

2040 Long Range Transportation Plan Vision

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

Goal 1 - Provide a transportation system that encourages the use of all modes by offering travel choices that are accessible to County residents, visitors, and businesses.

Objective	Performance Measure
Increase transit ridership by providing more frequent and convenient service.	# routes with 45 minute or less headway
Increase bicycle and pedestrian travel by providing sidewalk, bike lanes and multi-use trails throughout the county.	Miles of new bike lanes Miles of new sidewalks Miles of new trails
Provide safe and reasonable access to transportation services and facilities for the transportation disadvantaged (TD).	Miles of transit routes with sidewalks.
Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.	Miles of new bike lanes in EJ Areas Miles of new sidewalks in EJ Areas

Goal 2 - Provide for efficient transportation that serves local and regional needs and stimulates economic development and growth.

Objective	Performance Measure
Improve access to and from areas identified for employment development and growth.	Number of Projects providing access to designated employment areas.
Foster greater economic competitiveness through enhanced, efficient movement of freight.	% of travel meeting LOS criteria on roadways providing access to activity centers
Support transportation projects that promote economic development and job creation.	Centerline miles of roadways widened within 2 miles of employment center

Goal 3 - Improve the safety and security of the multimodal transportation system for motorized and non-motorized users.

Objective	Performance Measure
Provide safe access to and from schools.	miles of new sidewalks within 2 miles of public schools
Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.	# of safety projects implemented from CMP and other safety studies
Increase the accessibility and mobility of people and freight within the region and to other areas.	% of roadway centerline miles that are severely congested
Improve safety and security by enhancing the evacuation route network for natural events and protecting access to military assets.	% of evacuation route centerline miles that are congested
Reduce the number of fatal and severe injury crashes	% of crashes reduced over a 5 year time period

Goal 4 - Ensure that the transportation system reflects the needs of the community, including the traditionally underserved, through public engagement, community participation and intergovernmental cooperation

Objective	Performance Measure
Provide opportunities to engage citizens, particularly the traditionally underserved populations, and other public and private groups and organizations.	Number of participants engaged in the public participation process and from traditionally underserved populations.
Support community education and involvement in transportation planning.	Number of techniques used to provide information to the public.
Coordinate with local government to consider local land use plans when identifying future transportation projects.	Consistency of transportation projects with community growth strategy in comprehensive plan.
Collaborate with various agencies including the FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel on creating strategies for developing a multimodal transportation system.	Attendance and participation by representative agencies on advisory committees. Total number of stakeholder attendance and participation in LRTP

Goal 5 - Create quality places through coordination of transportation and land use planning between the County and cities that facilitates healthy, active living and protects natural resources through proactive environmental stewardship.

Objective	Performance Measure
Limit impacts to existing natural resources, such as parks, preserves, and protected lands.	Number of projects screened through ETDM that identified potential impacts
Avoid or minimize negative impacts of projects and disruption to residential neighborhoods.	Number of participants engaged in the public participation process Number of transportation projects consistent with community growth strategies in comprehensive plan.
Support community social values by developing facilities that are user-friendly, multimodal, and encourage healthy and active lifestyles.	Miles of new bike lanes Miles of new sidewalks Miles of new trails % of population with 1/4 mile of transit

Goal 6 - Optimize existing revenues by emphasizing preservation of the existing transportation system and selection of cost-effective projects.

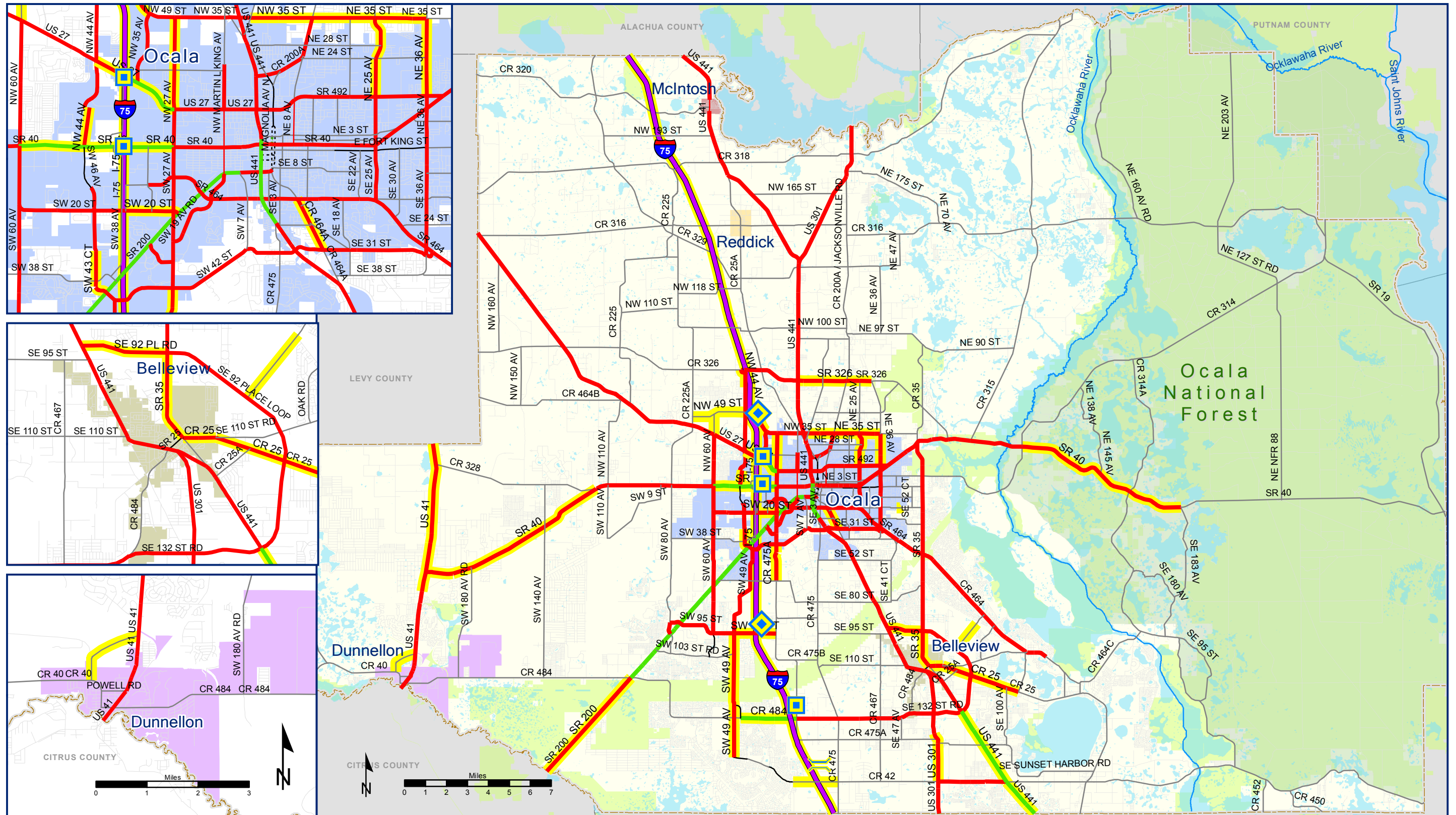
Objective	Performance Measure
Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other management and operational improvements.	Number of intersection projects included from CMP Number of intersection projects completed from CMP Percent of intersections with ITS capabilities
Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.	Dollars allocated to roadway maintenance (resurfacing)
Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.	Average age of transit fleet Dollars allocated to roadway maintenance (resurfacing) Number of lane miles improved by resurfacing

2040 LRTP Goals and MAP-21 Planning Factors

<div style="text-align: right; padding-right: 10px;">MAP-21 Planning Factors</div> <div style="text-align: left; padding-left: 10px;">2040 LRTP Goals</div>	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration and Connectivity	System Management and Operation	System Preservation
(1) Multimodal Integration.								
(2) Economic Development and Growth								
(3) Safety and Security								
(4) Cooperation								
(5) Create Quality Places								
(6) System Preservation.								

L RTP Report Plan Report Card

System Measures	Existing	2040 Needs	2040 Cost Feasible
Cost of Needs Improvements	Dollars		
Vehicle Miles Traveled (VMT)	Miles		
Delay	Hours		
Transit Measures	Existing	2040 Needs	2040 Cost Feasible
Jobs within ¼ miles of transit	Number of Jobs		
Population within ¼ miles of transit	Number of People		
Miles of Transit Routes with Sidewalks	Miles		
Daily Transit Ridership	Daily ridership		
Multi-Use Trails Measures	Existing	2040 Needs	2040 Cost Feasible
Jobs within ¼ miles of trails	Number of Jobs		
Population within ¼ miles of trails	Number of People		
Miles of Multi-use trails	Miles		
Miles of Bike Lanes	Miles		
Miles of Sidewalks	Miles		
Highway Measures	Existing	2040 Needs	2040 Cost Feasible
Miles of roadways widened	Miles		
Miles of safety or complete street treatments	Miles		
\$ allocated for safety/CMP projects	Dollars		
Percent of Roadway miles congested	Miles		
Percent of Emergency evacuation route miles congested	Miles		



Map 1
Ocala/Marion TPO 2040 LRTP: 2040 Needs Assessment Number of Lanes/Road Type, Alternative 1

- | | | |
|----------------------|----------------------|--|
| — 2 Lanes, Undivided | — 4 Lanes, Undivided | — 2021-2040 Improvement |
| — 2 Lanes, Divided | — 3 Lanes, One-way | ◆ New Interchange |
| — 2 Lanes, One-way | — 4 Lanes, Divided | ◆ Interchange Operational Improvements |
| | — 6 Lanes, Divided | — New Overpass |
| | — 8 Lanes, Freeway | |



Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 1: 2040 Needs Assessment - Highway Assessment and Priorities

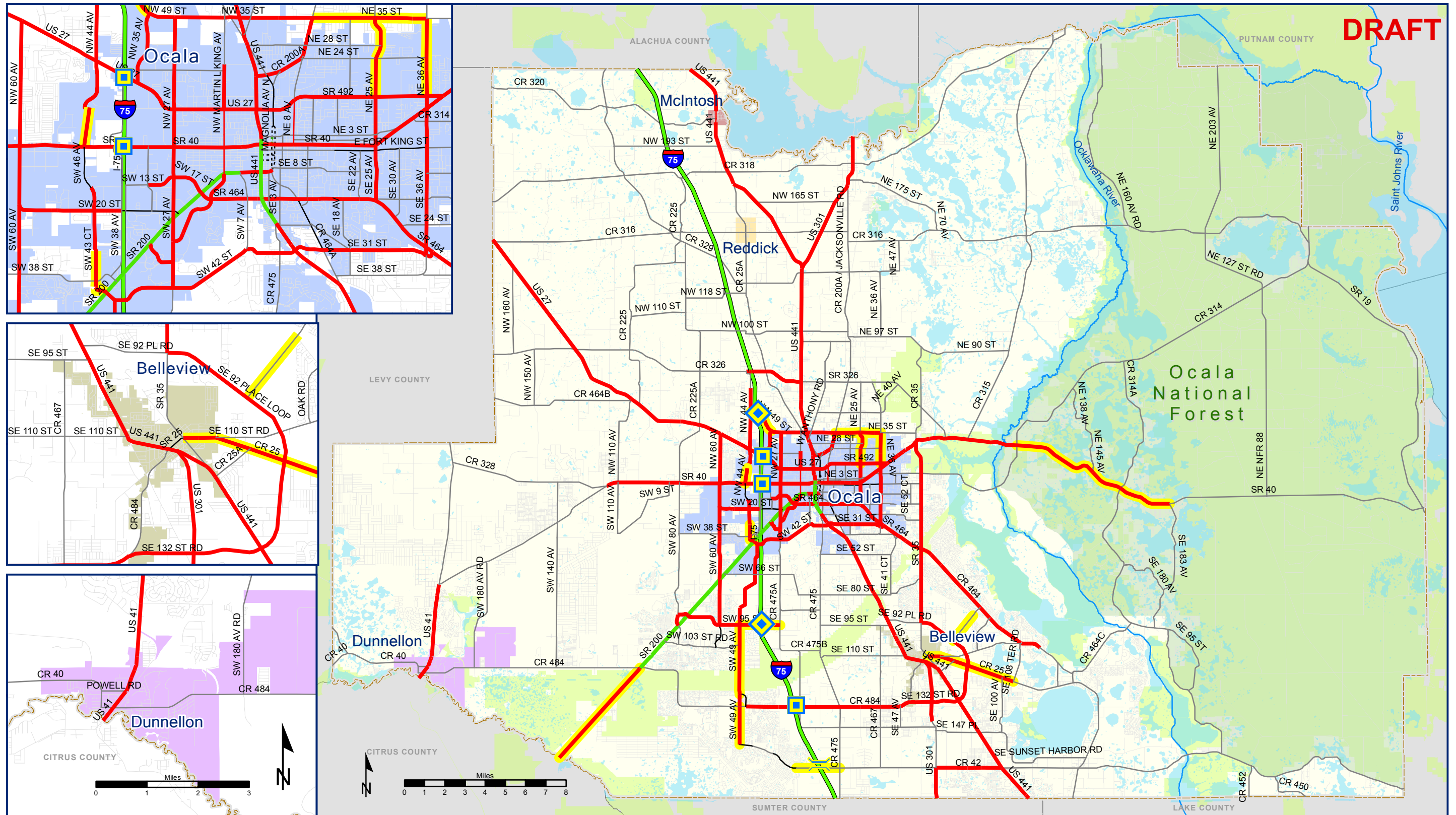
Roadway	From	To	Roadway Data			Traffic Count	2013	2040		Preliminary Cost Estimate
			Length	# of Lanes	SIS* RS**		Congestion Level	Congestion Level	Improvement	
STATE ROADS										
PRIORITY 1										
SR 200 ¹	Citrus County Line	CR 484	6.0	2	RS	13,200	Low	Severe	Add 2 Lanes	\$35,000,000
	CR 484	I-75	8.9	6	RS	38,700	Low	High	ITS/Corridor Management	\$1,800,000
	I-75	US 441 ²	3.5	6	RS	41,400	Low	High	ITS/Corridor Management	\$2,200,000
I-75 (Interchanges)	US 27		-				-	-	Operational Improvements	\$13,000,000
	SR 40 ¹		-				-	-	Operational Improvements	\$5,500,000
	CR 484		-				-	-	Operational Improvements	\$12,500,000
SR 40	CR 314	CR 314 A	5.8	2	SIS	12,300	Low	High	Add 2 Lanes	\$107,600,000
	CR 314A	Levy Hammock Rd	2.7	2	SIS	10,800	Low	High	Add 2 Lanes	\$59,600,000
US 301	Sumter County Line	CR 42 ²	1.5	4	RS	18,800	Low	High	ITS/Corridor Management	\$200,000
	CR 42	SE 143 rd Place	2.3	2	RS	14,500	Low	Severe	Add 2 Lanes	\$16,400,000
	SE 143 rd Place	US 441 ²	3.3	4	RS	13,300	Low	Low	ITS/Corridor Management	\$400,000
I-75 (Mainline)	Sumter County Line	SR 326	21.5	6	SIS	77,000	Low	High	Add 2 Lanes	\$265,500,000
	SR 326	CR 318	10.2	6	SIS	54,100	Low	Severe	Add 2 Lanes	\$126,300,000
	CR 318	Alachua County Line	5.9	6	SIS	62,400	High	Severe	Add 2 Lanes	\$72,900,000
Intelligent Transportation System (ITS)/Corrdior Management										
US 441	SE 132nd Street Rd	US 301 ²	2.5	4	RS	21,500	Low	Low	ITS/Corridor Management	\$600,000
	US 301	CR 475 ²	9.3	4	RS	27,000	Low	Low	ITS/Corridor Management	\$2,200,000
	CR 475	SR 200 ²	1.1	6	RS	28,900	Low	Low	ITS/Corridor Management	\$400,000
	SR 200	CR 25A ²	2.6	4	RS	35,100	Low	High	ITS/Corridor Management	\$1,800,000
SR 326	I-75	US 441	2.6	4	SIS	19,400	Low	Low	ITS/Corridor Management	\$600,000
US 27	NW 27th Avenue	US 441 ²	1.6	4	RS	25,000	Low	Low	ITS/Corridor Management	\$400,000
SR 35	SE 92 nd Place Rd	SR 464	3.7	4	RS	18,900	Low	Low	ITS/Corridor Management	\$600,000
	SR 464	SR 40	5.4	4	RS	15,600	Low	Low	ITS/Corridor Management	\$1,000,000
US 27	SW 27 th Avenue	SR 35 ²	7.4	4	RS	30,700	Low	High	ITS/Corridor Management	\$3,600,000
SR 464	SR 200	SR 35	7.2	4	RS	34,000	High	High	ITS/Corridor Management	\$3,800,000
US 41	Citrus County Line	SW 111th Place Ln ²	1.3	4	RS	21,500	Low	High	ITS/Corridor Management	\$600,000
	4 lanes by 2020 SW 111th Place Ln	SR 40 ²	3.6	4	RS	18,500	High	Low	ITS/Corridor Management	\$800,000
¹ Construction Only - all other phases complete										
² Constrained Corridors										

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Roadway	From	To	Roadway Data			Traffic Count	2013	2040		Preliminary Cost Estimate
			Length	# of Lanes	SIS* RS**		Congestion Level	Congestion Level	Improvement	
PRIORITY 2										
US 441	Sumter County Line	CR 42	2.0	4	RS	30,000	Low	Severe	Add 2 Lanes	\$20,300,000
	CR 42	SE 132nd Street Rd	4.0	4	RS	26,800	Low	High	Add 2 Lanes	\$35,700,000
SR 326	US 441	CR 200A	2.3	2	SIS	10,200	Low	High	Add 2 Lanes	\$18,500,000
	CR 200A	NE 36 th Avenue	1.2	2	SIS	10,100	Low	High	Add 2 Lanes	\$9,500,000
US 27	NW 44th Avenue	I-75	0.6	4	RS	18,400	Low	Low	Add 2 Lanes	\$7,500,000
	I-75	NW 27th Avenue	1.2	4	RS	20,500	Low	High	Add 2 Lanes	\$14,200,000
SR 35	CR 25	SE 92 nd Place Rd	1.8	2	RS	15,700	High	High	Add 2 Lanes	\$14,100,000
SR 40	US 41	SW 140 th Avenue	3.9	2	RS	7,800	Low	Low	Add 2 Lanes	\$13,500,000
	SW 140 th Avenue	CR 328	2.0	2	RS	10,800	Low	High	Add 2 Lanes	\$6,800,000
	SW 60 th Avenue	I-75	2.1	4	RS	30,400	Low	High	Add 2 Lanes	\$18,400,000
	I-75	SW 27 th Avenue	1.0	4	RS	30,400	Low	High	Add 2 Lanes	\$8,800,000
US 41	SR 40	Levy County Line	7.1	2	RS	10,400	High	Severe	Add 2 Lanes	\$45,900,000
									<i>Priority 1 Total</i>	\$735,300,000
									<i>Priority 2 Total</i>	\$213,200,000
									<i>State Road Total</i>	\$948,500,000
² Constrained Corridors										
LOCAL ROADS										
Impact Fee District 1 (West)										
Priority 1										
NW 49 th Street Ext.	NW 44 th Avenue	NW 35 th Avenue	0.8	-	-	-	-	Low	New 4 Lane	\$7,300,000
	Interchange at I-75		-	-	-	-	-	-	New Interchange	\$38,000,000
SW 44 th Avenue	SR 200	SW 20 th Street	1.8	-	-	-	-	-	New 4 Lane	\$4,900,000
	SR 40	NW 10 th Street	0.8	-	-	-	-	-	New 4 Lane	\$6,800,000
SW 49th Ave	SW 95th Street	Marion Oaks Trail	3.4	2	-	7,900	Low	High	Add 2 Lanes	\$20,400,000
	Marion Oaks Trail	CR 484	0.7	-	-	-	-	-	New 4 Lane	\$6,000,000
	CR 484	Marion Oaks Manor	1.9	-	-	-	-	-	New 4 Lane	\$17,400,000
Priority 2										
Marion Oaks Manor Ext	SW 18th Avenue Rd	CR 475	2.4	-	-	-	-	-	New 2 Lane	\$15,100,000
	Overpass at I-75		-	-	-	-	-	-	New Overpass	\$14,800,000
SW 95th Street	SW 60 th Avenue	I-75	1.0	2	-	0	Low	Low	Add 2 Lanes	\$6,000,000
	Interchange at I-75	I-75	1.0	-	-	-	-	-	New Interchange	\$39,000,000
CR 484	I-75	CR 475A	1.0	-	-	-	-	-	New 4 Lane	\$9,000,000
	SW 49 th Avenue	SW 20 th Avenue Road	2.4	4	-	25,300	Low	High	Add 2 Lanes	\$21,500,000
	SW 20 th Avenue Road	CR 475A	0.6	4	-	25,300	Low	High	Add 2 Lanes	\$40,600,000
NW 49th Street	NW 80th Avenue	NW 44th Avenue	2.5	-	-	-	-	-	New 2 Lane	\$16,100,000
NW 60th Avenue	US 27	NW 49th Street	1.1	-	-	-	-	-	New 2 Lane	\$7,000,000
NW 44 th Avenue	NW 60 th Street	SR 326	1.4	2	-	6,500	Low	Low	Add 2 Lanes	\$8,100,000

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Table 1: 2040 Needs Assessment - Highway Assessment and Priorities**

Roadway	From	To	Roadway Data			2013		2040		Preliminary Cost Estimate
			Length	# of Lanes	SIS* RS**	Traffic Count	Congestion Level	Congestion Level	Improvement	
Dunnellon Bypass	CR 40	US 41	1.3	-			-	Low	New 2 Lane	\$8,400,000
Impact Fee District 2 (East)										
Priority 1										
NE 36 th Avenue	NE 14 th Street	NE 20 th Place	0.5	2		13,400	High	Severe	Add 2 Lanes	\$6,100,000
	<i>RR overpass in 2019</i>	NE 20 th Place	0.4	4		12,100	Low	Low	-	-
		NE 25 th Street	0.7	2		12,100	High	High	Add 2 Lanes	\$7,700,000
NE 25 th Avenue	NE 14 th Street	NE 35 th Street	1.6	2		11,200	High	Severe	Add 2 Lanes	\$36,000,000
NE 35 th Street	W Anthony Rd	CR 200A	1.2	2		7,000	Low	High	Add 2 Lanes	\$9,200,000
		CR 200A	1.2	2		8,100	Low	High	Add 2 Lanes	\$9,400,000
		NE 25th Avenue	1.0	2		6,500	Low	Low	Add 2 Lanes	\$7,000,000
Emerald Road Extension	SE 92 nd Loop	Emerald Rd	0.5	2			-	Low	New 2 Lane	\$3,200,000
CR 25	SR 35	SE 92 nd Loop	1.5	2		11,100	Low	High	Add 2 Lanes	\$8,700,000
		SE 92 nd Loop	3.0	2		12,700	Low	High	Add 2 Lanes	\$17,700,000
NW/SW 27th Avenue	SW 42nd Street	SR 200	1.4	4		20,800	Low	High	ITS/Corridor Management	\$800,000
		SR 200	1.4	4		20,400	Low	Low	ITS/Corridor Management	\$600,000
		US 27	1.8	2		3,800	Low	Low	Corridor Enhancement	\$750,000
CR 464	SR 35	Midway Rd	2.2	4		29,400	Low	High	ITS/Corridor Management	\$800,000
		Midway Rd	2.7	4		11,800	Low	Low	ITS/Corridor Management	\$1,200,000
Priority 2										
SW 20th Street	SW 60 th Avenue	I-75	2.0	4		11,600	Low	Low	ITS/Corridor Management	\$800,000
SW 20th Street	I-75	SR 200	1.1	2		11,600	Low	High	Add 2 Lanes	\$6,500,000
SE 92 nd Place Rd	US 441	SR 35	1.7	2	RS	5,100	Low	High	Add 2 Lanes	\$10,100,000
Lake Weir Avenue	US 441	SE 31st Street	0.8	2		6,300	Low	Low	-	-
		SE 31st Street	1.1	2		10,900	Low	High	Add 2 Lanes	\$6,700,000
SE 17 th Street	SE 44 th Avenue	SE 47 th Avenue	0.3	-			-	-	New 2 Lanes	\$1,700,000
CR 475A	SW 66 th Street	SW 42nd Street	1.8	2		12,700	Low	High	Add 2 Lanes	\$10,400,000
									<i>IF 1 District Total</i>	\$286,400,000
									<i>IF 2 District Total</i>	\$145,350,000
									<i>Local Road Total</i>	\$431,750,000
									<i>Total Needs Project Costs</i>	\$1,380,250,000



Map 2
Ocala/Marion TPO 2040 LRTP: 2040 Cost Feasible Number of Lanes/Road Type

- 2040 Needs Plan Lanes/Type**
- 2 Lanes, Undivided
 - 2 Lanes, Divided
 - 2 Lanes, One-way
 - 4 Lanes, Undivided
 - 4 Lanes, Divided
 - 3 Lanes, One-way
 - 6 Lanes, Divided
 - 6 Lanes, Freeway
 - CF

- New Interchange
- Interchange Operational Improvements
- New Overpass



**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 2: 2040 Cost Feasible Highway Projects**

Roadway	From	To	Roadway Data			2013		2040		Cost Estimate (PDC)	Cost Estimate (YOE)
			Length	# of Lanes	SIS* RS**	Traffic Count	Congestion Level	Congestion Level	Improvement		
STATE ROADS											
PRIORITY 1 (2021-2025)											
I-75 (Interchange)	SR 40 ¹		-				-	-	Operational Improvements	\$5,500,000	\$7,205,000
SR 40	CR 314	CR 314 A	5.8	2	SIS	12,300	Low	High	Add 2 Lanes	\$107,600,000	\$141,006,000
PRIORITY 1 (2026-2030)											
SR 200 ¹	Citrus County Line	CR 484	6.0	2	RS	13,200	Low	Severe	Add 2 Lanes	\$35,000,000	\$53,900,000
PRIORITY 1 (2031-2040)											
I-75 (Interchanges)	US 27		-				-	-	Operational Improvements	\$13,000,000	\$25,610,000
	CR 484		-				-	-	Operational Improvements	\$12,500,000	\$24,710,000
SR 40	CR 314A	Levy Hammock Rd	2.7	2	SIS	10,800	Low	High	Add 2 Lanes	\$59,600,000	\$111,391,000
US 301 ³	CR 42	SE 143 rd Place	2.3	2	RS	14,500	Low	Severe	Add 2 Lanes	\$16,400,000	\$8,093,000
UNFUNDED											
I-75 (Mainline)	Sumter County Line	SR 326	21.5	6	SIS	77,000	Low	High	Add 2 Lanes	\$265,500,000	-
	SR 326	CR 318	10.2	6	SIS	54,100	Low	Severe	Add 2 Lanes	\$126,300,000	-
	CR 318	Alachua County Line	5.9	6	SIS	62,400	High	Severe	Add 2 Lanes	\$72,900,000	-
Intelligent Transportation System (ITS)/Corridor Management (2021-2025)											
SR 200	CR 484	I-75	8.9	6	RS	38,700	Low	High	ITS/Corridor Management	\$1,800,000	\$2,358,000
	I-75	US 441 ²	3.5	6	RS	41,400	Low	High	ITS/Corridor Management	\$2,200,000	\$2,882,000
US 301	Sumter County Line	CR 42 ²	1.5	4	RS	18,800	Low	High	ITS/Corridor Management	\$200,000	\$262,000
	SE 143 rd Place	US 441 ²	3.3	4	RS	13,300	Low	Low	ITS/Corridor Management	\$400,000	\$524,000
US 441	SE 132nd Street Rd	US 301 ²	2.5	4	RS	21,500	Low	Low	ITS/Corridor Management	\$600,000	\$786,000
	US 301	CR 475 ²	9.3	4	RS	27,000	Low	Low	ITS/Corridor Management	\$2,200,000	\$2,882,000
	CR 475	SR 200 ²	1.1	6	RS	28,900	Low	Low	ITS/Corridor Management	\$400,000	\$524,000
	SR 200	CR 25A ²	2.6	4	RS	35,100	Low	High	ITS/Corridor Management	\$1,800,000	\$2,358,000
SR 326	I-75	US 441	2.6	4	SIS	19,400	Low	Low	ITS/Corridor Management	\$600,000	\$786,000
Intelligent Transportation System (ITS)/Corridor Management (2026-2030)											
US 27	NW 27th Avenue	US 441 ²	1.6	4	RS	25,000	Low	Low	ITS/Corridor Management	\$400,000	\$616,000
	SW 27 th Avenue	SR 35 ²	7.4	4	RS	30,700	Low	High	ITS/Corridor Management	\$3,600,000	\$5,544,000
SR 35	SE 92 nd Place Rd	SR 464	3.7	4	RS	18,900	Low	Low	ITS/Corridor Management	\$600,000	\$924,000
	SR 464	SR 40	5.4	4	RS	15,600	Low	Low	ITS/Corridor Management	\$1,000,000	\$1,540,000
SR 464	SR 200	SR 35	7.2	4	RS	34,000	High	High	ITS/Corridor Management	\$3,800,000	\$5,852,000
US 41	Citrus County Line	SW 111th Place Ln ²	1.3	4	RS	21,500	Low	High	ITS/Corridor Management	\$600,000	\$924,000
	4 lanes by 2020 SW 111th Place Ln	SR 40 ²	3.6	4	RS	18,500	High	Low	ITS/Corridor Management	\$800,000	\$1,232,000
¹ Construction Only - all other phases complete											
² Constrained Corridors											
³ Funded through Right-of-Way only											

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2040 Long Range Transportation Plan
Table 2: 2040 Cost Feasible Highway Projects**

Roadway	From	To	Roadway Data			2013		2040		Cost Estimate (PDC)	Cost Estimate (YOE)	
			Length	# of Lanes	SIS* RS**	Traffic Count	Congestion Level	Congestion Level	Improvement			
PRIORITY 2												
UNFUNDED												
US 441	Sumter County Line	CR 42	2.0	4	RS	30,000	Low	Severe	Add 2 Lanes	\$20,300,000	-	
	CR 42	SE 132nd Street Rd	4.0	4	RS	26,800	Low	High	Add 2 Lanes	\$35,700,000	-	
SR 326	US 441	CR 200A	2.3	2	SIS	10,200	Low	High	Add 2 Lanes	\$18,500,000	-	
	CR 200A	NE 36 th Avenue	1.2	2	SIS	10,100	Low	High	Add 2 Lanes	\$9,500,000	-	
US 27	NW 44th Avenue	I-75	0.6	4	RS	18,400	Low	Low	Add 2 Lanes	\$7,500,000	-	
	I-75	NW 27th Avenue	1.2	4	RS	20,500	Low	High	Add 2 Lanes	\$14,200,000	-	
SR 35	CR 25	SE 92 nd Place Rd	1.8	2	RS	15,700	High	High	Add 2 Lanes	\$14,100,000	-	
SR 40	US 41	SW 140 th Avenue	3.9	2	RS	7,800	Low	Low	Add 2 Lanes	\$13,500,000	-	
	SW 140 th Avenue	CR 328	2.0	2	RS	10,800	Low	High	Add 2 Lanes	\$6,800,000	-	
	SW 60 th Avenue	I-75	2.1	4	RS	30,400	Low	High	Add 2 Lanes	\$18,400,000	-	
	I-75	SW 27 th Avenue	1.0	4	RS	30,400	Low	High	Add 2 Lanes	\$8,800,000	-	
US 41	SR 40	Levy County Line	7.1	2	RS	10,400	High	Severe	Add 2 Lanes	\$45,900,000	-	
										<i>Priority 1 Total</i>	\$735,300,000	\$401,909,000
										<i>Priority 2 Total</i>	\$213,200,000	\$0
										<i>State Road Total</i>	\$948,500,000	\$401,909,000
² Constrained Corridors												
LOCAL ROADS												
Impact Fee District 1 (West)												
Priority 1 (2021-2025)												
NW 49 th Street Ext.	NW 44 th Avenue	NW 35 th Avenue	0.8	-	-	-	-	Low	New 4 Lane	\$7,300,000	\$9,517,000	
	Interchange at I-75		-	-	-	-	-	-	New Interchange	\$38,000,000	\$49,774,000	
Priority 1 (2026-2030)												
SW 44 th Avenue	SR 200	SW 20 th Street	1.8	-	-	-	-	-	New 4 Lane	\$4,900,000	\$7,552,000	
	SR 40	NW 10 th Street	0.8	-	-	-	-	-	New 4 Lane	\$6,800,000	\$10,488,000	
Priority 1 (2031-2040)												
SW 49th Ave	SW 95th Street	Marion Oaks Trail	3.4	2	-	7,900	Low	High	Add 2 Lanes	\$20,400,000	\$36,694,000	
	Marion Oaks Trail	CR 484	0.7	-	-	-	-	-	New 4 Lane	\$6,000,000	\$10,776,000	
	CR 484	Marion Oaks Manor	1.9	-	-	-	-	-	New 4 Lane	\$17,400,000	\$31,348,000	

**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 2: 2040 Cost Feasible Highway Projects**

Roadway	From	To	Roadway Data			2013		2040	Cost	Cost	
			Length	# of Lanes	SIS* RS**	Traffic Count	Congestion Level	Congestion Level	Improvement	Estimate (PDC)	Estimate (YOE)
Priority 2 (2031-2040)											
Marion Oaks Manor Ext	SW 18th Avenue Rd	CR 475	2.4	-	-	-	-	-	New 2 Lane	\$15,100,000	\$27,181,000
	Overpass at I-75		-	-	-	-	-	-	New Overpass	\$14,800,000	\$29,156,000
SW 95th Street	SW 60 th Avenue	I-75	1.0	2		0	Low	Low	Add 2 Lanes	\$6,000,000	\$11,722,000
	Interchange at I-75		-	-	-	-	-	-	New Interchange	\$39,000,000	\$76,820,000
	I-75	CR 475A	1.0	-	-	-	-	-	New 4 Lane	\$9,000,000	\$17,513,000
UNFUNDED											
CR 484	SW 49 th Avenue	SW 20 th Avenue Road	2.4	4		25,300	Low	High	Add 2 Lanes	\$21,500,000	-
	SW 20 th Avenue Road	CR 475A	0.6	4		25,300	Low	High	Add 2 Lanes	\$40,600,000	-
NW 49th Street	NW 80th Avenue	NW 44th Avenue	2.5	-	-	-	-	-	New 2 Lane	\$16,100,000	-
NW 60th Avenue	US 27	NW 49th Street	1.1	-	-	-	-	-	New 2 Lane	\$7,000,000	-
NW 44 th Avenue	NW 60 th Street	SR 326	1.4	2		6,500	Low	Low	Add 2 Lanes	\$8,100,000	-
Dunnellon Bypass	CR 40	US 41	1.3	-	-	-	-	Low	New 2 Lane	\$8,400,000	-
Impact Fee District 2 (East)											
Priority 1 (2021-2025)											
NE 36 th Avenue	NE 14 th Street	NE 20 th Place	0.5	2		13,400	High	Severe	Add 2 Lanes	\$6,100,000	\$7,972,000
	NE 25 th Street	NE 35 th Street	0.7	2		12,100	High	High	Add 2 Lanes	\$7,700,000	\$10,080,000
Priority 1 (2026-2030)											
NE 25 th Avenue	NE 14 th Street	NE 35 th Street	1.6	2		11,200	High	Severe	Add 2 Lanes	\$36,000,000	\$52,701,000
Priority 1 (2031-2040)											
NE 35 th Street	W Anthony Rd	CR 200A	1.2	2		7,000	Low	High	Add 2 Lanes	\$9,200,000	\$15,986,000
	CR 200A	NE 25th Avenue	1.2	2		8,100	Low	High	Add 2 Lanes	\$9,400,000	\$16,382,000
	NE 25th Avenue	NE 36th Avenue	1.0	2		6,500	Low	Low	Add 2 Lanes	\$7,000,000	\$13,721,000
Emerald Road Extension	SE 92 nd Loop	Emerald Rd	0.5	2		-	-	Low	New 2 Lane	\$3,200,000	\$6,337,000
CR 25	SR 35	SE 92 nd Loop	1.5	2		11,100	Low	High	Add 2 Lanes	\$8,700,000	\$17,231,000
	SE 92 nd Loop	SE 108 th Terrace Rd	3.0	2		12,700	Low	High	Add 2 Lanes	\$17,700,000	\$34,930,000
Intelligent Transportation System (ITS)/Corridor Management (2021-2025)											
NW/SW 27th Avenue	SW 42nd Street	SR 200	1.4	4		20,800	Low	High	ITS/Corridor Management	\$800,000	\$1,048,000
	SR 200	SR 40	1.4	4		20,400	Low	Low	ITS/Corridor Management	\$600,000	\$786,000
	US 27	NW 35th Street	1.8	2		3,800	Low	Low	Corridor Enhancement	\$750,000	\$982,500
CR 464	SR 35	Midway Rd	2.2	4		29,400	Low	High	ITS/Corridor Management	\$800,000	\$1,048,000
	Midway Rd	Oak Rd	2.7	4		11,800	Low	Low	ITS/Corridor Management	\$1,200,000	\$1,572,000

Ocala/Marion County TPO
 2040 Long Range Transportation Plan
 Table 2: 2040 Cost Feasible Highway Projects

Roadway	From	To	Roadway Data			2013		2040		Cost Estimate (PDC)	Cost Estimate (YOE)
			Length	# of Lanes	SIS* RS**	Traffic Count	Congestion Level	Congestion Level	Improvement		
Priority 2 (2026-2031)											
SW 20th Street	SW 60 th Avenue	I-75	2.0	4		11,600	Low	Low	ITS/Corridor Management	\$800,000	\$1,232,000
UNFUNDED											
SW 20th Street	I-75	SR 200	1.1	2		11,600	Low	High	Add 2 Lanes	\$6,500,000	-
SE 92 nd Place Rd	US 441	SR 35	1.7	2	RS	5,100	Low	High	Add 2 Lanes	\$10,100,000	-
Lake Weir Avenue	US 441	SE 31st Street	0.8	2		6,300	Low	Low	-	-	-
	SE 31st Street	SR 464	1.1	2		10,900	Low	High	Add 2 Lanes	\$6,700,000	-
SE 17 th Street	SE 44 th Avenue	SE 47 th Avenue	0.3	-			-	-	New 2 Lanes	\$1,700,000	-
CR 475A	SW 66 th Street	SW 42nd Street	1.8	2		12,700	Low	High	Add 2 Lanes	\$10,400,000	-
									<i>IF 1 District Total</i>	\$286,400,000	\$318,541,000
									<i>IF 2 District Total</i>	\$145,350,000	\$182,008,500
									<i>Local Road Total</i>	\$431,750,000	\$500,549,500
									<i>Total Needs Project Costs</i>	\$1,380,250,000	\$902,458,500

Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 3: 2040 Cost Feasible Plan - Transit Improvements

Project Description	Implementation Year	Capital Costs (YOE*)			Operating Cost (YOE*)	Total Cost (YOE*)
		Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure		
Continue Existing Fixed-Route Service	Ongoing	\$15,848,072	\$0	\$0	\$74,954,454	\$90,802,526
Continue Existing Paratransit Service (ADA)	Ongoing	\$1,277,346	\$1,271,997	\$0	\$14,100,092	\$16,649,435
Green Route (45 Minute Frequency)	2033	\$0	\$709,072	\$0	\$5,160,938	\$5,870,010
Blue Route (45 Minute Frequency)	2038	\$0	\$822,008	\$0	\$2,046,136	\$2,868,144
Purple Route (45 Minute Frequency)	2038	\$0	\$822,008	\$0	\$2,046,136	\$2,868,144
Orange Route (45 Minute Frequency)	2038	\$0	\$822,008	\$0	\$2,046,136	\$2,868,144
Red Route	N/A	\$0	\$0	\$0	\$0	\$0
Yellow Route	N/A	\$0	\$0	\$0	\$0	\$0
Intercity Connector	N/A	\$0	\$0	\$0	\$0	\$0
Marion-Ocala Express	N/A	\$0	\$0	\$0	\$0	\$0
SR 200	N/A	\$0	\$0	\$0	\$0	\$0
SR 200 North Circulator	N/A	\$0	\$0	\$0	\$0	\$0
SR 200/Marion Oaks Circulator	N/A	\$0	\$0	\$0	\$0	\$0
East Ocala Circulator	N/A	\$0	\$0	\$0	\$0	\$0
Belleview Circulator	N/A	\$0	\$0	\$0	\$0	\$0
South Ocala Circulator	N/A	\$0	\$0	\$0	\$0	\$0
Bus stop Infrastructure Improvement	Ongoing	\$0	\$2,406,347	\$0	\$0	\$2,406,347
Total		\$17,125,417	\$6,853,442	\$0	\$100,353,893	\$124,332,751

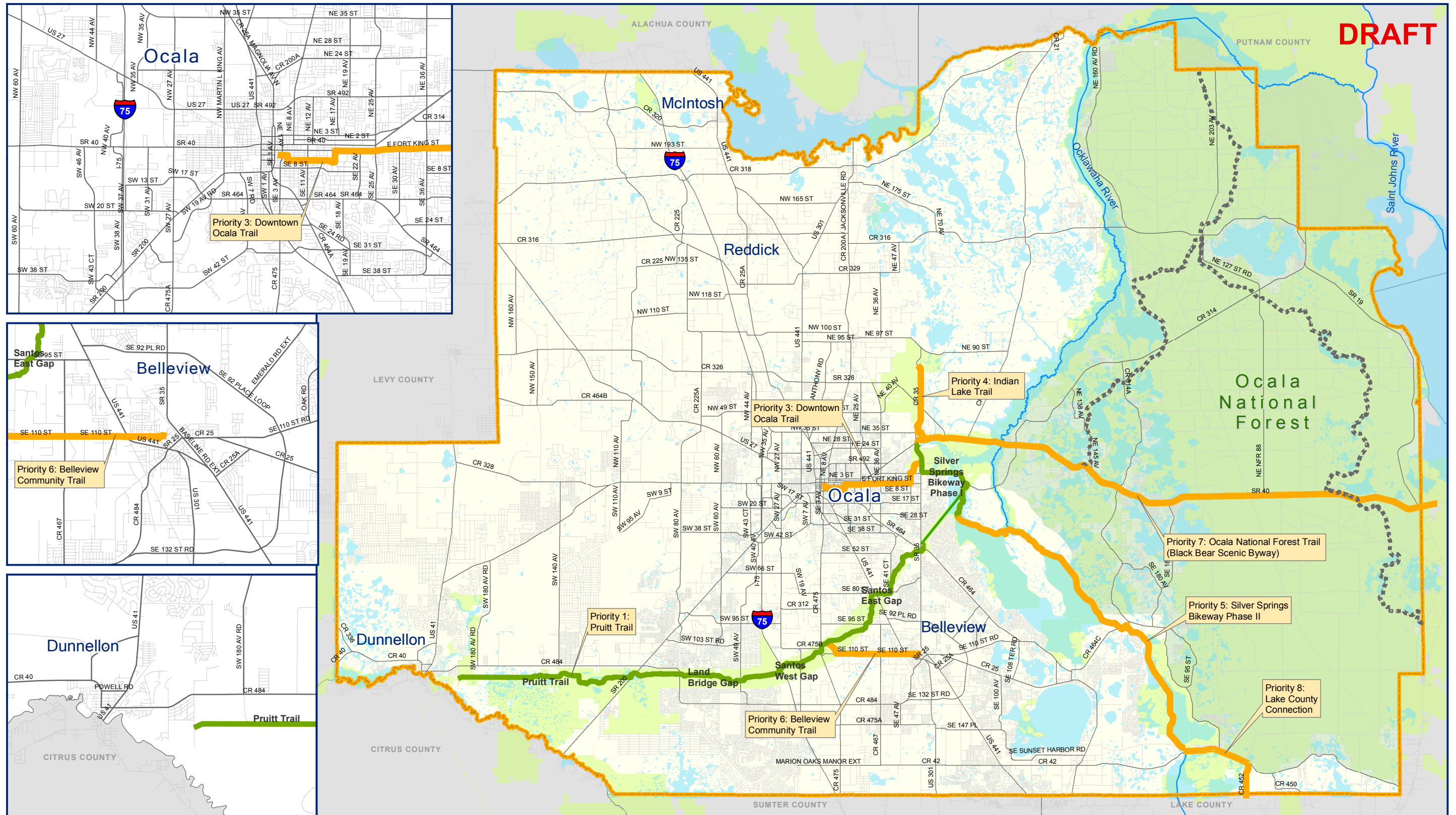
* YOE = Year Of Expenditure

Notes:

1. Transit improvements are funded by a mixture of local, state, and federal revenue sources. Fare revenues are only used to cover operating expenses.
2. Local sources for operating include local general revenues as matching funds for Federal Section 5307 and FDOT Block Grants.
3. For Capital, Federal Section 5307 and Federal Transportation Management Area (TMA) Funds have been used
4. State sources for operating include FDOT Block Grant, Urban Corridor, and Service Development Grants while no state funds are assumed for transit capital projects.

Transit Revenue Summary

Source	2021-2025	2026-2030	2031-2040	Total
Operating				
Federal Section 5307	\$10,063,355	\$13,491,238	\$27,647,179	\$51,201,773
FDOT Block Grant	\$3,557,931	\$3,986,352	\$9,470,530	\$17,014,812
Local Match for Block Grant	\$3,557,931	\$3,986,352	\$9,470,530	\$17,014,812
Farebox	\$3,009,316	\$3,371,677	\$9,836,197	\$16,217,189
Capital				
Federal Section 5307	\$1,977,952	\$0	\$4,404,476	\$6,382,428
Transfer from Federal TMA	\$0	\$6,319,223	\$11,277,207	\$17,596,431



MAP 4
Ocala Marion TPO 2040 LRTP: 2040 Cost Feasible Plan Multi-Use Trails

- E+C Trails
- TPO Needs Trails
- Existing Multi Use Trails
- - - - - Existing Hiking Trail, Unpaved



**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 4: 2040 Cost Feasible - Multi-Use Trails Projects**

Trail Name	From	To	Miles	Total Costs (PDC)
<i>TPO Trail Needs (Funded through 2040)</i>				
Downtown Ocala Trail	Ocala City Hall	Silver Springs State Park	6.0	\$3,300,000
Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	5.0	\$2,200,000
Silver Springs Bikeway - Phase II	Baseline Paved Trail - North Trailhead	CR 42	18.5	\$5,700,000
Belleview Greenway Trail	Lake Lillian Park	Cross Florida Greenway	5.3	\$3,300,000
Ocala National Forest Trail	Silver Springs State Park	Wildcat Lake Boat Ramp, 1 mile East of SR 19	27.0	\$11,600,000
Lake County Connection	Final alignment TBD along SE HWY 42 and SE HWY 452		4.8	\$2,000,000
<i>Cost Feasible Trails Sub-total</i>				\$28,100,000

Opportunity Trails	From	To	Miles	Total Costs (PDC)
<i>DEP Future Opportunity Trails (Unfunded)</i>				
Cross Florida Greenway Gap	Silver Springs Bikeway	E HWY 40	3.7	\$2,300,000
Chiefland to Dunnellon Corridor	Levy County Line	Citrus County Line	8.6	\$5,400,000
Cross Florida Greenway Corridor	East HWY 40	Putnam County Line	32.5	\$20,500,000
Gainesville to Ocala Corridor	Alachua County Line	NE 58th Ave	26.5	\$16,700,000
Lake to Cross Florida Greenway Corridor	Santos Gap Trail	Sumter County Line	12.7	\$8,000,000
Orange Creek Corridor	Alachua County Line	Ocklawaha River	24.0	\$15,100,000
Silver River to Bronson Corridor	Levy County Line	NE 58th Ave	27.7	\$17,500,000
Williston to Orange Creek Corridor	Levy County Line	McIntosh at the Alachua County Line	12.1	\$7,600,000
<i>Unfunded Needs Trails Sub-total</i>				\$93,100,000

* Project Costs shown in Current Year dollars (2015); Future (YOE) costs will be determined based on implementation priorities

Total Cost \$121,200,000

**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 5: LRTP Revenue Projections - Ocala/Marion**

Jurisdiction	Funding Source	Eligible Uses					Total 2021-2040 (2015 dollars)	Total 2021-2040 (YOE)
		Roadway Capacity	Roadway Maintenance	Transit Capital	Transit Operating	Bike Lanes, Sidewalk, Trails		
Existing Revenue for Highway Projects								
State	Strategic Intermodal System	X					\$87,780,000	\$108,370,000
State	Other Arterial & Construction ¹⁰	X					\$166,524,000	\$267,200,000
County	Transportation Impact Fees (East Zone) ²	X					\$125,336,000	\$208,711,000
County	Transportation Impact Fees (West Zone) ²	X					\$141,337,000	\$235,355,000
Local	Fuel Tax ^{3,4,5,6,7}		X				\$161,488,000	\$254,168,000
Local	Fuel Tax (remaining after debt service obligation) ^{3,4,5,6,7}	X					\$68,400,000	\$117,618,949
Total for Highway Projects							\$750,865,000	\$1,191,422,949
Existing Revenue for Transit Projects								
Federal	Section 5307			X	X		\$35,150,000	\$57,584,000
State	FDOT Block Grant			X	X		\$10,386,000	\$17,015,000
Local	Match for Block Grant			X	X		\$10,386,000	\$17,015,000
Local	Farebox Revenue				X		\$9,669,000	\$16,217,000
Total for Transit Projects							\$65,591,000	\$107,831,000
Existing Revenue for Alternative Mode Projects(Bike Lanes, Sidewalk, Multi Use Trails)								
Federal	Transportation Alternatives Program			X		X	\$10,299,000	\$16,464,000
Existing Flexible Revenue for All Projects								
Federal	Transportation Management Area ⁹	X		X		X	\$95,000,000	\$159,594,000
State	Transportation Regional Incentive Program	X		X			\$3,484,000	\$3,484,000
Total Existing Revenues							\$925,239,000	\$1,478,795,949
Alternative Revenue Options								
Local	Local Discretionary Sales Surtax (1/2 penny) ⁸						\$404,002,675	N/A

**Ocala/ Marion County TPO
2040 Long Range Transportation Plan**

2021 to 2040 Revenue Projection Assumptions (as of August 21, 2015)

1. **General Assumptions:**
 - a. All revenues are shown in present day value (2015 dollars)
 - b. Average annual population growth rate from 2010 to 2040 is 1.31%
 - c. Fuel efficiency deflation adjustment is -3.0%
2. **Transportation Impact Fees** - Phased implementation based on 2015 Transportation Impact Fee Study. Assumes adoption percentage of 50% will be in place by 2021; 75% will be in place by 2026; and 100% will be in 2031.
3. **Constitutional Fuel Tax (FT)** - 30% of revenues dedicated to roadway operations & maintenance of functionally classified collector roads and above; 70% to roadway capacity.
4. **County FT** - 90% of revenues dedicated to roadway operations & maintenance of functionally classified collector roads and above; 10% to roadway capacity.
5. **1st Local Option FT** - 90% of revenues dedicated to roadway operations & maintenance of functionally classified collector roads and above; 10% to roadway capacity. Revenue remains in place through 2040 LRTP planning horizon.
6. **2nd Local Option FT** - 100% of revenues dedicated to roadway capital. Revenue remains in place through 2040 LRTP planning horizon.
7. **Ninth Cent FT** - 90% of revenues dedicated to roadway operations & maintenance of functionally classified collector roads and above; 10% to roadway capacity.
8. **Local Discretionary Sales Surtax** – ½ penny implemented by 2021 for transportation. Revenue collection is planned through 2040 with opportunities to be renewed and updated every 10 years. Distribution is assumed to be 20% dedicated to capitalized resurfacing and 80% to roadway capacity projects.
9. **Transportation Management Area (TMA)** – Federal revenues assumed to be available following the 2020 Census designation. These revenues are allocated to Urbanized Areas with 200,000 or greater population. The assumption of this revenue is based on \$5 million annually beginning in 2022.
10. **FDOT Other Arterial & Construction** – State revenues provided to the TPO by FDOT as part of the 2040 Revenue Forecast Handbook, August 2013.
11. **Transportation Alternatives Programs** – Revenues dedicated for pedestrian and cycling related projects. This revenue is allocated to the FDOT Districts. The estimate prepared for the LRTP is based on population distribution within District 5.