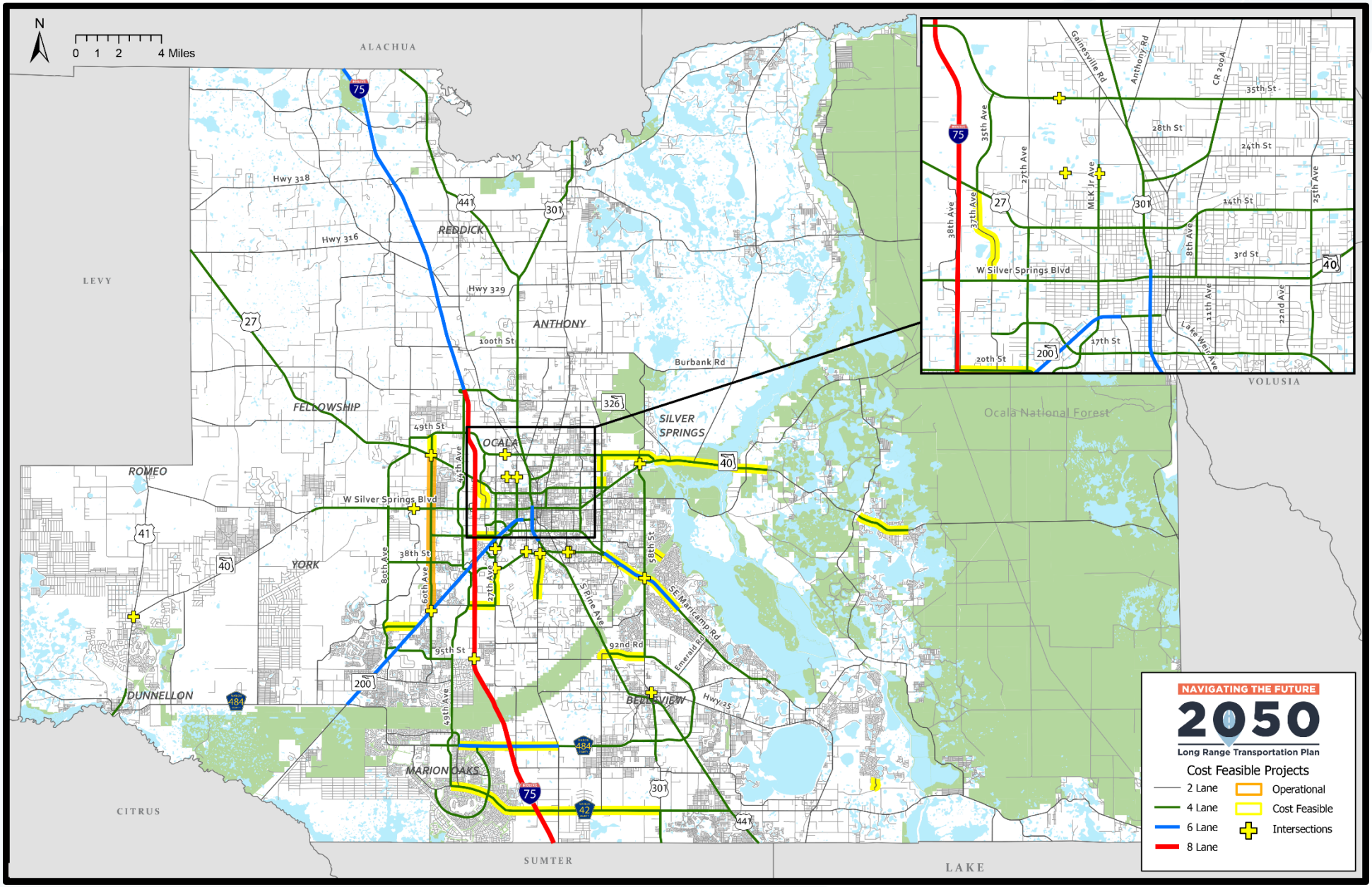


Figure 4-3: Tiers 2 & 3 - Cost Feasible Projects (2031 - 2050)

Table 4-5: Tiers 2 & 3 - Cost Feasible Roadway Capacity Projects

On Street	From Street	To Street	Length (Mi)	Improvement	Construction Time
NE 35 St	NE 36 Ave	SR 40	2.57	Widen 2 to 4 Lanes	2031 – 2035
NE 55 Ave	SR 40	NE 35 St	0.42	Widen 2 to 4 Lanes	2031 – 2035
Shores East Extension	SE 156 Place Rd	Maple Lane	0.60	New 2 Lanes	2031 – 2035
SE 92 Loop Extension	SE 95 St	US 441	0.61	New 2 Lanes	2031 – 2035
SW 20 St	I-75	SR 200	1.08	Widen 2 to 4 Lanes	2031 – 2035
SR 40	End of Four Lanes	E of CR 314	5.36	Widen 2 to 4 Lanes	2031 – 2035
CR 475A	SW 66 St	SW 42 St	1.76	Widen 2 to 4 Lanes	2031 – 2035
CR 484	Marion Oaks Blvd	CR 475A	1.80	Widen 4 to 6 Lanes	2031 – 2035
CR 42	SE 58 Ave	US 301	0.75	Widen 2 to 4 Lanes	2036 – 2040
NW 37 Ave	SR 40	US 27	1.39	New 2 Lanes	2036 – 2040
CR 42	SE 36 Ave	SE 58 Ave	2.01	Widen 2 to 4 Lanes	2036 – 2040
CR 475	SE 59 St	SE 32 St	2.15	Widen 2 to 4 Lanes	2036 – 2040
Banyan Rd Extension	Banyan Rd	Pecan Pass	0.53	New 2 Lanes	2041 – 2050

Table 9: Tiers 2 & 3 - Cost Feasible Roadway Capacity Projects (Continued)

On Street	From Street	To Street	Length (Mi)	Improvement	Construction Time
NE 36 Ave	NE 14 St	NE 21 St	0.50	Widen 2 to 4 Lanes	2041 – 2050
CR 484	Marion Oaks Course	Marion Oaks Blvd	0.87	Widen 4 to 6 Lanes	2041 – 2050
NE 36 Ave	NE 25 St	NE 35 St	0.77	Widen 2 to 4 Lanes	2041 – 2050
SW 66 St	SW 49 Ave	SW 27 Ave	1.25	Widen 2 to 4 Lanes	2041 – 2050
SW 80 St	SW 80 Ave	SR 200	1.54	Widen 2 to 4 Lanes	2041 – 2050
CR 484	CR 475A	CR 475	1.99	Widen 4 to 6 Lanes	2041 – 2050
SE 92 Place Rd	US 441	SR 35	1.68	Widen 2 to 4 Lanes	2041 – 2050
SR 464	SE 31 St	Midway Rd	4.41	Widen 4 to 6 Lanes	2041 – 2050
Marion Oaks Manor Extension	SW 18 Ave Rd	CR 475	2.15	New 4 Lanes	2041 – 2050
Marion Oaks Manor	SW 49 Ave	Marion Oaks Lane	3.22	Widen 2 to 4 Lanes	2041 – 2050
SR 40	E of CR 314A	Levy Hammock Rd	2.48	Widen 2 to 4 Lanes	2041 – 2050
NW 60 Ave	US 27	NW 49 St	0.98	New 4 Lanes	2041 – 2050

Table 4-6: Tiers 2 & 3 - Cost Feasible Intersection Projects

On Street	Cross Street	Improvement	Construction Time
SR/CR 464/Maricamp Rd	at SR 35	Modify Intersection	2031 – 2035
SW 42 St	at CR 475A	Modify Intersection	2031 – 2035
SW SR 200	at SW 60 Av	Modify Intersection	2031 – 2035
West Oak Spine Rd	at NW 35 St	Modify Intersection	2031 – 2035
West Oak Spine Rd	at NW 21 St	Modify Intersection	2031 – 2035
NW Martin Luther King Av	at NW 21 St	Modify Intersection	2036 – 2040
SW 27 Av	at SW 19 Av	Modify Intersection	2036 – 2040
SE 31 St	at SE 24 Rd	Modify Intersection	2036 – 2040
SE 31 St	at SE 19 Av	Modify Intersection	2036 – 2040
SR 35	at SR 25	Modify Intersection	2036 – 2040
SW 31 St	at SW 7 Av	Modify Intersection	2041 – 2050
SW 32 St	at CR 475	Modify Intersection	2041 – 2050
SW 60 Av	at US 27	Modify Intersection	2041 – 2050
SR 40	at Sw67 Av/NW 68 Av	Modify Intersection	2041 – 2050
SR 40	at SR 35	Modify Intersection	2041 – 2050
US 41	at SR 40	Modify Intersection	2041 – 2050
SW 95 St	at I-75	Flyover	2041 – 2050

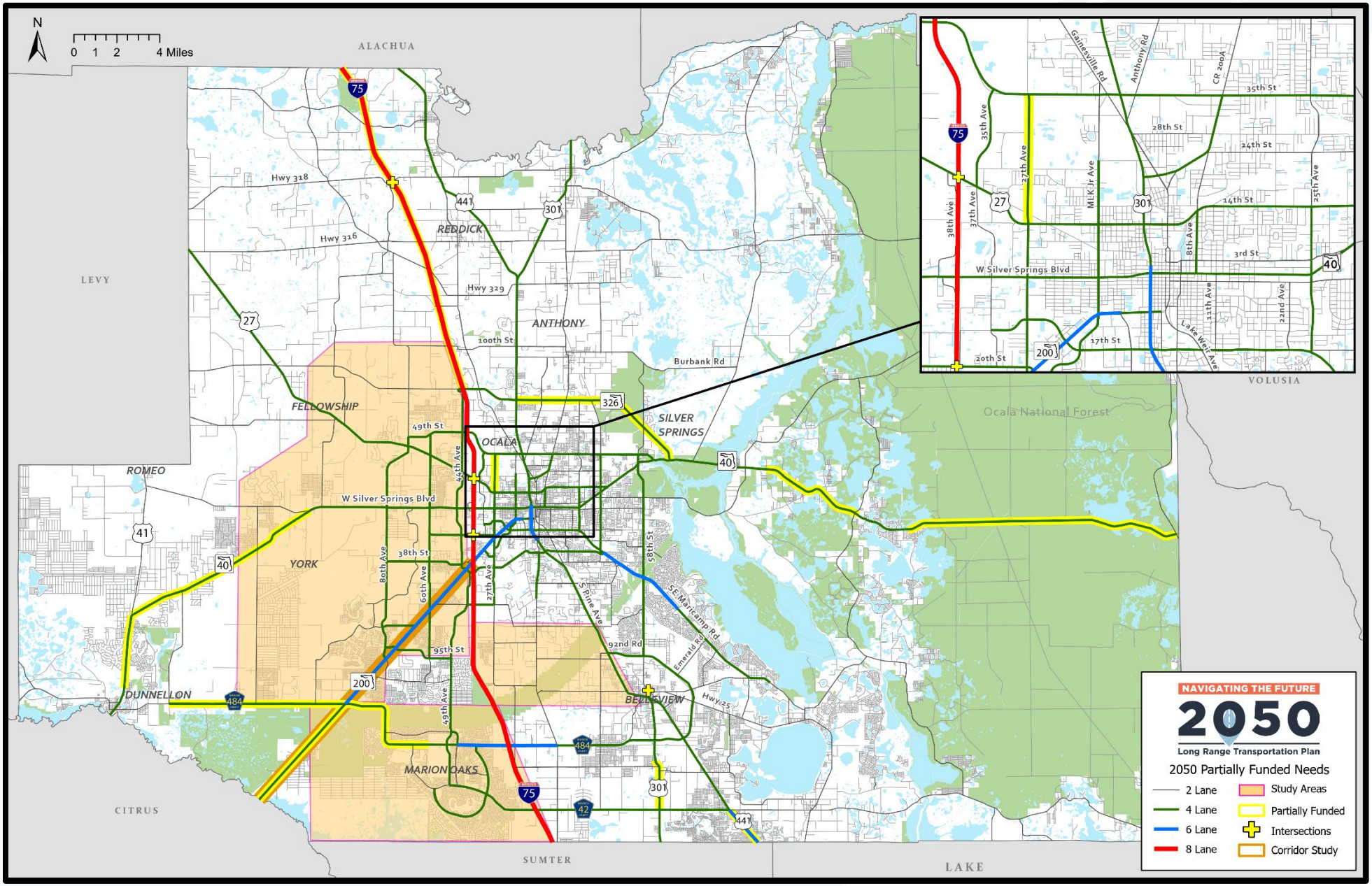


Figure 4-4: Tier 4 - Partially Funded Projects

Table 4-7: Tier 4 - Partially Funded Projects

On Street	From Street	To Street	Length (Mi)	Improvement	Funded Phases
SR 200	Sumter County Line	CR 484	6.00	Widen 2 to 4 Lanes	PE/DES/ROW
US 41	SW 110 St	SR 40	3.40	Widen 2 to 4 Lanes	PE/DES/ROW
SR 35	at Robinson Rd			Modify Intersection	PE/DES/ROW
I-75	at SR 200			Modify Interchange	PE/DES/ROW
I-75	at CR 318			Modify Interchange	PE/DES/ROW
US 301	CR 42	SE 147 St	2.23	Widen 2 to 4 Lanes	PE/DES/ROW
US 301	SE 147 St	143 Place	0.13	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	US 41	CR 328	9.73	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	E Of CR 314	E Of CR 314A	5.04	Widen 2 to 4 Lanes	PE/DES/ROW
SR 40	Levy Hammock Rd	SR 19	12.78	Widen 2 to 4 Lanes	PE/DES/ROW
US 441	Lake County Line	CR 42	2.02	Widen 4 to 6 Lanes	PE/DES/ROW
CR 42	CR 475	SE 36 Av	2.01	Widen 2 to 4 Lanes	PE/DES/ROW
SR 326	US 441	SR 40	8.46	Widen 2 to 4 Lanes	PE/DES/ROW
CR 484	SW 180 Ave Rd	SR 200	8.22	Widen 2 to 4 Lanes	PE/DES/ROW
SW To NE Corridor (West Beltway)				Corridor Study	PE/ROW
I-75	CR 318	Alachua County Line	5.94	Aux Lanes	PE/DES
CR 484	SR 200	Marion Oaks Pass (East)	5.50	Widen 2 to 4 Lanes	PE/DES
I-75	SR 326	CR 318	10.23	Aux Lanes	PE/DES
I-75	at SW 20 St			New Interchange	PE
East-West Corridor				Corridor Study	PE

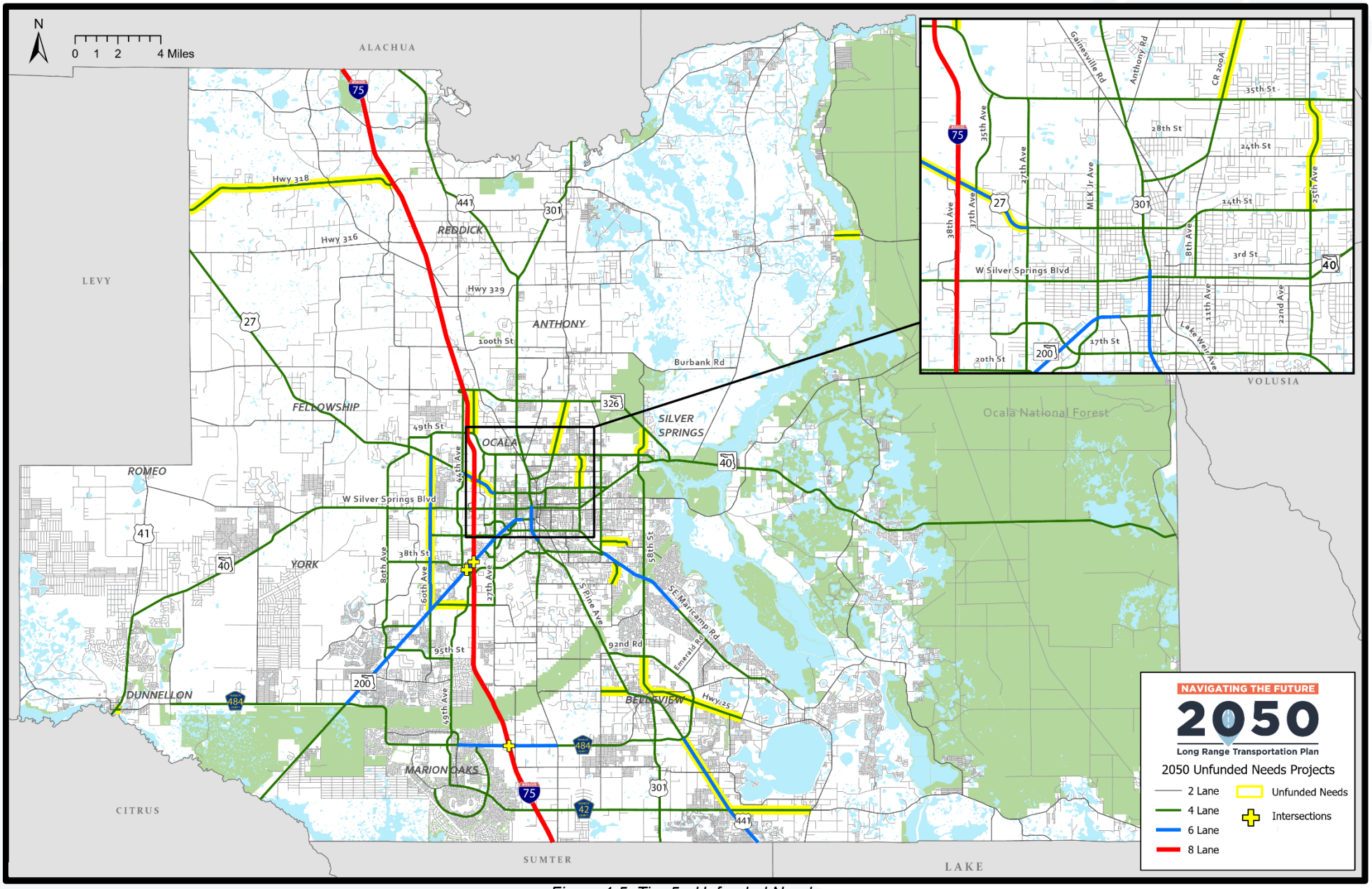


Figure 4-5: Tier 5 - Unfunded Needs

Table 4-8: Tier 5 - Unfunded Roadway Capacity Projects

On Street	From Street	To Street	Length (Mi)	Improvement
CR 200A	NE 35 St	SR 326	2.58	Widen 2 to 4 Lanes
CR 25	SR 35	SE 108 Terrace Rd	4.47	Widen 2 to 4 Lanes
CR 316	NE 152 Place	NE 152 St	8.71	Widen 2 to 4 Lanes
CR 318	Levy County Line	I-75	10.01	Widen 2 to 4 Lanes
CR 42	US 441	CR 25	3.82	Widen 2 to 4 Lanes
CR 484	Marion Oaks Course	Marion Oaks Blvd	0.87	Widen 4 to 6 Lanes
CR 484	US 41	Lake Shore Dr	0.24	Widen 2 to 4 Lanes
I-75	at CR 484			Modify Interchange
I-75	at SR 200			Modify Interchange
NE 25 Ave	SR 492	NE 35 St	1.60	Widen 2 to 4 Lanes
NW 35 Ave	NW 49/35 St	NW 63 St	1.11	New 4 Lanes
SE 110 St	SE 36 Ave/CR 467	US 441	1.23	Widen 2 to 4 Lanes
SE 24 St	SE 36 Ave	SE 28 St	1.34	Widen 2 to 4 Lanes
SE 44 Ave	SE 52 St	SE 38 St	1.13	Widen 2 to 4 Lanes
SR 200	at SW 43 St			Modify Intersection
SR 35	NE 35 St	SR 326	1.38	Widen 2 to 4 Lanes
SR 35	SR 25	SE 92 Place Loop	1.77	Widen 2 to 4 Lanes
SW 66 St	SR 200	SW 49 Ave	1.51	Widen 2 to 4 Lanes
US 27	NW 44 Ave	NW 27 Ave	1.85	Widen 4 to 6 Lanes
US 441	CR 42	SE 132 St Rd/SE 92 Place Loop	3.99	Widen 4 to 6 Lanes

4.2 Public Transportation

SunTran is the transit provider for Marion County. In 2023, the agency developed *Riding into the Future*, the 2023-2032 Transportation Development Plan (TDP) that evaluates the existing conditions of the operations and service and identifies needs and improvements. In developing the LRTP, the transit needs and improvements identified in the adopted TDP were carried forward as the foundation for the cost-feasible and needs assessment analyses. The TDP provides a 10-year horizon of fiscally constrained and unconstrained projects that reflect operational, service coverage, and capital priorities for the SunTran system. These improvements are incorporated into the LRTP to ensure consistency with FDOT and federal requirements for transit planning.

Beyond the TDP horizon, additional aspirational improvements are identified and included in the later years of the LRTP. These aspirational projects represent long-term service expansions and innovative mobility strategies that extend the system vision beyond the constrained TDP, ensuring that the LRTP captures both immediate priorities and the region's broader transit mobility aspirations.

Figure 4-6 and Figure 4-7 illustrate where these needs and improvements will be located. The short-term improvements in Table 4-9 includes those needs and improvements anticipated to be initiated within the first five years of the plan, which includes 2023-2027. Some of these improvements have been made; others will roll over into the next five years or later. Table 4-10 includes longer term needs and improvements that are anticipated to be initiated from 2028 onward.

Additional information can be found in Appendix I.

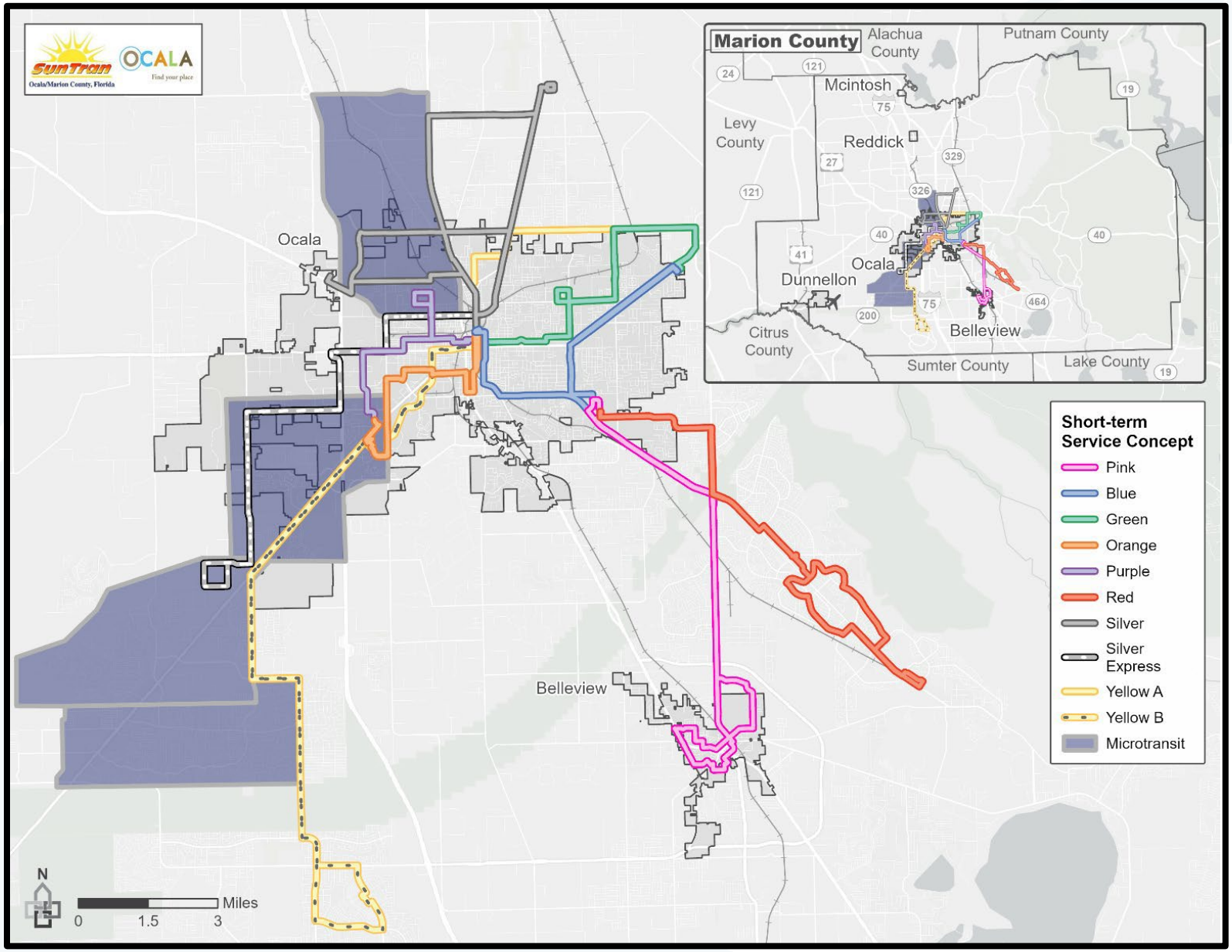


Figure 4-6: SunTran TDP Short-Term Service Concept (from FY2023-2032 TDP)

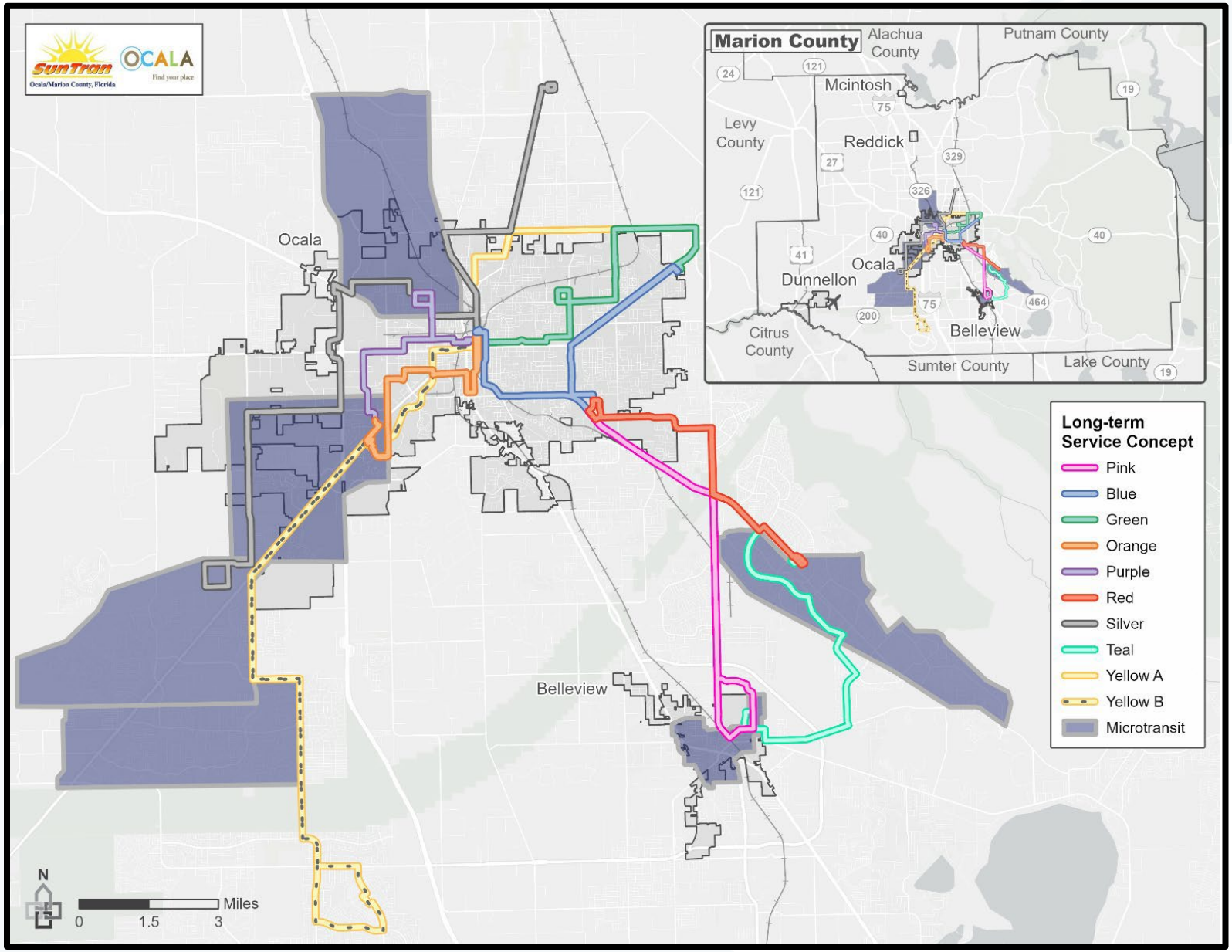


Figure 4-7: SunTran TDP Long-Term Service Concept (from FY2023-2032 TDP)

Table 4-9: SunTran TDP Short Term Alternatives (2023-2027)

Need / Alternative	Description
Blue-Green-Orange-Purple interline improvements	Increase frequency to every 52 minutes; serve the Florida Center for the Blind; incorporate electric vehicles
Yellow Route improvements	Increase peak frequency on the Yellow A route to 70 minutes; streamline route
Marion Oaks service	Run a new route to Marion Oaks
Silver Route revamping with microtransit	Reroutings on Silver and Silver Express routes; northwest microtransit zone
Red Route streamlining	Simplify route to focus on west part of route on SE 24th St
Belleview service	Run a new route to Belleview
Microtransit – Sunday A	Run microtransit in northeast part of Ocala on Sundays
Microtransit – Sunday B	Run microtransit in western part of Ocala on Sundays
Microtransit – Sunday C	Run microtransit in Downtown and southeast part of Ocala
Microtransit – SR 200 South	Run microtransit along SR 200, in the vicinity of the Walmart near CR 484 and neighborhoods to the east
Microtransit – SR 200 Central	Run microtransit along SR 200, in the vicinity of On Top of the World Communities and west of SW 60th Ave
Microtransit – SR 200 North	Run microtransit along SR 200, between SW 60th Ave and the College of Central Florida / Paddock Mall

Table 4-10: SunTran TDP Long Term Alternatives (2028-2033)

NEED/ALTERNATIVE	DESCRIPTION
Green-Blue-Orange-Purple interline frequency increase	Increase frequency to 35 minutes
Yellow A Route improvement	Increase frequency and span
Yellow B and Marion Oaks Routes – consolidate	Consolidate Yellow B and Marion Oaks service into a single Marion Oaks route
Silver Route – consolidate	Consolidate the Silver and Silver Express routes into a single streamlined route
Red Route shortening + microtransit	Shorten the Red Route. Add microtransit in Silver Springs Shores
Belleview Route shortening + microtransit	Shorten the new Belleview Route. Add microtransit in Belleview.
Southeast Crosstown	Run a new crosstown route between the Silver Springs Shores and Belleview microtransit areas

4.3 Active Transportation

The TPO has developed an Active Transportation Plan (ATP) to serve as a comprehensive framework for bicycle, pedestrian, equestrian, and other non-motorized transportation modes. The plan will be incorporated into the LRTP as the foundation for identifying active transportation needs and projects. By directly integrating the recommendations of the Active Transportation Plan, the LRTP ensures consistency between local multimodal planning efforts and the regional long-range vision, while providing a clear path for funding and implementation of facilities that enhance safety, connectivity, and accessibility for all users.

Why the ATP Matters

The Active Transportation Plan positions Marion County to take advantage of a wide range of funding opportunities by aligning with state, regional, and local priorities. By coordinating with neighboring MPOs and advancing regional trail connections, the ATP provides a direct link from vision to implementation. These strategies also highlight the role of active transportation in tourism, economic development, public health, and quality of life, ensuring that investments deliver benefits well beyond mobility.

4.3.1 ATP Process

The ATP was developed in coordination with the 2050 LRTP to ensure consistency across strategies and investments. The plan was built on a comprehensive process that included an assessment of existing conditions, a detailed analysis of safety patterns, and evaluations of pedestrian and bicycle Level of Traffic Stress (LTS) and accessibility. Local project lists, committed improvements from the Transportation Improvement Program (TIP), and technical gap analyses were all integrated into the project development process. To guide implementation, the ATP applied a structured, tiered prioritization framework that helps identify projects with the greatest potential to improve safety, connectivity, and access.

4.3.2 ATP Key Considerations

Several considerations shaped the development of the ATP. Safety was a central focus, as Marion County experiences a high concentration of fatal and serious injury crashes involving pedestrians and bicyclists, particularly along major corridors such as SR 200, SR 40, and U.S. 301/441/27. Connectivity challenges were another concern, since sidewalks and bike lanes are largely concentrated in the cities of Ocala, Belleview, and Dunnellon, leaving much of the unincorporated areas of the county with limited facilities. Growth and land use trends, including suburban expansion, tourism, and the county's equestrian heritage, also influence demand for multimodal connections. Finally, the plan highlights the broader benefits of active transportation, enhancing property values, boosting tourism, supporting economic vitality, and improving public health.

4.3.3 ATP Outreach and Stakeholder Efforts

The plan reflects extensive input from local partners and the community. An Active Transportation Plan Stakeholder Committee, the TPO Board and Committees, and local agencies provided guidance throughout the process to ensure alignment with community priorities. Public engagement included an online survey and interactive comment map, conducted from September 2024 through February 2025, which gathered feedback on participation in active transportation, facility needs, and spending habits. Stakeholder feedback also informed adjustments to the prioritization tiers to account for project feasibility and on-the-ground conditions. The Active Transportation Plan was also part of the 2050 LRTP community workshops in September 2024, February 2025 and September 2025.

4.3.4 ATP Priorities

The ATP identifies Tier 1 projects as the highest priorities for near-term investment. These include trail projects such as the SW 27th Avenue/SW 42nd Street corridor, connections between Ocala and Silver Springs, and the Pruitt Gap. Sidewalk and shared use path projects were also prioritized to close major gaps along corridors like SR 40, SR 464, and US 301/441. Bicycle improvements focused on buffered bike lanes and key north–south connectors within Ocala to enhance citywide mobility. Taken together, these priorities emphasize closing sidewalk gaps, addressing safety hotspots on major corridors, and expanding regional trail connections, especially in areas with higher population density, greater need, and a history of crashes involving people walking and biking.

Bicycle projects included in the current draft of the ATP are shown on Figure 4-8 and listed in Table 4-11.

A selection of Sidewalk and Shared-Use Path (SUP) projects (Tier 1 only) included in the current draft of the ATP are shown on Figure 4-9 and listed in Table 4-12.

Trail projects included in the current draft of the ATP are shown on Figure 4-10 and listed in Table 4-13.

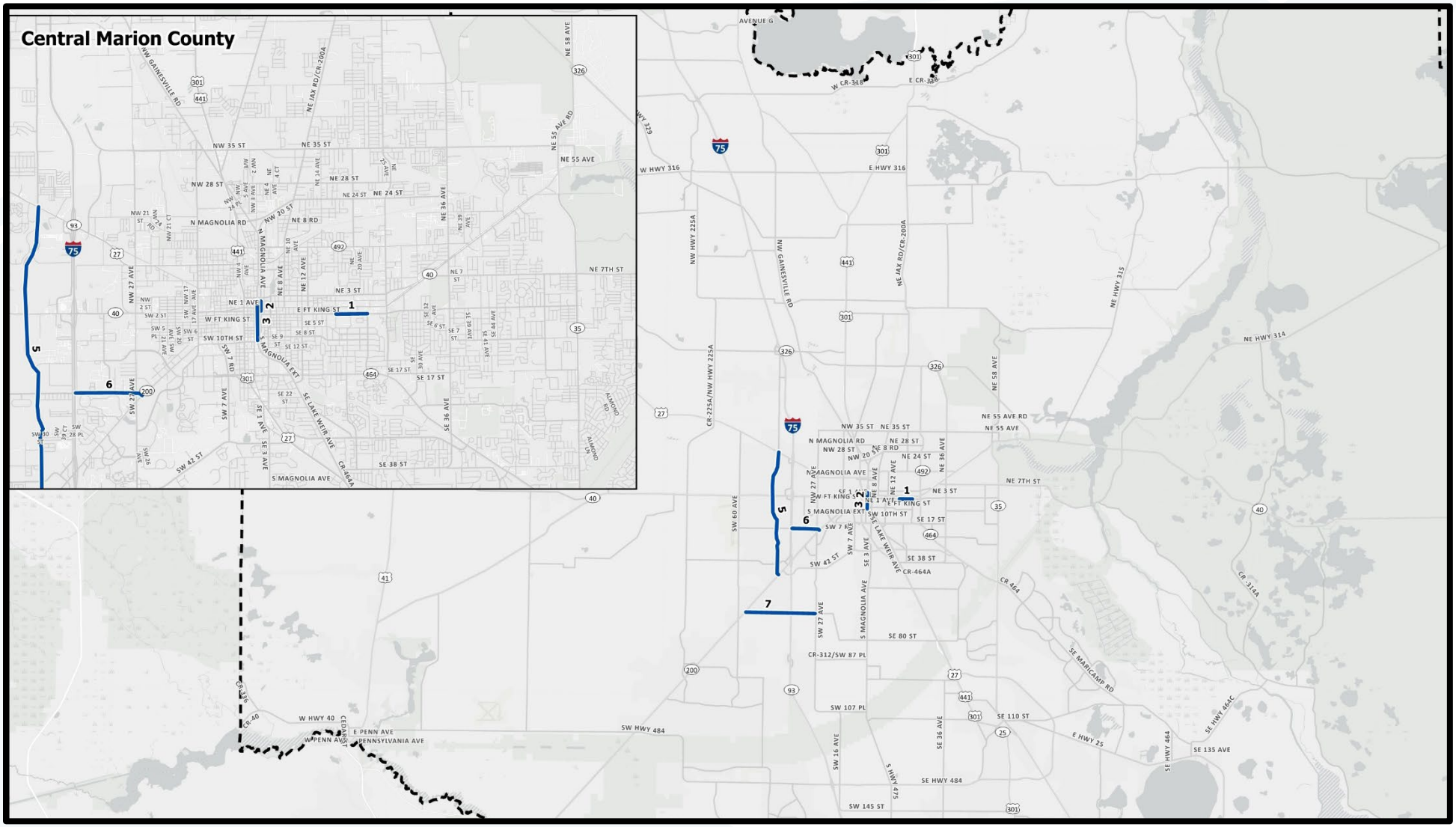


Figure 4-8: 2050 Bicycle Projects (from Draft 2025 ATP)

Table 4-11: 2050 Bicycle Projects (from Draft ATP)

Type	ID	Facility Name	From	To	Improvement Type	Tier
Bicycle	1	E Fort King St	SE 16th Ave	SE 22nd Ave	Potential buffered bike lane	2
Bicycle	2	NE 1st Ave	SE Broadway St	NE 2nd St	Potential Bike Lane	2
Bicycle	3	S Magnolia Ave	SW 10th St	NE 2nd St	Potential Bike Lane	2
Bicycle	4	SR 200	Bridge over Withlacoochee River		Bicycle-Pedestrian Accommodations with future bridge replacement	3
Bicycle	5	SW 43rd Ct	NW Blitchton Rd	SR 200	Potential Bike Lane	3
Bicycle	6	SW 20th St	I-75	SR 200	Potential Bike Lane	3
Bicycle	7	SW 66th St	SR 200	SW 27th Ave	Potential Bike Lane	3

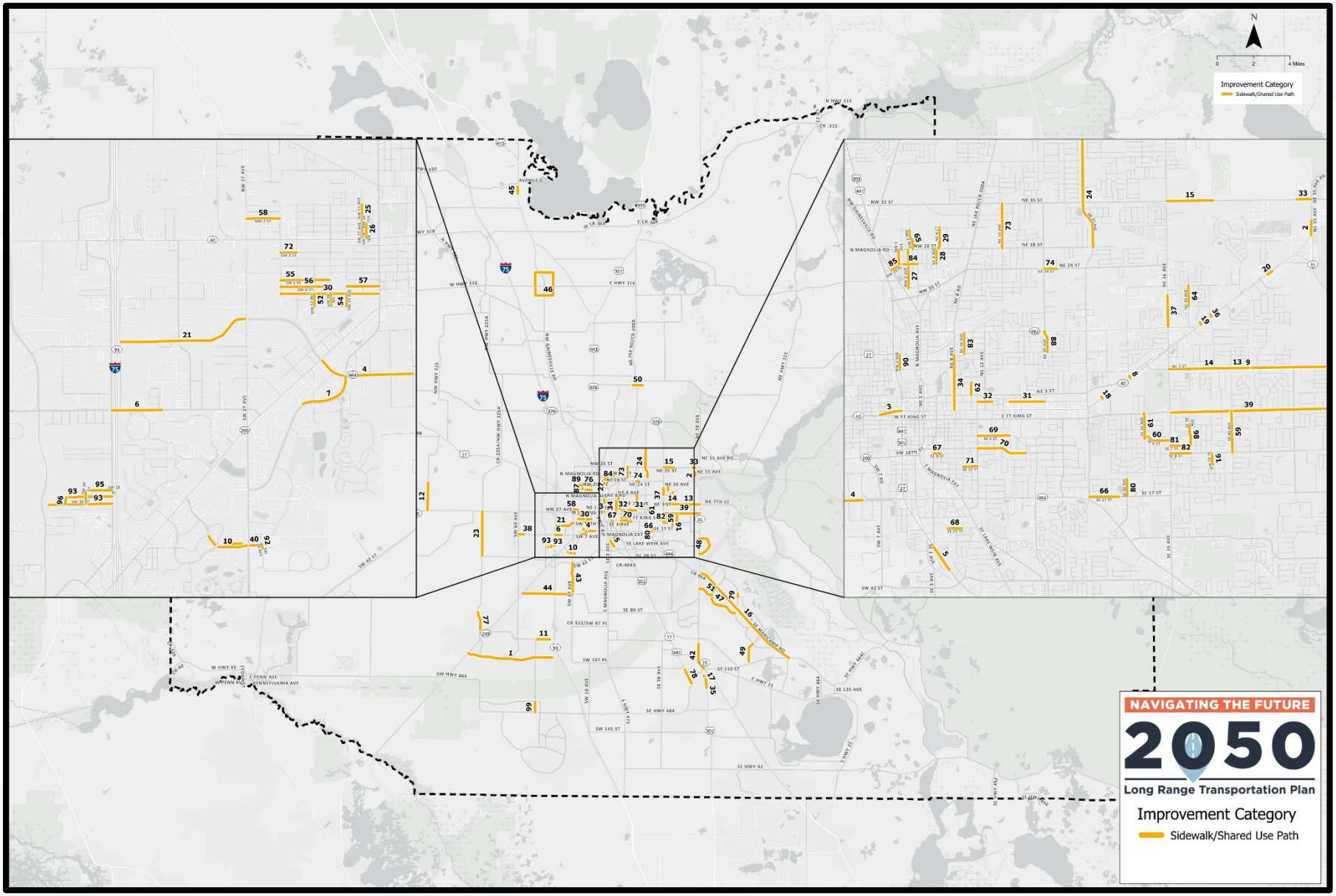


Figure 4-9: 2050 Sidewalk and Shared Use Path Projects (from Draft 2025 ATP)

Note that Table 4-12 lists only Tier 1 sidewalk/shared use path projects. A table of the full list is included in Appendix J.

Table 4-12: Selected 2050 Sidewalk and Shared Use Path Projects (from Draft ATP)

Type	ID	Facility Name	From	To	Improvement Type	Tier
SUP	1	SW 103rd St Road	SR 200	SW 38th	Multi-Use E-W Path connection	1
Sidewalk	2	NE 55th Avenue	NE 31st St	E Silver Springs Blvd	Sidewalk (on west side)	1
Sidewalk	3	SR 40/ Silver Springs Blvd	US 301/441 Pine	SW 7th Avenue	Sidewalks both sides of street to fill gap.	1
Sidewalk	4	SR 464	SR 200	SW 12th Avenue	Sidewalk to fill in gap - SR 200 to SW 12th south side; SW 18th Avenue to SW 12th Avenue on north side	1
Sidewalk	5	US 301/441/27	S/O Rail Line Bridge sidewalk ends	SE 3rd Avenue	Sidewalk both sides under Rail Bridge	1
Sidewalk	6	SW 20th St	SW 34th Avenue	SW 38th Avenue	Sidewalks both sides to fill in gap.	1
Sidewalk	7	SW 19th Avenue Road	SR 464	Existing sidewalk	Sidewalk to fill in gap on north side of road	1
Sidewalk	8	SR 40	north side of SR 40 to south side	NE 30th Avenue	Sidewalk connection across SR 40 to connect to NE 30th	1
Sidewalk	9	NE 7th St	SR 35-Baseline	SE 36th Avenue	Sidewalks both side of street to complete gap	1
Sidewalk	10	SW 34th St	SW 27th Avenue	SW 34th Circle	Sidewalk to fill in gaps both side	1
SUP	11	SW 95th St	SW 48th Avenue	SW 40th Ter	Shared Use Path	1
SUP	12	NW 110th Ave	SR 40	NW 21st St	Shared Use Path	1
SUP	13	NE 7th St	NE 36th Avenue	Baseline Rd	Shared Use Path	1
Sidewalk	14	NE 7th St	NE 36th Avenue	NE 46th Court	Sidewalk	1

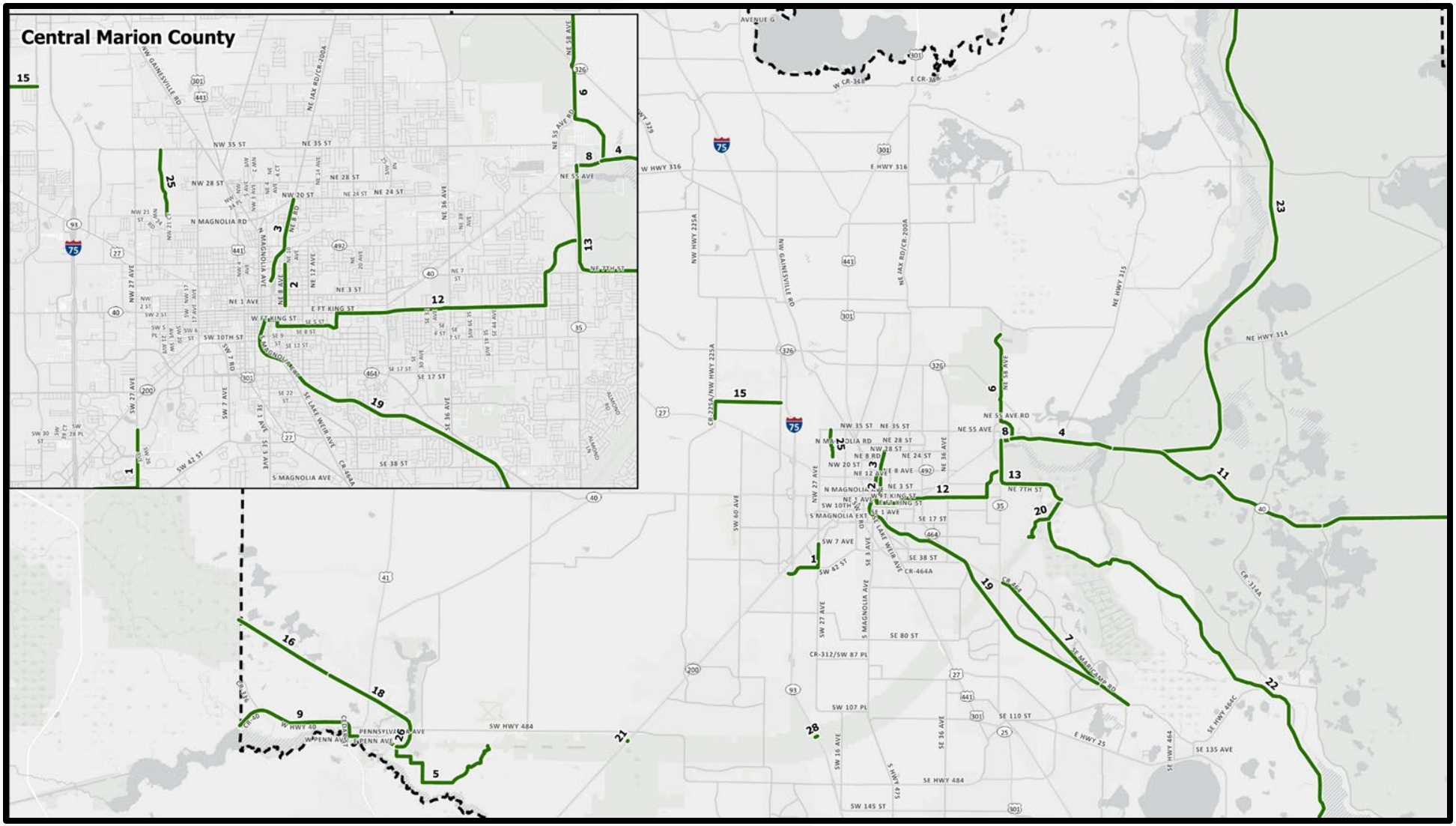


Figure 4-10: 2050 Trail Needs (from Draft 2025 ATP)

Table 4-13: 2050 Trail Projects (from Draft ATP)

ID	Facility Name	From	To	Improvement Type	Tier
1	SW 27th Ave / SW 42nd St / SW 43rd St Rd	SW 19th Ave	SW 40th Ave	Trail	1
2	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Trail	1
3	Wataula and NE 8th Avenue Trail	Tuscawilla Park	CR 200A/SE Jacksonville Rd	New Trail	1
4	E Highway 40 / Black Bear Trail	Silver Springs State Park	West of NW 102nd Avenue Rd	Trail	1
5	Pruitt Gap	Pruitt Trailhead	Dunnellon Trail	Trail	1
6	Indian Lake Trail	SR 40/Silver Springs State Park	Indian Lake Trail Park	Trail	2
7	SE Maricamp Rd	East of SW 58th Ave	SE 110th Ave	Trail	2
8	SR 40	NE 60th Ct	East of NE 58th Ave	Trail	2
9	Withlacoochee Bay Trail	Dunnellon	Levy County	Trail	2
10	E Highway 40 / Black Bear Trail	SE 183rd Avenue Rd	SR 19	Trail	2
11	E Highway 40 / Black Bear Trail	West of NW 102nd Avenue Rd	SE 183rd Avenue Rd	Trail	2
12	Ocala to Silver Springs Trail	SE Osceola Ave	NE 58th Ave	Trail	2
13	Silver Springs Bikeway	East Silver Springs Blvd	Marjorie Harris Carr Cross Florida Greenway Park	Trail	2
14	Lake Wauburg to Price's Scrub State Park Trail	Lake Wauburg	Price's Scrub State Park	Trail	2
15	49th Ave	NW Blichton Rd	NW 44th Ave	Trail	2
16	Nature Coast Trail (Chiefland to Dunnellon) II	Dunnellon	Levy County Line	Trail	2

Table 17: 2050 Trail Projects (from Draft ATP) (Continued)

ID	Facility Name	From	To	Improvement Type	Tier
17	E Highway 40 / Black Bear Trail	SR 19	Volusia County Line	Trail	2
18	Chiefland to Dunnellon	SW 215th Court Rd	SW Highway 484	Trail	2
19	Ocala Rail Trail	SE 3rd St	Oak Rd	Trail	2
20	Cross Florida Greenway Connection	SE Highway 314	Marshall Greenway	Trail	2
21	SR 200	Cross Florida Greenway		Grade separated crossing	2
22	Silver Springs Trail	Lake County	Silver Springs State Park	Trail	3
23	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County	Trail	3
24	Dunnellon Trail Connection	St Patrick Dr	Cross Florida Greenway	Trail	3
25	NW 21st Ave	NW 35th St	NW 21st St	Trail	3
26	Nature Coast Trail (Chiefland to Dunnellon) I	SW Highway 484	S Bridges Rd	Trail	3
27	North Lake Trail	SR 40	Lake County Line	Trail	3
28	Cross Florida Greenway Land Bridge Expansion	Over I-75		Trail	3

Transportation Innovation in Marion County

As part of its TSM&O program, FDOT District 5 is advancing technology projects in Marion County Two notable examples are:

I-75 FRAME

Florida's Regional Advanced Mobility Elements (FRAME) project will deploy new technologies to improve corridor operations. Tools include Automated Traffic Signal Performance Measures (ATSPM), Connected Vehicle roadside and on-board units, and both Transit and Freight Signal Priority. FRAME will create an integrated corridor management system, providing real-time information to motorists during incidents and enhancing freight and transit reliability.

SR 40 ITS Safety Deployment (Wildlife Detection and Warning)

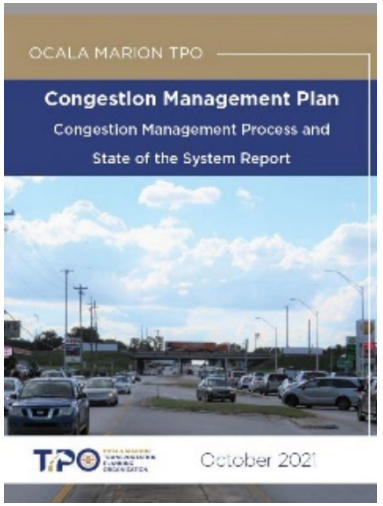
This project will use wildlife detection sensors and warning beacons to alert drivers when animals are present on or near the roadway. Data collected will be stored for performance evaluation and integrated with FDOT's statewide Connected and Automated Vehicle services. This system aims to reduce animal-vehicle collisions, improve safety, and protect environmental resources along a key east–west corridor.

4.4 Operations and Management Strategies

The Ocala Marion TPO maintains a Congestion Management Process (CMP) to improve the safety, efficiency, and reliability of the county's major roadway network. The CMP identifies strategies to reduce travel demand at specific locations and recommends operational and multimodal improvements to the overall transportation system. Florida Statute (Section 339.175) requires TPOs and MPOs to prepare a CMP as part of ongoing planning activities.

The CMP is both a plan and an ongoing process. The current CMP was adopted in October 2021 and establishes policies, procedures, and baseline system evaluation for Marion County. Since adoption the TPO has continued to implement the CMP through supporting products such as the 2023 State of the System Report and hosts an interactive congestion management map for public information.

At the regional level, the LRTP builds on innovations advanced **by FDOT District 5,** including Transportation Systems Management and Operations (TSM&O) strategies such as adaptive traffic signal control, real-time incident management, and connected vehicle pilots.



4.5 Special Projects

4.5.1 Moving I-75 Forward

Through FDOT's Moving Florida Forward initiative, the Moving I-75 Forward program accelerates long-planned improvements to one of Marion County's most critical transportation corridors. I-75 serves as the county's primary north–south spine for commuters, freight, and visitors, and also functions as a designated hurricane evacuation route. Planned improvements include widening key segments, upgrading interchanges, and enhancing operational reliability to reduce recurring congestion.

For Marion County, these investments mean safer, more reliable travel, stronger connections to the Tampa Bay and Orlando markets, and improved freight mobility that supports local economic development. Advancing construction ahead of traditional schedules ensures that the corridor keeps pace with rapid growth, positioning Marion County for long-term prosperity while addressing near-term traffic and safety challenges.

Construction for the I-75 South project (FPID 452074-2, from SR 44 in Sumter County to SR 200) is underway, while construction for I-75 North (FPID 452074-1, from SR 200 to CR 326) is anticipated to begin in late 2025.

Figure 4-11: Moving I-75 Forward Info Sheets (Source: FDOT)

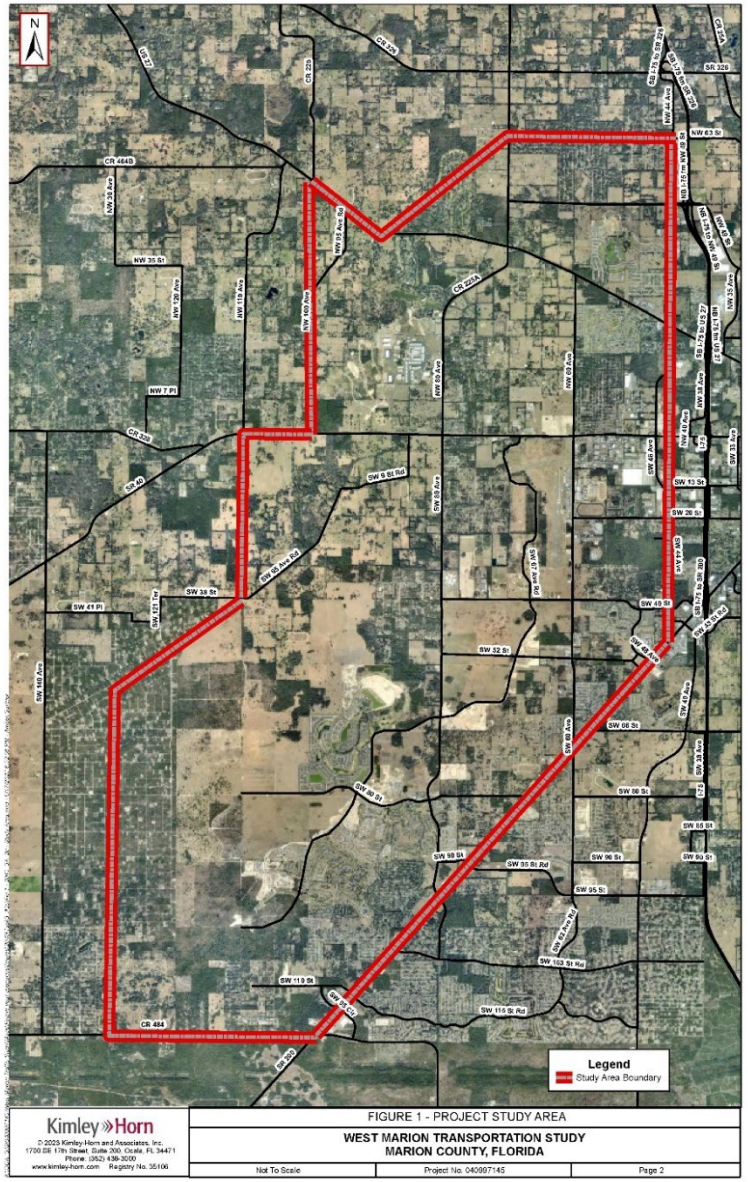


Figure 4-12:West Marion Study Area (2023)

4.5.2 Western Beltway

Building upon the 2023 West Marion Transportation Planning Study (study area shown as Figure 4-12), a mobility study is proposed for the southwest portion of Marion County. The study will examine opportunities to strengthen connections between Citrus County, southwest Marion County communities such as On Top of the World, and central Marion County including the City of Ocala. Its focus will be on identifying strategies to relieve congestion and improve safety along the parallel US 41/SR 40 and SR 200 corridors, which currently serve as the area's primary travel routes. The study area also encompasses the World Equestrian Center, one of the county's premier destinations for tourism and economic activity, underscoring the importance of reliable, multimodal access. By evaluating multimodal options, operational improvements, and potential new alignments, the study will provide a framework for long-term, safe, and efficient mobility in one of the county's fastest growing regions.

4.5.3 East-West Corridor Connection

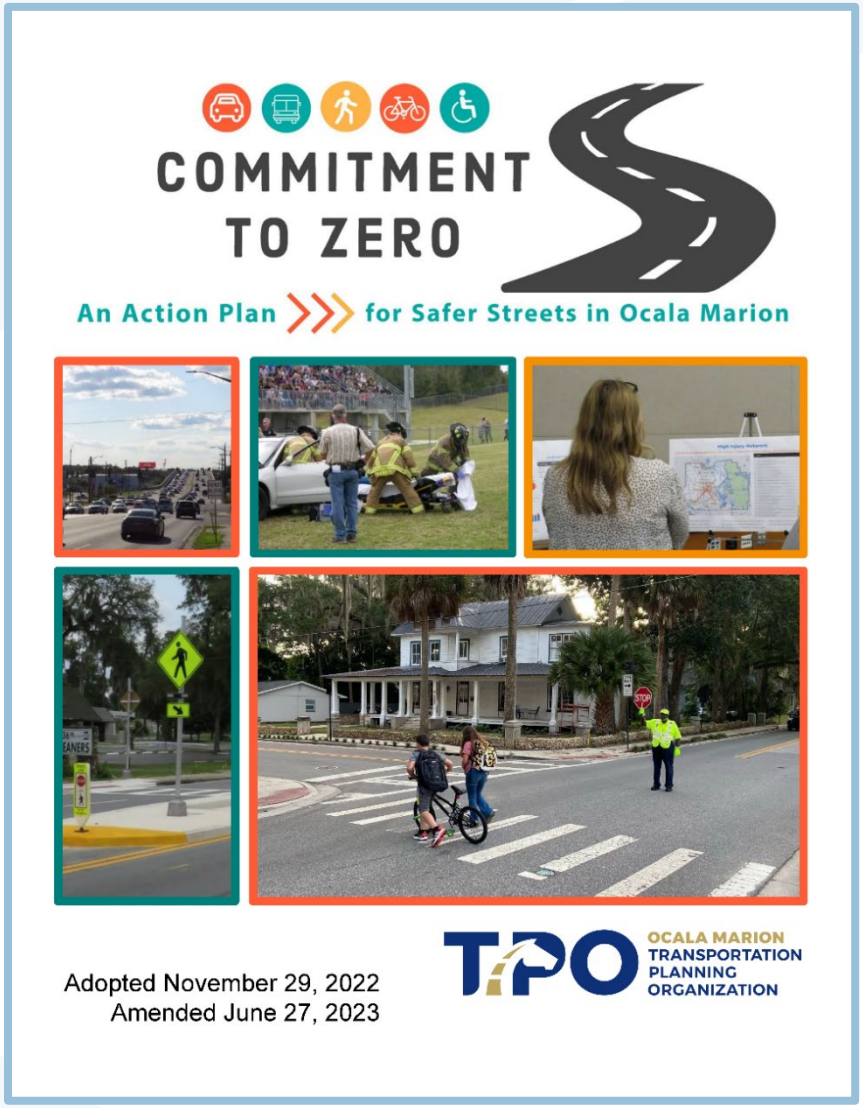
A study is also proposed to evaluate the need for an east-west mobility corridor between I-75 and US 301/US 441, generally located between CR 484 and SW 42nd Street. This study will examine opportunities to improve connectivity across southern Marion County, reduce pressure on existing arterial roadways, and enhance safety and reliability for both local and regional travel. Potential strategies may include new roadway connections, operational improvements, and multimodal options to support planned growth in the area.

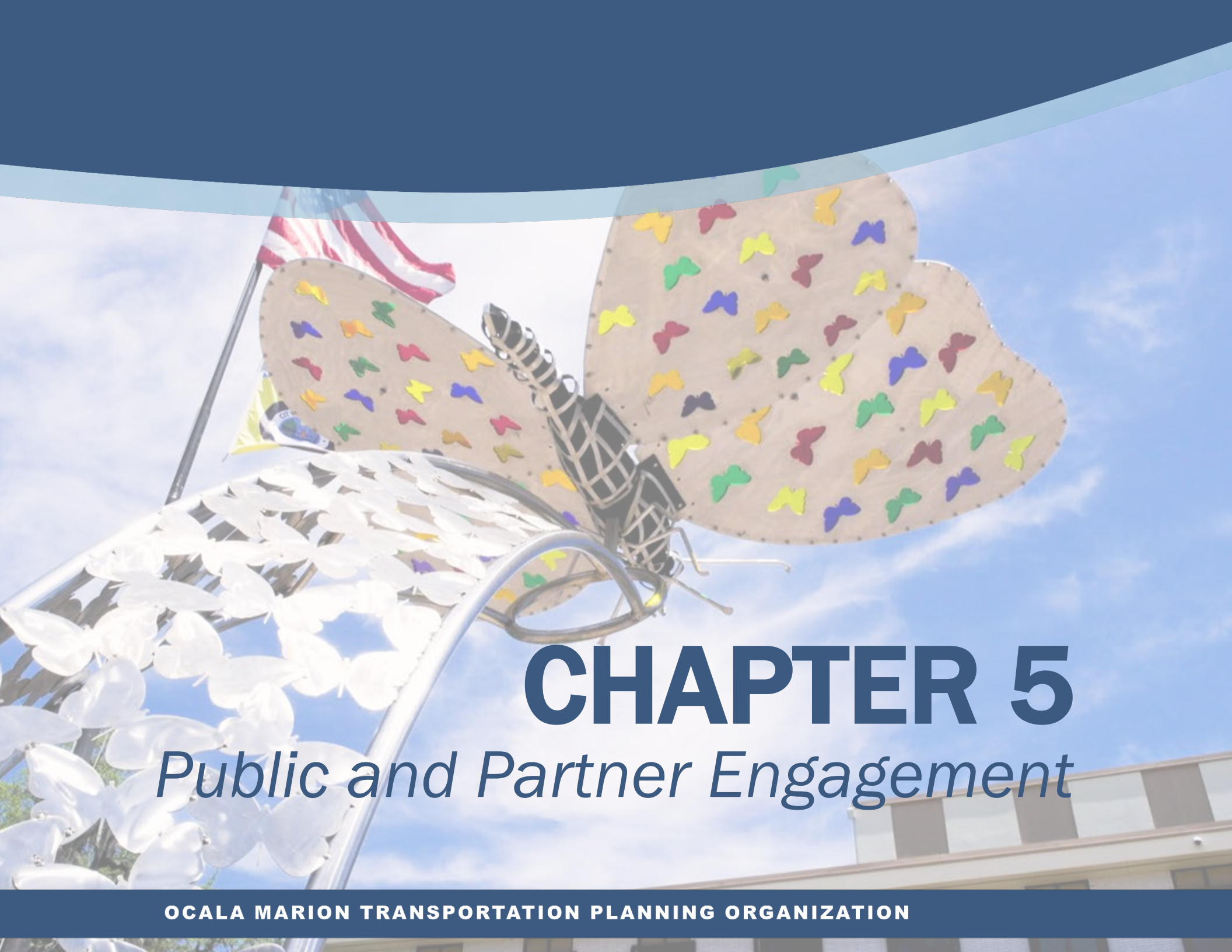
4.6 Safety

Safety is a core element of the transportation planning process and remains the highest priority of the 2050 LRTP. Reducing crashes, fatalities, and serious injuries is essential to many of the plan's goals, including protecting the people of the community and ensuring they may confidently travel any distance by any mode. By integrating safety considerations into projects and strategies, the LRTP seeks to create a transportation system that not only moves people and goods efficiently but also safeguards lives.

4.6.1 Commitment to Zero Safety Action Plan

In 2022, the Ocala Marion TPO adopted the *Commitment to Zero*—an action plan for safer streets in Ocala Marion. This plan was developed to identify projects and strategies to help eliminate traffic-related fatalities and serious injuries in Marion County by 2045. The plan is a public-friendly document and is supported by the Safe System Approach, recognizing that human mistakes are inevitable but deaths and serious injuries are not acceptable. This requires designing roadways, setting speeds, and implementing policies that prioritize safety for all users, including vulnerable road users such as pedestrians, bicyclists, children, and older adults. The Plan calls for a coordinated, data-driven, and systemwide approach to save lives.





CHAPTER 5

Public and Partner Engagement

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

5 PUBLIC AND PARTNER ENGAGEMENT

5.1 Introduction

The TPO made an intentional effort to solicit and obtain a diverse set of input for the Ocala-Marion TPO 2050 LRTP. The TPO engaged the public with several different methods, which included traditional in-person meetings, community workshops, and web-based information updates. Traditionally underserved populations were specifically targeted as part the outreach efforts and participation in the Plan. Valuable input was provided by a diverse range of stakeholders and interested parties to assist in the development of the 2050 LRTP.

The goals for public outreach during the development of the 2050 LRTP included the following:

- Increase awareness of the TPO and the 2050 LRTP
- Educate stakeholders about transportation issues and solutions
- Gather diverse public input to inform TPO Board decisions

The TPO built upon its successful 2045 LRTP outreach efforts for the 2050 plan, embracing lessons learned from the COVID-19 pandemic. While the primary challenge emerging from the pandemic was a temporary reduction to in-person events, this presented an opportunity to innovate and expand engagement strategies.

For the 2050 LRTP, staff implemented a dynamic, hybrid approach that combined the strengths of both approaches:

- Enhanced digital engagement by leveraging virtual platforms to reach a broader audience while maintaining accessibility
- Revitalized in-person events by introducing face-to-face interactions with renewed enthusiasm, fostering community connections
- Inclusive outreach with targeted efforts to engage traditionally underserved populations through diverse channels

By blending traditional methods with innovative digital approaches, staff were able to create a more resilient and inclusive public engagement process. This adaptive strategy ensured that all voices were heard and considered in shaping our region's transportation future, regardless of unforeseen circumstances.

Ultimately, the input received through these public outreach efforts helped guide the development of the 2050 LRTP and validate the projects that were recommended in the Plan. Appendix K shows the completed and scheduled public involvement activities.

679
Surveys Comments

Community Responses

12,625
Attendees

Community Events

106
Attendees

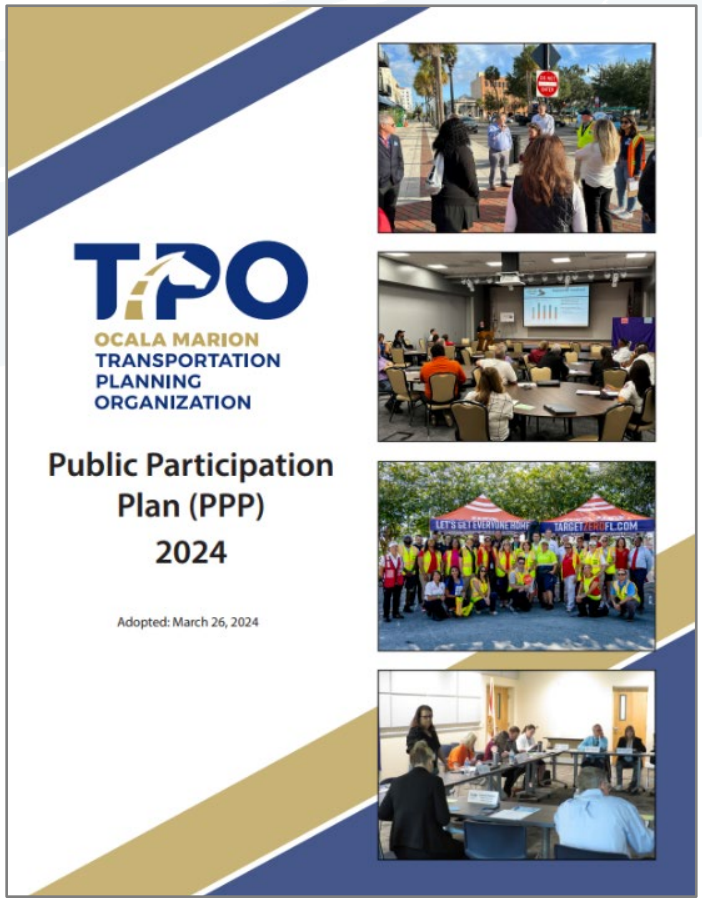
LRTP Public Meetings

267
Attendees

Regularly Scheduled/ Partner/Agency Meetings

5.2 Public Participation Plan

The TPO's Public Participation Plan (PPP) was adopted by the TPO Board on March 26, 2024, and is available under separate cover. The Public Participation Plan addresses federal requirements to provide direction for public involvement activities to be conducted by the TPO. It includes the policies, goals, objectives and techniques used for public involvement. Although the PPP was not specifically developed for the 2050 LRTP, it was used to guide public participation efforts for the 2050 LRTP given that it was developed concurrently.



5.3 Summary of Public Comments

The transportation projects identified in the 2050 LRTP are partially based on input received during the public involvement efforts of the TPO and LRTP team. Some key efforts to solicit public input included the following:

- Public Survey #1: April 23, 2024 – June 30, 2024
- Public Comment Map: April 23, 2024 – September 2, 2024
- Community Workshop #1: September 18, 2024
- Public Survey #2: February 18, 2025 – March 31, 2025
- Community Workshop #2: February 25, 2025
- LRTP, ATP Open House/Office Hours Public Event – September 30, 2025

The TPO led different activities to achieve the stated goals of the public involvement process for the 2050 LRTP. The TPO strived to keep the process simple and convenient for participants, while providing robust information to encourage as much participation as possible.

Throughout the development of the 2050 LRTP, public comments generally shared some common themes. Improving safety, preserving the environmental character of the region, and providing regional transportation alternatives to highway travel were recorded as desires of the public.

5.4 Plan Successes and Unmet Aspirations

The Ocala Marion TPO 2050 LRTP adequately meets the transportation needs that were expressed by the public. Based on public comments, the TPO ensured existing priorities and projects currently in production were included in the Plan. However, due to the limited availability of funding for future highway projects, some projects that were listed as cost-feasible projects in the 2045 LRTP, are now listed as unfunded or partially funded projects in the 2050 LRTP.

5.5 Key Themes

Public input was collected throughout the development of the plan. Key themes included addressing safety issues, existing and projected roadway congestion, evacuation routes, preserving existing infrastructure, and providing the community with a variety of transportation options, including more robust local and regional transit and multi-use trails.

CHAPTER 6

Environmental Consideration

6 ENVIRONMENTAL CONSIDERATION

The 2050 LRTP addresses potential environmental mitigation activities as required by federal regulations. Per 23 CFR 450.322, the plan shall include at a minimum:

A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including these activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The TPO may establish reasonable timeframes for performing this consultation.

Transportation projects can affect various environmental resources, including wildlife habitats, wetlands, and groundwater systems. When impacts cannot be fully avoided, mitigation or conservation measures must be implemented. Environmental mitigation refers to the strategies used to address ecological impacts resulting from transportation initiatives. These strategies may include enhancement, restoration, creation, or preservation efforts that compensate for unavoidable damage.

In Florida, mitigation for transportation projects is coordinated through a partnership involving the TPO, FDOT, and state and federal environmental agencies such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). This process is governed by Section 373 of the Florida Statutes, which outlines requirements for mitigation planning, permitting, and habitat impact mitigation, including the use of mitigation banking.

Under this statute, FDOT identifies projects requiring mitigation, estimates associated costs, and deposits funds into an escrow account within the Florida Transportation Trust Fund. These funds are programmed in FDOT's work program and allocated to WMDs to carry out mitigation activities. Section 373.4137, F.S., specifically establishes the FDOT Mitigation Program, which is administered by the WMDs in collaboration with regulatory agencies and mitigation banks. Each year, WMDs develop regional mitigation plans focused on land acquisition and ecological restoration, updated to reflect the current FDOT work program.

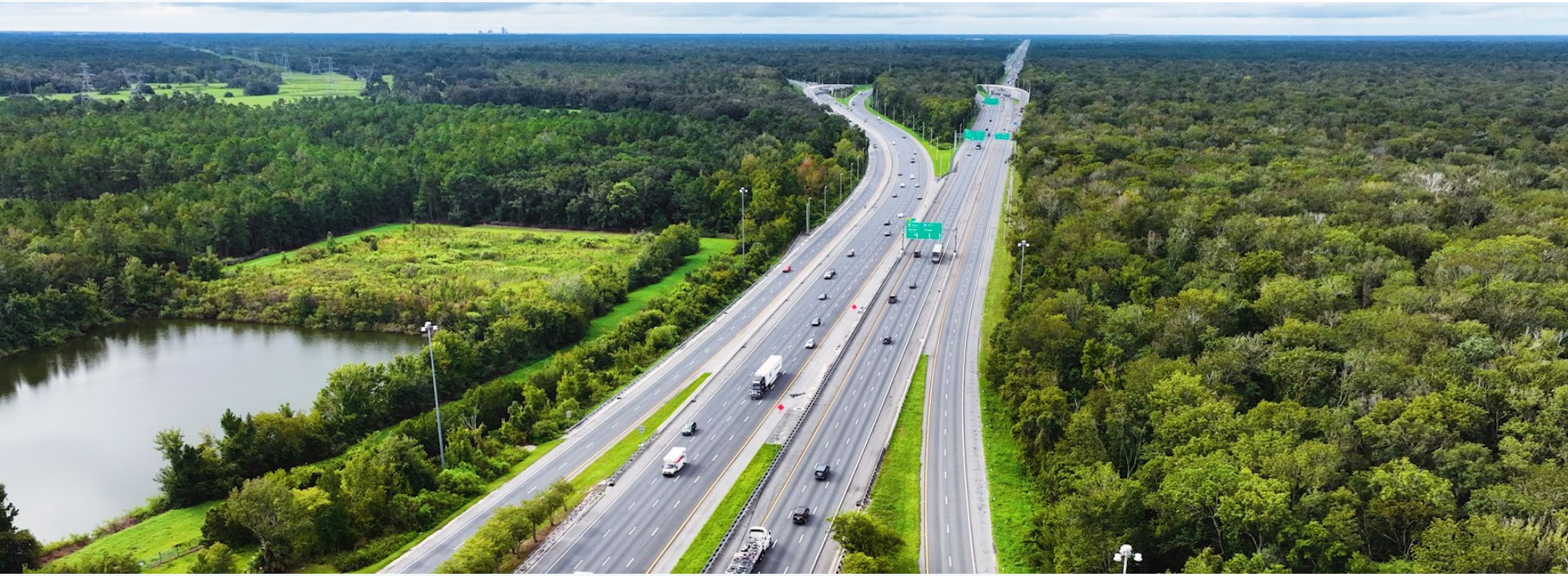
This program benefits TPOs by offering a structured approach to environmental mitigation and fostering coordination among federal, state, and local agencies. Mitigation planning follows a general hierarchy:

- Avoid impacts altogether
- Minimize a proposed activity/project size or its involvement
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operation during the life of the action

6.1 Resiliency

The 2050 LRTP considers the resiliency of the transportation system, recognizing the critical need to prepare for and respond to regular and irregular closures as caused by severe weather events or other disruptions. Marion County's roadway network plays a critical role in regional hurricane evacuation, particularly I-75, US 301, US 441, SR 40, and SR 200. The reliability of these corridors during emergencies is of the highest priority while also serving the daily needs of commuters, freight, and visitors.

Resiliency planning addresses risks such as flooding, storm damage, and long-term climate impacts that can compromise safety and mobility. Strategies include incorporating redundant connections to reduce reliance on a single corridor, applying design standards that account for flooding and stormwater management, and integrating operational tools that improve response and recovery times. Through coordination with state and local partners, the LRTP ensures that transportation investments not only support daily mobility but also provide a robust and adaptable system that protects residents, visitors, and the regional economy in times of crisis.



CHAPTER 7

Plan Implementation

7 PLAN IMPLEMENTATION

Implementation of the LRTP Cost Feasible Plan relies on a closely coordinated inter-agency process whereby implementing agencies program available funding, including the resources necessary to design, acquire right of way, and construct the infrastructure improvements. Continued collaboration between the TPO and its planning and implementation agency partners is critical to maintain consistency between the LRTP and local priorities. There are several components of the 2050 LRTP, and the plan update process in particular, that can facilitate ongoing collaboration and implementation of the LRTP. Chief among them is a continued focus on system and facility performance as a primary basis for investment decisions. The TPO can leverage performance monitoring and target setting results to support this process.

7.1 Amending the Plan

The next regularly scheduled plan update will occur in 2030, in adherence with the federal requirement to update the LRTP at least every five years. That schedule does not, however, preclude regular updates to the plan that do not necessarily involve the full plan update process described earlier in this document. The TPO has established a biannual LRTP amendment schedule. The two cycles of amendments are tentatively scheduled for May and November of every year. There are two types of updates that can be made that do not require a full plan update process:

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

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

The LRTP can be amended at any time, provided the required process is followed, depending on the nature of the amendment. The TPO does not have to extend the planning horizon of the LRTP for administrative modifications or amendments. Florida Statute requires that the Ocala Marion TPO Board adopt amendments to the LRTP by a recorded call vote or hand-counted vote of the majority of the membership present. The amended long-range plan is to be distributed in accordance with the FDOT MPO Handbook Requirements.

7.2 The Next Five Years

The TPO has a clear vision for the transportation system, providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including an emphasis on projects to support important transportation corridors within the county. The Ocala Marion TPO 2050 LRTP will remain in effect for five years until its update, anticipated to be completed by October 2030.

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