2035 Long Range Transportation Plan Update

Executive Summary

Adopted November 23, 2010
Endorsement and Resolution

Resolution

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

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

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

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

WHEREAS, the Year 2025 Long Range Transportation Plan will guide federal, state and local funding of major transportation improvements within the Ocala/Marion County area over the next twenty-five years; and

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

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

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

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

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

The Ocala/Marion County Transportation Planning Organization hereby adopts the Year 2035 Long Range Transportation Plan Cost Feasible Plan as the official transportation plan for the TPO’s designated planning area.
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The Ocala-Marion County Transportation Planning Organization (TPO) is responsible for developing the 2035 Long Range Transportation Plan for Marion County and the cities within the county. The improvements identified in this plan will provide for future mobility needs and will enhance safety and security within the county.

This Executive Summary documents the Ocala-Marion County TPO 2035 Long Range Transportation Plan (LRTP). The LRTP sets forth the plan vision to address the transportation system needs through cost-feasible improvements in Marion County through the year 2035. The multi-modal plan documented in this report include highways, public transportation (transit), bicycle facilities, pedestrian facilities, and multi-use trail improvements. The purpose of this plan is to address federal and state requirements by identifying projects that are cost-affordable for each mode of travel.

The 2035 LRTP updates the previous 2025 plan adopted November 29, 2005. Key highlights of the 2035 plan provided in this report include:

- Construction of a 4 lane bypass around Belleview on the northeast side, from SE 132 Street Rd. to US 27/US 441.
- Modified interchanges along I-75 at US 27, SR 40, and CR 484 for increased access of people and goods to encourage economic development.
- Construct interchanges along I-75 at NW 49th St. and SW 95th St.
- Continue existing public transportation services.
- Continue to maintain ITS facilities throughout the county.

The LRTP documented in the following pages is scheduled to be adopted by resolution on November 23, 2010, by the Ocala-Marion County TPO Board.
The LRTP Plan development process starts with developing the future assumptions used for the plan, such as socioeconomic data (population and employment forecasts) that influence the demand for transportation in the future. Estimating the future transportation demand or need then leads to the development and adoption of the Cost Affordable Plan. The Cost Affordable Plan guides the funding and implementation timeframe of future transportation projects. Throughout the process, workshops were conducted to involve the public in the development of the plan.

The chart to the right displays the steps and phases of the LRTP process that were followed in developing the plan.

Further information on public involvement activities are summarized later within this report.

Figure 1: Long Range Transportation Plan. The LRTP process includes four major phases.
The 2035 Long Range Transportation Plan (LRTP) establishes a set of goals that have been updated from the 2025 LRTP to comply with federal transportation requirements, including the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and the Florida Transportation Plan.

**SAFETEA-LU**

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

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

**FLORIDA TRANSPORTATION PLAN**

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

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

**GOALS of the Ocala-Marion County TPO 2035 Long Range Transportation Plan**

**GOAL 1:** Develop and enhance a multimodal transportation system that addresses the travel needs of users and facilitates the movement of freight and goods within the community, as well as the central Florida region.

**GOAL 2:** Continually improve upon the safe operation of local transportation facilities.

**GOAL 3:** Ensure the transportation system has sufficient capacity to serve the anticipated growth within the planning area.

**GOAL 4:** Incorporate measures to preserve natural resources and minimize environmental impacts into the transportation planning process.

**GOAL 5:** Ensure the Long Range Transportation Plan is cost feasible based upon the most current revenue estimates.
SOCIOECONOMIC DATA DEVELOPMENT

One of the planning tools used to estimate needed transportation in the future is the development of socioeconomic data, which included forecasting 2035 population, employment, hotel/motel units, and school enrollment.

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

In 2005, the total labor force in Marion County was approximately 127,000 employees. The LRTP projected employment for 2035 is approximately 199,000, approximately a 57 percent increase from 2005. This projection is based upon an in-depth analysis of employment forecasting models.

<table>
<thead>
<tr>
<th>Allocation Model Description</th>
<th>2035 Population Forecasts</th>
<th>2035 Employment Forecasts</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUCIS (Land Use Conflict Identification Strategy) Trend – Presumes the continuation of current land development patterns and densities.</td>
<td>529,904</td>
<td>195,615</td>
</tr>
<tr>
<td>LUCIS (Land Use Conflict Identification Strategy) Composite – Uses the assumptions and principles of the “How Shall We Grow” 2050 Vision by the East Central Regional Planning Council.</td>
<td>525,744</td>
<td>195,444</td>
</tr>
<tr>
<td>FLUAM (Future Land Use Allocation Model) – A trend analysis that ensures comprehensive plan compatibility.</td>
<td>523,233</td>
<td>205,458</td>
</tr>
<tr>
<td>2008 BEBR (Bureau of Economic and Business Research) – Medium forecasts for 2035.</td>
<td>525,200</td>
<td>n/a</td>
</tr>
<tr>
<td>Woods &amp; Poole - 2007 State Profile</td>
<td>n/a</td>
<td>205,458</td>
</tr>
<tr>
<td>HSWG (How Shall We Grow)</td>
<td>n/a</td>
<td>211,024</td>
</tr>
<tr>
<td>Preferred Land Use – A combination of the above methodologies along with detailed analysis of each TAZ and review and coordination with Marion County and the Cities of Ocala, Belleview, and Dunnellon. Represents final LRTP population totals</td>
<td>525,400</td>
<td>199,486</td>
</tr>
</tbody>
</table>

SUMMARY OF SOCIOECONOMIC DATA

Table 1 summarizes the control totals used to forecast future population and employment within Marion County. The current and future land uses, population, and employment, in addition to planned development, represent the basis for this forecast. The allocation of growth to different areas is based on modeling efforts, public involvement, and consultation with County and City staff and is described in greater detail in the 2035 LRTP Final Report and Technical Support Appendix.

The socioeconomic data forecast results are illustrated in Maps 1 and 2. These maps illustrate which areas of the county have the most growth in population and employment occurring between 2006 and 2035.

Figure 2: Planning Tool Applications
The flow chart illustrates how tools such as the Transportation Model, Geographic Information Systems (GIS), and Visual Transportation Inventory Management and Analysis Software were applied in the LRTP Process.
**2035 Socioeconomic Data Forecast**

**Total Population**

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

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**Map 1: 2005—2035 Population Growth**

Comparative maps showing population growth from 2005 to 2035, with color-coded areas indicating different population density ranges.
Map 2: 2005—2035 Total Employment Growth

Total Employment

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>126,700</td>
</tr>
<tr>
<td>2035</td>
<td>199,486</td>
</tr>
<tr>
<td>Growth</td>
<td>72,786</td>
</tr>
</tbody>
</table>
2035 Needs Plan: Introduction

The Needs Plan was developed to include transportation improvements based on the level of demand; however, the plan is constrained by policy and community values. The Needs Plan was later used to develop the Cost Feasible Plan. This plan represents the needed multimodal transportation improvements in Marion County without regard to costs; however, if additional revenues become available, the Cost Affordable Plan can be amended to include additional projects from the Needs Plan.

HIGHWAY NEEDS PLAN
The Needs Plan consists of $1.5 billion present-day cost (PDC) of roadway expansion, grade separation, and mobility improvements. Approximately $550 million (PDC) of the projects in the Needs Plan are funded in the Cost Feasible Plan, and $980 million (PDC) are unfunded. Highlights of the proposed Needs Plan highway improvements are as follows:

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

These improvements and others are displayed in Map 3.

PUBLIC TRANSPORTATION NEEDS PLAN
This section summarizes the 2035 Public Transportation Needs Plan for Marion County. Proposed changes to public transportation services and facilities for the 2035 Needs Plan are illustrated in Map 4.

The Public Transportation Needs Plan identifies significant need for transit services, including designated bus lanes along US 441 and CR 464. The areas for service expansion were identified through the public involvement process as well as discussions with local service agencies and major employers. Potential expansion areas are focused primarily on connecting transit-dependent populations to employment opportunities within the community. Meetings with local civic groups and neighborhood groups within the identified expansion areas also were used to identify locations for community focal points. Potential for regional service, primarily in northern Lake and Sumter counties, was discussed with the Lake-Sumter MPO.
The map displays the needed number of lanes based on traffic projections. The yellow highlights indicate roadway improvements from 2015 to 2035.
Map 4: Public Transportation Route Needs

Potential Transit:
- Dedicated Bus Lanes
- Areas for Expanded Bus Service

Rail
- Light Rail
- Passenger Rail

Existing Facilities:
- Service Area (54.6 Square Miles)
- SunTran Transfer Stations
- SunTran Bus Routes
- Railroad
The Cost Feasible Plan was adopted by the Ocala-Marion County Transportation Planning Organization Board on November 23, 2010. The Cost Feasible Plan reflects an approximately $741 million present day cost (PDC) and approximately $1.3 billion in year of expenditure (YOE) transportation program from 2015 to 2035. Nearly 75% of revenues that fund the plan are from local sources, while approximately 25% are from federal and state sources. Table 2 displays the total costs by transportation program in dollars, and Table 3 displays the revenue source for each revenue type as well as a breakdown of local revenues. Improvements in the 2009 to 2014 timeframe are considered committed projects, as they are already funded in the work program. The plan includes improvements for several modes of travel. This report will highlight improvements for highways and public transportation (bus and light rail). Also, multi-use trail, bicycle, pedestrian, and Intelligent Transportation System (ITS) improvements are discussed.

### 2035 Cost Feasible Plan: Roadways

The Cost Feasible Plan includes nearly $550 million (PDC) in highway expansion projects between 2015 and 2035. Improvement projects in the work program (2009 to 2014) are displayed in Map 5. Proposed highway improvements from 2015 to 2025 are illustrated in Map 6, and improvements from 2026 to 2035 are illustrated in Map 7. Highlights of the proposed highway improvements by the two timeframes displayed on the map are provided below.

#### 2015 to 2025 Roadway Improvements

- Expand SR 200 to 4 lanes from Citrus County line to CR 484.
- Interchange modification at SR 40 and I-75.
- Expand NW/NE 35 St to 4-lanes from NW 27th Avenue to NE 36th Avenue.
- Construct a 4-lane improvement around Belleview on the northeast side, from SE 132 Street Road to US 27/US 441.
- Expand US 41 to 4-lanes from Dunnellon to SR 40.
- Modify interchanges along I-75 at US 27 and CR 484.
- Construct interchange along I-75 at SW 95th St.

#### 2026 to 2035 Roadway Improvements

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

### Table 2: Distribution of Costs by Transportation Mode/Program (2015—2035)

<table>
<thead>
<tr>
<th>Mode/Program</th>
<th>Present Day Costs</th>
<th>Year of Expenditure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Cost</td>
<td>Percent</td>
</tr>
<tr>
<td>Highway Expansion*</td>
<td>$550,371,135</td>
<td>74.3%</td>
</tr>
<tr>
<td>Highway Maintenance</td>
<td>$177,497,956</td>
<td>23.9%</td>
</tr>
<tr>
<td>Enhancement Funds</td>
<td>$13,340,840</td>
<td>1.8%</td>
</tr>
<tr>
<td>Transportation Surplus</td>
<td>$12,642</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$741,332,573</strong></td>
<td>100.0%</td>
</tr>
</tbody>
</table>

### Table 3: Distribution of Revenues by Source (2015—2035)

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Total Revenues</th>
<th>Percent</th>
<th>Total Revenues</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal and State Revenues</td>
<td>$191,346,397</td>
<td>25.8%</td>
<td>$327,759,409</td>
<td>25.5%</td>
</tr>
<tr>
<td>SIS/FIHS</td>
<td>$1,429,543</td>
<td>0.2%</td>
<td>$3,173,585</td>
<td>0.2%</td>
</tr>
<tr>
<td>Local Revenues</td>
<td>$548,556,633</td>
<td>74.0%</td>
<td>$955,843,462</td>
<td>74.3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$741,332,573</strong></td>
<td>100.0%</td>
<td><strong>$1,286,776,456</strong></td>
<td>100.0%</td>
</tr>
</tbody>
</table>

### Composition of Local Revenues

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Total Revenues</th>
<th>Percent</th>
<th>Total Revenues</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Impact Fees</td>
<td>$339,714,978</td>
<td>61.9%</td>
<td>$598,890,089</td>
<td>62.7%</td>
</tr>
<tr>
<td>Gas Tax (for Roadways)</td>
<td>$208,841,655</td>
<td>38.1%</td>
<td>$356,953,373</td>
<td>37.3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$548,556,633</strong></td>
<td>100.0%</td>
<td><strong>$955,843,462</strong></td>
<td>100.0%</td>
</tr>
</tbody>
</table>

*Includes Multi-modal and CMS Boxed Funds
This map includes the improvements in the five-year work program. The yellow highlights indicate roadways that will be improved by 2015.
Map 6: 2016-2025 Cost Feasible Roadway Plan
Yellow highlights on the map indicate improvements occurring between 2015 and 2025.
Map 7: 2035 Cost Feasible 2026-2035 Roadway Improvements
This map includes the improvements that are cost affordable during 2026 to 2035 and the number of lanes by 2035. Yellow highlights indicate roadways that will be improved by 2035.
The Cost Feasible plan will include funding for the existing six bus routes. In addition to continuing to fund the current service, several improvements were included in the plan and are shown in Map 8. These future planned improvements include:

- Dedicated bus lanes on US 27/US 441.
- Expanded bus service throughout the county.
- Light rail and passenger rail on existing rail facilities.
Potential Transit:
- Dedicated Bus Lanes
- Areas for Expanded Bus Service

Rail
- Light Rail
- Passenger Rail

Existing Facilities:
- Service Area (54.6 Square Miles)
- SunTran Transfer Stations
- SunTran Bus Routes
- Railroad

Map 8. 2035 Cost Feasible Public Transportation
MULTI-USE TRAIL, PEDESTRIAN, AND BICYCLE PROJECTS

Proposed pedestrian, bicycle, and multi-use trail improvements for the 2035 Cost Affordable Plan are identified in Maps 9a, 9b, 10, and 11.

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

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

INTELLIGENT TRANSPORTATION SYSTEM

Intelligent Transportation System (ITS) projects are illustrated in Map 12 and Table 4. Specific projects included in the plan could be implemented should funding become available in the future.

Highlights of the proposed ITS programs include the following:

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

### Table 4: Intelligent Transportation System Projects

<table>
<thead>
<tr>
<th>ITS Project Title</th>
<th>Purpose</th>
<th>Capital Cost/ O&amp;M Cost (PDC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrade Ocala Traffic Management Center</td>
<td>Improve transportation system management and operations capabilities by providing functionality to respond to congestion and incidents that impact traffic operations.</td>
<td>$160,000/$4,000</td>
</tr>
<tr>
<td>Marion County Traffic Management Center</td>
<td>Improve transportation system management and operations capabilities by providing functionality to respond to congestion and incidents that impact traffic operations.</td>
<td>$105,000/$4,000</td>
</tr>
<tr>
<td>Incident Management and Operations</td>
<td>Improve management of traffic on alternate routes during incidents on I-75. Project will reduce incident related delays.</td>
<td>$2,520,000/ $45,000</td>
</tr>
<tr>
<td>Traffic Signal System Improvements</td>
<td>Improve traffic management capabilities with advanced signal control and remote operations capabilities.</td>
<td>$2,560,000/ $30,000</td>
</tr>
<tr>
<td>Data Collection System</td>
<td>Automate collection of traffic volume and congestion information. Support future traveler information displays of corridor conditions.</td>
<td>$250,000/$10,000</td>
</tr>
<tr>
<td>Railroad Crossing Information System</td>
<td>Improve traffic management and reduce delays associated with at-grade railroad crossings.</td>
<td>$380,000/$15,000</td>
</tr>
</tbody>
</table>
2035 Cost Feasible Plan: Multi-Use Trail Improvements

Map 9a: Cost Affordable Plan Multi-Use Trail Facilities
The map displays existing multi-use trails. Boxed revenues can be used to build desired trails.

[Map showing existing and potential multi-use trails]
The map displays existing multi-use trails. Boxed revenues can be used to build desired trails.
Pedestrian facilities in red indicate future improvements.
Map 11: 2035 Cost Affordable Bicycle Facilities
Bicycle facilities in red indicate future improvements.
Map 12: 2035 Cost Affordable: Intelligent Transportation System (ITS) Improvements
INTRODUCTION
The Ocala-Marion County TPO, in accordance with SAFETEA-LU, is committed to a significant and ongoing public involvement program through its Strings and Ribbons Program, which is incorporated into all plans and programs developed by the TPO. Documented below are the public involvement opportunities offered during the development of the 2035 Long Range Transportation Plan and how the feedback received has been incorporated into the plan.

SUMMARY OF PUBLIC WORKSHOPS
The following workshops were held in addition to regularly scheduled CAC/TAC meetings for participating residents of Marion County to identify transportation priorities to be included in the LRTP:

- Silver Springs Shores Homeowner’s Association: November 19, 2009
- Community Traffic Safety Team (CTST): December 10, 2009
- SR 200 Coalition: January 11, 2010
- Shady Area Residents/Stakeholders: March 1, 2010
- Marion County Health Department Staff: March 4, 2010
- Florida Engineering Society (FES) - Forest Chapter: March 12, 2010
- Shady Greenway Conservation Alliance: March 16, 2010
- City of Dunnellon Staff/Residents/Elected Officials: March 24, 2010
- Ocala/Marion County Chamber of Commerce/Leadership Ocala: March 30, 2010
- Marco Polo Village Homeowner’s Association: April 8, 2010
- Impaired Driving Education & Victim Services (IDEAVS): April 12, 2010
- Oak Bend Residents: April 14, 2010
- City of Belleview Staff/Residents/Elected Officials: April 28, 2010
- Neighborhood Citizens of Northwest Ocala: May 10, 2010
- Public Policy Institute: May 10, 2010
- Shady Greenway Conservation Alliance: May 24, 2010
- Town of McIntosh: May 25, 2010
- Marion Oaks Civic Association: June 1, 2010

IMPACT OF PUBLIC COMMENTS
The feedback received during the workshops was entered into a database where it was tabulated and quantified. This information was then taken into account during the development of the Cost Feasible Plan. This tabulation is included in the Technical Appendix of the Final LRTP Report.

PLAN ADOPTION
The final 2035 LRTP was presented at the Technical Advisory Committee (TAC), Community Advisory Committee (CAC), and TPO Board meetings in November 2010. Following endorsement by the TAC and CAC, the 2035 LRTP was formally adopted by the TPO Board in November 2010.
The Ocala-Marion County TPO 2035 Long Range Transportation Plan represents a significant milestone in addressing the transportation needs of Marion County. There are several key follow-up actions beyond normal project development activities that the TPO and its partners will need to undertake for key elements of the plan to move forward. Key partners include Marion County, FDOT District 5, and neighboring counties and MPOs, among others.

**KEY IMPLEMENTATION ACTIONS**

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

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

These implementation actions are discussed on the next two pages.

**Focus on Economic Development**

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

**Support Local Planning Incentives**

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

**Implementation of ITS, Safety, and CMP Improvements**

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

**Monitor Air Quality Standards**

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

**Assess Existing and Potential Revenue Sources**

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

- Sales Tax
- Impact Fees/Mobility Fees
- Municipal Service Benefit Unit (Non-Ad Valorem Assessment)
- Municipal Service Tax Unit
A VISION FOR MARION COUNTY
With the adoption of the 2035 LRTP, the Ocala-Marion County TPO has developed and adopted a long-term vision for transportation that supports and complements the major goals and objectives of Marion County. The adopted plan will be used by the TPO and the County as a guide for annual and ongoing planning and programming activities and the plan is flexible enough to respond to an ever-changing environment in Marion County and the region.