



# Marion County Transportation Impact Fee Supplement

Demonstration of Extraordinary Circumstances  
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***Prepared for:***

**Marion County  
Planning Department**  
2710 E. Silver Springs Blvd  
Ocala, Florida 34470  
ph (352) 438-2601

***Prepared by:***

**Benesch**  
1000 N. Ashley Dr., #400  
Tampa, Florida 33602  
ph (813) 224-8862  
E-mail: [nkamp@benesch.com](mailto:nkamp@benesch.com)

**Marion County**  
**Transportation Impact Fee Supplement**  
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# Introduction

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Marion County retained Benesch in 2025 to update the County's transportation impact fee program, which was last updated in 2015. At the time, concerned with the economic downturn, the Board of County Commission adopted the fees at 20 percent for residential land uses and 11 percent for non-residential land uses.

In June 2021, Florida House Bill (HB) 337 was signed by the Governor, which placed limits on impact fee increases while allowing local governments to exceed these limits if the following is fulfilled:

1. A demonstrated needs study justifying any increase more than those authorized that has been completed within 12 months before the adoption of the impact fee increase and expressly demonstrating the extraordinary circumstances necessitating the need to exceed the phase-in limitations.
2. No less than two publicly noticed workshops dedicated to extraordinary circumstances.
3. Approval of the impact fee increase ordinance by at least a two-thirds vote of the governing body.

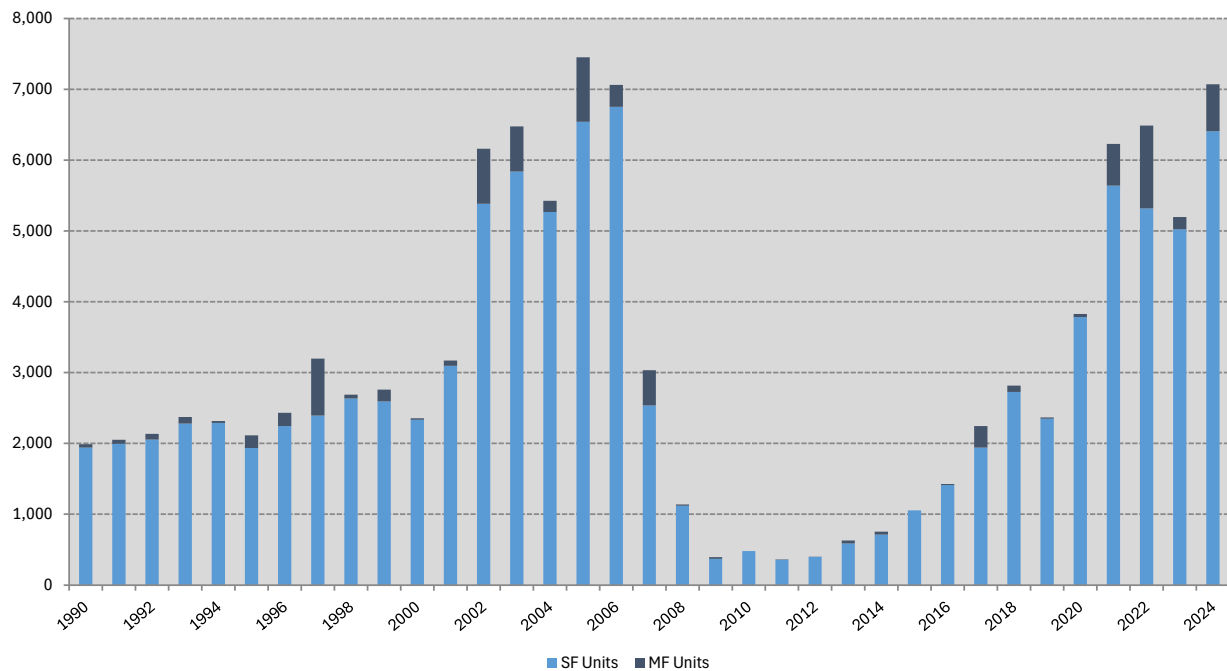
Benesch completed a technical study that updated the County's transportation impact fee program. The study provided the data and analysis that support a level of increase exceeding the 50-percent limit identified in HB 337 for all land uses included in the fee schedule primarily because of the high discounts provided in 2015. The remaining sections of this document address the extraordinary circumstances related to the County's transportation impact fee program.

## Profile and Growth Trends

With a population of almost 420,000, Marion County ranks 18<sup>th</sup> out of 67 Florida counties in terms of population. The county continues to experience growth. Growth projections provided by University of Florida, Bureau of Business and Economic Research (BEBR) average 1.1 percent per year over the next ten years. In terms of absolute growth, the County ranks 18<sup>th</sup> out of 67 counties and is projected to add approximately 107,000 persons through 2050.

Consistent with these population growth patterns, permits for new structure have been increasing. **Figure 1** shows residential permitting trends. As presented, after a decline between 2007 and 2012 due to the economic downturn, permitting levels started to increase again. The number of residential permits increased from approximately 361 permits in 2011 to over 7,000 permits in 2024.

**Figure 1**  
**Residential Permitting**



Source: U.S. Census

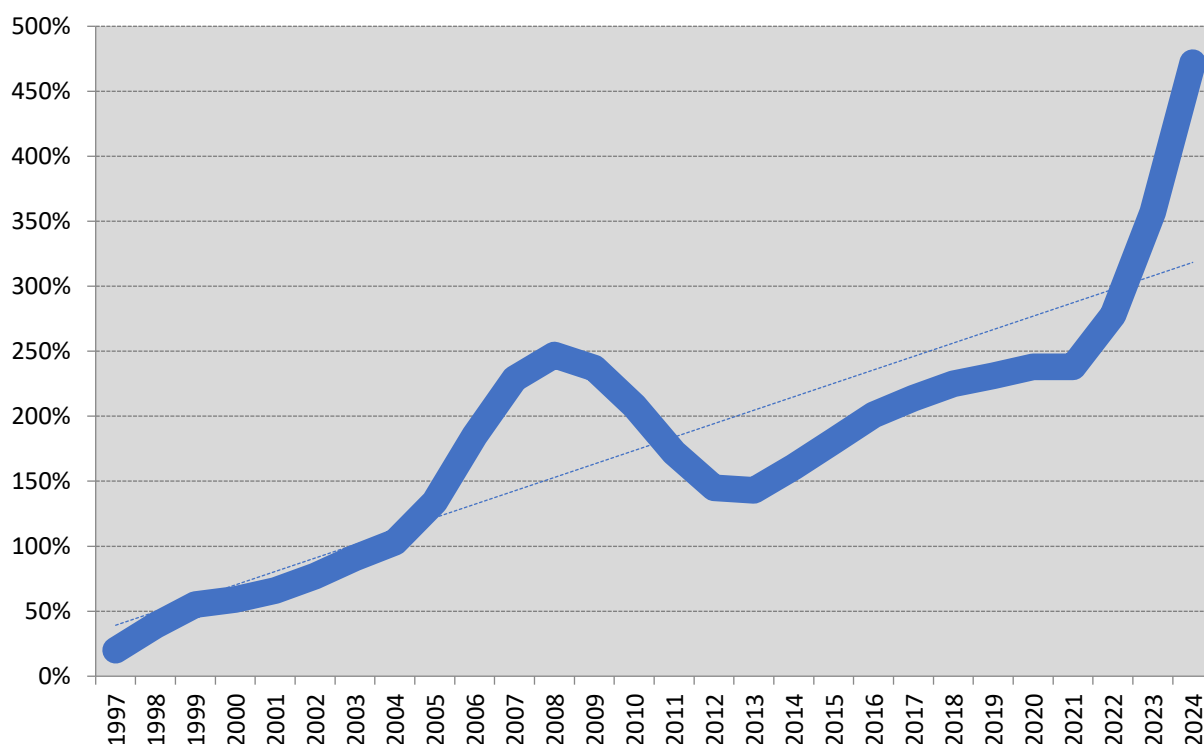
## Impact Fee Updates and Cost Increases

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As mentioned previously, Marion County's transportation impact fee was last updated in 2015, and therefore, reflects eight years old data including the cost levels. Costs have been increasing since 2013, especially since the pandemic. The indices (2015 to present) below were reviewed for consideration and Figure 2 illustrates the cost increases included FDOT Long Range Estimates for the past 25 years.

- FDOT Long Range Estimates: +134%
- FDOT District 7 Long Range Estimates: +173%
- Producer Price Index (Highway): +53%
- National Highway Construction Cost Index: +88%

**Figure 2**  
**FDOT Long Range Estimates Construction Cost Growth (3-yr Avg)**



Even with cost increases, Marion County's calculated transportation impact fees in the 2025 study are lower than the full fees calculated for most of the land uses in 2015 due to the mix of projects that provide higher capacity levels. This suggests that the primary reason for the high

increases is the policy decision of providing significant discounts in 2015 due to economic conditions. Given the current growth levels, the current concern is ability to provide the necessary infrastructure in a timely manner.

# Project Needs

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High growth levels Marion County is experiencing result in a need for additional infrastructure. Table 1 provides a summary of projected increase in transportation improvements compared to additional travel. As shown, currently planned and funded projects are not sufficient to keep up with increase demand.

**Table 1**  
**Marion County Lane Mile Over Capacity by Jurisdiction**

Jurisdiction	2015 Lane Miles	2015 Lane Miles Over Capacity	2015 % Over Capacity	2045 Lane Miles	2045 Lane Miles Over Capacity	2045 % Over Capacity	% Increase in Lane Miles over Capacity
State (no Int/Toll Fac.)	702.203	183.44	26.12%	807.346	264.13	32.72%	25.23%
State (Int/Toll Fac.)	239.072	24.32	10.17%	243.230	95.97	39.46%	287.92%
County	935.507	144.13	15.41%	950.455	190.94	20.09%	30.39%
Other	618.518	47.64	7.70%	691.766	145.25	21.00%	172.61%
<b>Total</b>	<b>2,495.30</b>	<b>399.53</b>	<b>16.01%</b>	<b>2,692.80</b>	<b>696.30</b>	<b>25.86%</b>	<b>61.50%</b>

Source: Central Florida Regional Planning Model (CFRPM) v7

Examples of future unfunded capacity projects that are eligible to be funded with impact fees identified by the County include the following improvements shown in Table 2.

**Table 2**  
**Future Capacity Expansion Project Needs**

Road	Scope	Improv.	Length	Lanes Added	Lane Miles Added	PER	Design	ROW	Construction	Total
EMERALD RD EXTENSION	From SE 92nd Loop to Florida Northern Railroad	New 2-Lane	1.80	2	3.60	\$0	\$200,000	\$4,717,819	\$15,117,800	\$20,035,619
CR 475A	From SW 66th St to 1.8 mi N of SW 66th St	New 4-Lane	1.80	4	7.20	\$0	\$2,015,101	\$3,939,600	\$29,300,000	\$35,254,701
NW 49TH/35TH ST PH 2B	From NE 35th St to N End of Limerock Pit	New 4-Lane	1.51	4	6.04	\$0	\$0	\$0	\$3,227,764	\$3,227,764
NW 49TH/35TH ST PH 3 (FKA 3A & 3B)	From NE 35th St to N End of Limerock Pit	New 4-Lane	3.40	4	13.60	\$0	\$501,871	\$8,088,214	\$27,329,248	\$35,919,333
SW 49TH AVE - SOUTH SEGMENT A	From CR 484 to 900ft N of Marion Oaks Trail	New 4-Lane	0.80	4	3.20	\$0	\$8,296	\$3,108	\$929,225	\$940,629
SW 49TH AVE - SOUTH SEGMENT F	From Marion Oaks Manor to 0.7 mi S of CR 484	New 4-Lane	1.60	4	6.40	\$0	\$43,674	\$1,555,152	\$5,860,190	\$7,459,016
SW 90TH ST	From SW 60th Ave to 0.8 mi E of SW 60th Ave	New 2-Lane	0.80	2	1.60	\$0	\$450,000	\$70,000	\$2,500,000	\$3,020,000
CR 484 WIDENING PH 1	From Marion Oaks Blvd to CR 475A	4 to 6 Lanes	1.80	2	3.60	\$1,200,000	\$2,500,000	\$14,040,000	\$12,540,000	\$30,280,000
MARION OAKS MANOR EXTENSION PH 1	From SW 49th Ave to Marion Oaks Ln	Add 2 Lanes	3.00	2	6.00	\$0	\$3,243,095	\$7,500,000	\$15,300,000	\$26,043,095
MARION OAKS MANOR EXTENSION PH 2 (FLYOVER)	From Marion Oaks Ln to CR 475	New 4-Lane	2.45	4	9.80	\$0	\$3,068,100	\$6,125,000	\$34,090,000	\$43,283,100
NE 35TH ST PH 1B	From 600' E of W Anthony Rd to CR 200A	Add 2 Lanes	0.90	2	1.80	\$0	\$260,000	\$15,597,873	\$0	\$15,857,873
NE 35TH ST PH 2	From CR 200A to NE 25th Ave	Add 2 Lanes	1.20	2	2.40	\$0	\$200,000	\$2,072,211	\$6,000,000	\$8,272,211
NE 35TH ST PH 3	From NE 25th Ave to NE 36th Ave	Add 2 Lanes	1.00	2	2.00	\$0	\$345,000	\$3,500,000	\$5,000,000	\$8,845,000
NW 44TH AVE	From NW 63rd St to CR 326	Add 2 Lanes	1.40	2	2.80	\$0	\$840,000	\$700,000	\$8,200,000	\$9,740,000
NW 60TH AVE EXTENSION	From US 27 to NW 49th St	New 4-Lane	0.90	4	3.60	\$300,000	\$720,000	\$2,250,000	\$7,000,000	\$10,270,000
SW 38TH/40TH ST PH A	From SW 80th Ave to SW 60th Ave	Add 2 Lanes	1.90	2	3.80	\$0	\$3,265,019	\$5,308,086	\$20,000,000	\$28,573,105
SW 38TH/40TH ST PH B	From SW 60th Ave to SW 43rd Ct	Add 2 Lanes	1.90	2	3.80	\$0	\$3,310,000	\$6,390,000	\$9,500,000	\$19,200,000
SW 49TH/40TH AVE PH 1	From SW 66th St to SW 42nd St	New 4-Lane	1.70	4	6.80	\$0	\$0	\$1,036,961	\$18,095,153	\$19,132,114
SW 49TH AVE - NORTH	From Marion Oaks Trail to SW 95th St	New 4-Lane	3.40	4	13.60	\$0	\$1,700,000	\$11,898,513	\$36,000,000	\$49,598,513
SW 80TH AVE - SEGMENT 1	From SW 90th St to 1/2 mi N of SW 38th St	Add 2 Lanes	4.50	2	9.00	\$0	\$3,174,630	\$6,091,140	\$24,350,000	\$33,615,770
SW 80TH AVE - SEGMENT 2	From 0.5 mi N of SW 38th St to 0.25 mi S of SR 40	Add 2 Lanes	1.75	2	3.50	\$0	\$1,300,000	\$6,300,000	\$9,000,000	\$16,600,000
NW 80TH/70TH AVE - SEGMENT 3	From SR 40 to US 27	Add 2 Lanes	3.76	2	7.52	\$0	\$0	\$7,462,578	\$24,087,055	\$31,549,633
CR 484 WIDENING PH 2	From CR 475A to CR 475	4 to 6 Lanes	2.00	2	4.00	\$572,400	\$800,000	\$2,000,000	\$9,600,000	\$12,972,400
CR 484 WIDENING PH 3	From SR 200 to Marion Oaks Pass	Add 2 Lanes	5.30	2	10.60	\$0	\$4,242,400	\$13,500,000	\$45,000,000	\$62,742,400
SW 80TH AVE	From CR 484 to SR 200	New 4-Lane	2.60	4	10.40	\$500,000	\$0	\$0	\$0	\$500,000
SE 92ND LOOP EXTENSION	From US Hwy 441 to SE 36th Ave	New 2-Lane	0.50	2	1.00	\$0	\$350,000	\$3,000,000	\$2,500,000	\$5,850,000
NE 35TH ST PH 4	From NE 36th Ave to SR 40	Add 2 Lanes	2.60	2	5.20	\$0	\$1,300,000	\$7,800,000	\$13,000,000	\$22,100,000
CR 475	From SE 32nd St to SE 59th St	Add 2 Lanes	1.90	2	3.80	\$0	\$1,320,000	\$6,600,000	\$13,200,000	\$21,120,000
CR 35	From SR 40 to NE 35th St	Add 2 Lanes	0.40	2	0.80	\$0	\$500,000	\$2,000,000	\$3,900,000	\$6,400,000
CR 42 WIDENING	From SE 36th Ave to US 301	Add 2 Lanes	2.75	2	5.50	\$0	\$1,650,000	\$6,875,000	\$13,750,000	\$22,275,000
SW 60TH AVE	From SR 200 to N of US 27	4 to 6 Lanes	7.30	2	14.60	\$0	\$4,380,000	\$26,280,000	\$43,800,000	\$74,460,000
SE 92ND LOOP	From US Hwy 441 to SR 35	Add 2 Lanes	1.60	2	3.20	\$0	\$984,000	\$5,500,000	\$8,200,000	\$14,684,000
BANYAN RD EXTENSION	From Pecan Pass to Almond Rd	New 2-Lane	0.70	2	1.40	\$0	\$500,000	\$5,000,000	\$7,000,000	\$12,500,000
CR 42 WIDENING	From CR 475 to SE 36th Ave	Add 2 Lanes	2.00	2	4.00	\$0	\$1,200,000	\$5,000,000	\$10,000,000	\$16,200,000
SW 80TH ST	From SW 80th Ave to SR 200	Add 2 Lanes	1.50	2	3.00	\$0	\$900,000	\$450,000	\$9,000,000	\$10,350,000
SE MARICAMP RD	From SE 31st St to Midway Rd	4 to 6 Lanes	4.40	2	8.80	\$0	\$3,062,000	\$17,160,000	\$38,276,000	\$58,498,000
<b>TOTAL</b>						<b>\$2,572,400</b>	<b>\$48,333,186</b>	<b>\$215,811,255</b>	<b>\$530,652,435</b>	<b>\$797,369,276</b>

Source: Marion County



## Summary and Conclusions

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This supplemental document provided information demonstrating extraordinary conditions necessitating an increase above the 50-percent limit for the County's existing transportation impact fee. The key findings of this review include the following:

- Marion County is experiencing significant growth.
- The primary reason for the fee increases is the level of discounts that were adopted during the 2015 update. These discounts were due to the economic downturn at the time, which is no longer the case.
- Costs are continuing to increase making it difficult for local governments to fund infrastructure projects.
- The County identified a list of projects that are impact fee eligible. With reduced impact fee levels, the existing population will be subsidizing new growth, or the level of service will degrade.