Citizens Advisory Committee (CAC) Meeting
Marion County Public Library
2720 E. Silver Springs Blvd., Ocala, FL 34470
Meeting Room C

February 11, 2020
1:00 PM
AGENDA

1. **CALL TO ORDER AND ROLL CALL**

2. **PROOF OF PUBLICATION**

3. **PRESENTATION**
   - **A. Website/Social Media Launch**
     Staff will present the newly constructed website, a social media plan, and newly developed infographics. The new website, social media plan, and infographics will be used to garner additional public feedback and better inform the public on the transportation planning processes
   - **B. UPCOMING TASKS**
     Staff will present and discuss some of the major tasks and deliverables for the upcoming calendar year

4. **ACTION ITEMS**
   - **A. FY 2019/20 – 2023/24 Transportation Improvement Program (TIP) Amendment – Pavement, Bridge, and Travel Time Reliability Targets**
     Staff will present a request from FDOT to amend the current TIP to include the pavement, bridge, and travel time reliability targets that were due to be set last fall
   - **B. Long-Range Transportation Plan (LRTP) Metric Methodology**
     Staff will present a DRAFT version of the LRTP Metric Methodology that will be used to assess and prioritize the needs plan for the LRTP

5. **CONSENT AGENDA**
   - **A. January 14, 2020 – Minutes**

6. **COMMENTS BY FDOT**

7. **COMMENTS BY TPO STAFF**

8. **COMMENTS BY CAC MEMBERS**

9. PUBLIC COMMENT (Limited to 2 minutes)

10. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 438-2630 forty-eight (48) hours in advance so arrangements can be made.

Pursuant to Chapter 286.0105, Florida Statutes, if a person decides to appeal any decision made by the TPO with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The next regular meeting of the Ocala/Marion County Transportation Planning Organization will be held on March 10, 2020

TO: **Committee Members**

FROM: **Rob Balmes, Director**

RE: **TPO Website, Social Media Platforms and Fact Sheets**

The new TPO website went live with an official notice to the public on February 4, 2020. The address is www.ocalamariontpo.org. We anticipate the new website to be a resource and information hub, while improving the connections between the TPO and our citizens and partner agencies throughout Marion County.

The TPO also rolled-out a new social media platform to improve our public outreach and engagement. Please connect with the TPO via:

Facebook - www.facebook.com/ocalamariontpo

Twitter - www.twitter.com/ocalamariontpo

LinkedIn - www.linkedin.com/company/ocala-marion-transportation-planning-organization

Additionally, the TPO is strengthening its public engagement through a series of fact sheets and infographics. These resources will be housed on the TPO website and made available in printed format on demand. The primary goal is to help the public gain a greater understanding of the TPO and the transportation planning process in Marion County. This includes the TPO and TDLCB Boards, TAC and CAC, the Long Range Transportation Plan, transportation funding, safety and other pertinent topics. Attached to this memo are two examples of the formatting and designs – *What is the Ocala Marion Transportation Planning Organization*; *TPO Fast Facts 2020*. Over the next three months, the TPO will continue to publish these resource documents and notify the TAC and CAC when they are available.

If you have any questions or concerns, please contact me at 438-2631.

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Telephone: (352) 438 - 2630 • www.ocalamariontpo.org

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

What is the Ocala Marion Transportation Planning Organization (TPO)?

Established in 1981, the **Ocala Marion Transportation Planning Organization (TPO)** is a federally-mandated agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of both stakeholders and the public. Improvements to the transportation system are determined through a long-term visioning process. This process combined with short-term action steps necessary to implement the vision are developed in the TPO's core plans and programs.

The TPO is comprised of five staff and is governed by a 12-member Board of locally elected officials. The expertise of the staff and leadership of the **TPO Board** are supplemented by the **Technical Advisory Committee (TAC)**, **Citizens Advisory Committee (CAC)** and **Transportation Disadvantaged Local Coordinating Board (TDLCB)**. Collectively, these boards and committees provide guidance and policy-making decisions for the organization. The work of the TPO is guided by state and federal legislation, including Florida Statute 339 and U.S. Code Title 23 and 49.

Throughout the United States, there are over 400 MPO/TPOs and are represented in all 50 states. Florida is home to 27, the most of any state. MPO/TPOs are required by federal and state laws in areas with a population greater than 50,000.

The core plans and programs of the TPO include:

- **Long Range Transportation Plan (LRTP)**
- **Transportation Improvement Program (TIP)**
- **Public Involvement Plan (PIP)**
- **Unified Planning Work Program (UPWP)**

www.ocalamariontpo.org

2710 E. Silver Springs Blvd
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Fast Facts 2020

301,545
Number of licensed drivers in Marion County

434,448
Number of registered vehicles in Marion County

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

The Ocala Marion Transportation Planning Organization (TPO) is responsible for coordinating transportation projects, including highway, transit, rail, bicycle, pedestrian, and paratransit, throughout the county. The TPO allocates federal and state transportation funds and works to improve the region's transportation system by developing a variety of plans and programs.

5,273 Belleview

1,810 Dunnellon

360,421
Population of Marion County*

61,549 Ocala

290,747 Unincorporated

77 Number of miles of bike lanes/shoulders in Marion County

229 Number of miles of sidewalk in Marion County

9,448
Total Crashes**

87
Fatalities**

429
Serious Injuries**

416,000
SunTran
Passengers Annually

7
Fixed SunTran Bus Routes

87,250
Marion Transit
Passengers Annually

Rail Lines in Marion County

51
Number of miles of Class A rail lines

102
Number of miles of rail lines

Highest Average Daily Auto and Truck Traffic on I-75

80,000
Total Vehicles per Day

20,000
Trucks per Day

INTERSTATE 75

72,217
Ocala International Yearly Operations***

38,690
Marion County Yearly Operations***

4.59 Billion
Total Annual Vehicle Miles Traveled

38.2
Miles of Interstate (I-75)

4,037
Miles of Roadway

Data Sources: Marion Transit, SunTran, City of Ocala, FDOT, Ocala International Airport, FLHSMV, Marion County, Bureau of Economic and Business Research (University of Florida)

** 2019 Data; ** 2018 Data; ***Landings, take-offs, touch-and-go landings and fly-overs*

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TO: **Committee Members**

FROM: **Derrick Harris, Assistant Director**

RE: **TPO 2020 Program and Project Activities**

In calendar year 2020, the TPO will be involved in many key program and planning activities. A summary document of these activities has been developed to ensure that committee members are made fully aware as to when reviews and decision-making actions are necessary. The summary also includes due dates for submission to the Florida Department of Transportation.

If you have any questions, please contact me at (352) 438-2632 or at derrick.harris@marioncountyfl.org.

Ocala Marion TPO
2020 Program and Project Activities

The following provides a summary of the major program and project activities undertaken by the TPO for 2020 to meet our goals, along with state and federal requirements. Each activity is accompanied by a timeframe with specific milestones or deadlines. They are listed in chronological order of TPO Board action in 2020.

2045 Long Range Transportation Plan (LRTP)

Major update of the LRTP to 2045 horizon year

Timeframe: January to November 2020
Milestones: Goals and Weighting Approval (January)
Public Workshops for Needs planning (March to April)
Draft LRTP and 30-day public comment period (September)
Adoption of LRTP (November)
TAC/CAC: **Presentation of Draft LRTP on September 08**

TPO Safety Targets and Performance Reporting

Annual process to set safety targets to meet federal requirements for performance reporting

Timeframe: January to February 2020
TAC/CAC: **Presentation on February 11 for review**

TPO Public Participation Plan Update

Update to the TPO Public Participation Plan

Timeframe: February to April 2020
Milestones: Draft Plan and begin 45-day public comment period (March 31)
TAC/CAC: **Presentation of Draft Plan on March 10**

Fiscal Years (FY) 2020/21 to 2021/22 Unified Planning Work Program (UPWP)

Development of the two-year UPWP covering FY 2020/21 to FY 2021/22

Timeframe: January to May 2020
Milestones: UPWP Budget and Task Development (January to March)
Draft UPWP and begin 30-day public comment period (March 31)
UPWP document completion (April to May)
Adoption of UPWP (May)
TAC/CAC:: **Presentation of Draft UPWP on March 10 or April 14**

TPO Trends and Conditions Annual Report

Update the Trends and Conditions Report for traffic volumes and crashes in Marion County

Timeframe: January to March 2020
Milestones: Revised report to reflect most current data and information
TAC/CAC: **Presentation of document and Interactive Map on March 10**

Ocala Marion TPO
2020 Program and Project Activities

Fiscal Years (FY) 2020/21 to 2024/25 Transportation Improvement Program (TIP)

Annual development of the TIP covering FY 2020/21 to FY 2024/25

Timeframe: February to May 2020
Milestones: Priority Projects Process (March to May)
Draft TIP and 30-day public comment period (April)
Adoption of TIP (May)
TAC/CAC: **Presentation of Draft TIP, Interactive Map and Priority Projects List on April 14**

Roll Forward TIP Amendment for Fiscal Years (FY) 2020/21 to 2024/25

Present the Roll Forward TIP Amendment based on FDOT project changes for FY 2020/21 to FY 2024/25

Timeframe: September to October 2020
Milestones: Presentation of Roll Forward TIP projects (October)
TAC/CAC: **Presentation of Roll Forward TIP on October 13 for review**

Congestion Management Process (CMP)

Major updates to the Congestion Management Process of the TPO, including the policy and procedures and state of system reports. The CMP is a federal requirement for MPO's designated as Transportation Management Areas (TMA) and state requirement for all MPO's. The last CMP document updates by the TPO were in 2011. The TPO is anticipated to become a TMA, post 2020 Census results (urbanized area population of 200,000 or greater).

Timeframe: TBD in mid-2020 to early-2021

TO: **Committee Members**

FROM: **Anton Schauerte, Transportation Planner**

SUBJECT: **Performance Measure Target Setting for 4 Performance Areas (Pavement Conditions, Bridge Conditions, Performance of NHS System, Freight Movement)**

Every year, the Federal Highway Administration (FHWA) requires the Florida Department of Transportation (FDOT) and all Metropolitan Planning Organizations in Florida to adopt Performance Measure (PM) targets. Developed in 2016 as part of the Moving Ahead for Progress in the 21st Century Act, or MAP-21, the targets provide a way for the MPOs and the State to track performance measures and ultimately improve on these measures.

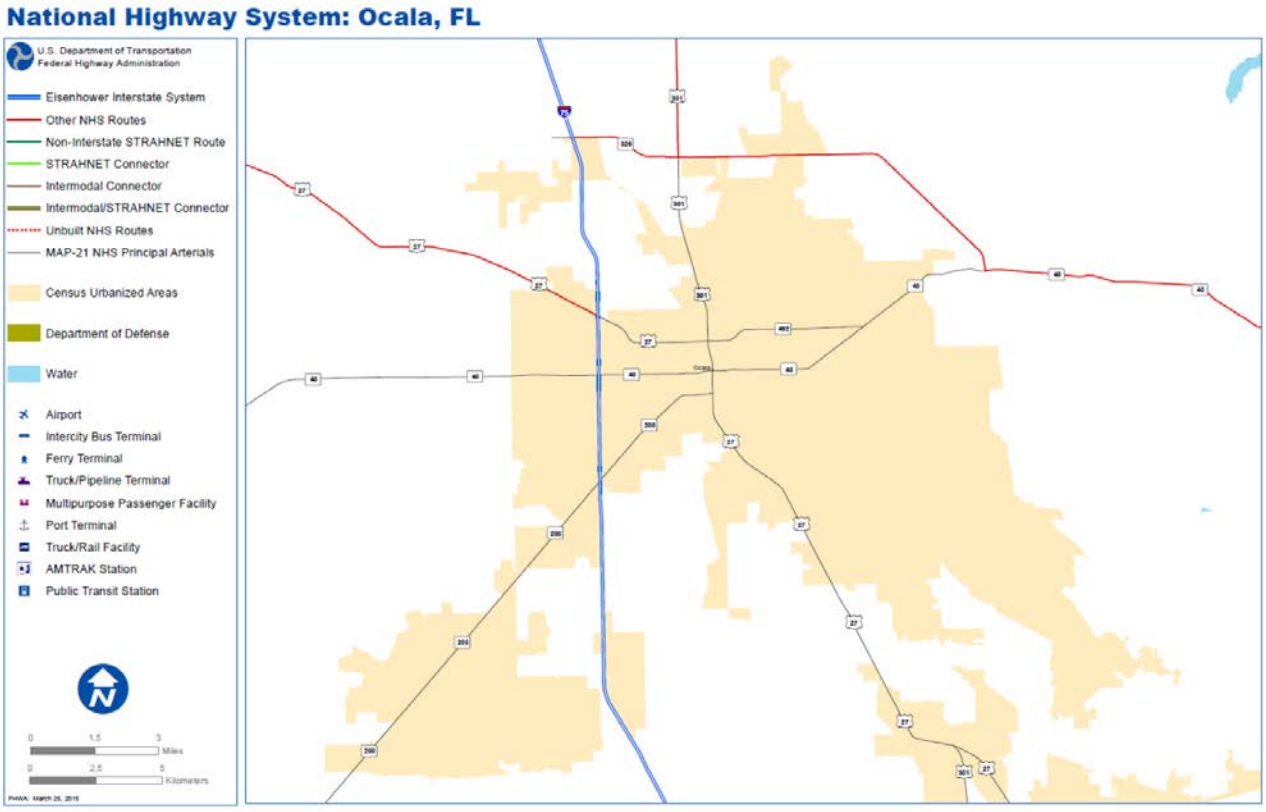
The TPO requests guidance from the TAC in setting targets for 2020 for nine performance measures across four performance areas. Refer to Table A for a list and description of the performance measures.

Table A: List of Performance Areas and Measures

Performance Area	Performance Measure
Pavement Condition	- Percent of pavements on Interstate System in Good condition - Percent of pavements on Interstate System in Poor condition - Percent of pavements on non-Interstate NHS in Good condition - Percent of pavements on non-Interstate NHS in Poor condition
Bridge Condition	- Percent of NHS bridges classified as in Good condition - Percent of NHS bridges classified as in Poor condition
Performance of NHS	- Percent of person miles traveled on Interstate System that are reliable - Percent of person miles traveled on non-Interstate System that are reliable
Freight Movement	- Truck Travel Time Reliability Index

**NHS = National Highway System*

The following map shows the Interstate System and non-Interstate NHS roads in Marion County.



The Ocala Marion TPO has the option to either adopt the performance measure targets established by FDOT or develop its own quantifiable performance targets. Charts B, C, D, and E (below) show the targets adopted by FDOT, as well as the most recent data in Marion County for each performance measure. All MPOs/TPOs in Florida have adopted the FDOT's targets for these performance measures.

The TPO is meeting all of the targets for all performance measures, except for the percent of Interstate pavements in good condition. The staff is recommending that the TPO adopt FDOT's targets, to be amended the current TIP.

If you have any further questions or concerns feel free to reach out to me directly at (352) 438-2635 or at anton.schauerte@marioncountyfl.org

Ocala Marion County Transportation Planning Organization Calendar Year Targets

Table B: Pavement Condition Performance Measures and Existing Conditions

Performance Measure *Pavement*	**FDOT 2-Year Target**	**FDOT 4-Year Target**	**Marion County Results (2018)**
% of Interstate pavements in *GOOD* condition	Not Required	≥ 60%	56%
% of Interstate pavements in *POOR* condition	Not Required	≤ 5%	0.0%
% of non-Interstate NHS pavements in *GOOD* condition	≥ 40%	≥ 40%	40.2%
% of non-Interstate NHS pavements in *POOR* condition	≤ 5%	≤ 5%	0.0%

Table C: Bridge Condition Performance Measures and Existing Conditions

Performance Measure *Bridge*	**FDOT 2-Year Target**	**FDOT 4-Year Target**	**Marion County Results (2018)**
% of NHS bridges classified as in *GOOD* condition	≥ 50%	≥ 50%	78.5%
% of NHS bridges classified as in *POOR* condition	≤ 10%	≤ 10%	0%

Table D: Percent of Person-Miles Traveled on the Interstate That Are Reliable and Existing Conditions

Performance Measure	**FDOT 2-Year Target**	**FDOT 4-Year Target**	**2018 Existing Conditions Ocala/Marion County TPO**
Interstate Reliability	75%	70%	100%
Non-Interstate Reliability	Not Required	50%	96%

Table E: Truck Travel Time Reliability Index on the Interstate and Existing Conditions

Performance Measure	**FDOT 2-Year Target**	**FDOT 4-Year Target**	**2018 Existing Conditions Ocala/Marion County TPO**
Truck Travel Time Reliability Index	1.75	2.00	1.31

MPO Requirements

MAP-21 Performance Management

June 2018

OVERVIEW

Between 2016 and 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) published several rules establishing performance measures and reporting requirements for State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies. This document highlights key provisions of these rules and their implications for Florida's MPOs. It also provides a timeline, reporting requirements and options for target setting.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for State DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA Performance Measures (PM) rules and FTA transit rule established various performance measures required to monitor the performance of safety (PM1), bridge and pavement (PM2), system performance (PM3), and transit asset management (TAM). The rules also indicate how MPOs should set targets, report progress, and integrate performance management into their Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs).

Long-Rang Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

- Describe the performance measures and performance targets used in assessing the performance of the transportation system.
- Include a System Performance Report that:
  - Evaluates the condition and performance of the transportation system with respect to performance targets.
  - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

Transportation Improvement Programs

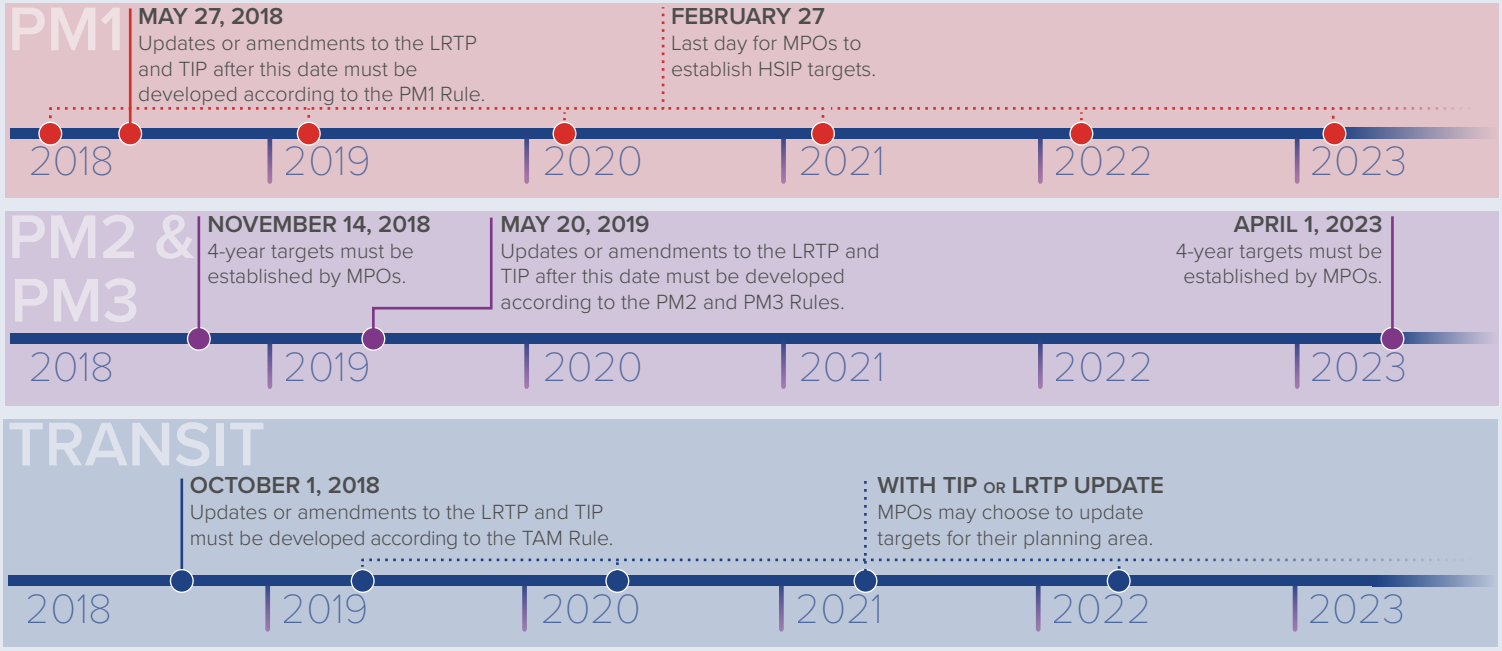
MPO TIPs shall:

- Reflect the investment priorities established in the current metropolitan transportation plan.
- Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs

*Please refer to the four accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rule.

TIMELINE



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation will set their respective performance targets in coordination with one another. Each MPO will establish a target for each applicable federally required performance measure. MPOs should establish their targets through existing processes such as the TIP and LRTP update. For the TAM measures, MPOs will set their own target in coordination with transit agencies and FDOT. For the PM1, PM2, and PM3 measures, each MPO will have the option of establishing a target by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO should provide documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's state-wide target for that performance measure.

OR

Set own target, using a quantifiable methodology for MPO planning area.

If the MPO chooses to set its own target, the MPO will develop the target in coordination with FDOT. The MPO will provide documentation to FDOT that includes the target adopted by the MPO board and when it was set.

MPOs must provide the selected option to FDOT no later than 180 days after FDOT sets its target.

ASSESSMENT OF SIGNIFICANT PROGRESS

While FHWA will determine whether FDOT has met or made significant progress toward meeting the adopted targets, it will not directly assess MPO progress toward meeting their targets. However, FHWA will review MPO performance relative to targets as part of periodic transportation planning process reviews, including the MPO certification reviews and reviews of adopted and amended LRTPs and adopted and amended MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Mark Reichert, Administrator for Metropolitan Planning

Mark.Reichert@dot.state.fl.us | (850) 414-4901

TO: **Committee Members**

FROM: **Derrick Harris, Assistant Director**

RE: **LRTP Metrics Methodology**

As you all know, the TPO is in the process of updating the 2045 Long-Range Transportation Plan (LRTP). Currently, we are finalizing the Goals and Objectives portion of the LRTP. The next step, and a very important one, is the needs plan. With this current update we are looking at adopting a metric methodology that is based on the approved Goals and Objectives. The intent of the metrics is to assess and prioritize the needs. There are several ways to approach this topic, and we thought it would be best to write up a DRAFT of what that could possibly look like. Therefore, please find the DRAFT metrics methodology in the following pages. The plan is to discuss this with our various committees over the next few months in order to further refine and hopefully come out with a good assessment tool that everyone can agree upon. Then, after approval we will use this tool as a way to prioritize projects for the 2045 LRTP.

If you have any questions or concerns feel free to contact me directly at derrick.harris@marioncountyfl.org or at (352) 438-2632.

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OCALA MARION 2045
RACING TOWARD A CONNECTED FUTURE

For Project Evaluation, apply objective based criteria to score projects. For Needs Assessment, apply metrics to entire federal aid eligible network. Develop needs assessment map layers for each goal and composite across all goals.

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
1. Goal – Promote travel choices that are multimodal and accessible	Objective 1.1 – Increase transit ridership by providing more frequent and convenient service.	Project includes public transit frequency improvement 0. no 1. yes	Facility currently has transit service 0. underperforming service 1. high performing service 2. no service AND along growth corridor
	Objective 1.2 – Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county.	Project fills sidewalk gap, bike lane gap, or develops a trail 0. no 1. yes	(Non-limited access) Facility currently has sidewalk or bike lane gaps 0. no gap 1. sidewalk or bike lane gap 2. sidewalk AND bike lane gap
	Objective 1.3 – Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population.	Project fills sidewalk gap, bike lane gap, trail, or includes transit in EJ area 0. no gap 1. fills sidewalk or bike lane gap or includes transit improvement 2. fills gap near bus stop or includes transit improvement	Facility traverses or is adjacent to EJ area 0. no 1. yes
	Objective 1.4 – Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.		
	NOTES 1. Factor up aggregate score to account for only having three criteria (other goals have four) DATA NEEDS 1. Transit performance data (preferably cost per rider/boarding) (1.1)		

DRAFT

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
2. Goal – Provide efficient transportation that promotes economic development	Objective 2.1 – Improve access to and from areas identified for employment development and growth.	Project is on a facility that traverses an employment growth area 0. no 1. yes	Facility traverses high employment growth area 0. no 1. yes
	Objective 2.2 – Foster greater economic competitiveness through enhanced, efficient movement of freight.	Project is on a facility that accesses a freight intensive area 0. none 1. indirect (1 turn from facility w/ direct access) 2. direct access	Facility accesses a freight intensive area 0. none 1. indirect (1 turn from facility w/ direct access) 2. direct access
	Objective 2.3 – Address mobility needs and reduce the roadway congestion impacts of economic growth.	Project is on a congested facility 0. E+C V/C < 0.7 1. E+C V/C = 0.71 – 0.89 2. E+C V/C > 0.9	Facility congestion level 0. E+C V/C < 0.7 1. E+C V/C = 0.71 – 0.89 2. E+C V/C > 0.9
	<u>DATA NEEDS</u> 1. Employment growth data 2015-2045 (2.1) 2. Freight intensive area (Obtain data from FDOT used in Freight Mobility and Trade Plan) (2.2) 3. CFRPM E+C volumes, capacities (2.3) 4. ITS Master Plan project database (2.4) 5. Crash data (2.4)		

DRAFT

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
3. Goal – Focus on improving safety and security of the transportation system	Objective 3.1 – Provide safe access to and from schools.	Project is on a facility in the vicinity of a school (1/2 mile) 0. no 1. yes 2. yes AND has multimodal crashes	Facility is in the vicinity of a school (1/2 mile) 0. no 1. yes 2. yes AND has multimodal crashes
	Objective 3.3 – Increase the accessibility and mobility of people and freight within the region and to other areas.	N/A (Objective 2.3 addresses mobility)	N/A (Objective 2.3 addresses mobility)
	Objective 3.4 – Improve security by enhancing the evacuation route network for natural events and protecting access to military asset.	Project is on facility designated as an evacuation route 0. no 1. yes 2. yes AND has V/C > 0.89	Project is on facility designated as an evacuation route 0. no 1. yes 2. yes AND has V/C > 0.89
	Objective 3.5 – Reduce the number of fatal and severe injury crashes for all users	Project is on a facility with a history of fatal and/or severe crashes (last 5 yrs) 0. no 1. yes severe 2. yes fatal	Facility has history of fatal and/or severe crashes (last 5 yrs) 0. no 1. yes severe 2. yes fatal
	<u>DATA NEEDS</u> 1. School locations (3.1) 2. Crash data (3.1, 3.2, 3.5) 3. Evacuation routes (3.4)		

DRAFT

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
4. Goal – Ensure the transportation system meets the needs of the community	Objective 4.1 – Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations.	N/A	N/A
	Objective 4.2 – Support community education and involvement in transportation planning.	N/A	N/A
	Objective 4.3 – Coordinate with local government to consider local land use plans when identifying future transportation projects.	Project is in one or more local plans 0. no 1. yes, in at least one plan 2. yes, in more than one plan	N/A
	Objective 4.4 – Collaborate with various agencies including FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel to create strategies for developing a multimodal transportation system.	N/A	N/A
	Objective 4.5 – Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.	Project traverses EJ area 0. no 1. yes 2. yes AND has multimodal crashes	Facility traverses EJ area 1. no 2. yes 3. yes AND has multimodal crashes
	NOTES - na DATA NEEDS - na		

DRAFT

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
5. Goal – Protect natural resources and create quality places	Objective 5.1 – Limit impacts to existing natural resources, such as parks, preserves, and protected lands.	Project encroaches on natural resource areas 0. no 1. adjacent to natural resource area 2. traverses natural resource area	N/A
	Objective 5.2 – Avoid or minimize negative impacts of projects and disruption to residential neighborhoods.	N/A	N/A
	Objective 5.4 – Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events	Project improves facilities that traverse flood prone areas 0. no 1. yes	N/A
	Objective 5.5 – Enhance access to tourist destinations, such as trails, parks and downtowns	Project is on a facility that accesses a tourist destination 0. none 1. indirect (1 turn from facility) 2. direct access	Facility provides access to tourist destination 0. none 1. indirect (1 turn from facility) 2. direct access
	NOTES 1. Factor up aggregate score to account for only having one criterion (other goals have four) DATA NEEDS 1. Flood prone areas (FEMA flood zones 2017, Flood Prone Areas Marion County) (5.4) 2. Tourist attractions (get from Marion County Tourist Dvlpt Council) (5.5)		

DRAFT

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
6. Goal – Optimize and preserve existing infrastructure	Objective 6.1 – Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies.	Project includes operational or ITS improvements 0. none 1. operational (signal timing, turn lane, etc.) 2. ITS improvement	Facility was identified in ITS Master Plan for ITS improvement 0. no 1. yes
	Objective 6.2 – Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.	N/A	N/A
	Objective 6.3 – Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades.	Project is on facility due or overdue for resurfacing/maintenance 0. no yes	Roadway schedule for resurfacing/maintenance 0. low priority 1. medium priority high priority
	Objective 6.4 – Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network	N/A 1. (covered by metric for Objective 6.1)	N/A 2. (covered by metric for Objective 6.1)
	Objective 6.5 – Improve the reliability of the transportation system through operational and incident management strategies.	Project includes operational or ITS improvements on high crash corridors 0. none 1. operational (signal timing, turn lane) 2. ITS improvement	Facility was identified in ITS Master Plan for ITS improvement 0. no 1. yes
	NOTES 1. Factor up aggregate score to account for only having three criteria (other goals have four) 2. For 6.3, depending on data available from FDOT/County, can distinguish facilities by maintenance need DATA NEEDS 1. ITS Master Plan project database (6.1) 2. County and FDOT resurfacing/maintenance schedule (6.3)		

DRAFT

Citizens Advisory Committee (CAC) Meeting
Marion County Public Library
2720 E. Silver Springs Blvd., Ocala, FL 34470
Meeting Room B
January 14, 2020
1:00 PM

MINUTES

Members Present:

Paul Marraffino
Richard McGinley
Suzanne Mangram
Steve Rudnianyn
Michelle Shearer *(arrived at 1:14pm)*

Members Not Present:

Davis Dinkins
Joe London
Travis Magamoll
Clark Yandle

Others Present:

Rob Balmes, TPO
Derrick Harris, TPO
Shakayla Irby, TPO
Anton Schauerte, TPO

Item 1. Call to Order and Roll Call

Chairman Richard McGinley called the meeting to order at 1:04pm. Secretary Shakayla Irby called the roll there was no quorum present. Michelle Shearer arrived at 1:14pm and a quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated that the meeting had been published online on the TPO website, the City of Ocala, Belleview, and Dunnellon websites on January 7th, 2020.

Item 3a. Election of Officers

Mr. Harris said we currently have 9 members with a maximum of 15 and for quorum is a majority plus one with the quorum needed currently being 5 members needed. There was a potential new member for the CAC committee that was recommended by previous member Renee Blaney and the new member would have to go before the TPO board for approval.

Mr. McGinley nominated Steve Rudnianyn to be Chair. Mr. Marraffino seconded, and the motion passed unanimously.

Mr. Rudnianyn nominated Richard McGinley to be Vice-Chair. Mr. Marraffino seconded, and the motion passed unanimously.

Item 3b. Fiscal Year 2019/20 – 2023/24 Transportation Improvement Program (TIP) Amendment

Anton Schauerte presented and said per the request of the Florida Department of Transportation (FDOT), the following project was being amended to the fiscal year (FY) 2019 to 2023/2024 Transportation Improvement Program (TIP).

FM#433651-1 – County Road 484 South West 20th Avenue to County Road 475A – Interchange Improvement

Sponsor: FDOT

- $1,092,411.00 was being added in FY 19/20, including 300,000.00 for Preliminary Engineering – Utility and $792,411.00 for Construction – Utility. Previously there was no money allocated for this from ACSN.
- To be used to reimburse utility companies for the relocation of utilities.

Mr. Marraffino made a motion to approve the Fiscal Year 2019/20 – 2023/24 TIP Amendment. Ms. Shearer seconded, and the motion passed unanimously.

Item 3c. Safety Targets

Transportation Planner, Anton Schauerte presented the statistics and methodology for the Safety Targets. Every year, the Federal Highway Administration (FHWA) required the Florida Department of Transportation (FDOT) and all Metropolitan Planning Organizations in Florida to adopt Safety Performance Measure (PM) targets. Developed in 2016 as part of the Moving Ahead for Progress in the 21st Century Act, or MAP-21, the targets provided a way for the MPOs and the State to track performance measures and ultimately improve on the measures. The chart presented to the committee listed and described the five Safety Performance Measures established under MAP-21.

Safety Performance Measures	Description
1. Fatalities	Total number of fatalities in a motor vehicle crash
2. Fatalities (Rate)	Total number of fatalities per 100 Million VMT (Vehicle Miles Traveled)*
3. Serious Injuries	Total number of serious injuries in a motor vehicle crash
4. Serious Injuries (Rate)	Total number of serious injuries per 100 Million VMT (Vehicle Miles Traveled)*
5. Non-Motorized Fatalities & Serious Injuries	Combined number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle

Performance Measures (PM) #1, #3 and #5 indicated the total number of fatalities and serious injury crashes. PM #2 and #4 evaluated the fatalities and serious injuries based on traffic volumes, allowing for the standardization of data. The rates determined in PM #2 and #4 were per 100 million Vehicle Miles Traveled (VMT). The Fatality rate and Serious Injury rate allowed staff to compare crash severity across different geographic areas. Additionally, because crash statistics in any given year were prone to extreme fluctuations, a rolling five-year average of the data is utilized to determine trends.

The Ocala Marion TPO was provided the option to either adopt the targets established by FDOT or develop its own quantifiable safety performance targets. In 2019, FDOT adopted a target of "Zero" for all five (5) safety performance measures. For the past two years, the TPO had adopted its own Safety PM targets. The TPO's Safety targets would have to be submitted at the end of February 2020.

There was committee discussion and a consensus that the committee liked the TPO setting their own safety targets vs the FDOT vision zero.

Mr. Marraffino asked where the records of the accidents were and who was responsible for doing the analysis to see if there were hotspots.
Mr. Harris responded, the TPO historically would publish a traffic counts and trends manual which Anton Schauerte was working on and a DRAFT version would come out within the next month or two. Signal Four Analytics did a lot of the crash analysis based out of the University of Florida and the TPO collected their data.

Ms. Mangram asked what were considered "serious injuries".
Mr. Harris responded, an accident that required ambulatory transportation and hospitalization.

Ms. Shearer asked what "VMT" stood for.
Mr. Schauerte responded, VMT stood for vehicles miles traveled throughout the entire county and was a very large number.

Mr. McGinley said on the traffic counts I-75 south of 484 should be included and was not previously on the traffic counts report and that the counts may have to come from Sumter County.

Ms. Shearer asked about decreasing taking a road and decreasing the speed and wanted to know if Tampa saw a significant change.
Mr. Balmes, said he would have to follow-up with staff.
Ms. Shearer said that usually when she talks about decreasing the speed it is said that drivers will still go the speed they want to go. However, Ms. Shearer said "you are more conscious when the speed limit maybe 25mph you wouldn't want to go 75mph".

Mr. Rudnianyn made a motion to approve the Safety Targets formula that the TPO presented. Ms. Shearer seconded, and the motion passed unanimously.

Item 3d. Goals and Objectives Update

Assistant TPO Director, Derrick Harris gave a brief Goals and Objectives update and said the TPO was in the process of updating the 2045 Long-Range Transportation Plan (LRTP). The TPO was currently finalizing the Goals and Objectives portion of the LRTP. The next step and very important one was the needs plan. With the current update staff was looking at adopting a metric methodology that was based on the approved Goals and Objectives. The Goals and Objectives would be taken to the TPO board.

No action was taken.

Item 3e. Long Range Transportation Plan (LRTP) Metric Methodology

Mr. Harris spoke briefly about the LRTP Metric Methodology and said the intent of the metrics was to assess and prioritize the needs. There are several ways to approach and presented a DRAFT metrics methodology for the committee to view. The plan was to discuss with the TPO's various committees over the next few months in order to further refine and hopefully come out with a good assessment tool that everyone could agree upon. Then, after approval staff would use the tool as a way to prioritize projects for the 2045 LRTP.

No action was taken.

Item 4. Consent Agenda

Ms. Shearer had a correction to the October 8th, 2019 minutes under the Trails Safety Connectivity and Facilities Plan the minutes stated the motion "passed unanimously" and she had opposed because of identifying the horse crossings on the paved trails and having wording on the trails.

The minutes would be corrected to identify Ms. Shearer's opposition and comments.

Mr. Marraffino made a motion to approve the minutes with the modification requested by Michelle Shearer. Mr. Rudnianyn seconded, and the motion passed unanimously.

Item 5. Comments by FDOT

There were no comments by FDOT.

Item 6. Comments by TPO Staff

Mr. Harris said staff was able to recruit one member for the CAC and will continue to recruit for the remaining 5 seats.

Ms. Shearer asked if there was an application to join the CAC committee.
Mr. Harris responded, there was an application on the TPO website which would be changing to the new revamped website soon.

Mr. Harris said the TPO would also be kicking-off a new social media campaign also.

Anton Schauerte had been working on the traffic counts and trends and were hoping to have a DRAFT by February or March.

Mr. Harris said he would be sending out a follow-up email on the metrics and methodology and would be accepting comments to be addressed at the next meeting.

Mr. Balmes said that the TPO would be rolling out the new TPO website in February and social media platform as well and that the TPO would do a press release to notify the public.

Item 7. Comments by CAC Members

Ms. Shearer said the County used to put out final traffic counts in June and wondered if that had changed.
Mr. Harris responded, he remembered previous TPO staff saying the counts were getting delayed due to staff turnover and said the County may have started during the summer and would get finalized counts by November.

Mr. Marraffino said that he and his wife had been attending the Task Force meetings for the northern turnpike extension and said being from Dunnellon there was a certain level of anxiety that Dunnellon is in the target zone and he and his wife wrote emails to the task force to say not to go across the Rainbow River. There would be another task force meeting mid-February.

Item 8. Public Comment

There was no public comment.

Item 9. Adjournment

The meeting ended at 2:10pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant