



CITIZENS ADVISORY COMMITTEE

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

**August 11, 2015
3:00 PM**

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 – MARCH 10, APRIL 14, AND JUNE 9, 2015

6. COMMENTS BY FDOT

7. COMMENTS BY TPO STAFF

8. COMMENTS BY CAC MEMBERS

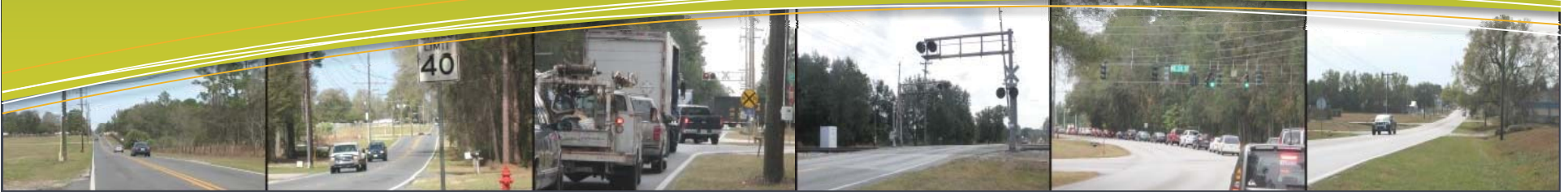
9. PUBLIC COMMENT (Limited to 5 minutes)

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 Citizens 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

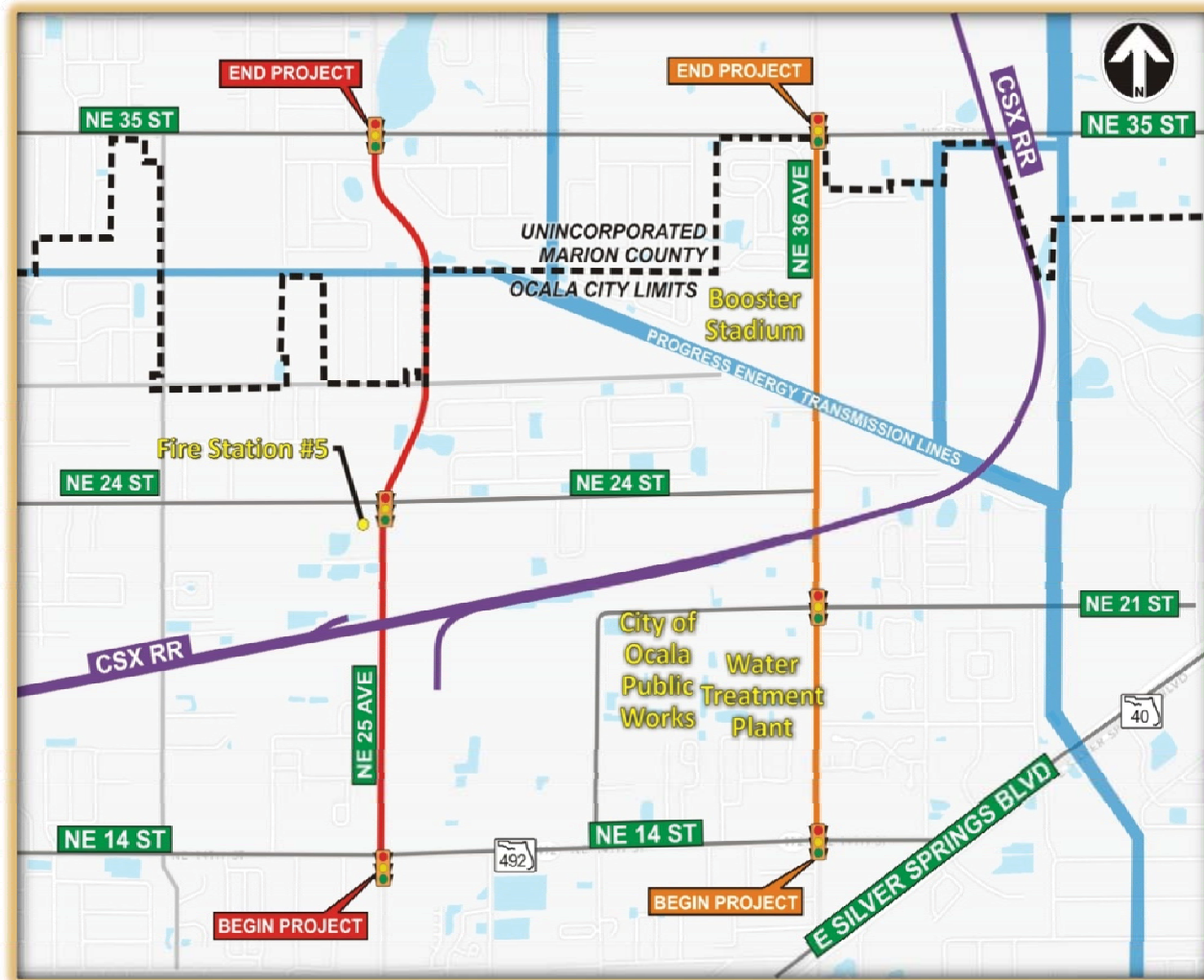
August 11, 2015

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



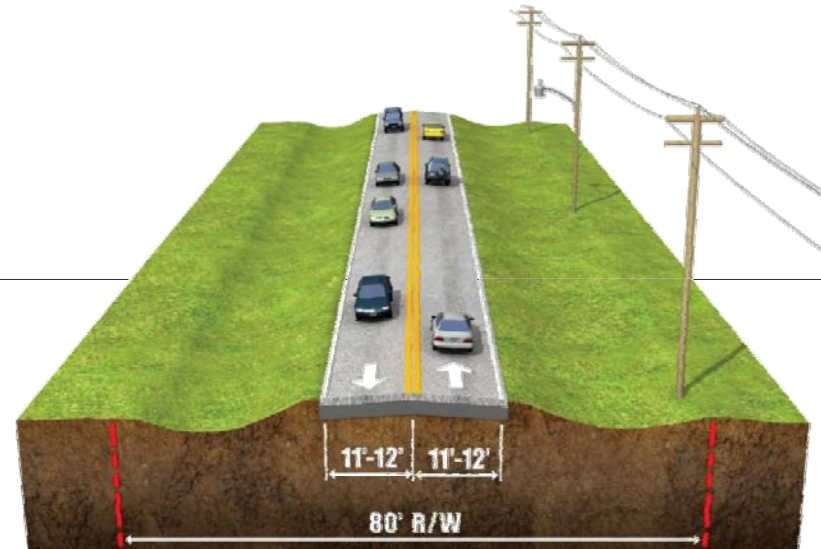
Project Objectives

- **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

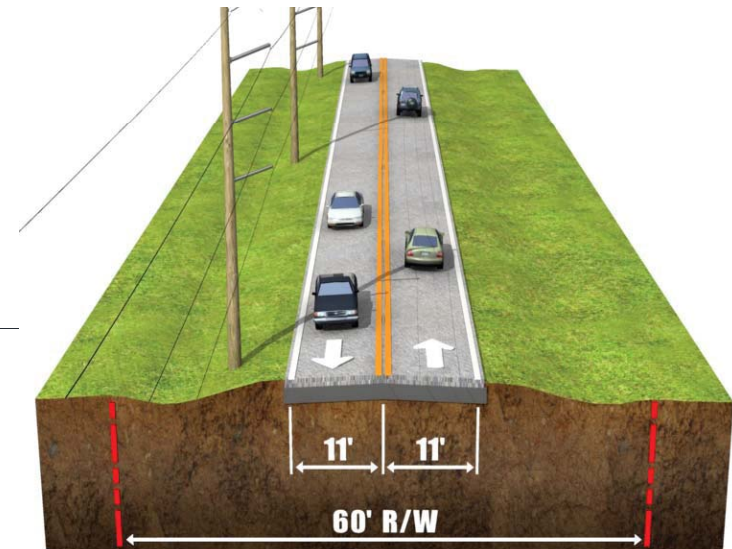
- Length: 1.6 miles
- Undivided Urban Collector
- One 11-12-ft lane in each direction
- Access Classification 4
- Posted Speed: 35 - 40 mph
- Existing Right-of-Way width: 80 feet
- Open drainage system; linear swales and ponds



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

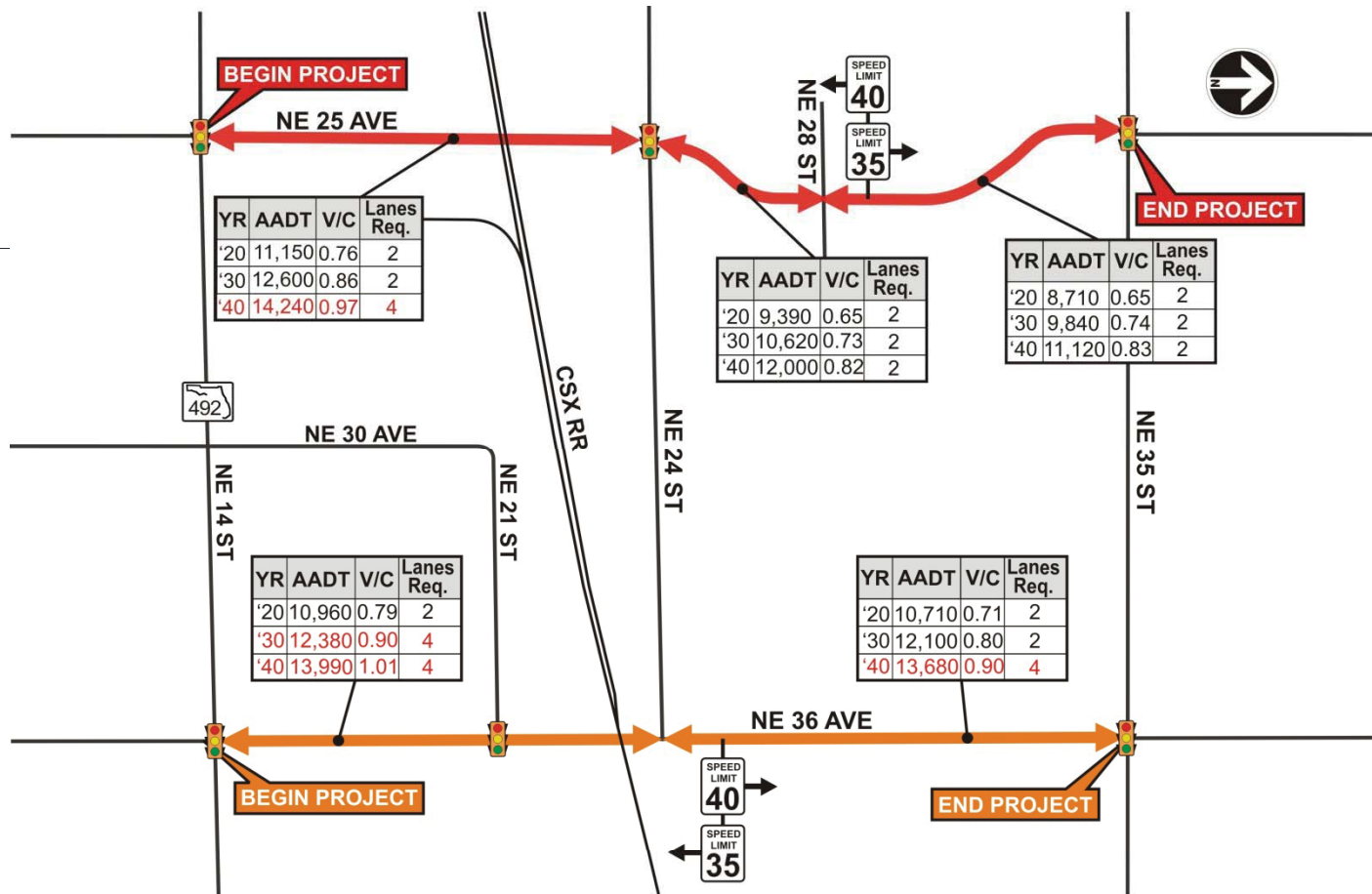
- **Lack of pedestrian and bicycle facilities**
- **Lack of shoulders**
- **High Crash Locations**
 - NE 14 St & NE 25 Ave
 - 40 crashes (2007 to 2011)
 - 1 fatal crash in 2008



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

Traffic Analysis

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

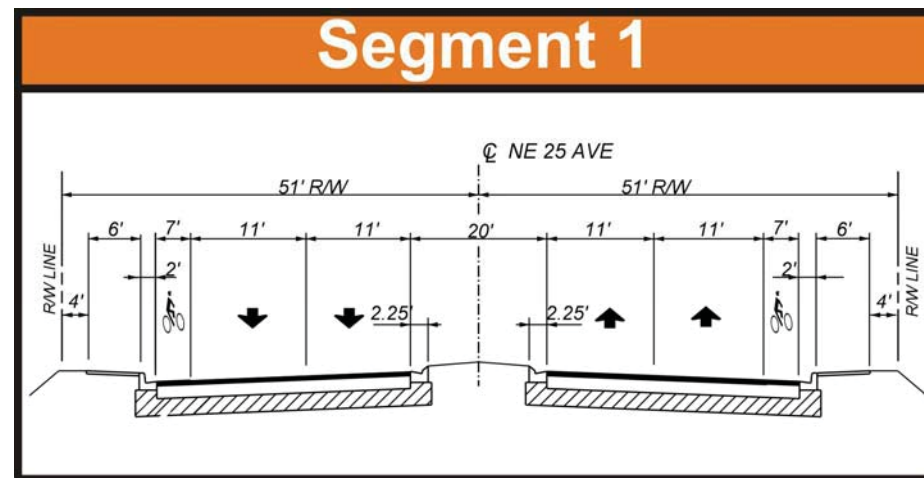


Design Alternatives

NE 25th Avenue

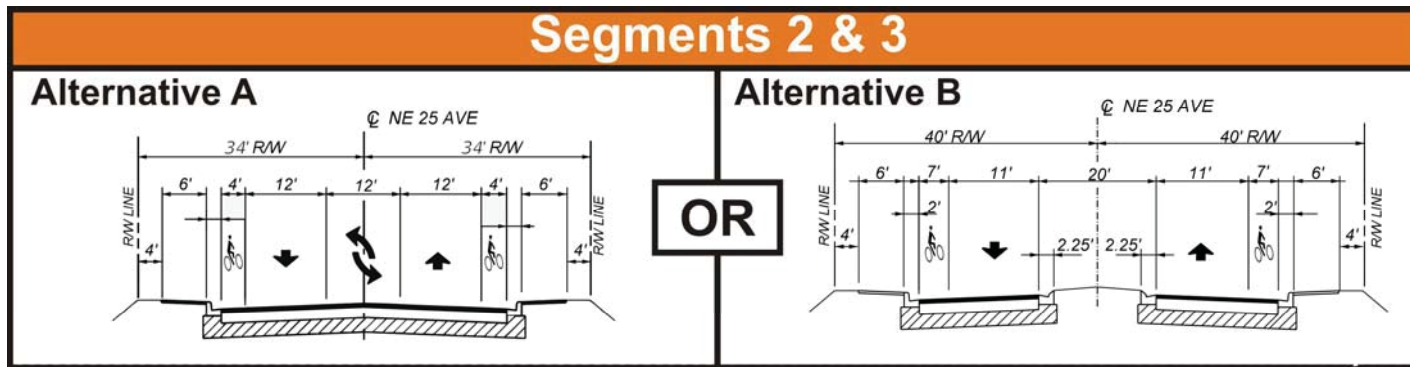
Design Alternatives

NE 25th Avenue – Typical Sections



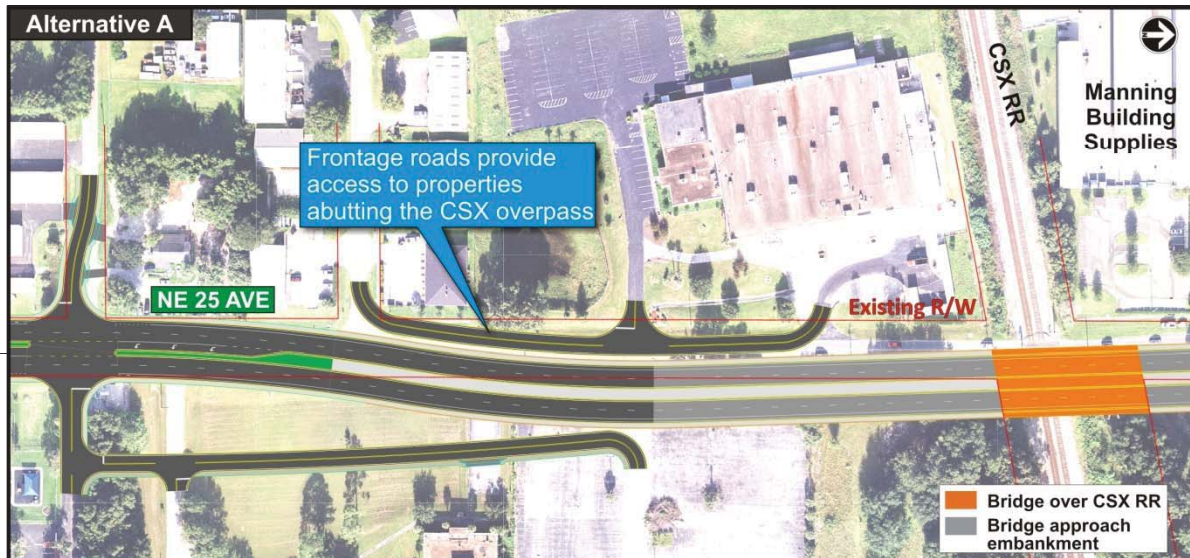
Design Alternatives

NE 25th Avenue – Typical Sections



Design Alternatives

NE 25th Avenue – Access South of CSX



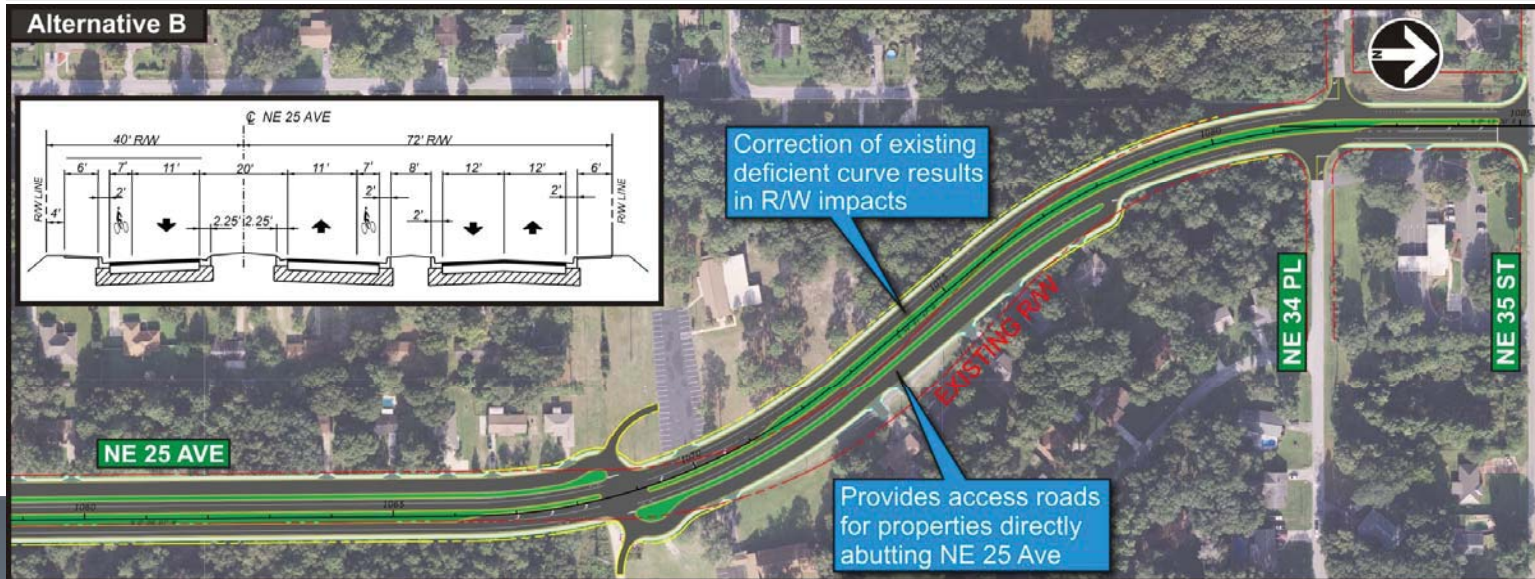
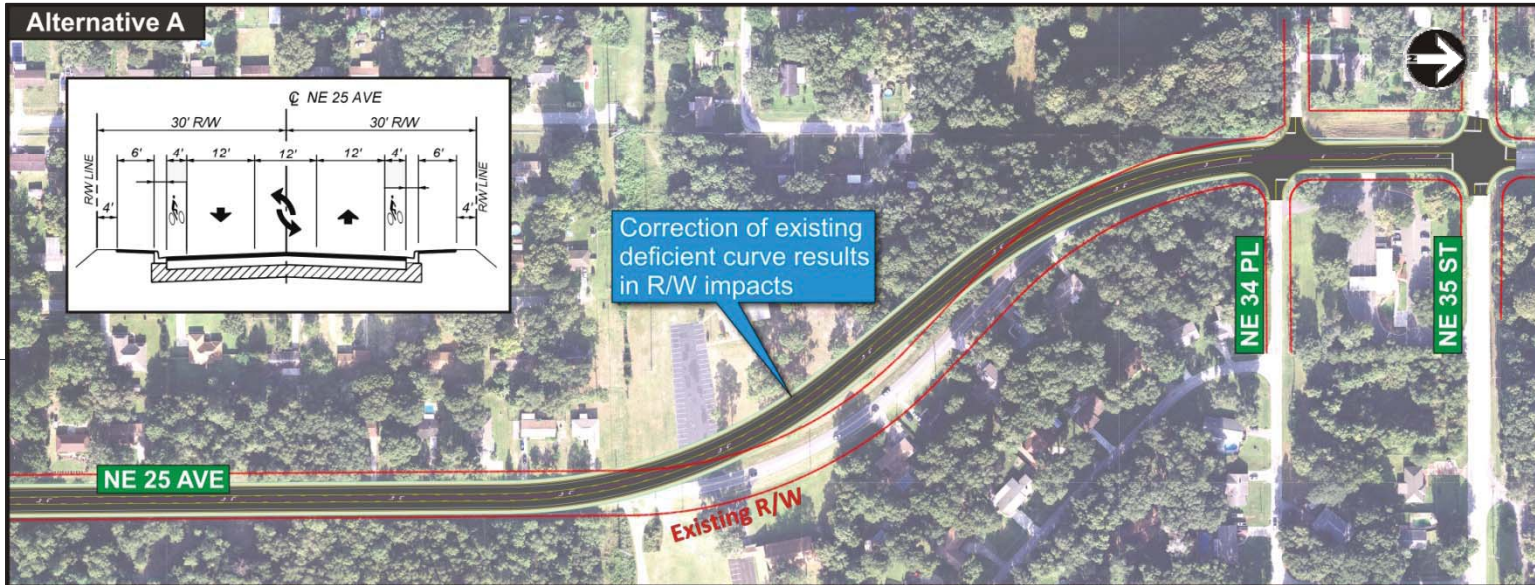
Design Alternatives

NE 25th Avenue – Access North of CSX



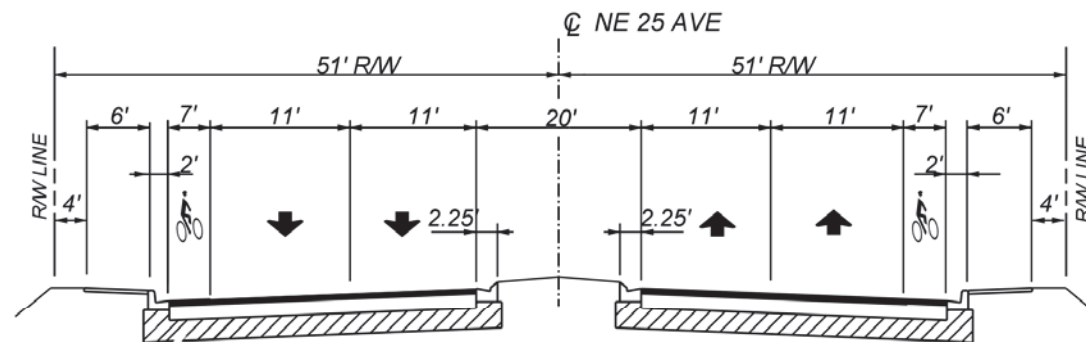
Design Alternatives

NE 25th Avenue – Curve Correction



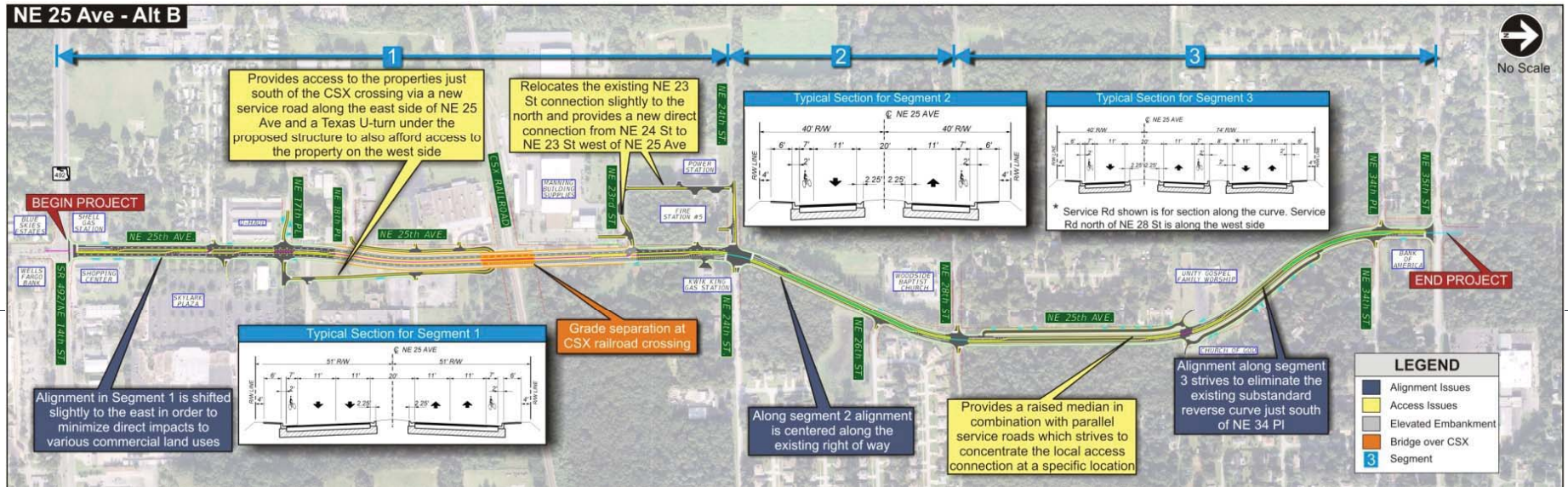
Access Management

- 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

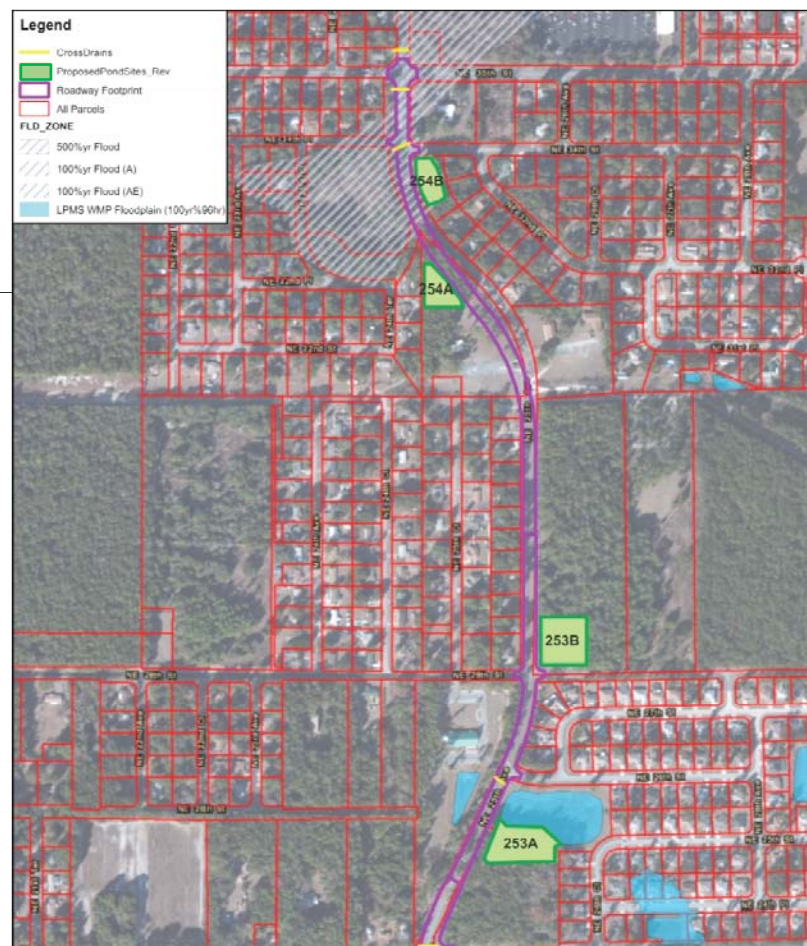
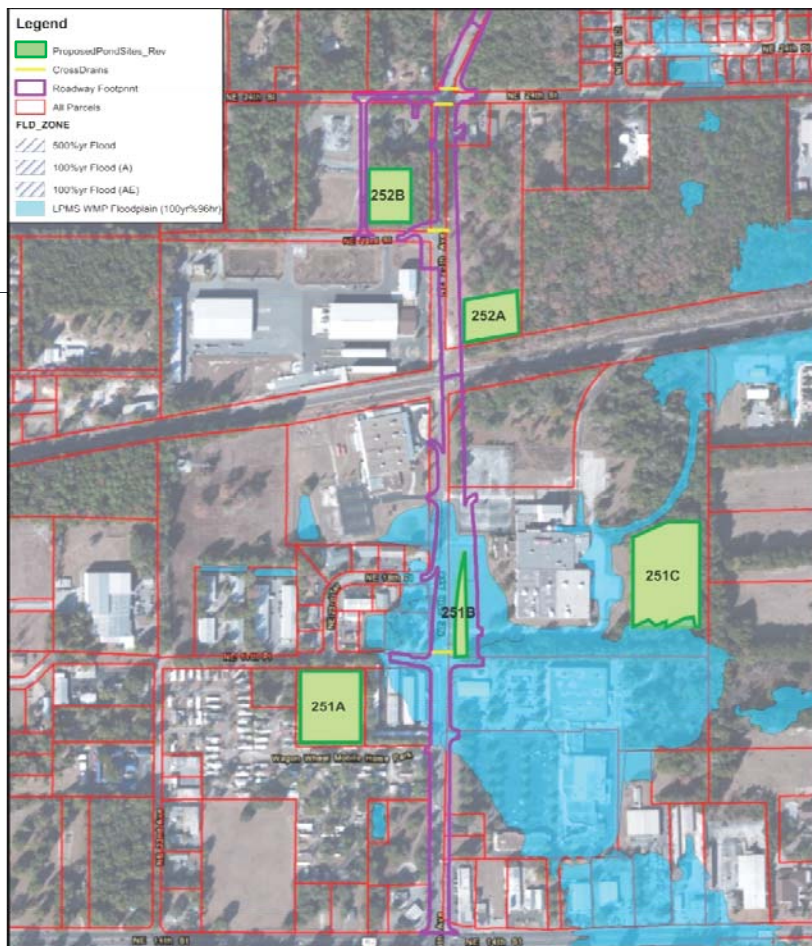
NE 25th Avenue



Potential Pond Locations

NE 25th Avenue

Proposed Pond Alternatives



Source: Draft NE 25th Avenue Pond Siting Report

Environmental Analysis

NE 25th Avenue

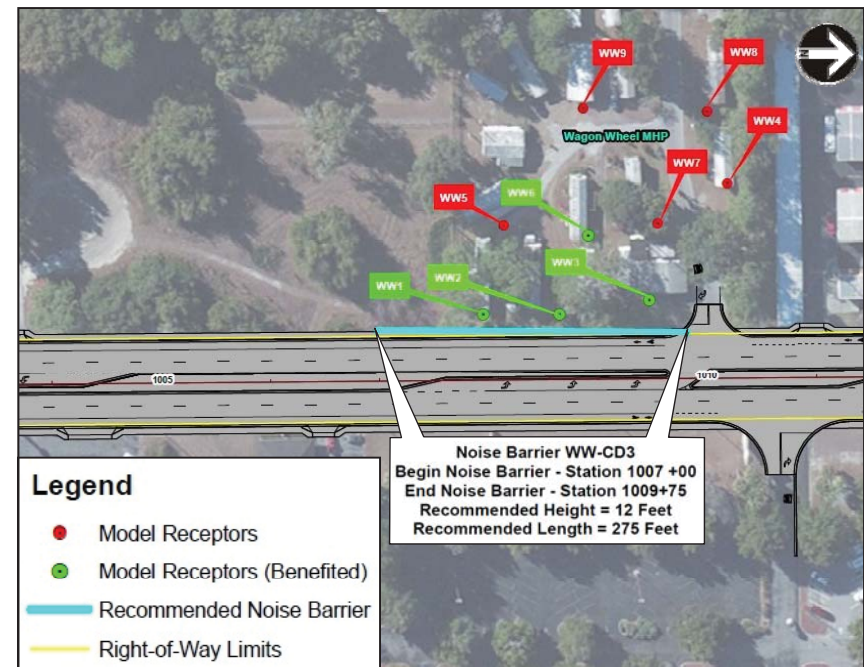
- The proposed alternative was evaluated in terms of its impacts to the natural, physical, cultural and social environments
- A Categorical Exclusion Type II Report (Environmental Summary Report) was prepared and is available for review
- No significant impacts are anticipated as a result of this project
 - 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*
	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	<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

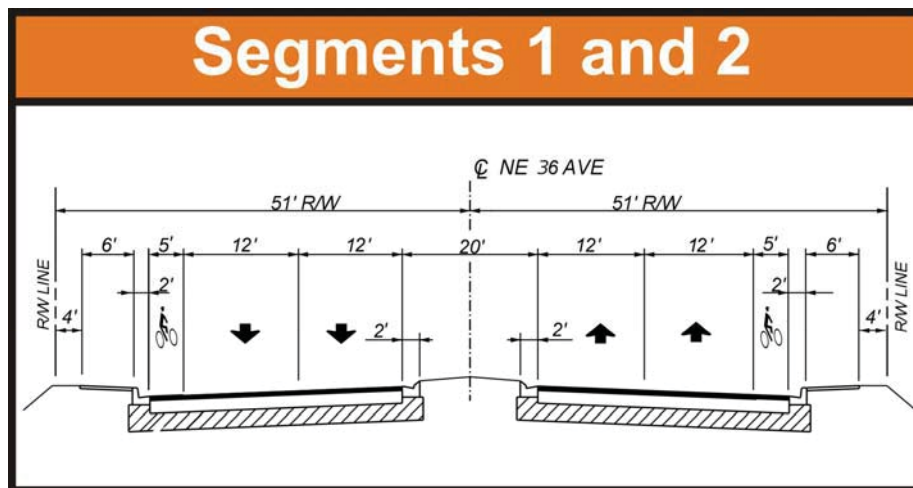
Completion of PD&E	Winter 2015
Commence Final Design	Summer 2016
Commence R/W Acquisition	TBD – <u>Unfunded</u>
Commence Construction	TBD - <u>Unfunded</u>

Design Alternatives

NE 36th Avenue

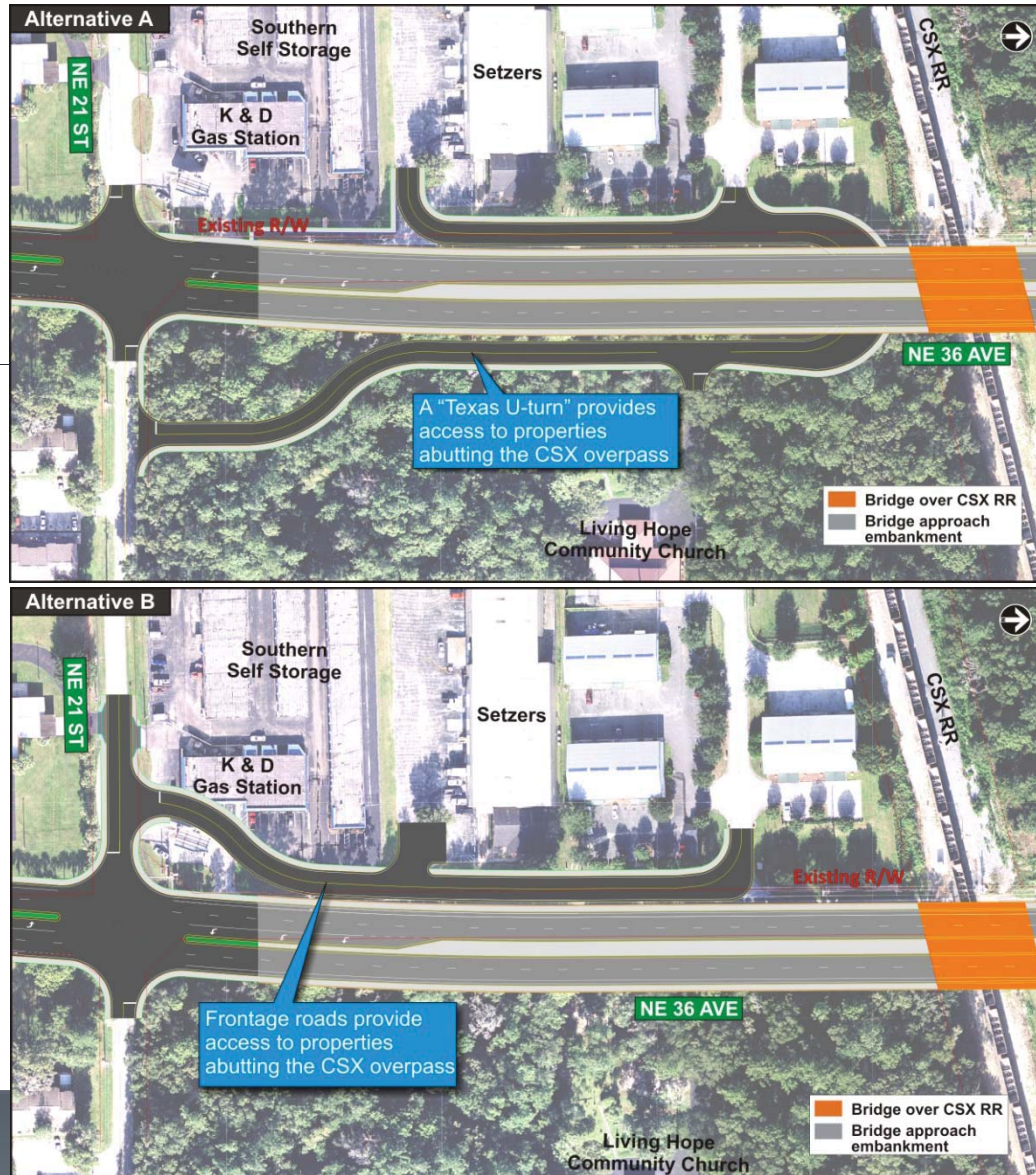
Design Alternatives

NE 36th Avenue – Typical Sections



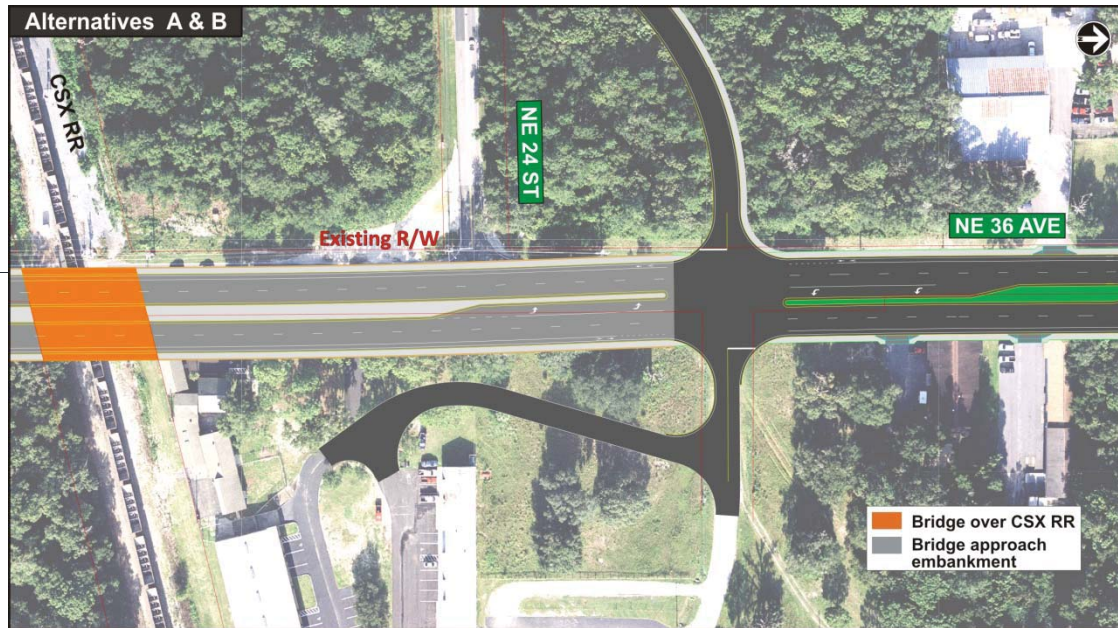
Design Alternatives

NE 36th Avenue – Access South of CSX



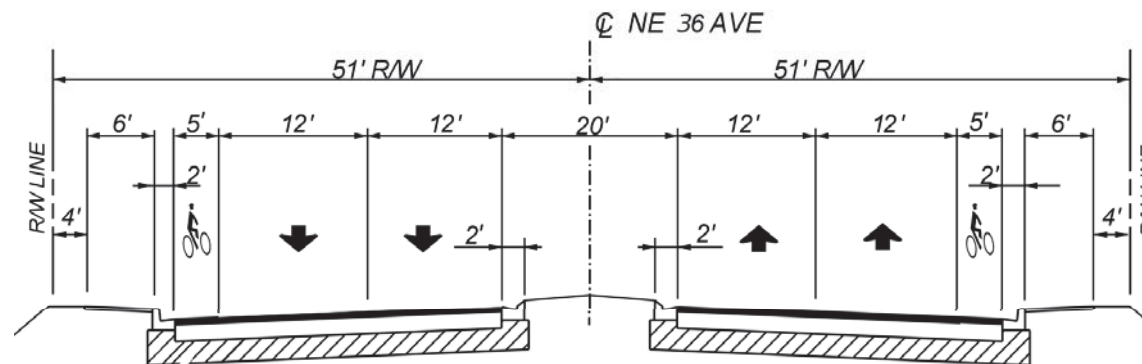
Design Alternatives

NE 36th Avenue – Access North of CSX



Access Management

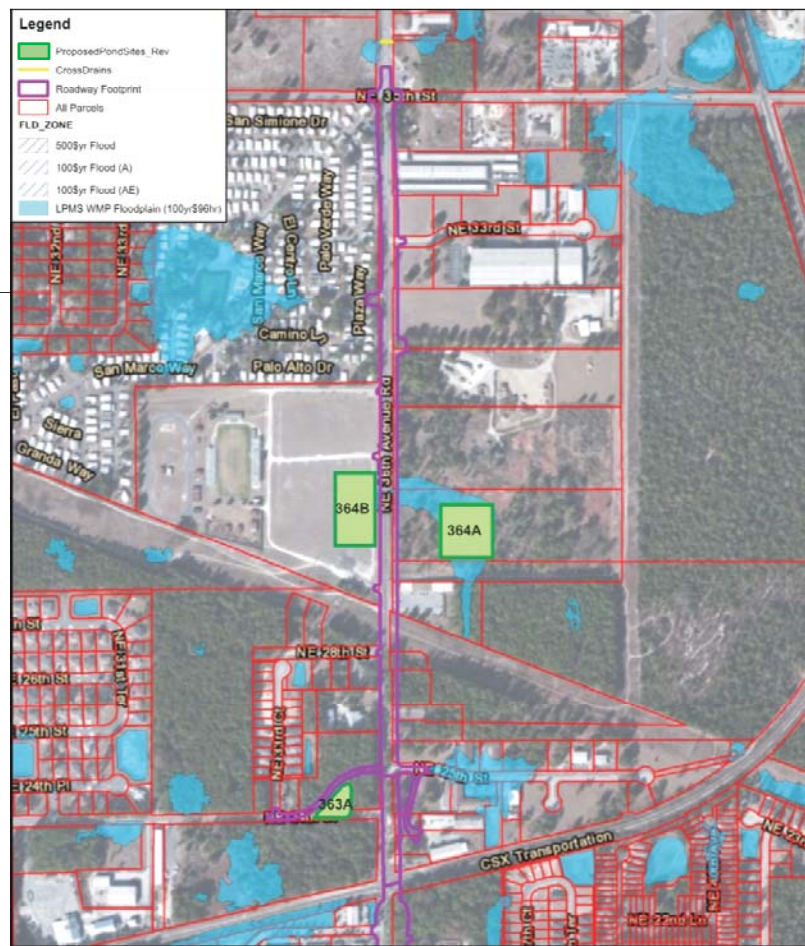
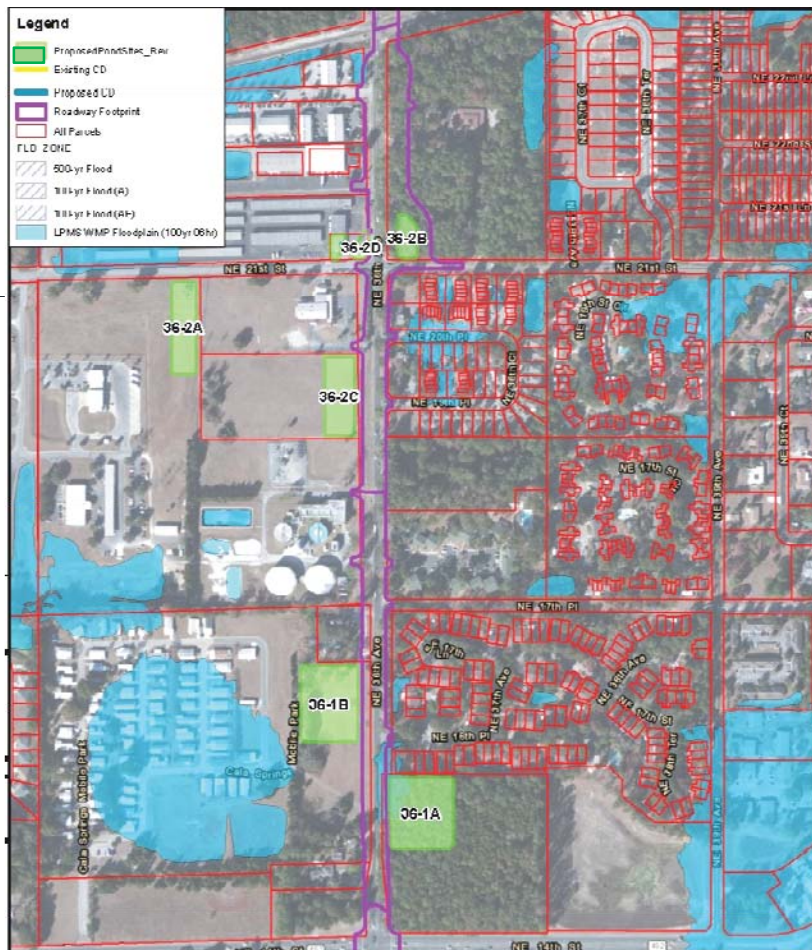
- The practice of managing the location, number and spacing of driveway connections, median openings and traffic signals
- Proper access management techniques can result in **improved movement of traffic, reduced crashes, and fewer vehicle conflicts**
- **Proposed typical section includes raised median**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



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

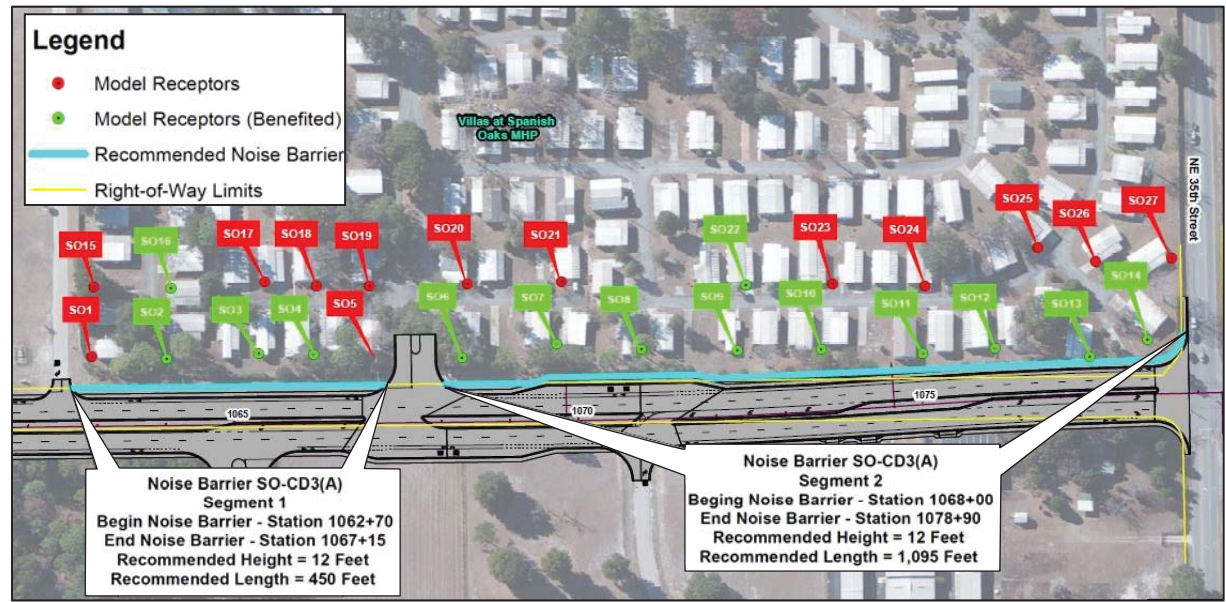
- We are required by The Code of Federal Regulation Part 772 to follow a very specific procedure when evaluating traffic noise
- Traffic noise levels were predicted for noise sensitive locations for both no build and the recommended alternative to determine anticipated noise impacts
- **Noise Impacts 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

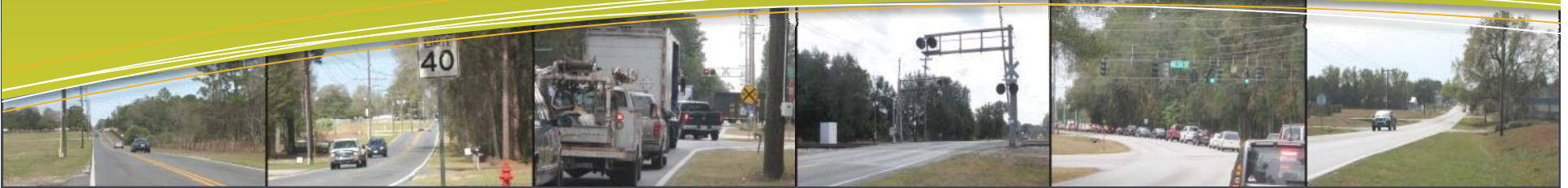
- **Small Group Meetings**

- 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.

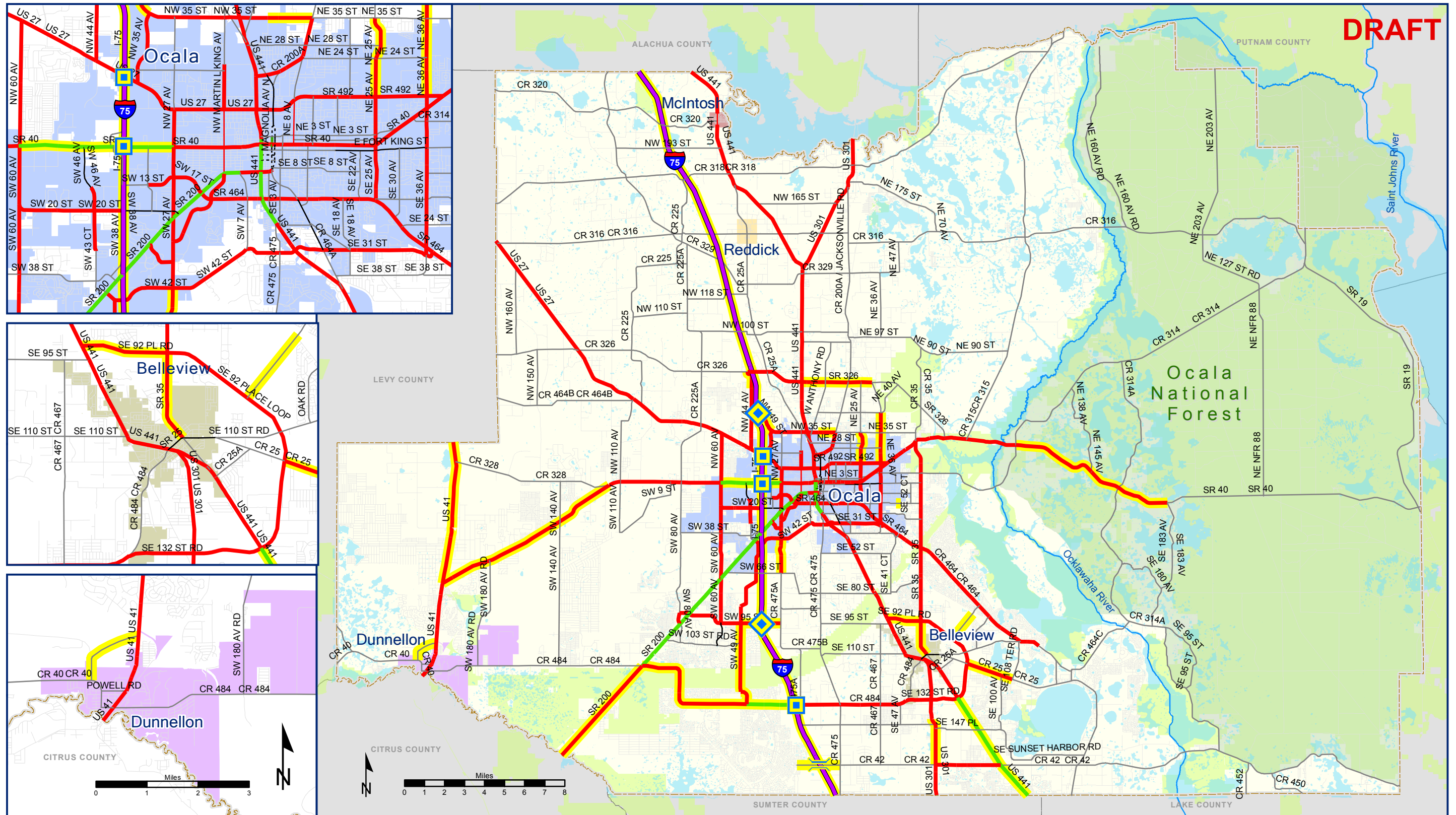
Transit & Multi-Use Trails Needs & Cost Projections

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	\$38,900,000
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

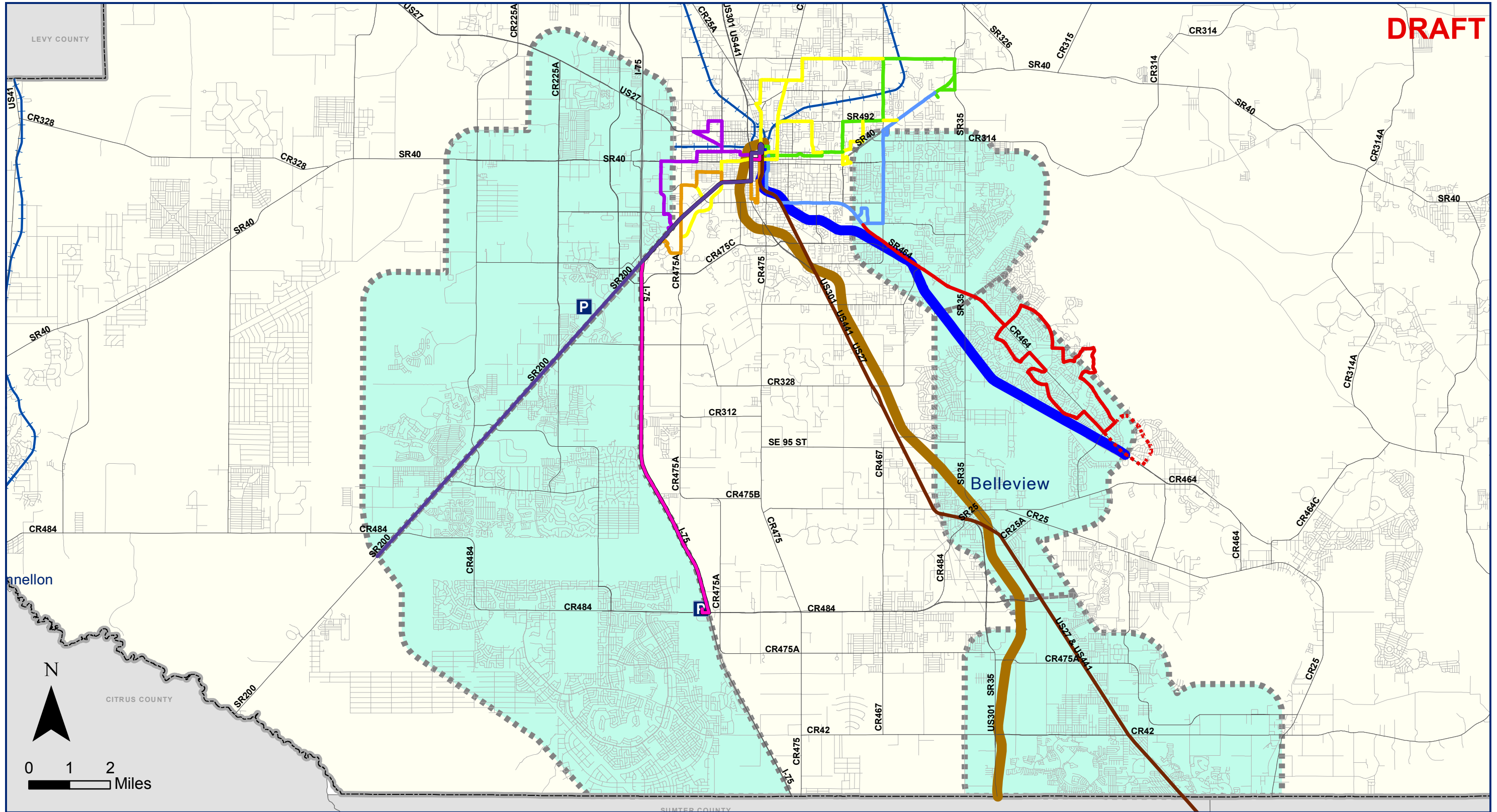
Table 1: 2040 Needs Assessment - Highway Assessment and Priorities

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

DRAFT



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

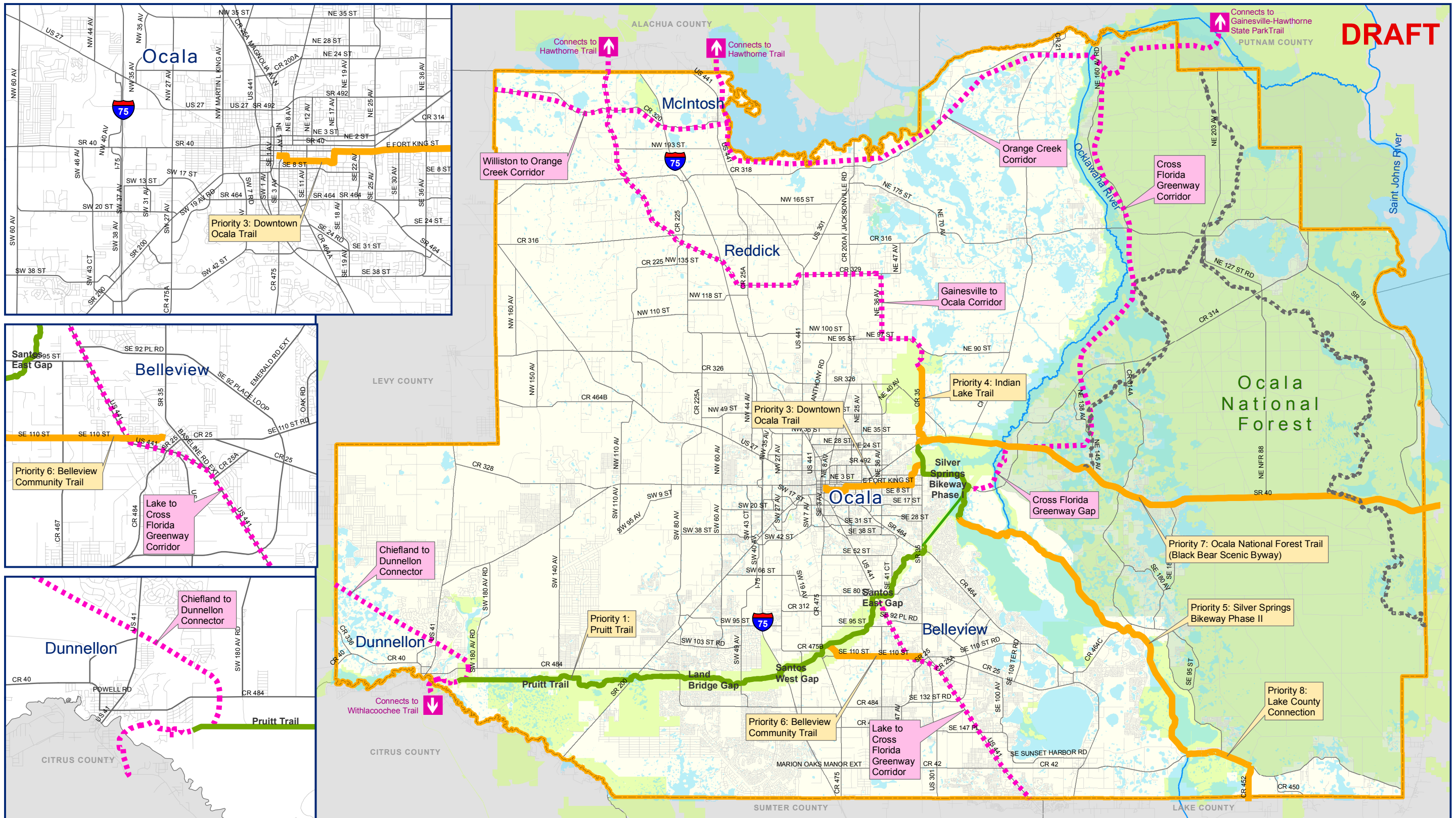
**Ocala/Marion County TPO
2040 Long Range Transportation Plan**

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
TPO Trail Needs				
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
TPO Trail Needs Sub-total				\$28,100,000

Opportunity Trails	From	To	Miles	Total Cost
DEP Future Opportunity Trails				
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
DEP Opportunity Trail Sub-total				\$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.

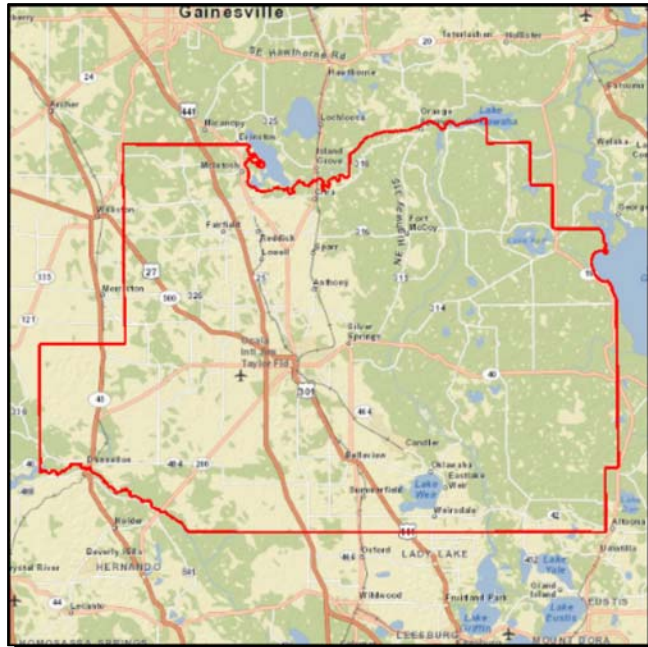
The FDOT has requested that the Ocala/Marion TPO amend the current TIP to include project FM # 427188-1 which provides operating capital for SunTran in the amount of \$2.7 million in FY 2016.

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:



CITIZENS ADVISORY COMMITTEE

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

March 10, 2015

MINUTES

Members Present:

Renee Blaney, Chairwoman
Davis Dinkins
Richard McGinley
Michelle Shearer
Robert Sulzer (*arrived 3:06 pm*)
Clarke Yandle

Members Not Present:

Ed Kelly
Joe London
Suzanne Mangram

Others Present:

Greg Slay, TPO Director
Ken Odom, TPO Staff
Ann McGaffic, TPO Staff
Kayleen Hamilton, TPO Staff
Kellie Smith, FDOT

Item 1. Call To Order And Roll Call

The meeting was called to order at 3:05 p.m. by Chairwoman Renee Blaney. 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 and the Marion County websites.

Item 3a. Review and Approval of FY 2021 Priority Projects

Mr. Odom presented the FY 2021 Priority Projects draft. There were no changes to the order from the previous year; however, there were funding changes. Mr. Odom noted that there were several errors on the list. The first correction was the phase and funding on Priority #1: SR 40/US 441, which should have been \$197,000 for construction in FY 2015/2016. The second correction was the addition of \$73,000 in design funds on CR 484 at I-75. The next correction was to the phase and funding on Priority #8: SR 200, which should have been \$220,000 for in the next fiscal year for scrub jay mitigation. Mr. Yandle asked about the mitigation, and Mr. Slay said the funds were used to buy additional land.

Mr. Sulzer commented that it did not make sense to widen SR 200 in Marion County if Citrus County was not going to widen the bridge at the county line. Mr. Slay said that staff would have conversations with the new MPO/TPO to encourage them to take action on the bridge.

Mr. Odom reported that there was no funding currently on SR 40 for widening from CR 328 to US 41.

Mr. Slay advised the committee that an issue had come to light recently regarding bicycle and pedestrian facilities on SR 40 between I-75 and US 441. Looking primarily on the north side of the road, there was a sidewalk with an adjacent asphalt strip that was being called a bicycle lane. Mr. Slay said that staff had had conversation with FDOT regarding retrofitting the sidewalk and bicycle lane into an eight to ten foot multiuse path on the north side of the road. There was expected to be sufficient right-of-way on most of the project area, with the possibility of a little being needed around NW 27th Avenue. The Technical Advisory Committee had added the project to the priority list as the seventh priority at its meeting that morning. Mr. Slay said that a feasibility study would be needed to see what could be done.

Ms. Shearer asked about the PD&E for the SW 95th Street interchange, and Mr. Slay said it had been moved to FY 2016/2017. The County had submitted the additional safety work the FHWA had requested. Mr. McGinley asked about right-of-way for the interchange at CR 484, and Mr. Slay said that right-of-way needs would not be known until the design was at least 36% complete. The project was to do operations improvements, not for adding lanes.

Mr. McGinley made a motion to approve the Priority Projects list with the corrections noted and the addition of the SR 40 multimodal project at number seven. Mr. Yandle seconded and the motion was approved by a vote of five to one. Ms. Shearer was opposed.

Item 3b. Transportation Improvement Program Amendments

Mr. Odom presented the four project amendments for the Transportation Improvement Program. Funding had been added for environmental mitigation of SR 200 from the Citrus County line to CR 484. Construction funding had been added to construct turn lanes on SR 200 at I-75, and environmental mitigation funds had been put in reserve for the Santos Trail Gap and the Land Bridge Trail Gap project.

Mr. McGinley asked whether the endangered species issues on the Greenway trail had been resolved, and Ms. Smith reported that the US Fish and Wildlife Service had done a site visit to determine what it wanted from the County, such as level of survey and locations. Ms. Smith said that the County would likely hire a consultant to do the survey work. Of there were gopher tortoises in the project area, those would have to be take into account, as well.

Mr. Sulzer inquired regarding the degrading pavement of SR 200, and Mr. Slay stated that a couple of spots had been fixed and there were still a few that needed addressed. FDOT was doing the work. Mr. Slay noted that FDOT had two big resurfacing projects coming up that might affect work on the SR 200 pavement.

Ms. Shearer asked what determined whether a road was slagged or smooth asphalt. Mr. Slay said that sometimes traffic counts and maintenance were factors. Ms. Shearer wondered whether people drove slower over slag, and Mr. Slay said that slag roads were generally narrower.

Mr. Sulzer made a motion to approve the TIP amendments as presented. Mr. McGinley seconded, and the motion was unanimously approved.

Item 4. FDOT Rail Safety Program Presentation

Mr. Odom introduced Mr. Don Levigne from Operation Lifesaver. TPO staff had received a request from the Marion County Health Department regarding the need for a rail safety program. Mr. Odom advised that with quiet zones being designated around the county, staff thought it was a good idea to start looking into a safety program.

Mr. Levigne provided a presentation regarding the importance of rail safety. The Operation Lifesaver program had a number of informational videos designed for different audiences. The program reached out to professional drivers and worked with schools to teach children. Mr. Levigne stated that school presentations were tailored to each age group.

Ms. Blaney asked if the Operations Lifesaver program was being done in Marion County, and Mr. Odom said that staff had wanted to see what the CAC thought about the program. Mr. Levigne also discussed the construction of railroad tracks and the physics of stopping a locomotive.

5. Consent Agenda

Mr. McGinley moved for approval of the January 13, 2015, meeting minutes. Mr. Yandle seconded and the motion was unanimously approved.

Item 6. Comments by FDOT

Ms. Smith reported that design was complete for a turn lane on US 441 at NW 42nd Place. A left turn lane was being added on SR 200 at SW 60th Avenue. Widening continued on SR 40 West with drainage work; the limerock base was also being laid. Milling and resurfacing on US 27 was starting in the urban area and would be done at night. There was a pond project at Plumley Farm and a pump replacement project in Belleview. Ms. Smith reported that there was also traffic signal maintenance happening at various locations in the county.

Ms. Slay reported that on SR 200 at SW 60th Avenue, the County had transitioned to a dedicated right turn lane at the intersection that should help traffic flow.

Item 7. Comments by TPO Staff

Mr. Slay reported that the Long Range Transportation Plan would kick off at the next meeting. The plan horizon was 2040, and Mr. Slay advised that staff did not anticipate any major changes based on population projections.

Item 8. Suggestions by CAC Members

There were no further comments by CAC members.

Item 9. Public Comment

There were no comments from the public.

Item 10. Adjournment

Meeting was adjourned by Ms. Blaney at 3:48 p.m.

Respectfully Submitted By:

Kayleen Hamilton, TPO Administrative Assistant



CITIZENS ADVISORY COMMITTEE

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

April 14, 2015

MINUTES

Members Present:

Richard McGinley, Vice-chairman
Davis Dinkins (*arrived 3:07 p.m.*)
Ed Kelly
Robert Sulzer

Members Not Present:

Renee Blaney, Chairwoman
Joe London
Suzanne Mangram
Michelle Shearer
Clarke Yandle

Others Present:

John Voges, TPO Staff
Ken Odom, TPO Staff
Ann McGaffic, TPO Staff
Kayleen Hamilton, TPO Staff

Item 1. Call To Order And Roll Call

The meeting was called to order at 3:05 p.m. by Vice-chairman Richard McGinley. Secretary Kayleen Hamilton called the roll. A quorum was not 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. Review and Approval of Local Off-system Priorities

Mr. Odom advised that projects were solicited from the local cities and the county. The local off-system priorities were projects not eligible for typical federal and state road funding.

Mr. McGinley asked if the new buses would be compressed natural gas, and Mr. Voges reported that staff was looking into it. Mr. Voges said that ordering the new fuel efficient buses would be cheaper than retrofitting the old buses. Mr. McGinley asked if federal funding was available for the buses and Mr. Voges replied affirmatively.

Mr. Odom explained that the local off-system priority list had been developed to procure funding for smaller projects. This was separate from the capital improvement projects. The TPO had been successful in getting funding for resurfacing SW 80th Avenue and for storm water mitigation work on SR 40. The SunTran replacement buses and constructing a new four lane section of SW 49th Avenue were also funded in FY 2019.

Mr. Odom mentioned that the Marion County sidewalks project was partially funded. The future of the NW 100th Street at US 441 reconfiguration was uncertain because FDOT had disagreed with Marion County's plan to cut down the will.

A consensus of present members was unanimously in favor of approving the priority list.

Item 3b. Transportation Improvement Program Amendments

Mr. Odom presented six amendments to the Transportation Improvement Program. Three were rail projects related to additional railway traffic. There was one amendment for audible pavement markings on US 441 and two amendments related to paved trail projects.

Mr. McGinley asked how far the paved trail would go, and Mr. Odom advised that it was from Ocala to Dunnellon. Negotiations were ongoing for a land swap on the proposed alignment. Citrus County was also working on a trail in their jurisdiction to connect into Dunnellon. The trail projects would be design-build, and Mr. Odom mentioned that there was the potential need for environmental mitigation. Much of the trail alignment utilized existing fire lines and service roads.

Item 4c. Long Range Transportation Plan Presentation

Mr. Odom reported that the Long Range Transportation Plan (LRTP) had kicked off with a presentation to the TPO board by the plan's consultant. Staff would be engaging stakeholders and civic organizations for the plan's public outreach element. The LRTP was the guiding document for the TPO, and began with a "wish list" of projects that were refined into a cost feasible plan. The plan took into consideration local comprehensive, corridor, and vision plans, and the goals and objective from the last LRTP, adjusted for current conditions. After the stakeholder and grassroots outreach meetings, a consensus building workshop would be held to refine what the priorities should be. In September, the draft document would be presented for an open comment period leading up to final adoption in November.

Mr. Odom led the committee through a brief informational survey. There was discussion regarding participation from stakeholders and civic groups. Mr. Voges mentioned that staff was looking into collecting online responses.

Mr. McGinley asked about notices regarding meetings, and Mr. Odom said that there would be newspaper advertising. Mr. Odom reported that staff was also looking at having booths at festivals and other events.

Item 5. Consent Agenda

The consent agenda was deferred due to lack of a quorum.

Item 6. Comments by FDOT

There were no updates from FDOT.

Item 7. Comments by TPO Staff

There were no further comments by TPO staff.

Item 8. Comments by CAC Members

Mr. McGinley asked about the SW 95th Street interchange justification report, and Mr. Odom said that it was still in process. Mr. Voges mentioned that FDOT and FHWA had just come out with a streamlined process for reviewing IJR's.

Item 9. Public Comment

There were no comments from the public.

Item 10. Adjournment

Meeting was adjourned by Mr. McGinley at 4:03 p.m.

Respectfully Submitted By:

Kayleen Hamilton, TPO Administrative Assistant



CITIZENS ADVISORY COMMITTEE

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

June 9, 2015

MINUTES

Members Present:

Ed Kelly
Suzanne Mangram
Michelle Shearer

Members Not Present:

Renee Blaney, Chairwoman
Davis Dinkins
Joe London
Richard McGinley
Robert Sulzer
Clarke Yandle

Others Present:

Greg Slay, TPO Director
John Voges, TPO Staff
Ken Odom, TPO Staff
Ann McGaffic, TPO Staff
Kayleen Hamilton, TPO Staff
Kellie Smith, FDOT

Item 1. Call To Order And Roll Call

The meeting was called to order at 3:05 p.m. by Acting Chairman Ed Kelly. Secretary Kayleen Hamilton called the roll. A quorum was not 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

This item was tabled due to a lack of quorum.

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

Mr. Odom presented the 2015/2016-2020/2021 Transportation Improvement Program (TIP). There had been a number of changes since the previous TIP had been adopted. The TIP was required to be cost feasible, acted as the budget for carrying out the Long Range Transportation Plan, and documented the funding and phasing on all federal and state funds for projects in Marion County.

Major changes to the TIP included additional funding for intelligent transportation system operational support for the city Ocala and Marion County. The NE 36th Avenue widening had been split into a separate project from the railroad crossing grade separation, which was fully funded for construction. Resurfacing on SR 200 had been added, as had additional turn lanes to the off ramp approaches on I-75 at SR 200. Funds had been added for SR 40 East widening. SR 492 was programmed for resurfacing, and SW 49th Avenue was funded for construction of a new section of roadway. US 441 resurfacing in the north section of the county had also been added. Mr. Odom noted that there were also two new trail projects – Belleview to Greenway Trail was programmed for a study to analyze the best connection between Lake Lillian and the Greenway, and staff was looking at alternatives for the route for the Downtown Ocala to Silver Springs Trail.

Ms. Mangram asked about increased railroad traffic, and Mr. Slay reported that SunRail had kicked off about a year ago, which had shifted some traffic to the S Line coming through Ocala. To date, Mr. Slay said, there was not a perceivable increase. Staff was working with the County, Belleview, Dunnellon, and Ocala to implement quiet zones. Mr. Voges mentioned that the NE 36th Avenue railroad crossing grade separation project was a result of the anticipated freight traffic increase.

Ms. Shearer asked about the SW 95th Street interchange, and Mr. Slay stated that the interchange justification report was at FDOT Central Office. In April, there had been changes to the procedures for interchanges outside of a traffic management area. Ms. Smith advised that SW 95th Street was under the old policy but NW 49th Street would be processed under the new policy. Ms. Shearer expressed the hope that SW 95th Street would be removed from the program

in favor of NW 49th Street. Mr. Slay noted that the NW 49th Street interchange was a priority for the TPO Board.

No action was taken due to lack of a quorum.

Item 4. Florida Transportation Plan/Strategic Intermodal System Presentation

Ms. Smith presented the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Plan updates. The FTP served as the long range transportation plan for all of Florida. It established policy framework for allocating funds and identified different roles and responsibilities.

The SIS included the state's largest strategic facilities to move people and freight. The SIS plan set policies to guide decisions about what the SIS was and where and how to fund it.

The FTP and the SIS were being adopted in parallel. FDOT was meeting with partner and public groups to talk about the plan. A visioning summit and policy workshop had been held the previous year, and adoption was scheduled for the end of 2015. Additional information was posted on the website set up for the plans. A public meeting was scheduled in The Villages in June.

Item 5. Consent Agenda

This item was deferred due to lack of a quorum.

Item 6. 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 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.

Ms. Shearer asked about SR 40 West, and Mr. Slay stated that the existing road would be rebuilt.

Item 7. Comments by TPO Staff

Mr. Slay mentioned that a twelve foot multiuse path would be included on the south side of the bridge on SR 40 East. It would tie into the Black Bear Scenic Byway.

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

Item 8. Comments by CAC Members

There were no further comments by CAC members.

Item 9. Public Comment

There were no comments from the public.

Item 10. Adjournment

Meeting was adjourned by Mr. Kelly at 3:32 p.m.

Respectfully Submitted By:

Kayleen Hamilton, TPO Administrative Assistant