



TECHNICAL ADVISORY COMMITTEE

Ocala Citizens Service Center
201 SE 3rd Street, Ocala FL 34478

August 11, 2015
10:00 AM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. DISCUSSION ITEMS

A. NE 36TH AVENUE AND NE 25TH AVENUE PD&E PRESENTATION

Representatives from Metric Engineering will present an update of the Project Development and Environment (PD&E) study for the widening of NE 36th Avenue to NE 25th Avenue.

B. YEAR 2040 LONG RANGE TRANSPORTATION PLAN PRESENTATION

Representatives from Tindale & Associates will present an update on the Long Range Transportation Plan (LRTP) development.

i. Financial Resources

ii. Needs Assessment

4. ACTION ITEMS

A. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

To ensure that the Transportation Improvement Program reflects the most current project information, it is periodically necessary to amend the document. Staff will present the Transportation Improvement Program amendments for review and approval.

5. CONSENT AGENDA

A. MEETING MINUTES – JUNE 9, 2015

6. COMMENTS BY FDOT

7. COMMENTS BY TPO STAFF

8. COMMENTS BY TAC MEMBERS

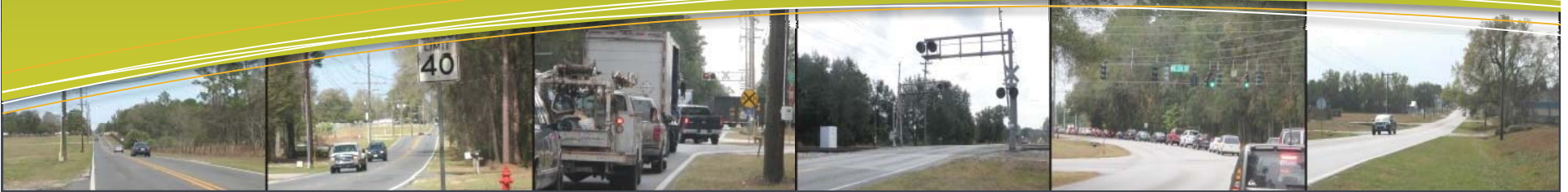
9. PUBLIC COMMENT (Limited to 5 minutes)

10. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352)629-8297 forty-eight (48) hours in advance, so arrangements can be made.

*The next regular meeting of the Technical Advisory Committee will be held on **September 8, 2015.***

Ocala Roadway Studies



NE 25th Avenue and NE 36th Avenue
from S.R. 492 (NE 14th Street) to NE 35th Street
Project Development and
Environment (PD&E) Studies

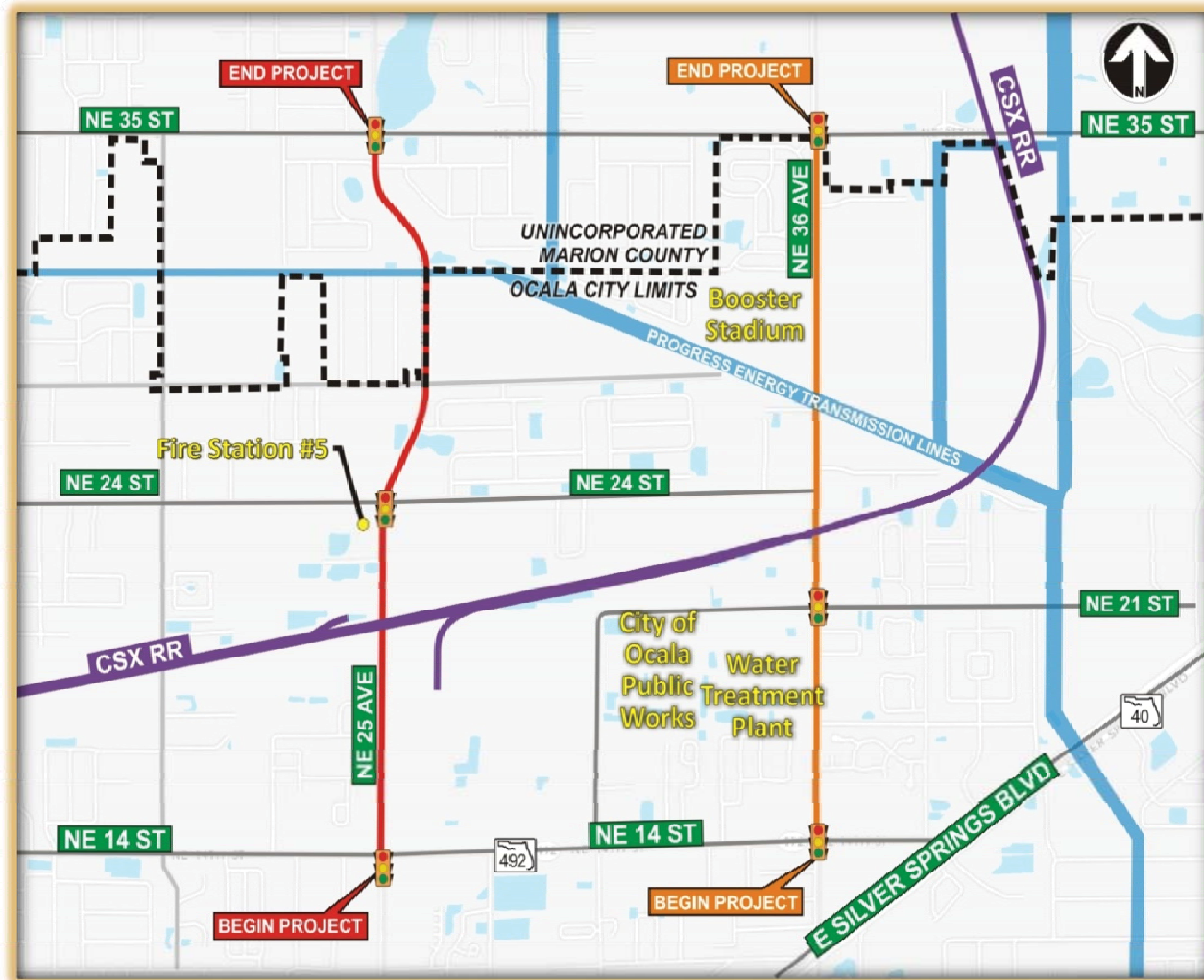
August 11, 2015

Project Numbers: 431797-1-22-01 and 431798-1-22-01

Purpose of Meeting

- I. Introduction
- II. Description of Project
- III. Project Objectives
- IV. Design Alternatives
- V. Public Involvement
- VI. Closing

Project Limits



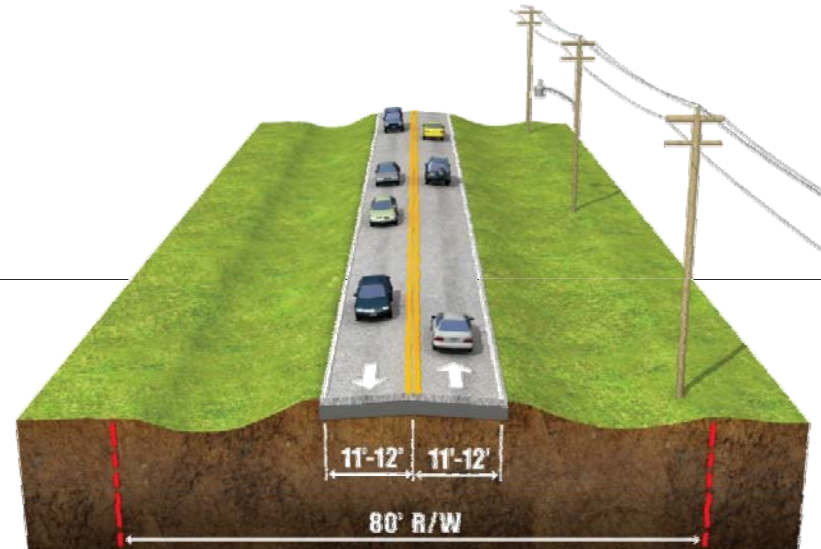
Project Objectives

- **Determine and address future capacity needs**
 - Evaluation of roadway widening
- **Enhance safety and mobility**
 - Evaluation of raised median
 - Evaluation of grade separation over the CSX Railroad
- **Develop multimodal options and complete streets typical sections**
- **Develop improvements in line with the City of Ocala's vision**
- **Obtain stakeholder & community consensus on project alternatives**

Existing Conditions

NE 25 Avenue

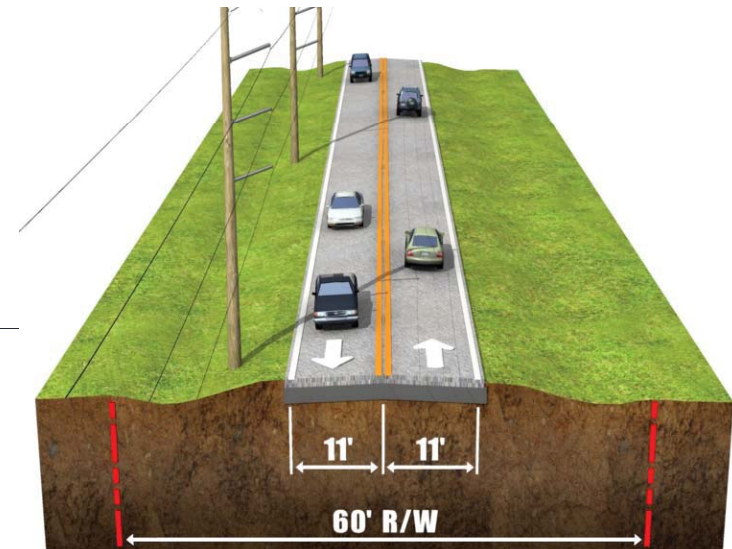
- Length: 1.6 miles
- Undivided Urban Collector
- One 11-12-ft lane in each direction
- Access Classification 4
- Posted Speed: 35 - 40 mph
- Existing Right-of-Way width: 80 feet
- Open drainage system; linear swales and ponds



Existing Conditions

NE 36th Avenue

- Length: 1.5 miles
- Undivided Urban Minor Arterial
- One 11-ft lane in each direction
- Access Classification 4
- Posted speed: 35 - 40 mph
- Existing Right-of-Way width: 60 feet
- Open drainage system; linear swales and ponds



Operational and Safety Concerns

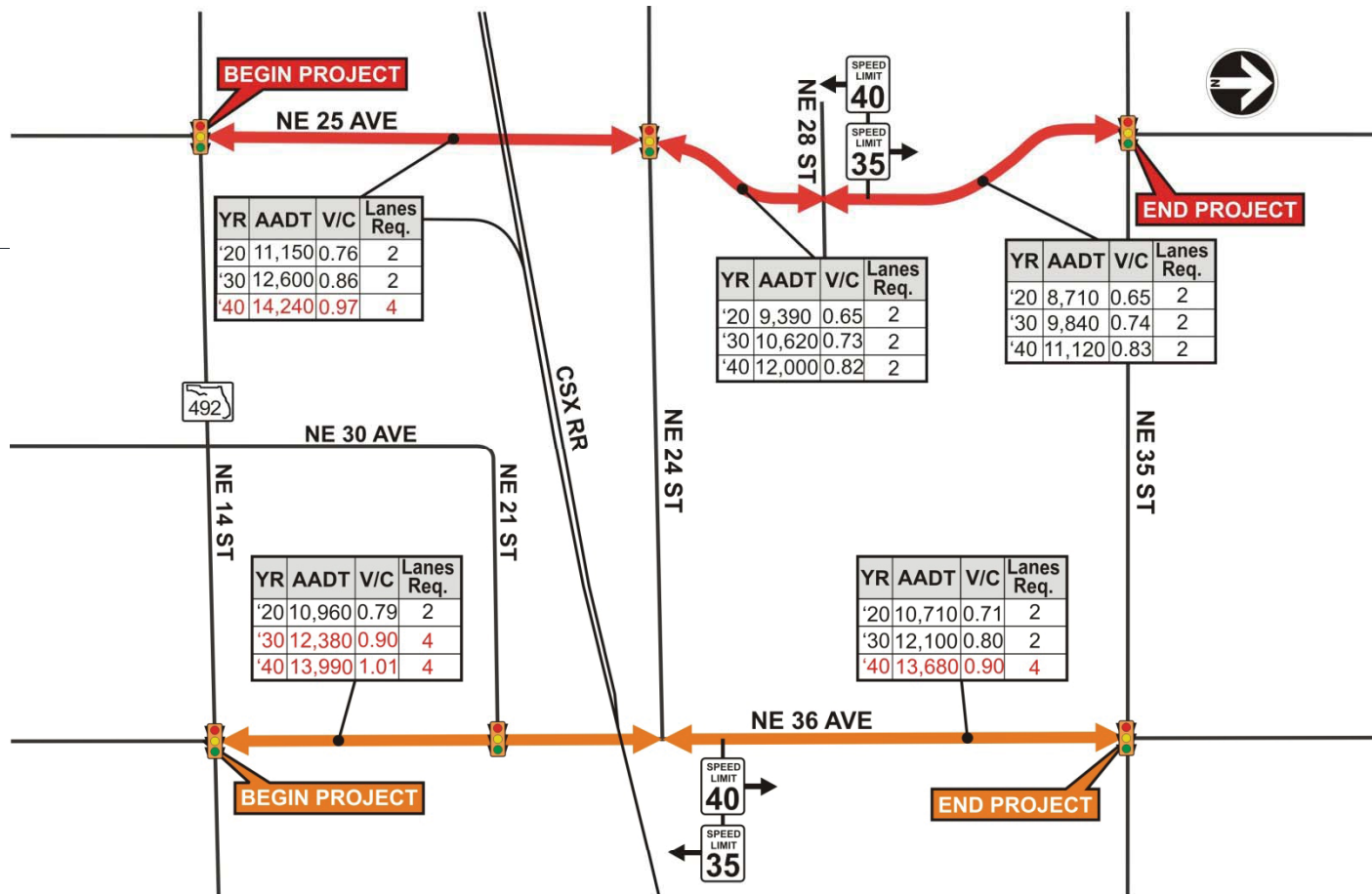
- **Lack of pedestrian and bicycle facilities**
- **Lack of shoulders**
- **High Crash Locations**
 - NE 14 St & NE 25 Ave
 - 40 crashes (2007 to 2011)
 - 1 fatal crash in 2008



- **CSX crossing impedes emergency response to the south**

Traffic Analysis

- Based on comprehensive growth rate analysis and coordination with the City and County

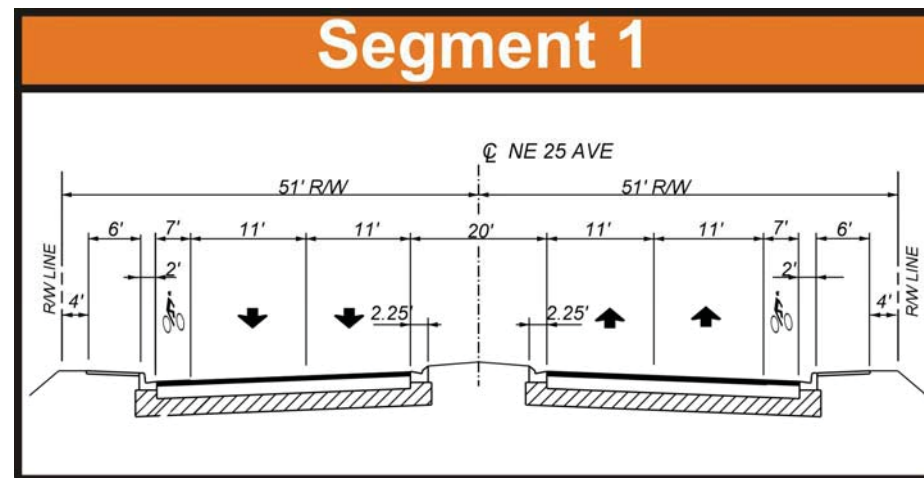


Design Alternatives

NE 25th Avenue

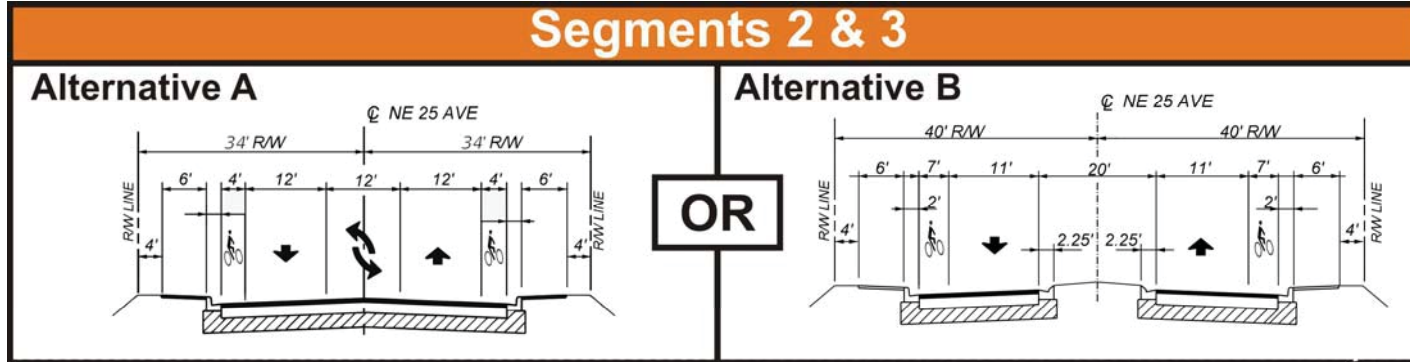
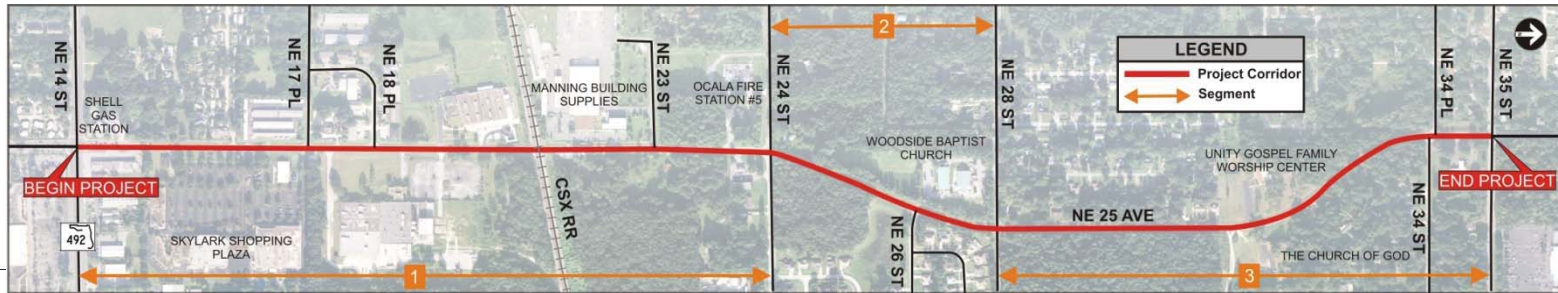
Design Alternatives

NE 25th Avenue – Typical Sections



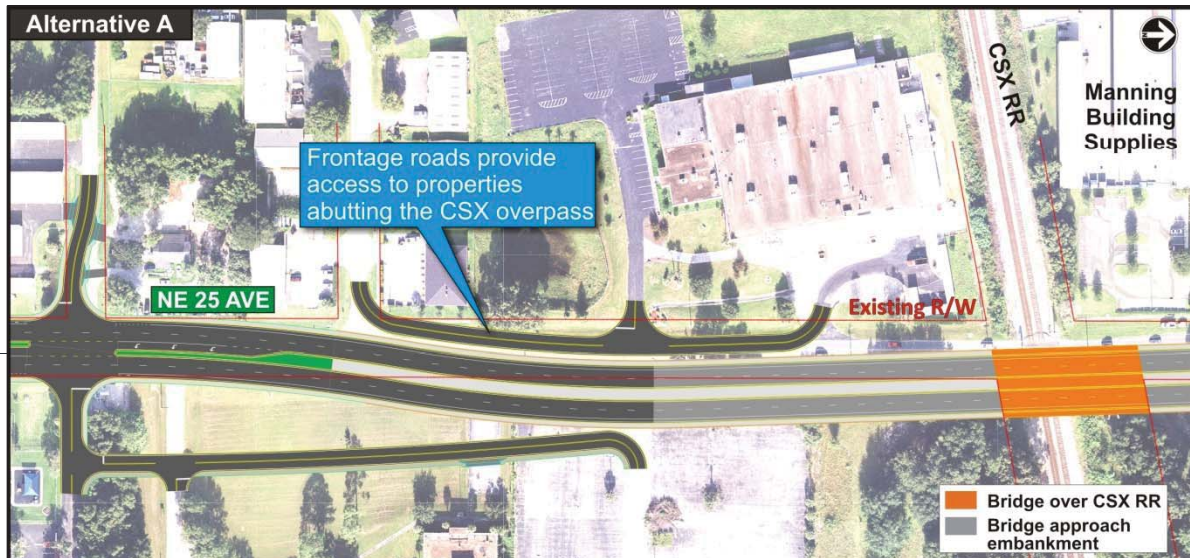
Design Alternatives

NE 25th Avenue – Typical Sections



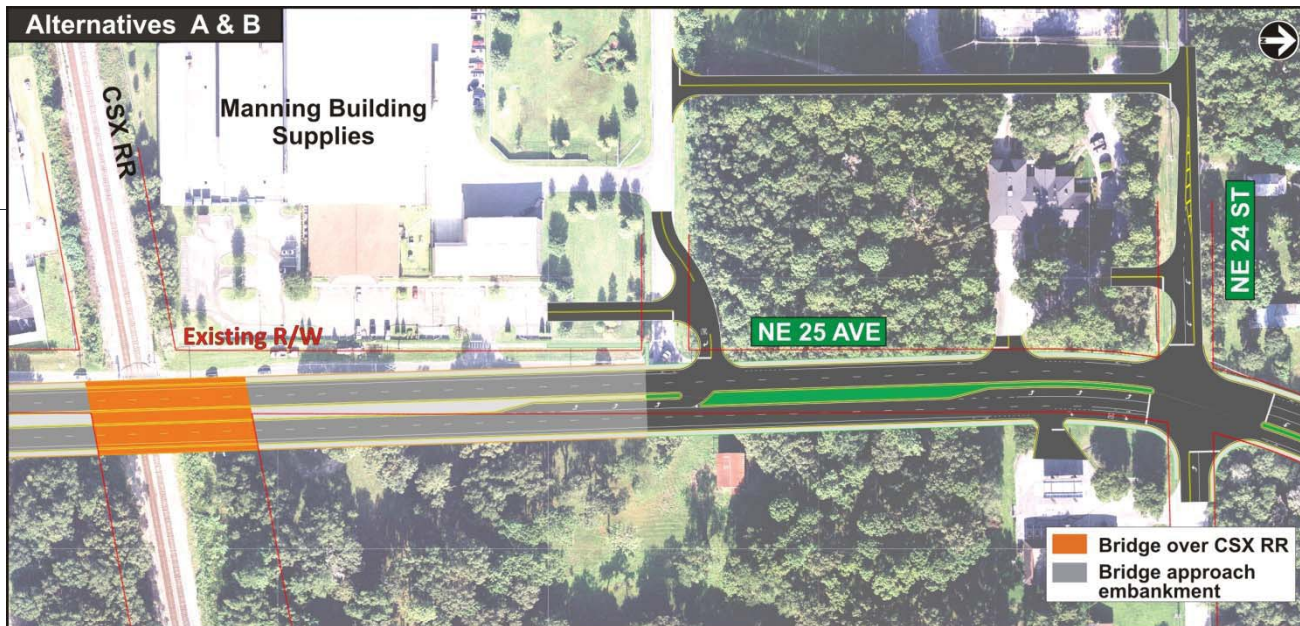
Design Alternatives

NE 25th Avenue – Access South of CSX



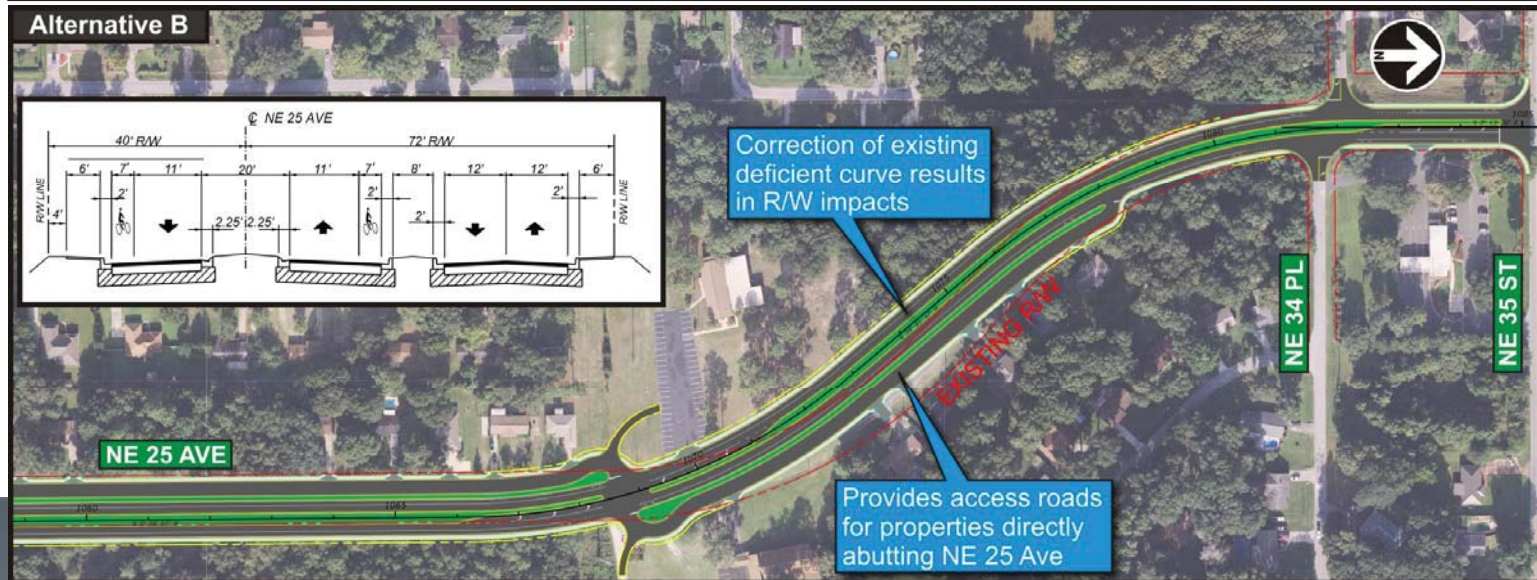
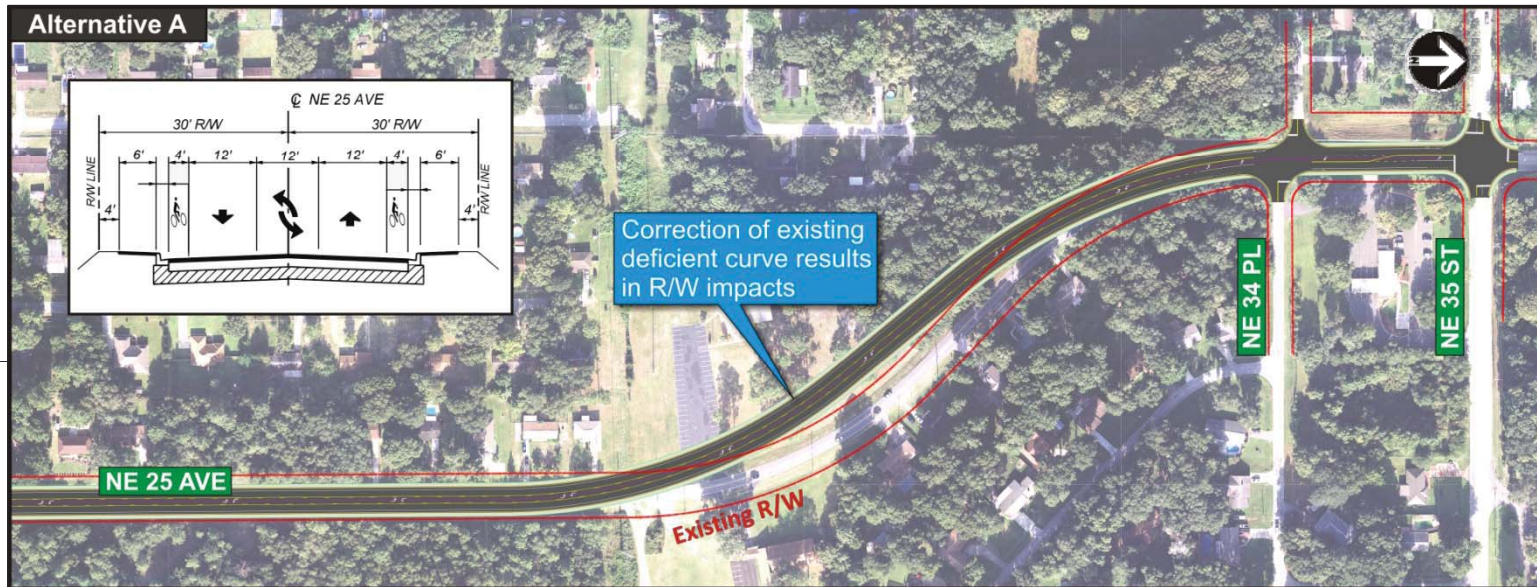
Design Alternatives

NE 25th Avenue – Access North of CSX



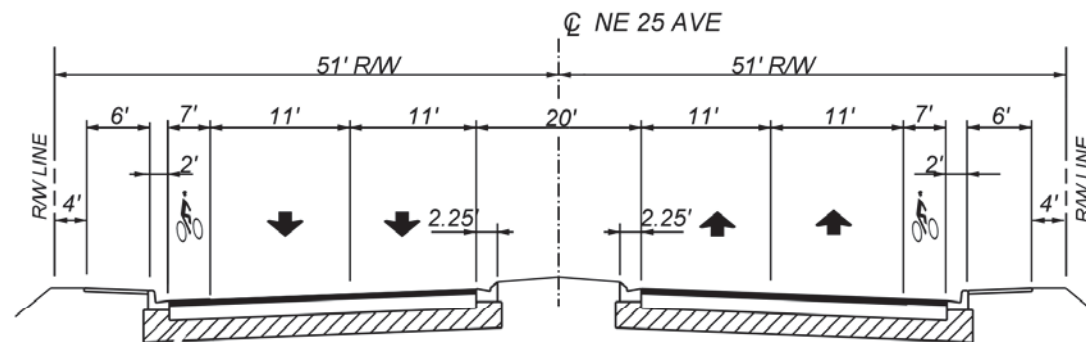
Design Alternatives

NE 25th Avenue – Curve Correction



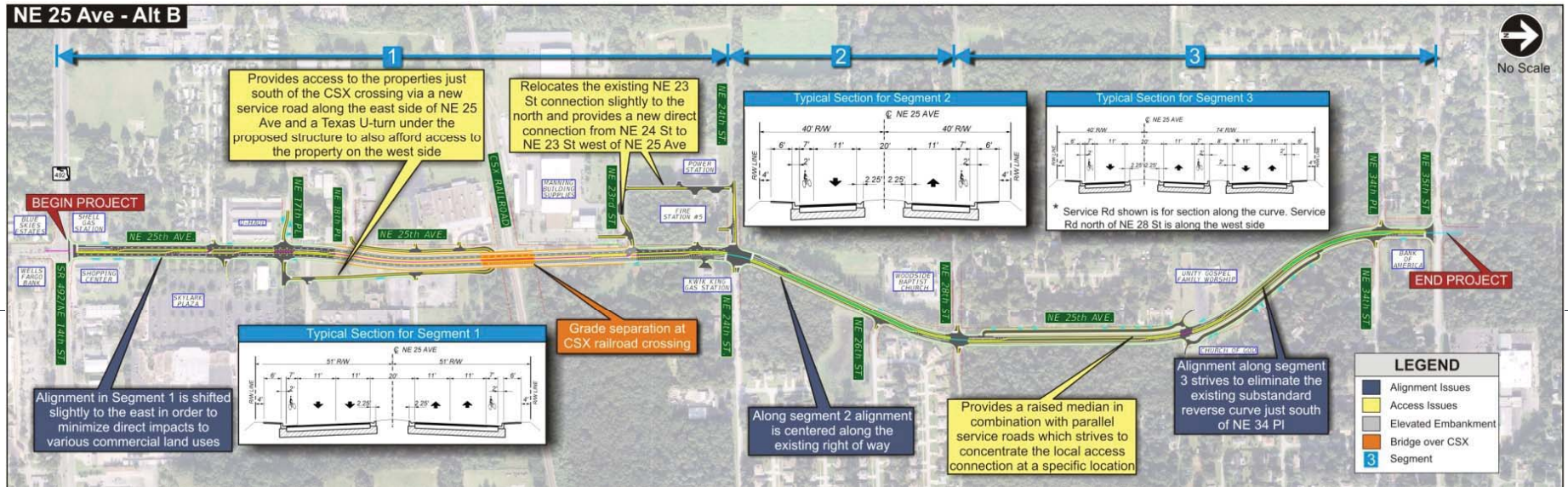
Access Management

- The practice of managing the location, number and spacing of driveway connections, median openings and traffic signals
- Proper access management techniques can result in **improved movement of traffic, reduced crashes, and fewer vehicle conflicts**
- **Proposed typical section includes raised median**
 - **Median opening evaluation**



Recommended Alternative Overview

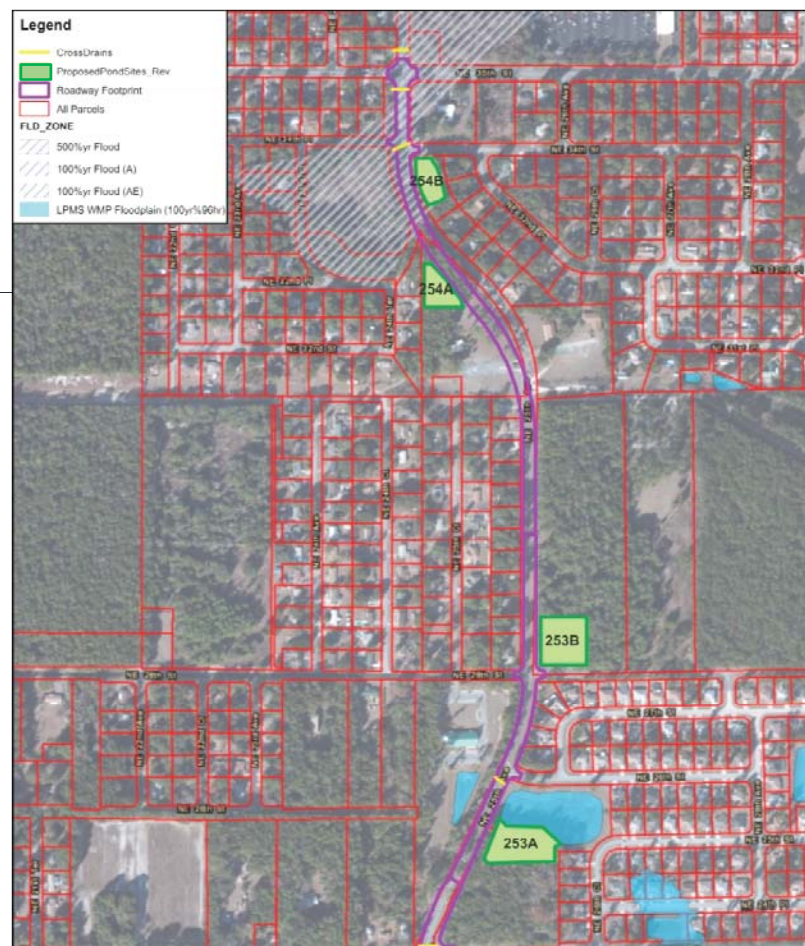
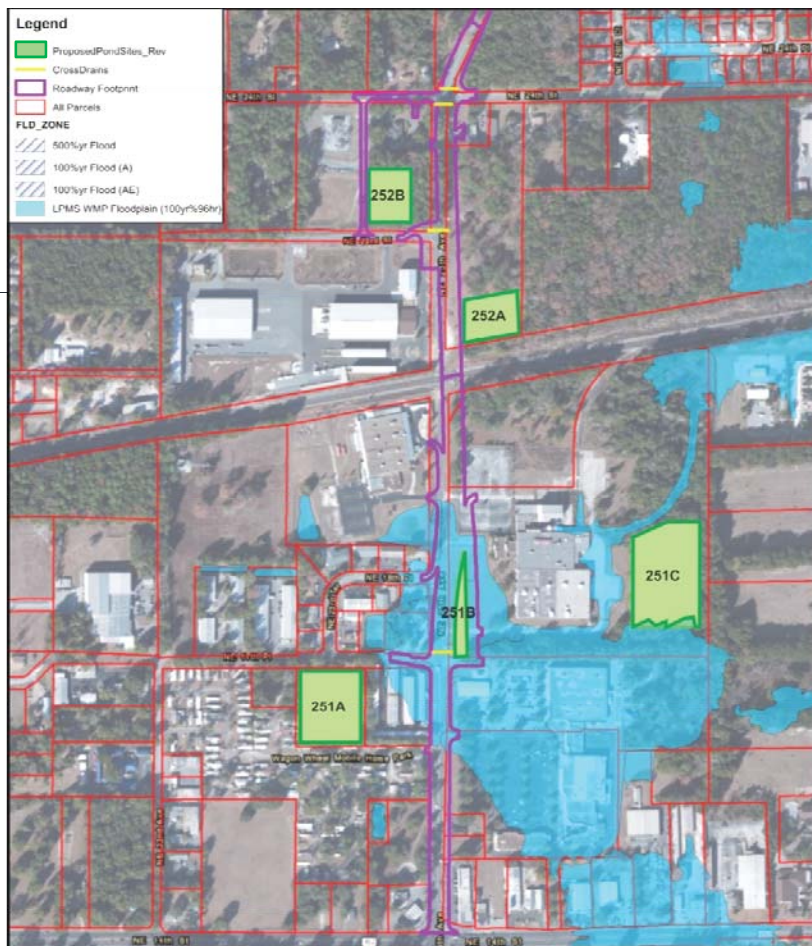
NE 25th Avenue



Potential Pond Locations

NE 25th Avenue

Proposed Pond Alternatives



Source: Draft NE 25th Avenue Pond Siting Report

Environmental Analysis

NE 25th Avenue

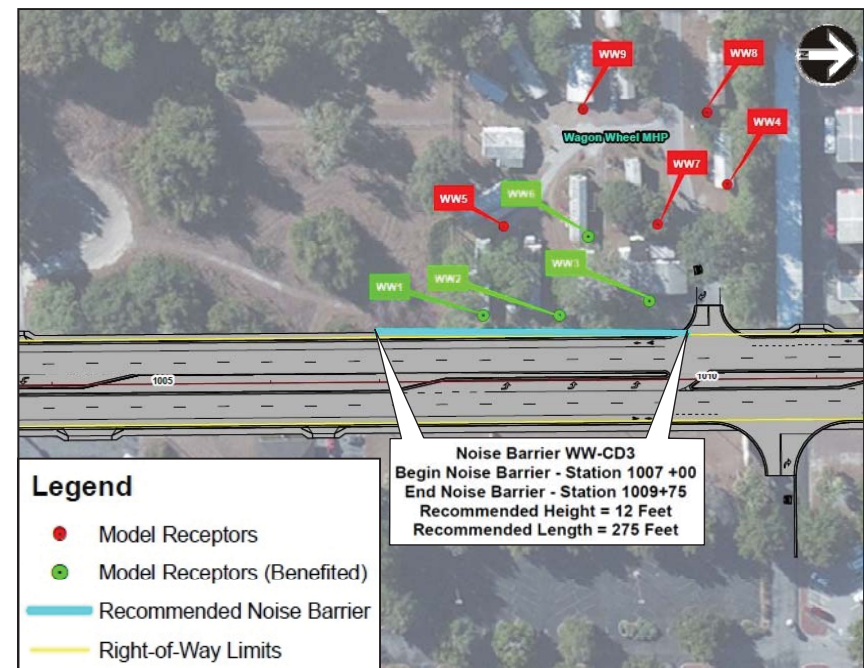
- The proposed alternative was evaluated in terms of its impacts to the natural, physical, cultural and social environments
- A Categorical Exclusion Type II Report (Environmental Summary Report) was prepared and is available for review
- No significant impacts are anticipated as a result of this project
 - Wetlands
 - Endangered Species
 - Contamination
 - Cultural and Archaeological
 - Noise and Air
- No relocations to any businesses or residences are anticipated
- All other ancillary documents prepared for the study are also available for review

Topical Categories	Impact Determination*				Basis for Decision*
	Sig	Not Sig	None	No Inv	
A. SOCIAL & ECONOMIC					
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6A.1
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment 6A.2
3. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6A.3
4. Community Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6A.4
5. Nondiscrimination Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment 6A.5
6. Controversy Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment 6A.6
7. Scenic Highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6A.7
8. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6A.8
B. CULTURAL					
1. Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6B.1
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6B.2
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6B.2
4. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6B.3
C. NATURAL					
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6C.1
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6C.2
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6C.3
4. Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6C.4
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6C.5
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6C.6
7. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6C.7
8. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6C.8
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6C.9
10. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6C.10
D. PHYSICAL					
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6D.1
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6D.2
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6D.3
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6D.4
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6D.5
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6D.6
7. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment 6D.7
8. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment 6D.8

Noise

NE 25th Avenue

- We are required by The Code of Federal Regulation Part 772 to follow a very specific procedure when evaluating traffic noise
- Traffic noise levels were predicted for noise sensitive locations for both no build and the recommended alternative to determine anticipated noise impacts
- **Noise Impacts anticipated to be over Noise Abatement Criteria (NAC) at the following locations:**
 - Two single family homes that are not located near each other
 - **Noise abatement is not feasible at these locations**
 - Three residences in the Wagon Wheel Mobile Home Park are predicted to be impacted by traffic noise as a result of this project
 - **Noise abatement measures are warranted at this location**



Right-of-Way and Construction Costs

NE 25th Avenue Alternative B

- **Right-of-Way costs are estimated at \$12.5 Million**
 - 23 properties will require either full or partial acquisition
 - We do not anticipate the relocation of any families or businesses
- **Construction cost for NE 25th Avenue is estimated at \$20.9 Million**

NE 25 th Avenue: Alternative B	
Parcels Impacted	Displacements
Businesses: 12	
Residential: 1	0
Unimproved: 10	
<hr/> Total: 23	
R/W Cost	\$12,464,000
Construction Cost	\$20,930,600
Total Cost	\$33,394,600

Project Schedule

NE 25th Avenue

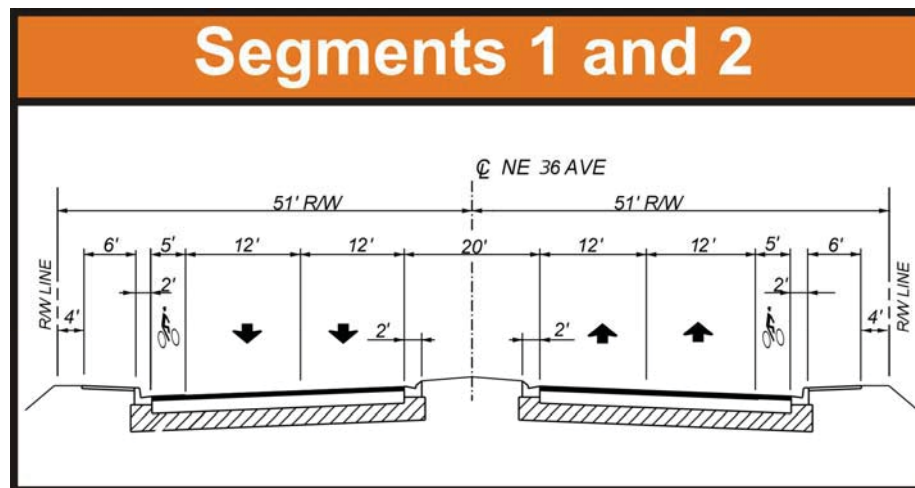
Completion of PD&E	Winter 2015
Commence Final Design	Summer 2016
Commence R/W Acquisition	TBD – <u>Unfunded</u>
Commence Construction	TBD - <u>Unfunded</u>

Design Alternatives

NE 36th Avenue

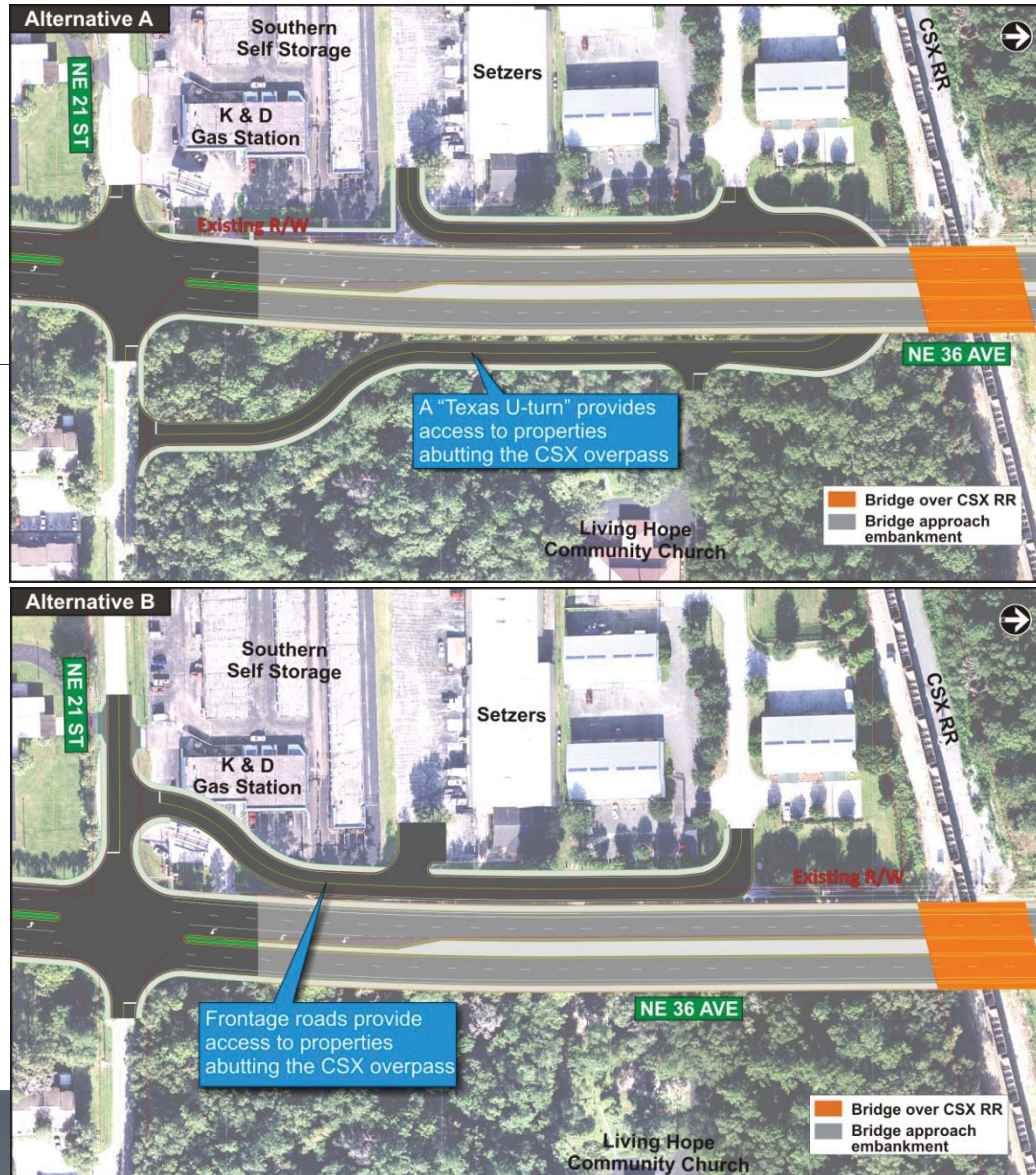
Design Alternatives

NE 36th Avenue – Typical Sections



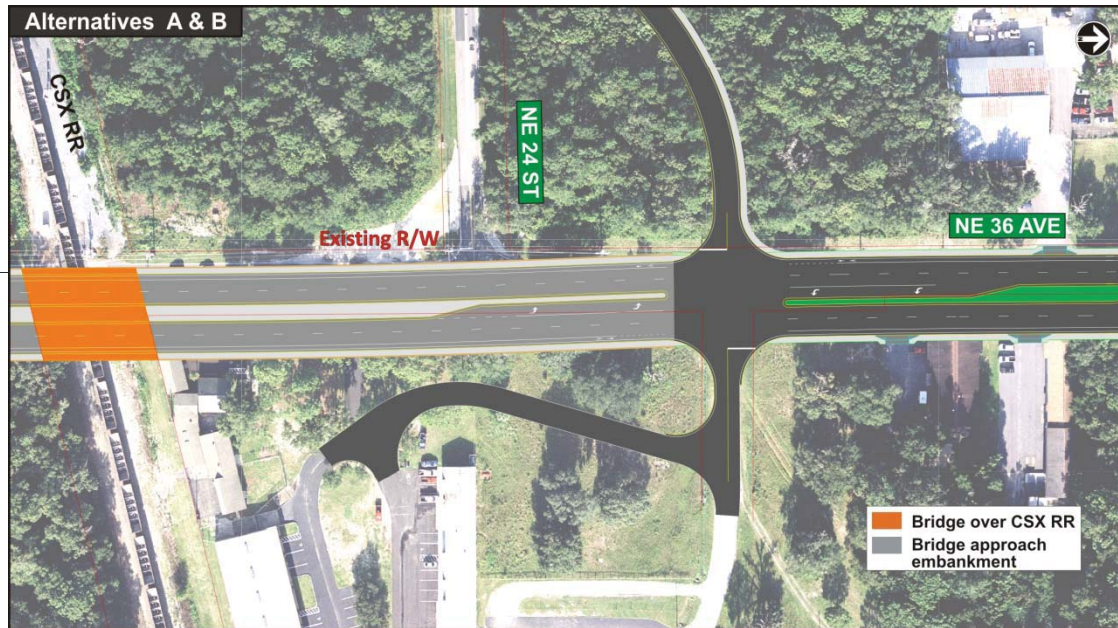
Design Alternatives

NE 36th Avenue – Access South of CSX



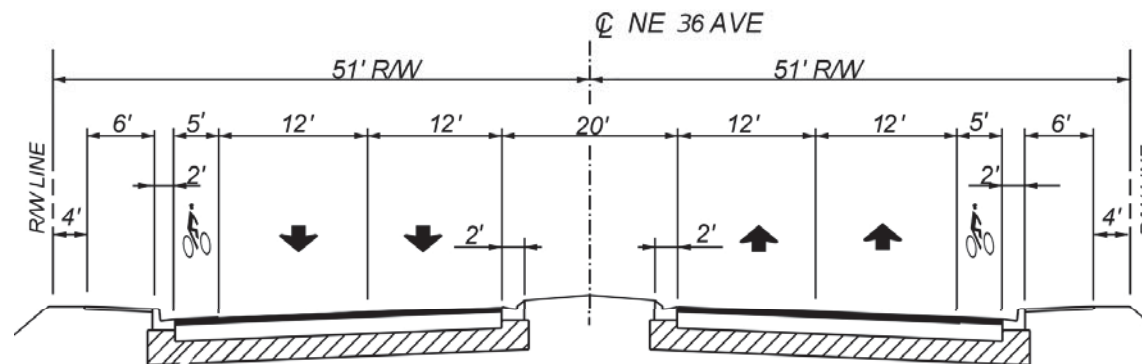
Design Alternatives

NE 36th Avenue – Access North of CSX



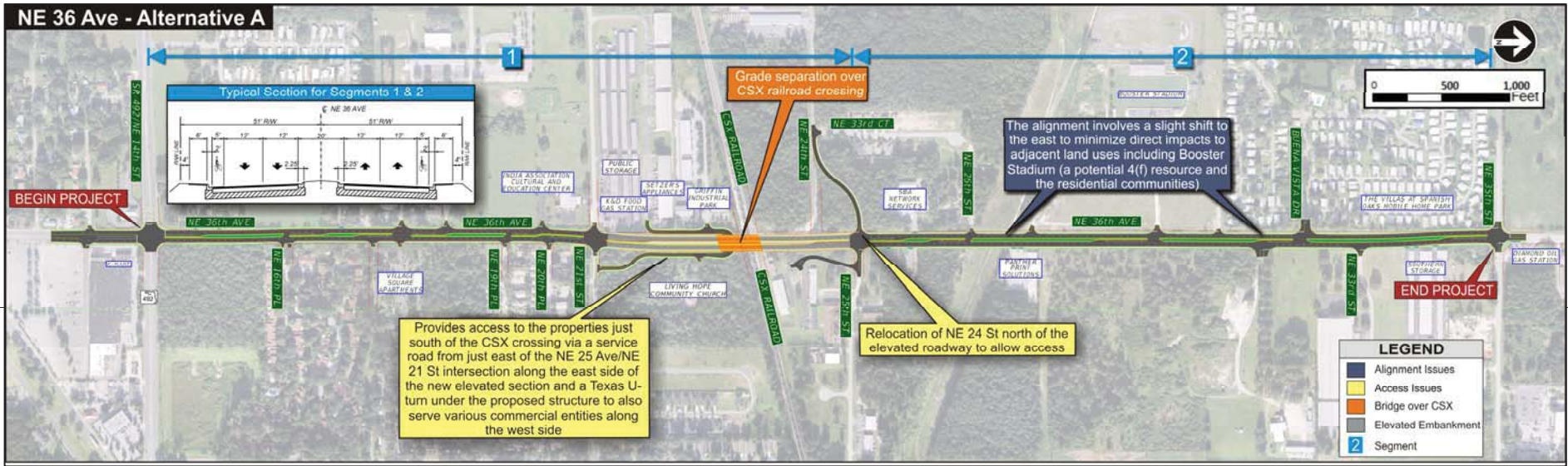
Access Management

- The practice of managing the location, number and spacing of driveway connections, median openings and traffic signals
- Proper access management techniques can result in **improved movement of traffic, reduced crashes, and fewer vehicle conflicts**
- **Proposed typical section includes raised median**
 - **Median opening evaluation**



Recommended Alternative Overview

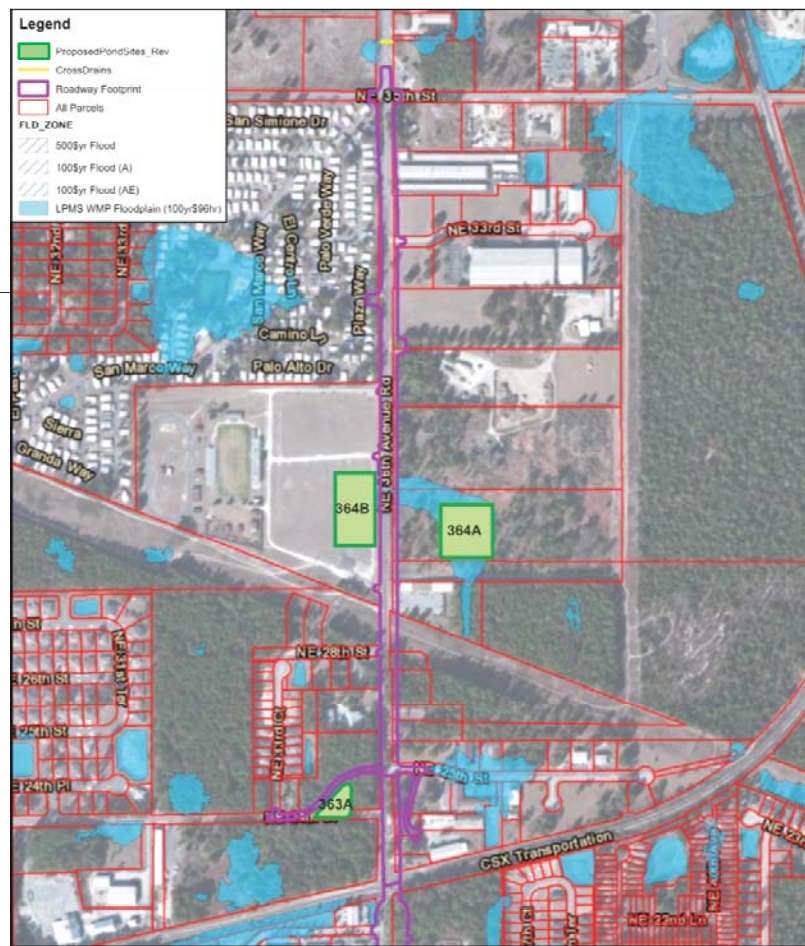
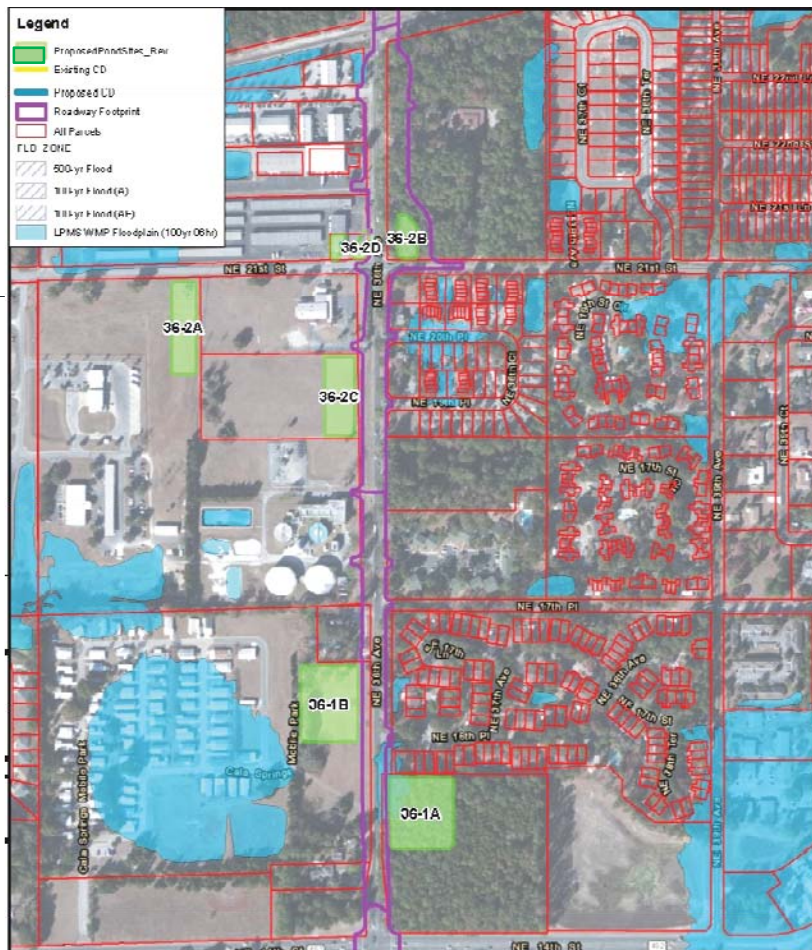
NE 36th Avenue



Potential Pond Locations

NE 36th Avenue

 Proposed Pond Alternatives



Source: Draft NE 36th Avenue Pond Siting Report

Environmental Analysis

NE 36th Avenue

- The proposed alternative was evaluated in terms of its impacts to the natural, physical, cultural and social environments
- A Categorical Exclusion Type II Report (Environmental Summary Report) was prepared and is available for review
- No significant impacts are anticipated as a result of this project
 - Wetlands
 - Endangered Species
 - Contamination
 - Cultural and Archaeological
 - Noise and Air
- Relocations of 3 businesses and 5 residences are anticipated
- All other ancillary documents prepared for the study are also available for review

Topical Categories	Impact Determination*				Basis for Decision*
	S i g	N o t S i g	N o n e	N o i n v	
A. SOCIAL & ECONOMIC					
1. Land Use Changes	[]	[✓]	[]	[]	See Attachment 6A.1
2. Community Cohesion	[]	[]	[✓]	[]	See Attachment 6A.2
3. Relocation Potential	[]	[✓]	[]	[]	See Attachment 6A.3
4. Community Services	[]	[✓]	[]	[]	See Attachment 6A.4
5. Nondiscrimination Considerations	[]	[]	[✓]	[]	See Attachment 6A.5
6. Controversy Potential	[]	[]	[✓]	[]	See Attachment 6A.6
7. Scenic Highways	[]	[]	[]	[✓]	See Attachment 6A.7
8. Farmlands	[]	[]	[]	[✓]	See Attachment 6A.8
B. CULTURAL					
1. Section 4(f)	[]	[✓]	[]	[]	See Attachment 6B.1
2. Historic Sites/Districts	[]	[✓]	[]	[]	See Attachment 6B.2
3. Archaeological Sites	[]	[✓]	[]	[]	See Attachment 6B.2
4. Recreation Areas	[]	[]	[]	[✓]	See Attachment 6B.3
C. NATURAL					
1. Wetlands	[]	[]	[✓]	[]	See Attachment 6C.1
2. Aquatic Preserves	[]	[]	[]	[✓]	See Attachment 6C.2
3. Water Quality	[]	[✓]	[]	[]	See Attachment 6C.3
4. Outstanding FL Waters	[]	[]	[]	[✓]	See Attachment 6C.4
5. Wild and Scenic Rivers	[]	[]	[]	[✓]	See Attachment 6C.5
6. Floodplains	[]	[✓]	[]	[]	See Attachment 6C.6
7. Coastal Zone Consistency	[]	[]	[]	[✓]	See Attachment 6C.7
8. Coastal Barrier Resources	[]	[]	[]	[✓]	See Attachment 6C.8
9. Wildlife and Habitat	[]	[✓]	[]	[]	See Attachment 6C.9
10. Essential Fish Habitat	[]	[]	[]	[✓]	See Attachment 6C.10
D. PHYSICAL					
1. Noise	[]	[✓]	[]	[]	See Attachment 6D.1
2. Air Quality	[]	[✓]	[]	[]	See Attachment 6D.2
3. Construction	[]	[✓]	[]	[]	See Attachment 6D.3
4. Contamination	[]	[✓]	[]	[]	See Attachment 6D.4
5. Aesthetic Effects	[]	[✓]	[]	[]	See Attachment 6D.5
6. Bicycles and Pedestrians	[]	[✓]	[]	[]	See Attachment 6D.6
7. Utilities and Railroads	[]	[✓]	[]	[]	See Attachment 6D.7
8. Navigation	[]	[]	[]	[✓]	See Attachment 6D.8

Noise

NE 36th Avenue

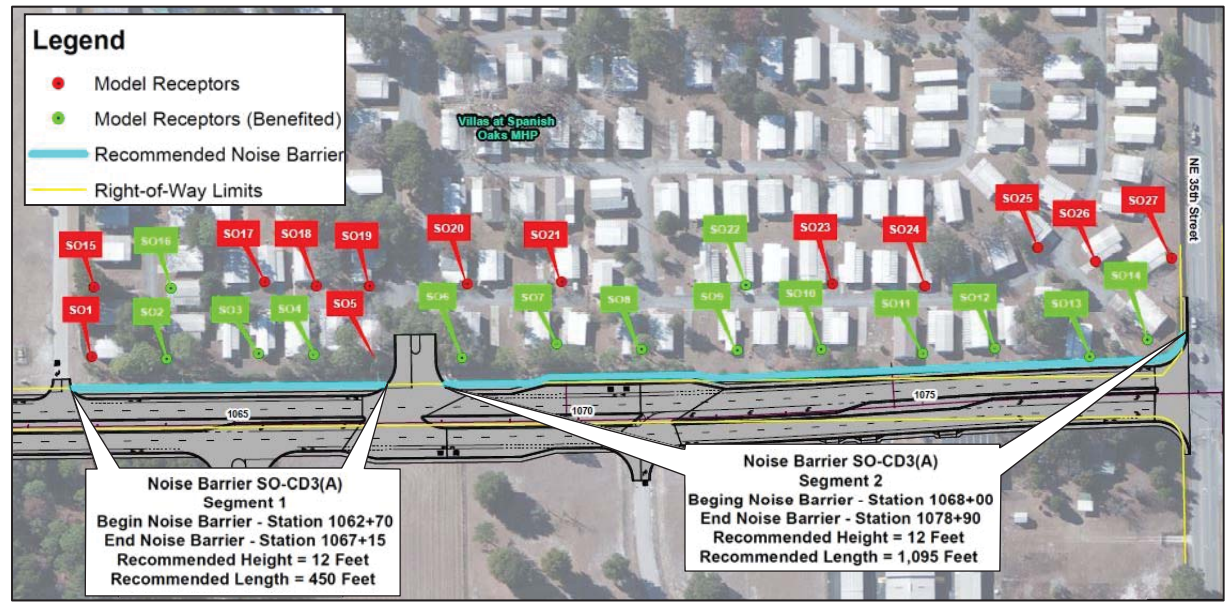
- We are required by The Code of Federal Regulation Part 772 to follow a very specific procedure when evaluating traffic noise
- Traffic noise levels were predicted for noise sensitive locations for both no build and the recommended alternative to determine anticipated noise impacts
- **Noise Impacts anticipated to be over Noise Abatement Criteria (NAC) at the 14 residences:**

- One single family home at the NE 14th St intersection

- **Noise abatement is not feasible at this location**

- 13 residences at the Village at Spanish Oaks Mobile Park

- **Noise abatement measures are warranted at this location**



Right-of-Way and Construction Costs

NE 36th Avenue

- **Right-of-Way costs are estimated at \$18.9 Million**
 - 52 properties will require either full or partial acquisition
 - 2 residential relocations anticipated
 - 2 business relocations anticipated
- **Construction cost for NE 25th Avenue is estimated at \$18.5 Million**

NE 36 th Avenue: Alternative A	
Parcels Impacted	Displacements
Businesses: 21	Businesses: 2
Residential: 3	Residential: 2
Unimproved: 28	Unimproved: 0
<hr style="width: 50%; margin: auto;"/> Total: 52	
R/W Cost	\$18,902,500
Construction Cost	\$18,521,600
Total Cost	\$37,424,100

Project Schedule

NE 36th Avenue

Completion of PD&E

Winter 2015

Segment from NE 14th Street to NE 20th Place (FM # 431798-2)

Final Design Summer 2016

Construction & R/W Unfunded

Segment from NE 20th Place to north of NE 25th Street (FM # 431798-3)

Final Design Summer 2016

Construction & R/W Funded for Fiscal Years 2017 - 2020

Segment from north of NE 25th Street to NE 35th Street (FM # 431798-4)

Final Design Summer 2016

Construction & R/W Unfunded

Project Documents

- Draft Preliminary Engineering Report
- Draft Categorical Exclusion Type II Report
- Draft Contamination Screening Evaluation Report
- Final Cultural Resources Assessment Survey Report
- Endangered Species Biological Assessment
- Draft Wetland Evaluation Report
- Final Design Traffic Technical Memorandum

Documents are available for review at:

Ocala Public Library
2720 East Silver Springs Boulevard
Ocala, FL



Preliminary Engineering Report

November 2014



Preliminary Engineering Report

ETDM Number: 13529 | FM: 431797-1-22-01 | November 2014

FDOT District 5



FDOT District 5

Public Involvement

- **Public Meetings**

- Project Kick Off was held on October 29, 2013
- Alternatives Public Meeting was held on October 14, 2014
- Public Hearing **September 8, 2015**

- **Newsletters**

- Provided project status in-between public meetings

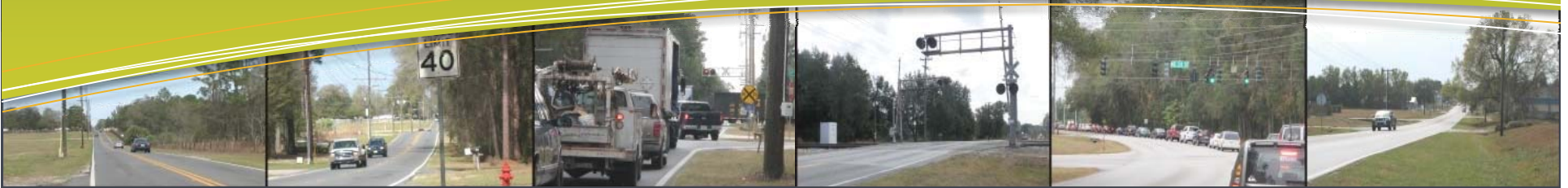
- **Small Group Meetings**

- Were held with small groups, stakeholders and property owners upon request

- **Project Website**

- www.ocalaroadwaystudies.com

Thank you!



- **We will be happy to answer any questions**

CONTACT INFORMATION

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Florida Dept. of Transportation

719 South Woodland Blvd.

Deland, FL 32720

Tel: 386-943-5388

jazlyn.heywood@dot.state.fl.us

Carlos Rodriguez, P.E.

Metric Engineering

615 Crescent Executive Ct., Suite 524

Lake Mary, FL 32756

305-968-2546

crodriguez@metriceng.com



August 7, 2015

TO: TAC/CAC Members

FROM: Kenneth Odom, Transportation Planner

RE: 2040 Long Range Transportation Plan – Needs Assessment & Revenue Projections

Attached you will find the staff proposed DRAFT versions of the 2040 Needs Assessment, Transit & Multi-Use Trails Needs & Cost Projections and assumptions for Revenue Projections. A brief overview of section is as follows.

2040 Needs Assessment

The preliminary needs assessment has been completed for the 2040 Long Range Transportation Plan (LRTP). The projects identified in the assessment have been derived from an extensive analysis of historical traffic model trends and growth rates from 0.5% to 3% and from traffic projections from the Existing Plus Committed Projects model run (E+C). The projects shown in the table follow the same format as the 2035 LRTP and preliminary costs have been assigned to them as well. Projected needs in the 2035 LRTP totaled \$1.63 Million and projected need in the 2040 LRTP totaled \$1.08 Million. These costs are approximately 34% less than the 2035 Needs Assessment.

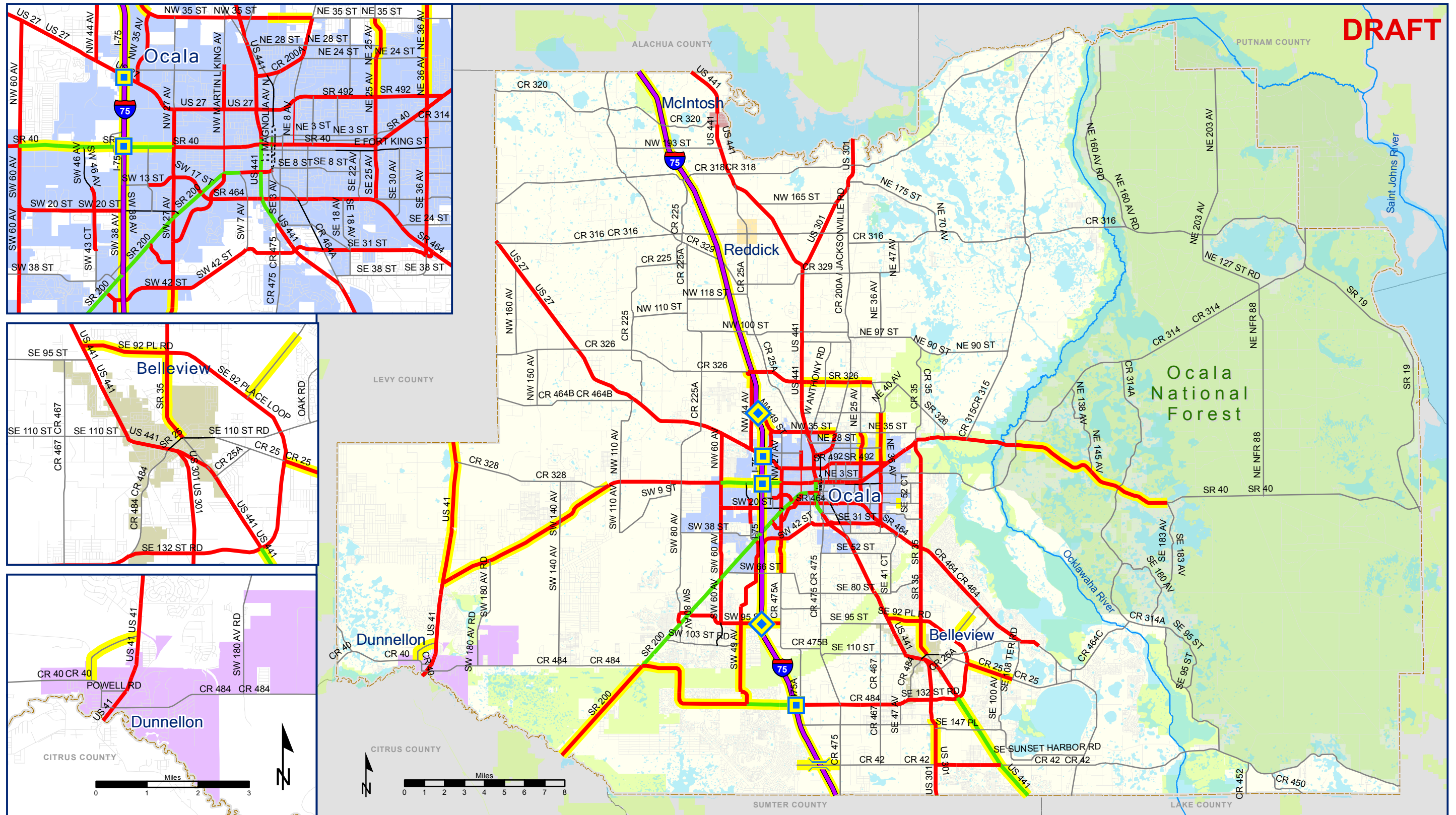
Transit & Multi-Use Trails Needs & Cost Projections

In past versions of the Long Range Transportation Plan (LRTP), non-motorized facility and transit cost estimates have been included in the *Cost & Revenues Assumptions* section. However, they were included in a general per mile or per unit cost and not applied to specific projects. Development of the needs assessment for the 2040 LRTP has been expanded to address specific project improvements both to potential transit services (*Map 2 & Table 3*) and multi-use trails (*Map3, Tables 4 & 5*). Further refinement of costs associated with transit improvements are still needed.

Assumptions for Revenue Projections

Identifying needed improvements to the transportation system over the next twenty-five years is the main focus of the 2040 LRTP. However, a realistic projection of available revenues to fund those improvements is critical in order to convert the needs assessment into a prioritized list of projects that are cost feasible. Tindale-Oliver & Associates has compiled a DRAFT list of potential funding sources that can be expected to be utilized to fund projected improvements through 2040. Those sources and their associated assumptions have been listed for your review.

If you have any questions regarding these topics prior to the August 11 meeting, please feel free to contact TPO staff at 629-8297.



DRAFT

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 | |



For Review Purposes Only, 08-04-2015

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		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	13,196	Low	Severe	Add 2 Lanes	\$37,100,000
SR 40	SW 60 th Avenue	I-75	2.0	4	RS	26,289	Low	High	Add 2 Lanes	\$17,300,000
	I-75	SW 27 th Avenue	1.0		RS	30,412	Low	High	Add 2 Lanes	\$8,600,000
I-75	Interchange at NW 49th St		-			-	-	-	New Interchange	\$38,900,000
	Interchange at US 27		-			-	-	-	Operational Improvements	\$13,000,000
	Interchange at SR 40		-			-	-	-	Operational Improvements	\$13,200,000
	Interchange at CR 484		-			-	-	-	Operational Improvements	\$13,000,000
<i>¹ Construction Only - all other phases complete</i>										
PRIORITY 2										
US 441	Sumter County Line	CR 42	2.0	4	RS	30,000	Low	Severe	Add 2 Lanes	\$17,100,000
	CR 42	SE 132nd Street Road	4.0	4	RS	26,804	Low	High	Add 2 Lanes	\$34,200,000
US 301	CR 42	SE 144 th Place Rd	2.1	2	RS	14,536	Low	Severe	Add 2 Lanes	\$18,000,000
SR 326	US 441	CR 200A	2.3	2	SIS	10,206	Low	High	Add 2 Lanes	\$17,600,000
	CR 200A	NE 36 th Avenue	1.2	2	SIS	10,103	Low	High	Add 2 Lanes	\$9,200,000
SR 40	US 41	CR 328	9.8	2	RS	10,825	Low	High	Add 2 Lanes	\$60,200,000
SR 35	CR 25	SE 92 nd Place Rd	1.8	2	RS	15,670	High	High	Add 2 Lanes	\$13,500,000
PRIORITY 3										
I-75	Sumter County Line	CR 484	5.0	6	SIS	68,557	Low	High	Add 2 Lanes	\$50,900,000
	CR 484	SR 200	9.0	6	SIS	83,251	Low	High	Add 2 Lanes	\$91,600,000
	SR 200	SR 40	2.5	6	SIS	71,134	Low	High	Add 2 Lanes	\$25,400,000
	SR 40	US 27	1.4	6	SIS	65,464	Low	High	Add 2 Lanes	\$14,200,000
	US 27	SR 326	4.2	6	SIS	63,402	Low	Low	Add 2 Lanes	\$42,700,000
	SR 326	CR 318	10.2	6	SIS	54,124	Low	Severe	Add 2 Lanes	\$103,800,000
	CR 318	Alachua County Line	6.0	6	SIS	62,371	High	Severe	Add 2 Lanes	\$61,000,000
	Interchange at SW 95th St									New Interchange
SR 40	CR 314	Levy Hammock Rd	8.5	2	SIS	9,656	Low	Low	Add 2 Lanes	\$52,700,000
US 41	SR 40	Levy County Line	7.1	2	RS	10,412	High	Severe	Add 2 Lanes	\$43,900,000
									<i>Priority 1 Total</i>	\$141,100,000
									<i>Priority 2 Total</i>	\$169,800,000
									<i>Priority 3 Total</i>	\$525,100,000
									<i>State Road Total</i>	\$836,000,000

*Strategic Intermodal System

**Regionally Significant

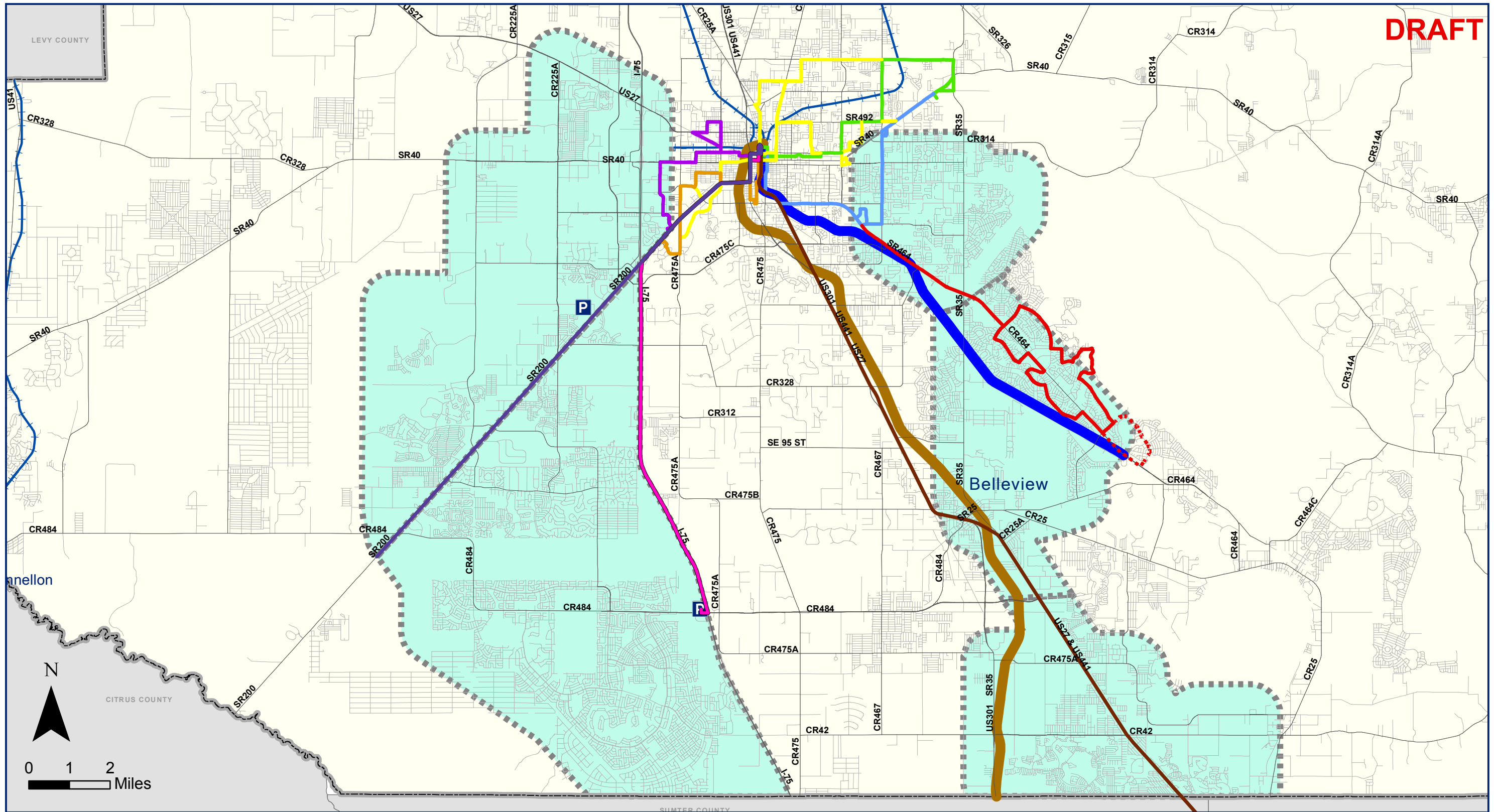
Ocala/Marion County TPO
2040 Long Range Transportation Plan

Table 1: 2040 Needs Assessment - Highway Assessment and Priorities

Roadway	From	To	Roadway Data			Traffic Count	2013	2040		Cost Estimate
			Length	# of Lanes	SIS* RS**		Congestion Level	Congestion Level	Improvement	
LOCAL ROADS										
Priority 1										
NW 44 th Avenue	NW 60 th Street	SR 326	1.3	2		6,495	Low	Low	Add 2 Lanes	\$5,700,000
SE 92 nd Loop	US 441	SR 35	1.7	4	RS	5,052	Low	High	Add 2 Lanes	\$9,900,000
Emerald Road Extension	SE 92 nd Place Loop	Emerald Rd	0.5	2		-	-	Low	New 2 Lane	\$10,100,000
CR 25	SE 92 nd Loop	SE 108 th Terrace Rd	2.4	2		12,680	Low	High	Add 2 Lanes	\$35,900,000
SW 95 th Street	SW 60 th Avenue	I-75	1.2	2		8,454	Low	High	Add 2 Lanes / New 4 Lanes	\$10,700,000
	I-75	CR 475A	0.8	-		-	-	-	New 4 Lanes	\$7,200,000
NE 36 th Avenue	NE 14 th Street	NE 35 th Street	1.5	2		12,732	High	Severe	Add 2 Lanes	\$8,900,000
NW 49 th Street	NW 44 th Avenue	NW 27 th Avenue	1.6	-		-	-	Low	New 4 Lanes	\$14,000,000
Priority 2										
CR 484	SR 200	SW 49 th Avenue	6.8	2		7,216	Low	Low	Add 2 Lanes	\$40,100,000
	SW 49 th Avenue	I-75	2.5	4		25,258	Low	High	Add 2 Lanes	\$14,400,000
	I-75	CR 475A	0.2	4		23,505	Low	High	Add 2 Lanes	\$1,400,000
NE 35 th Street	W Anthony Rd	CR 200A	1.4	2		7,010	Low	High	Add 2 Lanes	\$5,100,000
NE 25 th Avenue	NE 14 th Street	NE 35 th Street	1.6	2		11,237	High	Severe	Add 2 Lanes	\$9,400,000
SE 17 th Street	SE 44 th Avenue	SE 47 th Avenue	0.3	-		-	-	-	New 2 Lanes	\$1,600,000
Priority 3										
Dunnellon Bypass	CR 40	US 41	1.3	-		-	-	Low	New 2 Lane	\$8,100,000
CR 475A	SW 66 th Street	CR 475C	1.8	2		12,680	Low	High	Add 2 Lanes	\$10,400,000
SW 49 th Ave	CR 484	SW 95 th St	4.3	2		-	Low	High	Add 2 Lanes	\$25,200,000
Marion Oaks Manor Ext	SW 18 th Avenue Rd	CR 475	2.2	-		-	-	-	New 2 Lane	\$8,900,000
	Overpass at I-75			-					New Overpass	\$14,800,000
									<i>Priority 1 Total</i>	\$102,400,000
									<i>Priority 2 Total</i>	\$72,000,000
									<i>Priority 3 Total</i>	\$67,400,000
									<i>Local Road Total</i>	\$241,800,000
									TOTAL Needs Project Costs	\$1,077,800,000

*Strategic Intermodal System

**Regionally Significant



Map 2
Ocala/Marion TPO 2040 LRTP: 2040 Transit Needs Assessment, Alternative 1

- | | | | | |
|-------------------------|--------------------|------------------------------|----------------|-----------------------------------|
| Existing Service | Orange | Proposed Alternatives | Park-and-Ride | Community Circulator Service Area |
| Green | Red | Intercity Connector | Intercity Rail | |
| Blue | Red-Lake Weir H.S. | Marion Oaks Express | Light Rail | |
| Purple | Yellow | SR 200 | | |



For Review Purposes Only, Date: 8/7/2015



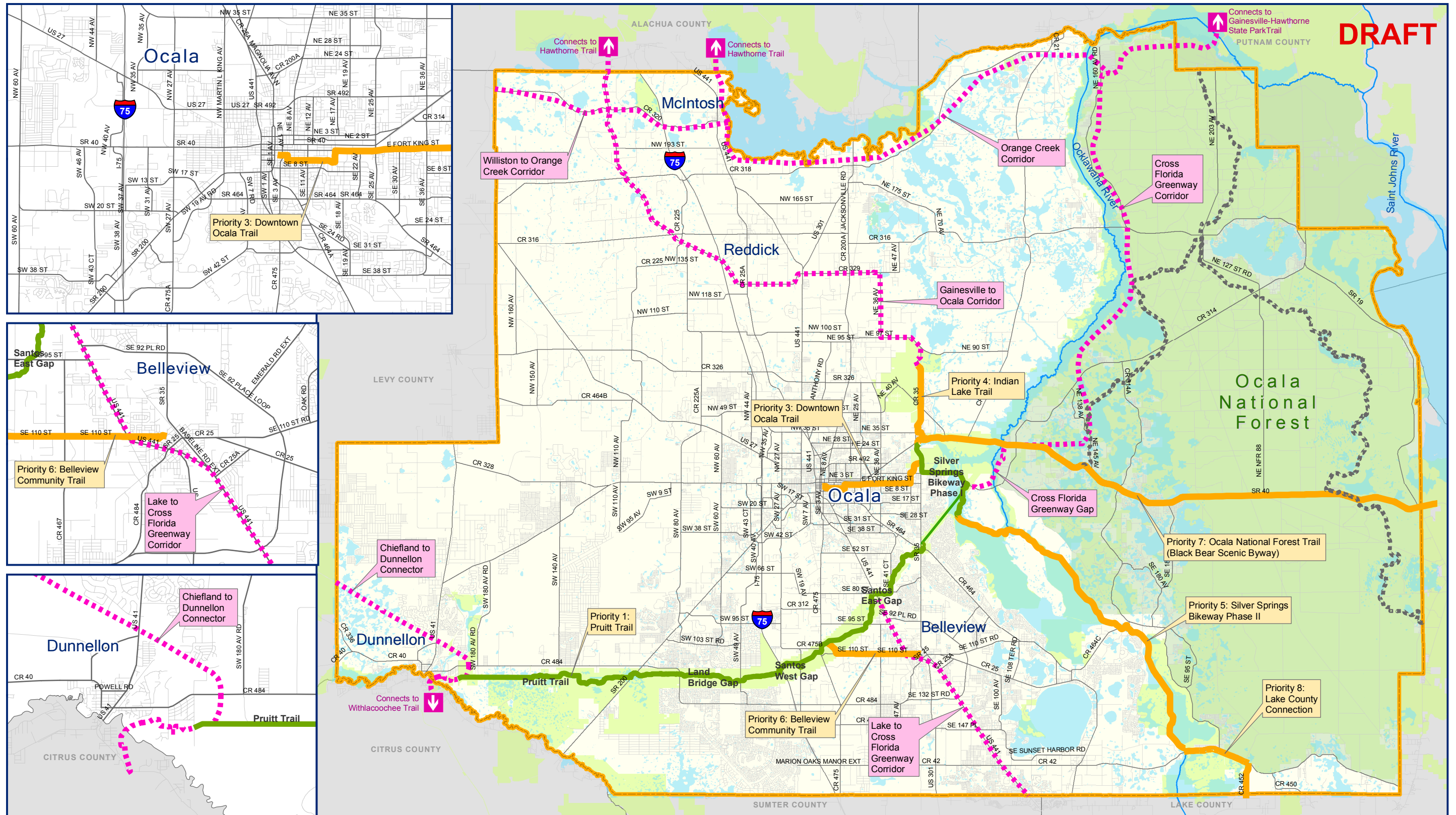
**Ocala/Marion County TPO
2040 Long Range Transportation Plan**

Table 2: 2040 Needs Assessment - Transit Projects

Route #	Route Name	Existing Weekday Service		2040 LRTP Needs Assessment	
		Service Hours	Frequency	Service Hours	Frequency
Existing Route Improvements					
1	Green Route	17:00	70	17:00	30
2	Blue Route	17:00	70	17:00	30
3	Purple Route	17:00	70	17:00	30
4	Orange Route	17:00	70	17:00	30
5	Red Route	17:00	120	17:00	60
6	Yellow Route	17:00	120	17:00	60

Proposed New Services					
New Express Services					
NE01	Intercity Connector			6:00	75
NE02	Marion-Ocala Express			18:00	30
New Local Services					
NL01	SR 200			18:00	60
New Express Service					
NC01	SR 200 North Circulator			16:00	
NC02	SR 200/Marion Oaks Circulator			16:00	
NC03	East Ocala Circulator			16:00	
NC04	Belleview Circulator			16:00	
NC05	South Ocala Circulator			16:00	

Potential Future Service					
New Fixed-Guideway Services					
PR	Intercity Rail			6:00	30
LR	Light Rail			15:00	20



MAP 3
Ocala Marion TPO 2040 LRTP: 2040 Needs Assessment Multi Use Trails

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



DRAFT: For Review Purposes Only, 8-06-2015

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

Table 3: 2040 Needs Assessment - Multi-Use Trails Projects

Trail Name	From	To	Miles	Total Costs
<i>TPO Trail Needs</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
Bellevue 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>TPO Trail Needs Sub-total</i>				\$28,100,000

Opportunity Trails	From	To	Miles	Total Cost
<i>DEP Future Opportunity Trails</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>DEP Opportunity Trail Sub-total</i>				\$93,100,000

Total Cost \$121,200,000

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

Table 4: LRTP Revenue Projections - Ocala/Marion

8/7/2015

Jurisdiction	Funding Source	Eligible Uses					Total 2021-2040 (2015 dollars)
		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
State	Other Arterial & Construction ¹⁰	X					\$166,524,000
County	Transportation Impact Fees ²	X					\$266,673,000
Local	Fuel Tax ^{3, 4, 5, 6, 7}		X				\$145,633,000
Local	Fuel Tax (remaining after debt service obligation) ^{3, 4, 5, 6, 7}	X					\$84,255,000
Total for Highway Projects							\$750,865,000
Existing Revenue for Transit Projects							
Federal	Section 5307 (operating)			X	X		\$28,990,000
State	FDOT Block Grant			X	X		\$14,851,000
Local	Match for Block Grant			X	X		\$11,949,000
Local	Farebox Revenue				X		\$11,949,000
Total for Transit Projects							\$67,739,000
Existing Revenue for Alternative Mode Projects(Bike Lanes, Sidewalk, Multi Use Trails)							
Federal	Transportation Alternatives Program			X		X	\$5,623,000
Existing Flexible Revenue for All Projects							
Federal	Transportation Management Area ⁹	X		X		X	\$95,000,000
Total Existing Revenues							\$919,227,000
Alternative Revenue Options							
Local	Local Discretionary Sales Surtax (1/2 penny) ⁸						\$404,002,675
Local	Ad Valorem - 1.000 mill for transportation ⁸						\$332,108,000

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

2021 to 2040 Revenue Projection Assumptions (as of August 5, 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. **Other Potential Future Revenues** - Any new revenue source will be projected to start generating revenue beginning in 2021.
 - a. **Transportation Millage (Ad Valorem)** - 20% of revenues dedicated to non-capacity roadway improvements; 80% to roadway capacity; 1 Mill implemented by 2021, revenues assumed to be collected through 2040.
 - b. **Local Sales Tax** – 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.



January 7, 2015

TO: TAC/CAC Committee Members

FROM: Kenneth Odom, Transportation Planner

RE: FY 2015/2016-2019/2020 TIP AMENDMENT

In order to ensure that the Ocala/Marion County TIP reflects the most current project information, it is necessary to periodically amend the document. Amendments to the TIP are typically required:

- To add or delete a project;
- To change the state or federal funding allocation of a project;
- To change the year of anticipated funding of a project phase;
- To change the scope of work of a project;
- To change the source of federal or state funds.

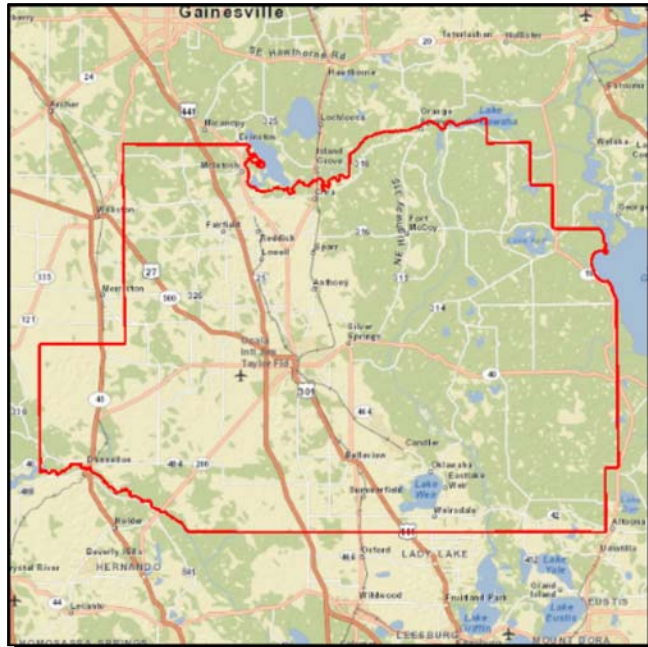
The FDOT has requested that the Ocala/Marion TPO amend the current TIP to include project FM # 427188-1 which provides operating capital for SunTran in the amount of \$2.7 million in FY 2016.

If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.

4271881

SUNTRAN

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE **From:** OPERATING FIXED ROUTE

To: SECTION 5307

Lead Agency: Ocala/Marion TPO

LRTP #: 2-4

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
OPS	LF	1,033,242	0	0	0	0	1,033,242
OPS	FTA	1,732,968	0	0	0	0	1,732,968
Total		2,766,210	0	0	0	0	2,766,210

Prior Cost < 2015/16: 0
Future Cost > 2019/20: 0
Total Project Cost: 2,766,210
Project Description:



TECHNICAL ADVISORY COMMITTEE

Ocala Citizens Service Center
201 SE 3rd Street, Ocala FL 34478

June 9, 2015

MINUTES

Members Present:

Mike Daniels, Chairman
Eddie Esch
Winston Schuler
Kellie Smith
Kevin Smith
Brian Snyder

Members Not Present:

Sue Farnsworth
Gennie Garcia
Dave Herlihy
Mickey Thomason

Others Present:

Greg Slay, TPO Director
John Voges, TPO Staff
Ken Odom, TPO Staff
Ann McGaffic, TPO Staff
Kayleen Hamilton, TPO Staff
Masood Mirza, Marion County Traffic Engineering

Item 1. Call To Order And Roll Call

The meeting was called to order at 10:00 AM by Chairman Mike Daniels. Secretary Kayleen Hamilton called the roll. A quorum was present.

Item 2. Proof Of Publication

Secretary Kayleen Hamilton stated that the meeting had been published online on the TPO website and Facebook page and on the city of Ocala, Belleview, and Dunnellon websites.

Item 3a. FY 2014/2015 – 2019/2020 Transportation Improvement Program Amendment

Mr. Odom presented the Transportation Improvement Program (TIP) amendment. This was an amendment to the Pruitt Trail project that was needed in the current fiscal year's TIP to add mitigation reserve funding for environmental assessments. This would cover potentially necessary surveys and permitting. Mr. Slay mentioned that there were a number of endangered species in the project area.

Mr. Schuler made a motion to approve the TIP amendment and Mr. Esch seconded. The motion was unanimously approved.

Item 3b. FY 2015/2016 – 2020/2021 Transportation Improvement Program

Mr. Odom reviewed that the Transportation Improvement Program (TIP) documented the funding and phases of state and federal funding on project in Marion County. It was the budget that carried out the Long Range Transportation Plan and was require to be financially feasible. There were a number of significant changes to the TIP since the roll-forward version had been approved.

The first change was an additional \$2,600,000 for county and city intelligent transportation system operational support. The funds were programmed over a five-year period. Other changes included splitting the NE 36th Avenue railroad crossing grade separation project out from the NE 36th Avenue road widening; funds for resurfacing SR 200 from SW 60th Avenue to CR 484; adding design and construction for additional turn lanes at the I-75 off ramps on SR 200; and funds for the SR 40 East widening. Mr. Slay mentioned that the biggest cost on the SR 40 widening was the bridge replacement. The current bridge had a seventy-two foot clearance; the new one would be lower and include a multiuse path. Mr. Smith asked about parking areas for the path, and Mr. Slay said that Ray Wayside Park and Silver Springs State Park would probably be where most people would park. There was also parking at the county's stormwater area.

Funds had been added for resurfacing of SR 492 and for construction of SW 49th Avenue. Mr. Daniels asked about the alignment for SW 49th Avenue, and Mr. Odom said that there were still some modifications to be done. Mr. Slay mentioned that there would be a regular intersection on SW 49th Avenue at SW 66th Street. The county was handling the right-of-way for the road, which would terminate at SW 42nd Street. Mr. Schuler asked about signalization costs included, and Mr. Slay said it would probably include SW 42nd Street, SW 66th Street, and SW 95th Street. Mr. Slay reported that FDOT was funding half the cost of construction using CIGP funds.

Other changes to the TIP included resurfacing on US 441 and two additional trail projects – one from Belleview to the Greenway and one from downtown Ocala to Silver Springs. Mr. Daniels asked about the design for the downtown to Silver Springs trail, and Mr. Slay said that the design was not final. On Fort King Street, the existing infrastructure was planned to be used by creating sharrows and installing signage.

Mr. Schuler asked about US 27 PD&E, and Mr. Slay said that funds were being transferred from US 28 to the SW 49th Avenue PD&E.

Mr. Schuler noted that pages 1-31 and 1-32 were duplicate projects.

Mr. Daniels mentioned that the City had just done a Local Agency Program agreement for Martin Luther King, Jr. Avenue and SR 40, and Ms. Smith reported that funding was now scheduled.

Mr. Esch moved approval of the TIP with the noted corrections. Mr. Snyder seconded and the motion was unanimously approved.

Item 4. Consent Agenda

Mr. Esch made a motion to approve the minutes of the April 14, 2015, TAC meeting and Mr. Snyder seconded. The motion passed by unanimous consent.

Item 5. Comments by FDOT

Ms. Smith reported that there would be lane closures on SR 40 East for placement of a barrier wall at the virtual scale site. A workshop on the Florida Transportation Plan/Strategic Intermodal System was scheduled to take place in The Villages. A public meeting upcoming on the SR 40 downtown corridor study, and a public hearing on the SR 40 traffic operations project was scheduled for June 18.

Item 6. Comments by TPO Staff

Mr. Slay reported that staff would have presentations on the Long Range Transportation Plan's (LRTP) financial resources and needs assessment at the August committee meeting. Staff was currently conducting public involvement meetings for the LRTP.

Item 7. Comments by TAC Members

Mr. Smith reported that the county would be adopting a transportation impact fee schedule in 2016. Mr. Smith said that it looked like the fee would be consistent with what the Chamber and

Economic Partnership had recommended. The county's consultant was working on the ordinance and administrative manual for staff, and a public hearing was planned for sometime this summer.

Mr. Slay introduced the new county traffic engineer, Mr. Masood Mirza.

Item 8. Public Comment

There were no comments from the public.

Item 9. Adjournment

Meeting was adjourned by Mr. Daniels at 10:34 a.m.

Respectfully Submitted By:

Kayleen Hamilton, TPO Administrative Assistant