

2009 ANNUAL REPORT

O C A L A / M A R I O N T R A N S P O R T A T I O N P L A N N I N G
O R G A N I Z A T I O N

STIMULUS FAST FACTS

- 15.1 miles and \$10.68M in local resurfacing
- 5.7 miles and \$23.3M in state road widening
- 6.8 miles and \$840K in sidewalks
- \$1.5M for local transit capital/operations

American Recovery & Reinvestment Act of 2009

On February 16, the President of the United States signed the federal stimulus bill known as the American Recovery and Reinvestment Act (ARRA) of 2009. The bill allocated about \$40 billion for transportation uses.

The stimulus bill required projects to be “shovel ready” - a term used to indicate that the project would be ready for construction within one hundred twenty days. A few days prior to the signing of the bill,

the TPO met to adopt a list of twenty projects for ARRA funding. Capacity projects needed to have completed all required assessments under the National Environmental Policy Act (NEPA). Generally, county and city transportation projects do not follow NEPA due to the additional costs.

In Marion County, ten construction projects were approved for funding in the stimulus bill—the expansion

of Baseline Road from SR 40 to SR 464, eight resurfacing projects and one sidewalk project.

In all, ARRA will fund approximately \$35 million worth of transportation improvements in Marion County over the next two years.

A detail of the ARRA projects is shown below. Maps of the projects can be seen at www.ocalamariontpo.org.

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Local Stimulus Projects

Facility	From	To	Construction	Amount
SE Fort King St.	SE 36th Ave.	Ocala City Limits	Add turn lanes	\$1.58M
NE/SE 36th Ave.	SE 31st St.	NE 14th St.	Resurfacing	\$1.53M
NE 36th Ave.	NE 14th St.	NE 35th St.	Resurfacing	\$552K
MLK, Jr. Ave.	NW 22nd St.	NW 35th St.	Resurfacing	\$230K
SE 18th Ave.	SE 31st St.	SR 464	Resurfacing	\$160K
NE 25th Ave.	NE 24th St.	NE 35th St.	Resurfacing	\$135K
CR 484	US 41	Marion Oaks Course	Resurfacing	\$5.43M
NW 80th Ave.	SR 40	US 27	Resurfacing	\$1.08M
SR 35	SR 464	SR 40	Widening	\$23.3M
N/SW 27th Ave.	SW 42nd St.	Blitchton Rd.	Resurfacing	\$1.58M
Lake Weir Ave.	SE 31st St.	US 441	Resurfacing	\$250K
NE/SE 25th Ave.	SR 464	NE 14th St.	Resurfacing	\$840K
CR 318	NE 52nd Ct.	CR 315	Resurfacing	\$2.89M
Marion Oaks Sidewalks		Various locations	Enhancement	\$840K

Future of Transportation Funding Remains Unclear

Fuel efficient cars. Mass transit. Bicycle and pedestrian initiatives. As transportation entities promote initiatives to reduce traffic congestion, protect the environment and support healthier lifestyles, they find themselves in a Catch-22 that is fast approaching a crisis. Funding for transportation projects comes primarily from gas taxes—ninety percent at the federal level, according to a February 26, 2009, Brookings article.

The gas tax itself has always been an imperfect funding source—a fixed rate not indexed for inflation and rarely raised. Over years of

rising project costs and reduced fuel consumption, the buying power of the gas tax has waned.

As project funds have dwindled, municipalities have seen their infrastructure programs fall behind in both technology and maintenance. Failing facilities have driven local governments to seek new avenues to keep their communities connected and moving.

Ideas range from more cost efficient projects to new sources of funding. Facility improvements and intelligent transportation systems to increase transportation capacity are becoming popular projects in the

absence of funding to complete capital improvements. Pilot programs to charge drivers for highway miles traveled are popping up around the country. States are also looking at adding toll facilities and forging public-private partnerships to generate funds.

While it seems that no single initiative can solve the nation's transportation woes, one thing has become clear to government and transportation entities who continue to look for ways to stretch their transportation dollars—transportation cannot continue be funded with business as usual.

County Authorizes Road Bond

In April, the Marion County Commission approved the issue of \$100 million in bonds to advance transportation projects around the county. Planned in three phases, the bond list included 1.2 miles of engineering, 5.16 miles of right-of-way acquisition and 13.65 miles of construction at a total cost of \$90M.

Projects planned include:

- *SE 31st St: SE 19th Ave. to SR 464—September 2009*
- *CR 200A: US 441 to NE 35th Ave.—October 2009*
- *SW 60th Ave: SW 95th St to SW 80th St.—Fall 2009*
- *SR 200 Bypass: SR 200 to CR 475A—Summer 2010*
- *SE 92nd Loop: US 441 to SR 35—Spring 2011*
- *SW 95th St: SW 60th Ave to SW 49th Ave—Spring 2011*
- *SW 95th St: SW 49th Ave to I-75—Design only*

Recently Completed Projects

CR 484 Four-lane 5 miles from CR 475A to SE 47th Ave by Steve Counts, Inc., for \$13.1M.

SR 35 Resurface 1.2 miles from Juniper Road to south of SR 464 by D.A.B. for \$473K.

US 441 Resurface 6.3 miles from CR 25A to Alachua County line; construct pedestrian refuges between SR 200 and SR 40 by

Anderson Columbia.

SR 40 Resurface 3.1 miles from NE 60th Ave to Oklawaha River Bridge by Anderson Columbia

SR 326 Apply skid hazard overlay to west ramps of I-75 interchange by Anderson Columbia.

US 441 Resurface 2.6 miles from SR 200 to north of NW 28th Street by Middlesex Corp.

Current Projects

Juniper Creek Bridge Replace bridge on US 19. Began January 12; to complete in winter 2009 by Russell Engineering Inc.

I-75 Resurface 4.5 miles from SR 200 to US 27. Began April 13; to complete in fall 2009 by Anderson Columbia Co.

SR 35 Four-lane 5.6 miles from CR 464 to SR 40. Design Build began October 21 by CW Roberts.

CSX Overpass Completed

On April 18, 2009, contractor Kiewit Southern Company completed a \$26.5M overpass across CSX railroad tracks on SR 464. This design/build fast-track

project involved the construction of a four-lane overpass and two-lane service roads on either side of highway, sidewalks, drainage and intersection reconfigurations.

Completed over three months ahead of schedule, the project was initiated by the FDOT in anticipation of increased CSX freight traffic through Ocala.



Traffic traverses the recently completed railroad overpass

Safe Routes To School

In 2008/2009, the TPO continued its work with the Marion County Public Schools Grants Department on the Safe Routes to Schools program. Three programs—two non-infrastructure and one infrastructure—were developed with funding totaling almost \$338K.

The infrastructure project, programmed for 2012, provides almost 2900 feet of sidewalks and bike paths around College Park Elementary School from SW 33rd Avenue to SW 27th Avenue.

In non-infrastructure programs, one hundred twenty-five bicycle racks

were installed at four local elementary and middle schools. The TPO also continued work with N.H. Jones Elementary and Osceola Middle schools on development of the Safe Routes to Schools website.

Priorities

Rank	Road Segment	Length	Improvement
1	Sharpes Ferry Bridge Replacement	Sharpes Ferry Bridge (CR 314)	Bridge Replacement
2	SR 464 Corridor Improvements	SR 200 to SR 35	7.2 Ops & Access Mgmt
3	SR 35	SE 92nd Place Road to SR 464	3.7 Add 2 Lanes
4	SR 200	CR 484 to SW 121st Court	3.2 Add 2 Lanes
5	SR 40	SW 80th AVE to CR 328	3.7 Add 2 Lanes
6	US 41	SW 111th Pl Ln to SR 40	3.6 Add 2 Lanes
7	SR 40	CR 328 to US 41	9.8 Add 2 Lanes
8	SR 40 - East	E. Silver Springs to CR 314A	10.0 Add 2 Lanes
9	US 441 - South Phase I	CR 42 to Sumter County Line	2.0 Add 2 Lanes
10	US 441 - South Phase II	CR 475 to CR 42	18.0 Add 2 Lanes
11	US 301 - South	A) End of existing 4-lanes to CR 42	2.00 Add 2 Lanes
		B) CR 42 to Sumter County Line	1.5 Add 2 Lanes
12	I-75 and SW 95th St Interchange	Interchange Justification Report	- Interchange
13	Magnolia Avenue and SW 10th St.	Intersections	- Intersection Improvements
14	Dunnellon Bypass	CR 40 to US 41	1.5 New 2 Lane
15	SR 326	US 441 to CR 200A (FIHS Facility)	2.3 Add 2 Lanes

SunTran

In March, the TPO conducted a survey of SunTran passengers to evaluate the demographic of its riders and their perception of the system and its services. A sampling of surveys collected over a six day period showed that the majority of SunTran riders were between the ages of twenty-five and fifty-nine. Work was the most frequent destination for riders, though some utilized the system for shopping and medical appointments. Sixty-five percent of those surveyed reported that no one in their household owned a car, and ninety-one percent accessed service by walking to the bus stop. While seventy-six percent of respondents considered SunTran service to be excellent or very good, many expressed a desire to see more service in the form of additional routes and increased frequency.

TPO Launches Interactive TIP

In April, the TPO launched its new web-based interactive Transportation Improvement Program (TIP). The concept for the interactive format was developed with the Central Florida MPO Alliance as a standard form for publishing TIP project information.

Created and hosted by Data Transfer Solutions, the interactive TIP contains state projects from the FDOT work program as well as local projects. An interactive map allows users to choose data layers to display desired information and the ability to point and click on a project of inter-

est. Search features and customized reports are also available to users interested in finding specific information such as a particular project, project type or funding source.

The Ocala/Marion County TPO's TIP can be accessed at <http://mariontip.edats.com>.

WE'RE ON THE WEB!

WWW.OCALAMARIONTPO.ORG

TRANSPORTATION PLANNING ORGANIZATION

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The Ocala/Marion County Transportation Planning Organization (TPO) is the agency responsible for transportation planning in the Ocala/Marion County area. With a 12-member board comprised of local elected officials from Marion County, Ocala, Belleview and Dunnellon, the TPO's planning responsibilities include highways and transit as well as bicycling and pedestrian facilities. The TPO works with the Florida Department of Transportation (FDOT) and local governments to fund and implement transportation improvements and alternatives. The TPO is assisted in the planning process by two review boards: the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC). The TAC is comprised of professional planners, engineers, law enforcement, and school officials. TAC members review projects primarily from a technical standpoint based on their professional experience. The CAC is comprised of citizens from all areas of Marion County and its municipalities to ensure representation that demonstrates the diversity of the region and its interests.

OCALA/MARION COUNTY

TRANSPORTATION PLANNING ORGANIZATION

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

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