



TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission
Auditorium 601 SE 25th
Avenue, Ocala, FL 34471

February 26, 2019
4:00 PM

AGENDA

- 1. CALL TO ORDER AND ROLL CALL**
- 2. PROOF OF PUBLICATION**
- 3. PRESENTATIONS**
 - A. CENTRAL FLORIDA MPO ALLIANCE MEETING REPORT**

Commissioner Stone shall present a summary of the MPO Alliance meeting on February 15, 2019.
- 4. ACTION ITEMS**
 - A. Safety Performance Measures**

Staff will present and is requesting approval of the following five proposed safety targets and performance measures as required by the Federal Highway Administration (FHWA) for all public roads:

 - 1. Number of fatalities;*
 - 2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);*
 - 3. Number of serious injuries;*
 - 4. Rate of serious injuries per 100 Million VMT; and*
 - 5. Number of non-motorized fatalities and non-motorized serious injuries.*
 - B. CR 484 Pennsylvania Avenue Study**

Kimley Horn and Associates will present the conceptual layout of the Pennsylvania Avenue project for review and approval.
 - C. SunTran Route Change**

Staff is proposing route and schedule changes to the existing SunTran bus system for review and approval.

D. SunTran Interlocal Agreement

Staff will present and is requesting board action to amend the interlocal agreement as required to transition the operation and maintenance of SunTran from the TPO to the City of Ocala.

E. Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation (ICAR) Agreement

Staff will present and is requesting board action to amend the ICAR agreement as required to transition the operation and maintenance of SunTran from the TPO to the City of Ocala.

F. Unified Planning Work Program (UPWP) Amendment

Staff will present and is requesting board action to amend the UPWP to delete the SunTran related tasks as required to transition the operation and maintenance of SunTran from the TPO to the City of Ocala.

G. Staff Services Agreement

Staff will present and is requesting board action to amend the Staff Services agreement as required to transition the host agency of the TPO from the City of Ocala to Marion County.

H. Interim TPO Director

Staff is requesting direction from the Board regarding naming an interim TPO Director.

5. CONSENT AGENDA

A. MINUTES – January 24, 2019

6. COMMENTS BY FDOT

7. COMMENTS BY TPO STAFF

A. FINANCIAL BILLING

8. COMMENTS BY TPO 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) 629-8297 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 26, 2019.



February 22, 2019

TO: TPO Board Members

FROM: Michael Daniels, Director

SUBJECT: CFMPOA Alliance Meeting, February 15, 2019 Summary

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) is a coalition of transportation and government organizations committed to addressing transportation challenges in the larger Central Florida area.

The Alliance has a policy board of 18 members, three from each of its six-member organizations. (Lake-Sumter MPO, Polk County TPO, Space Coast TPO, River to Sea TPO, Metroplan MPO and the Ocala/Marion TPO). Representatives from the Florida Department of Transportation participate as well. The group meets 3 times a year and operates on the basis of consensus.

The February 15th Agenda and Minutes are enclosed. Commissioner Stone shall present a summary of the meeting findings.

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CFMPOA Meeting Highlights – February 15, 2019

- **Chairwoman's Announcements:** Chairwoman Deb Denys, River-to-Sea TPO, opened the meeting at 10:00 a.m. and welcomed everyone. Councilwoman Denys led the Pledge of Allegiance. She called attention to the Delegation Reports which are provided for informational purposes. The Alliance members received reports from Ms. Allison Stettner representing FDOT District 5, and Ms. Carol Scott representing Florida's Turnpike Enterprise.

- **Action Items:**

- The CFMPOA approved the October 12, 2018 meeting minutes.

There were no public comments on any of the action items.

- **Presentations:** The members of the Alliance received presentations as follows:

- Ms. Virginia Whittington provided a brief overview of the Central Florida MPO Alliance for new appointees. Ms. Whittington's presentation can be accessed at: <https://metroplanorlando.org/wp-content/uploads/Alliance-Overview.pdf>
- Ms. Lois Bollenback, River to Sea TPO, provided an overview of the process used previously for the development of the Regional Prioritized Project List and proposed a schedule of activities to update the lists for the upcoming annual cycle. This involves the staff Directors working together to update the regional list of priorities and presenting these to the Alliance for approval at the April 12, 2019 meeting. A copy of the priority lists approved last year along with the recently revised prioritization process (adopted October 12, 2018) was provided to Alliance members. Ms. Bollenback noted that since the Alliance opted to no longer meet in July, getting the PPL's through each individual M/TPO approval process could present a problem for getting this item on the April 12th agenda. She pointed out that this year there is an earlier legislative session, PPLs are due to FDOT earlier and the October approval timeframe poses a challenge. After Ms. Bollenback provided the timeline to the Alliance members and discussion among the members, a decision was made to postpone the April 12th meeting until a yet to be determined date in May. This was to allow each M/TPO adequate time to take their prioritized lists through their respective Committees/Boards.
- Mr. Hill provided an update on efforts to add Transportation Systems Management and Operations (TSMO) projects onto the Regional Prioritized Project List. Mr. Hill discussed the TSMO Consortium and its makeup. He said that the Consortium will work on defining criteria on what qualifies as regional TSMO projects and identifying funding mechanisms. Chairwoman Denys requested that Mr. Hill provide a consortium roster, the frequency of their meetings, and an agenda so that Alliance members have a better idea of how the Consortium works.
- Ms. Amanda Day, Executive Director, Bike/Walk Central Florida, presented a report on the latest activities of the Best Foot Forward pedestrian safety program. Following her presentation, the Alliance directors highlighted other bicycle and pedestrian safety efforts currently underway in their respective jurisdiction. Ms. Day's presentation can be accessed at: <https://metroplanorlando.org/wp-content/uploads/02.13.19BFFMetroPlan-Orlando-Board.pdf>
- The Staff Directors from each M/TPO highlighted bicycle and pedestrian safety efforts currently underway in their respective jurisdiction. Polk TPO PSAs can be accessed at: https://www.youtube.com/playlist?list=PL09GJaKpZXcPF6IRVI6T8Uxta_bXLDyAu

- Mr. Bob O'Malley, Brightline/Virgin Trains USA, gave Alliance members an update on the status of the Brightline/Virgin Trains USA rail project. Mr. O'Malley's presentation can be accessed at: <https://metroplanorlando.org/wp-content/uploads/Brightline-update.pdf>
 - Dr. Dean Bushey, Voyage, gave Alliance members an overview of a demonstration project of self-driving cars that is currently happening in The Villages, Sumter County, Florida, home to 125,000 residents. Dr. Bushey stated that Voyage has operated a handful of self-driving cars in a San Jose, California-based retirement community also called The Villages. He explained that Voyage's goal is to bring communities together with self-driving cars by enabling residents to summon an autonomous vehicle and move effortlessly from point A to point B. Link to the Voyage website: <https://voyage.auto/community/the-villages-florida/>
- **Board Member Comments:** None.
 - **Next Board Meeting –** Note: The next CFMPOA Meeting will be held in May. Date to be announced at MetroPlan Orlando



February 21, 2019

TO: TPO Members

FROM: Michael Daniels, Director

SUBJECT: Safety Targets and Performance Measures

Nationally, state-specific, and locally, transportation plans exist to enhance safety for all users of the transportation system. A coordinated effort to connect all the safety plans has long been in effect in the transportation realm, but over the last three years, a system of Performance Management has led to a greater push for comprehensive and coordinated transportation and safety planning. Performance Measures for Safety have been developed by the FHWA, for which targets are being established cooperatively between the FDOT and MPO's within the State of Florida (as well as nationally). Through this coordinated effort, the goals of the Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), Strategic Highway Safety Plan (SHSP), and region-specific safety and transportation plans can be shown to guide and support one another. In August of 2018, the FDOT adopted a target of "Zero" for the five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) for all public roads.

The Performance Measures, along with a brief description of each is provided in the following table:

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Performance Measure	Description
Number of fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
Number of serious injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
Rate of serious injuries per 100 Million VMT	The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
Number of non-motorized fatalities and non-motorized serious injuries	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

FDOT Adopted Measures	Target	2013 – 2017 Annual Average	Average Annual % increase/decrease From 2012 - 2016
Number of fatalities	0	2,821	5.2%
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.36	.38%
Number of serious injuries	0	20,910	2.41%
Rate of serious injuries per 100 Million VMT	0	10.12	2.18%
Number of non-motorized fatalities and non-motorized serious injuries	0	3,249	-.07%

Upon adoption by the Florida Department of Transportation (FDOT) of a target of “Zero” and the Interim Performance Measures, the TPO, along with all the other Metropolitan Planning Organizations in the State of Florida, were given 180 days to adopt their targets for the safety measures. The TPO must adopt its Performance Measures and Targets by February 27, 2019.

MPO’s were granted the option of either adopting/supporting the State target, or establishing a specific number or rate for each performance measure. MPOs that choose to establish a rate for a target are required to report not only the estimate used for VMT to establish the target rate, but also the methodology used to arrive at the overall VMT estimate.

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Last year, the TPO voted to adopt targets based on the previous 5- year historical averages which have been provided below:

2018 Safety Performance Measures	Performance Measure Target
Number of fatalities	73*
Rate of fatalities per 100 Million VMT	1.54
Number of serious injuries	354*
Rate of serious injuries per 100 Million VMT	7.44
Number of non-motorized fatalities and non-motorized serious injuries	47*

*the fatality, serious injury and non-motorized fatalities and serious injury target numbers were determined by using historical trend to predict the 2019 Vehicle Miles Travelled (VMT data) and multiplying that number by the annual average rate over the previous 5 years.

The 2018 traffic fatalities, serious injuries and non-motorized fatalities and serious injuries are provided in the following table:

Safety Performance Measures	2018 Performance Measure Results
Number of fatalities	83
Number of serious injuries	584
Number of non-motorized fatalities and non-motorized serious injuries	56

The rolling five-year average comparison between 2012 -2016 and 2013 – 2017 is provide in the table below:

Ocala/Marion County TPO Adopted Measures	Target	2013 – 2017 Annual Average Fatalities	Average Annual % increase/decrease From 2012 - 2016
Number of fatalities	73	66.4	7.79%
Rate of fatalities per 100 Million Vehicle	1.54	1.54	4.47%
Number of serious injuries	354	328	-1.95%
Rate of serious injuries per	7.44	7.511	-4.85%
Number of non-motorized fatalities and non-	47	43	3.4%

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RECOMMENDED MEASURES

- Develop long-term strategies to address traffic safety as part of the 2045 Long Range Transportation Plan, and
- Utilizing data that the TPO has collected as part of the annual traffic counts and trends manual and fatality and serious rate and using the methodology that was adopted for the 2018 traffic safety performance measure standards, staff has established the following 2019 performance measure targets:

Safety Performance Measures	2019 Safety Performance Measure Targets
Number of fatalities	80*
Rate of fatalities per 100 Million VMT	1.66
Number of serious injuries	405*
Rate of serious injuries per 100 Million VMT	8.40
Number of non-motorized fatalities and non-motorized serious injuries	50*

*the fatality, serious injury and non-motorized fatalities and serious injury target numbers were determined by using historical trend to predict the 2019 Vehicle Miles Traveled (VMT data) and multiplying that number by the annual average rate over the previous 5 years.

If you have any questions regarding the ranking please contact me in our office at (352) 629-8297.

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RESOLUTION

NO. _____

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO) ADOPTING TRANSPORTATION SAFETY TARGETS

WHEREAS, the Ocala/Marion County TPO is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Ocala/Marion County; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the FHWA issued a final rule based on section 1203 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and with consideration to provisions in the Fixing America's Surface Transportation Act (FAST Act), which identified national transportation goals, outlined standards for measuring and reporting safety data and established five safety performance measures; and

WHEREAS, in accordance with 23 C.F.R. 490.209(a), the Florida Department for Transportation (FDOT), as part of the annual development of the State Highway Safety Improvement Plan (HSIP), has developed safety targets for each of the five safety performance measures; and

WHEREAS, 23 C.F.R. 490.209(c), requires that each Metropolitan Planning Organization establish safety targets and report progress over time in reaching the adopted targets; and

NOW, THEREFORE, BE IT RESOLVED, by the Ocala/Marion County TPO that the:

1. Ocala/Marion County TPO supports the intentions of FDOT outlined in the State HSIP for Calendar Year 2019 including a target of zero for each of the safety performance measures and establishing an interim measure for each of the five measures; and
2. Ocala/Marion County TPO supports the safety performance measures and targets shown in Exhibit A; and
3. The Chairperson of the Ocala/Marion County TPO (or his/her designee) is hereby authorized and directed to submit these targets to the:
 - a. Florida Department of Transportation
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

CERTIFICATE:

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization certified that the foregoing is a true and correct copy of a Resolution, adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on February 26, 2019.

By: _____
Valerie Porter-Hanchar, Chairwoman

Attest: _____
Michael Daniels, TPO Director

Appendix A: Ocala/Marion County Calendar Year 2019 Targets

Fatalities

Basis for Establishing Target:

This target reflects the historical 5-year average based on the fatality rate multiplied by the projected 100 million vehicle miles traveled.

Number: 80

Serious Injuries

Basis for Establishing Target:

This target reflects the historical 5 year average based on the serious injury rate multiplied by the projected 100 million vehicle miles traveled.

Number: 405

Fatalities Rate:*

Basis for Establishing Target:

This target reflects the historical 5 year average.

Number: 1.66

Serious Injuries Rate*

Basis for Establishing Target:

This target reflects the historical 5 year average.

Number: 8.40

Non-Motorized Serious Injuries and Fatalities

Basis for Establishing Target:

This target reflects the historical 5-year average.

Number: 50



February 21, 2019

TO: TPO Members
FROM: Michael Daniels, Director
RE: CR 484 Pennsylvania Avenue Study

The Ocala/Marion County TPO through coordination with the City of Dunnellon have developed final concept plans to provide for construction of a bicycle/multi-use trail along Pennsylvania Avenue (CR 484), from the Blue Run Park to the Chamber of Commerce and future trailhead near Mary Street.

The project was completed and presented by TPO Consultant Kimley Horn and Associates to the City of Dunnellon City Council on February 11th and approved unanimously.

If you have any questions, please contact me at 629-8297.

PENNSYLVANIA AVENUE MULTIMODAL IMPROVEMENTS



Kimley»»Horn

Ocala/Marion County TPO Board Meeting
February 26, 2019

Scope of Work – Pennsylvania Avenue

- ❑ Review Previous Studies
- ❑ Additional Stakeholder Input
- ❑ Mid-block Pedestrian Crossings
- ❑ Access Management
- ❑ Parking
- ❑ Pedestrian Bridge Options
- ❑ Final design concepts for FDOT Programming and Implementation

Public Involvement

- ❑ Stakeholder / Property Owner meetings – September/October 2018
- ❑ Open House Public meeting – December 6, 2018
- ❑ City Council meeting – February 11, 2019
- ❑ TPO Board meeting – February 26, 2019

Proposed Concept Rendering

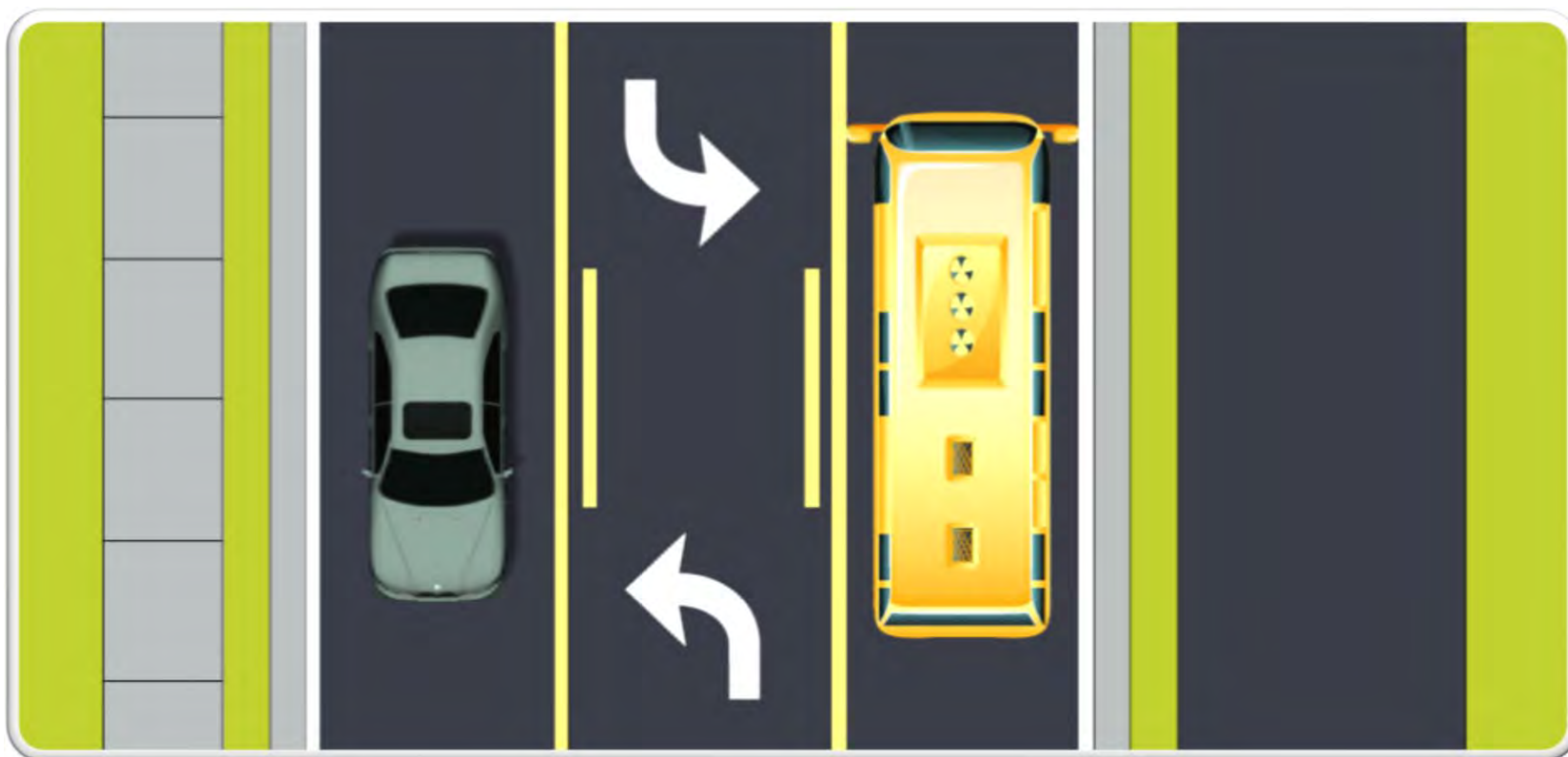


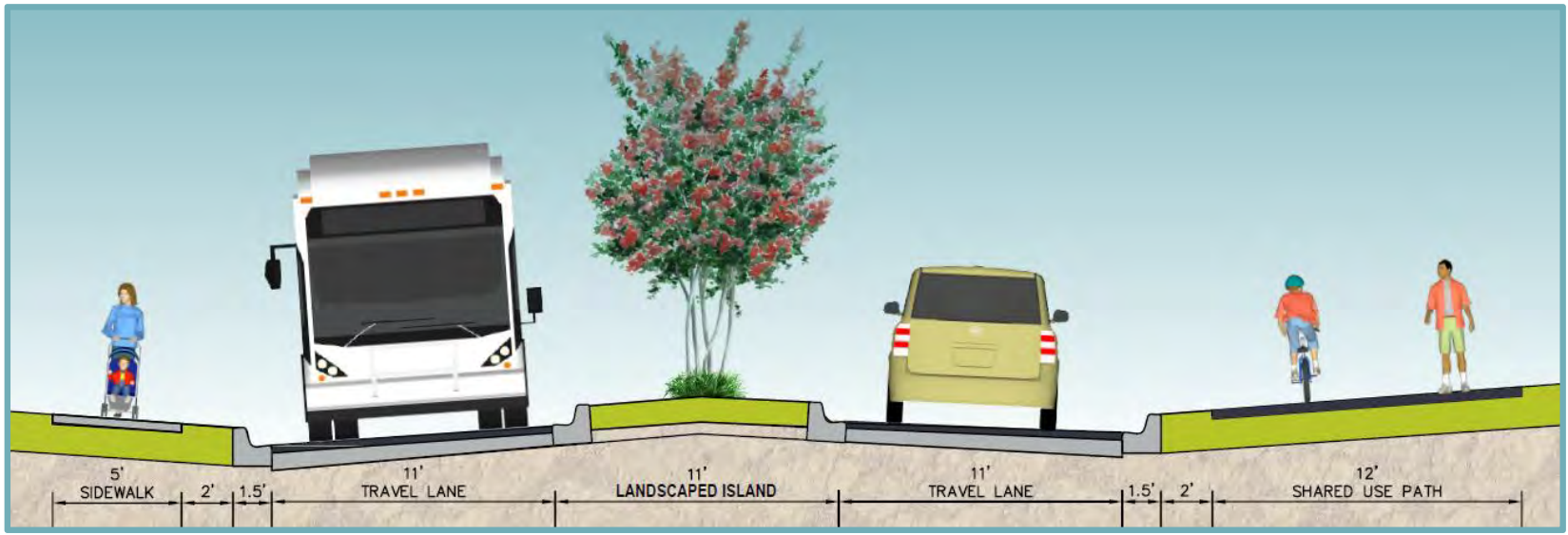
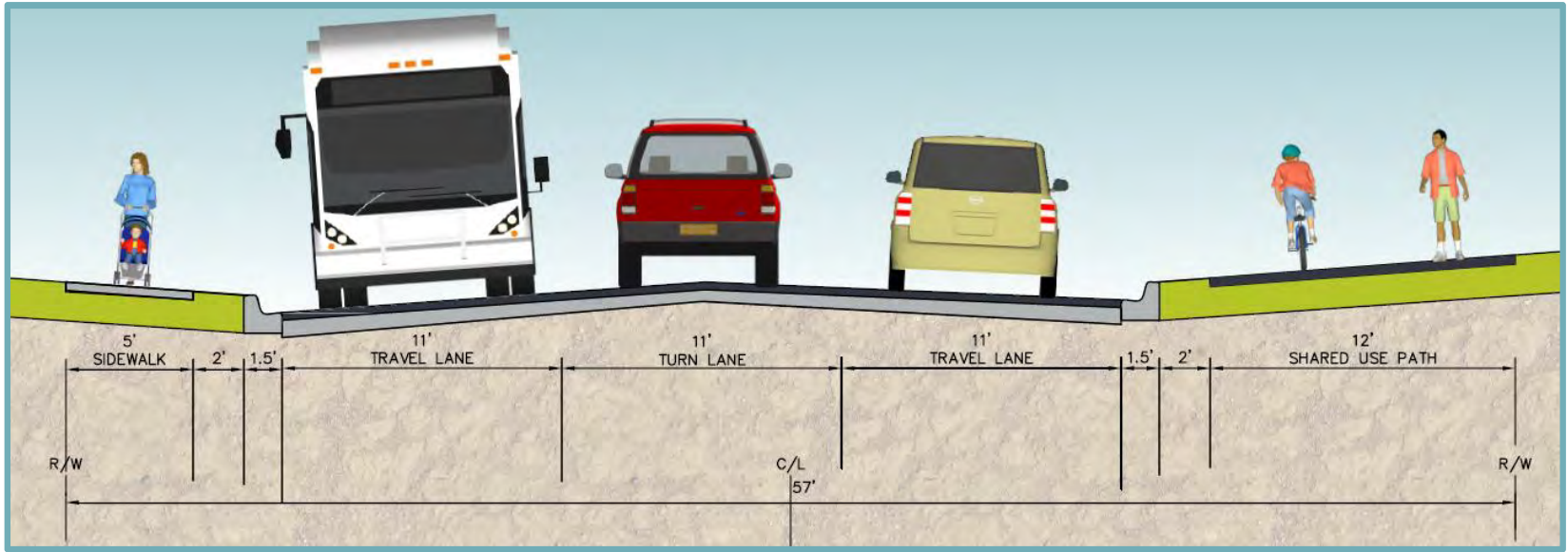
Existing



Proposed

Proposed Typical Section

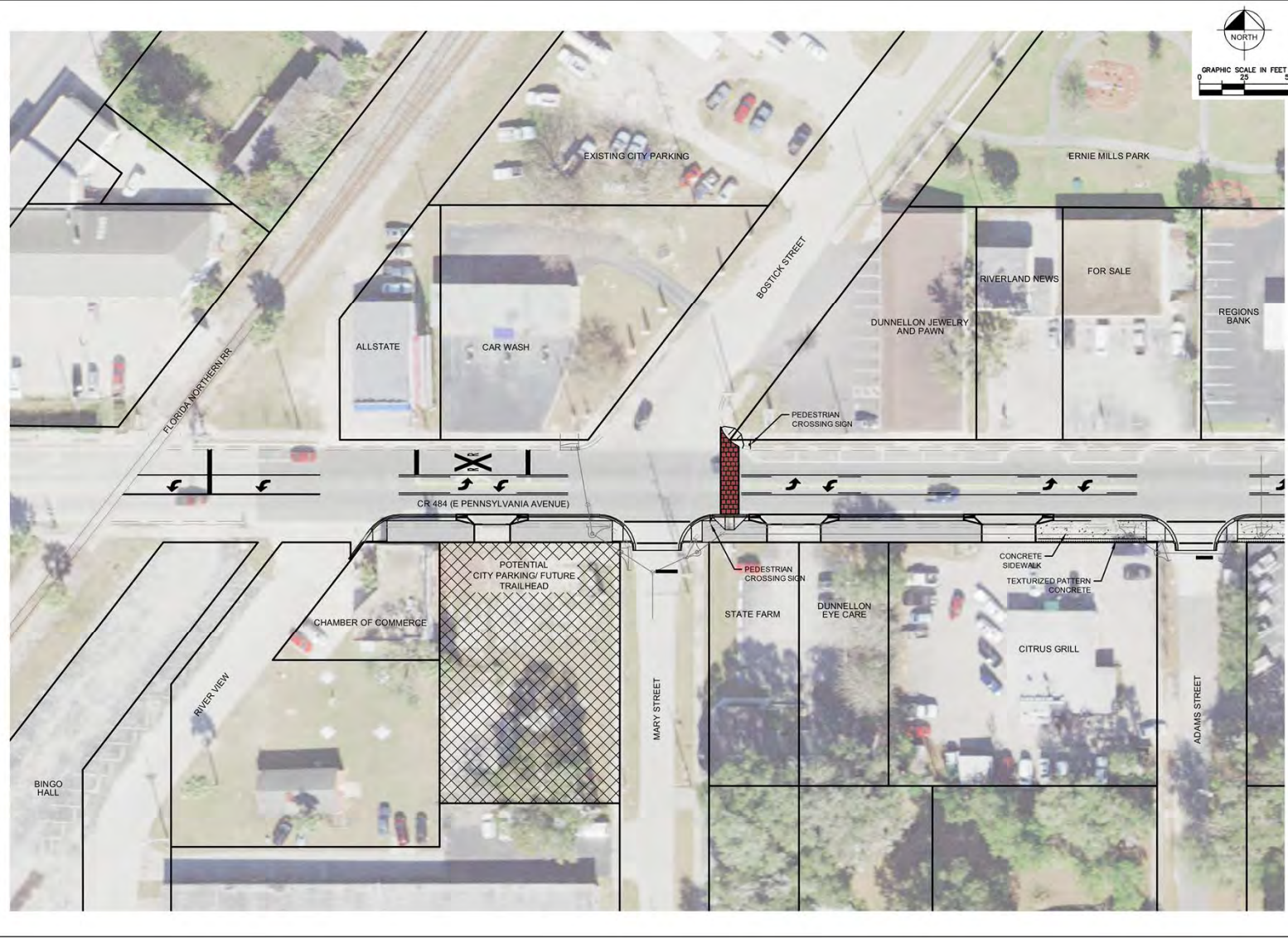




Concept Elements

- ❑ Concrete Trail Section
- ❑ Pedestrian Crossing Locations
 - ❑ Ernie Mills Park
 - ❑ Short Tower Way
 - ❑ Rainbow River Bridge
- ❑ Landscaped Islands / Access Management
- ❑ Brick Stamped Paver Crossings
- ❑ Pedestrian Activated Flashing Warning Beacon Signs

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SCALE AS SHOWN		SCALE AS SHOWN		SCALE AS SHOWN	
GROUP BY ALC		GROUP BY ALC		GROUP BY ALC	
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CHECKED BY:		APPROVED BY:	
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CONCEPTUAL LAYOUT EXHIBIT	
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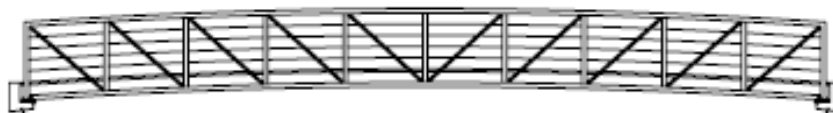


PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY TPO CITY OF DUNNELLON FLORIDA		CONCEPTUAL LAYOUT EXHIBIT		SHEET NUMBER EX-07													
DATE PREPARED JANUARY 2018	DRAWN BY WJC	CHECKED BY WJC	SCALE AS SHOWN	LICENSED PROFESSIONAL AMBER L. GARTNER, P.E. FLORIDA LICENSE NUMBER 22284	PROJECT NUMBER 2018-000												
KIMLEY-HORN & ASSOCIATES, INC. 101 EAST BUCKLE PALM BLVD., SUITE 200 OCALA, FL 34470 WWW.KIMLEY-HORN.COM			REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			NO.	DATE	DESCRIPTION									
NO.	DATE	DESCRIPTION															

Contech Connector Pedestrian Bridge

- 190 Foot Single Span Structure
- Weathering Steel
- Concrete Decking
- Safety Rails
- Approximate Cost (Includes Foundation and Installation): \$805,000

Connector[®]



Next Steps

- ❑ TPO Board advance project on Priority List for funding of design and programming for future construction
- ❑ Request for inclusion on FDOT Five-Year Work Program
- ❑ Improvements to include utility upgrades and pedestrian bridge as previously agreed to by FDOT
- ❑ Project currently listed as priority 4 for Off-System Priorities and Regional Trial Priorities

Questions

Kimley»»Horn





MEMORANDUM

Pennsylvania Avenue Multimodal Improvements Recommendation Report

Prepared for:



FEBRUARY 2019

Prepared By

Kimley»»Horn



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- Ocala/Marion County TPO Trail Priority Network
- Stakeholder Meeting Minutes (September and October 2018)
- Open House Meeting Minutes (December 6, 2018)
- City Council Presentation (February 11, 2019)
- Opinion of Probable Cost
- Recommended Concept Plans and Landscape Renderings

Project Background

This Study has been commissioned by the Ocala/Marion County Transportation Planning Organization (TPO) to develop final concept plans for approval by the City of Dunnellon to provide for construction of a bicycle/multi-use trail along Pennsylvania Avenue (CR 484), from the Blue Run Park to the Chamber of Commerce and future trailhead near Mary Street. The study has also been performed to identify roadway improvements to promote slower travel speeds, improve traffic operations, provide for improved safety, accommodate multi-modal connections and pedestrian crossings, and provide for enhanced aesthetics through the gateway to the City of Dunnellon along Pennsylvania Avenue.



The City of Dunnellon is in a unique location to integrate with the existing and proposed trail networks, including the Cross-Florida Greenway Trail, Dunnellon Trail, and Withlacoochee Trail which are all part of the Heart of Florida Loop. The City adopted a Bicycle, Pedestrian, and Blueway Facilities Master Plan in 2012. One of the key recommendations within that Master Plan was the re-design of Pennsylvania Avenue with a bike (shared-use) path that connects the downtown area to Blue Run Park, which ultimately connects to the future Cross Florida Greenway Trail and the Withlacoochee Trail.

Following the Master Plan adoption, Marion County and the City of Dunnellon started developing conceptual plans for Pennsylvania Avenue for corridor improvements. The concept plans developed in 2013 depicted potential streetscapes to accommodate non-motorized travel through the corridor. These plans included a 12-foot shared-use path along the southern side of the roadway and a four-foot sidewalk for pedestrian use on the northern side. In addition to the shared-use path, the concepts had 11-foot vehicle travel lanes and an 11-foot two-way left turn lane/median. Public input was gathered to assess support for the suggested modifications, for which there was some response to maintain on-street parking for at least a portion of the roadway.

In 2016, the Ocala/Marion TPO conducted an additional study of the Pennsylvania Avenue corridor and developed addition concepts for consideration of multi-modal enhancements. Five design alternatives and three Rainbow River Bridge options were presented during two meetings; one with the Dunnellon City Council and another with the general public. Alternative D from the study was selected as the preferred alternative by the City Council, and the City of Dunnellon in conjunction with the Ocala/Marion County TPO submitted a project application request to the Florida Department of Transportation (FDOT) for the proposed improvements.

Subsequent to the project application request by the City, FDOT prepared concept plans for the proposed improvements, which were presented to the City of Dunnellon in February 2018. The concept plans included one 11-foot travel lane in each direction, a center two-way left-turn lane, and a 12-foot bicycle trail on the south side of the roadway. The FDOT concept included removal of the existing on-street parking for the entire length of Pennsylvania Avenue. The City Council had some concerns regarding the access management and removal of on-street parking presented in the FDOT Concept Plan.

This study has been performed to develop final concepts for approval by the City of Dunnellon for submittal to FDOT for inclusion within the Work Program. This study specifically addresses access management, property and business access, mid-block pedestrian crossing locations, and bridge alternatives to be reviewed and endorsed by the City of Dunnellon and incorporated into the design plans developed by

FDOT. In addition, potential locations for off-street parking have been identified. The City has been master planning off-street parking solutions as a separate initiative. Targeted stakeholder meetings were held with 17 different business owners or stakeholders, a public meeting open house was held on December 6, 2018 and a City Council presentation was given on February 11, 2019.

Existing Conditions

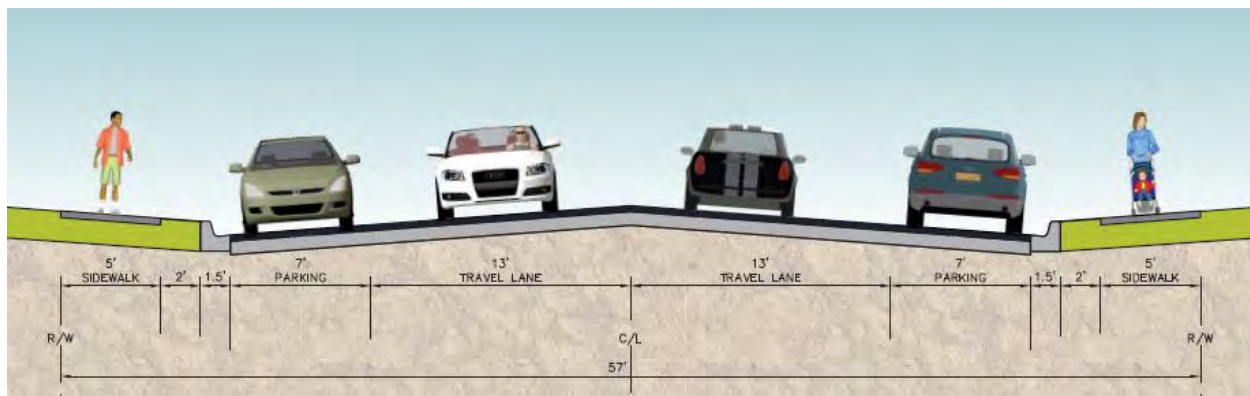
Pennsylvania Avenue exists as a two-lane roadway facility with a posted speed limit of 35 mph. Overhead utility lines are located on the north side of the roadway and the land adjacent to the roadway has been extensively developed. The roadway is characterized by closely spaced driveways between short block lengths with the intersecting local roadway network. Pennsylvania Avenue has free-flow traffic to the traffic signal at US 41. There are no all-way stop-controlled or signal controlled intersections within the study area.

The existing typical section has the following geometric features:

- 13-foot travel lanes
- 7-foot on-street parking on both sides of roadway
- 5-foot concrete sidewalk on both sides of roadway
- No turn lanes along the roadway

The existing typical section is illustrated below.

Figure 1: Existing Typical Section



The on-street parking on the east side of the corridor, from Robert’s Funeral Home to the Rainbow River Bridge, has recently been restricted from use by Marion County due to complaints from residents on limited line of sight from vehicles utilizing the on-street parking spaces. This is the location that historically saw the most use for the on-street parking, particularly during the summer and main season for tubing on the Rainbow River and visitors to the Blue Run Park. The on-street parking in other areas of the corridor is used on a limited basis by delivery trucks servicing the nearby businesses and patrons with larger vehicles or those pulling trailers.

Traffic crash reports were obtained for a five-year period from January 1, 2013 to December 31, 2017 along the project limits of Pennsylvania Avenue. A total of 48 crashes were reported for the five-year period, including 10 injury crashes (with 17 injuries) and 1 fatal crash. Of the 48 total crashes, 7 crashes involved on-street parked vehicles including the one reported fatal crash. There was one reported pedestrian crash which involved a vehicle striking a motorized scooter crossing the Regions Bank driveway.

Pedestrian and bicycle activity has been identified as a concern for the Pennsylvania Avenue corridor. Currently cyclists and pedestrians must either share the sidewalks or make use of travel lanes which are not marked for exclusive bicycle use. There is also no designated pedestrian crossing along the corridor.

Public Outreach

Stakeholder Meetings – September 26, 2018:

Meetings were held with individual business owners to provide the background and information about the project and receive input and feedback on items that should be considered with the improvements; specifically access management, parking, and pedestrian crossings. A total of 15 individuals/business owners were met with on September 26th, 2018. Two additional business owners were met with following the September 26th, 2018 meeting. The stakeholders were identified in conjunction with Ocala/Marion County TPO staff and City of Dunnellon staff and elected officials. Meetings took place at City Hall and also at individual business locations within the study area. In general, every stakeholder interviewed was supportive of the improvements to Pennsylvania Avenue and believed they would be a benefit to the businesses and area. Most business owners were most concerned about maintaining full access to their property and not having a median restricting access at the driveways. Most of the individuals stated that the existing on-street parking spaces are a safety issue and were supportive of their removal along the entirety of the corridor. More detailed information regarding the stakeholder meetings is provided in the **Appendix**.

Presentation to the Chamber and Business Association – October 23, 2018:

A presentation was given to the Chamber and Business Association at their October 2018 meeting. The presentation provided a background on the project, scope of work, and upcoming tasks.

Open House Public Meeting – December 6, 2018:

A public meeting was held at Frank King's Legacy Bingo on Thursday, December 6, 2018. The meeting was held in an open house format, with maps and drawings illustrating the conceptual improvements on display for public review. The meeting was held to provide opportunity for interested individuals to discuss the project with team members and staff and provide input on the proposed improvements to Pennsylvania Avenue, from Mary Street to the Rainbow River Bridge. There were 39 attendees who participated, and there were 9 comment forms submitted. The questions from the public that were discussed during the meeting were in regards to additional landscaping and shade trees along the proposed multi-use trail, landscaping within the islands, access management, intersection control, location of pedestrian crossings, treatment for the pedestrian crossings (i.e. activated warning beacons), connectivity of the proposed multi-use trail with the overall trail network, potential off-street parking locations, and timeline of improvements.

Written comments included request for additional parking, request for no center islands/median strips (specifically Maple Street and Adams Street), concern about maintenance of the roadway and bridge, request for shade trees adjacent to/within the multi-use trail, request for improved maintenance and appearance of the Rainbow River Bridge as a gateway into Dunnellon, concern about the need for traffic signalization along Pennsylvania Avenue in the future, and support for the center turning lane and pedestrian crossings included within the concept. Written comments were provided both in support of and in opposition to the project.

More detailed information regarding the Open House Public Meeting is provided in the **Appendix**.

Proposed Concept Alternative

Concept plans have been prepared and approved by the Dunnellon City Council for the Ocala/Marion TPO to seek future funding from FDOT. The FDOT and Ocala/Marion County TPO requested the updated concept plans be developed to specifically address access management, mid-block pedestrian crossing locations, and proposed locations of on-street parking to be reviewed and endorsed by the City of Dunnellon and incorporated into the future design plans developed by FDOT. The City of Dunnellon is master planning additional off-street parking locations under a separate effort, but a summary is provided within this document.

The proposed concepts are provided within the **Appendix**. Specific design elements are described below.

Typical Section:

The proposed concept reduces the existing travel lane width from 13 feet to 11 feet. The reduction in travel lane width will promote slower travel speeds along the corridor and provide for a more pedestrian friendly environment by reducing the roadway crossing distance. The proposed lane width of 11 feet is acceptable and recommended with current FDOT design standards for the type of roadway that Pennsylvania Avenue is classified. An 11-foot lane width is acceptable for occasional larger vehicle types (semi-tractor trailer, RV, boat trailer, school buses, delivery vehicles, etc.) that may be encountered along Pennsylvania Avenue.

The proposed concept includes a two-way left-turn lane along the corridor. This will provide for improved traffic operations and safety over existing conditions. In existing conditions, vehicles are required to make a left-hand turn from the travel lane and do not have a separate turn lane to stage in outside of the through lane. This frequently leads to through vehicles behind the left-turning vehicle to use the unoccupied parking lanes to pass the left-turning vehicles. The construction of a two-way left-turn lane will provide for a dedicated storage lane for left-turning vehicles. At specific and limited locations, the two-way left-turn lane is omitted for incorporation of a landscaping island and/or pedestrian crossing.

The proposed concept includes a 12-foot asphalt trail/multi-modal path on the south side of the roadway. In order to construct the trail within the existing right-of-way, the on-street parking needs to be removed for the entirety of the corridor. The existing sidewalk on the north side of the roadway is proposed to remain. No modification will be required for the northern curbing or sidewalk.

All improvements will be within existing roadway right-of-way. No additional right-of-way will be needed from the adjacent private properties for the proposed improvements. The proposed typical section is illustrated below.

Figure 2: Proposed Typical Section Concept

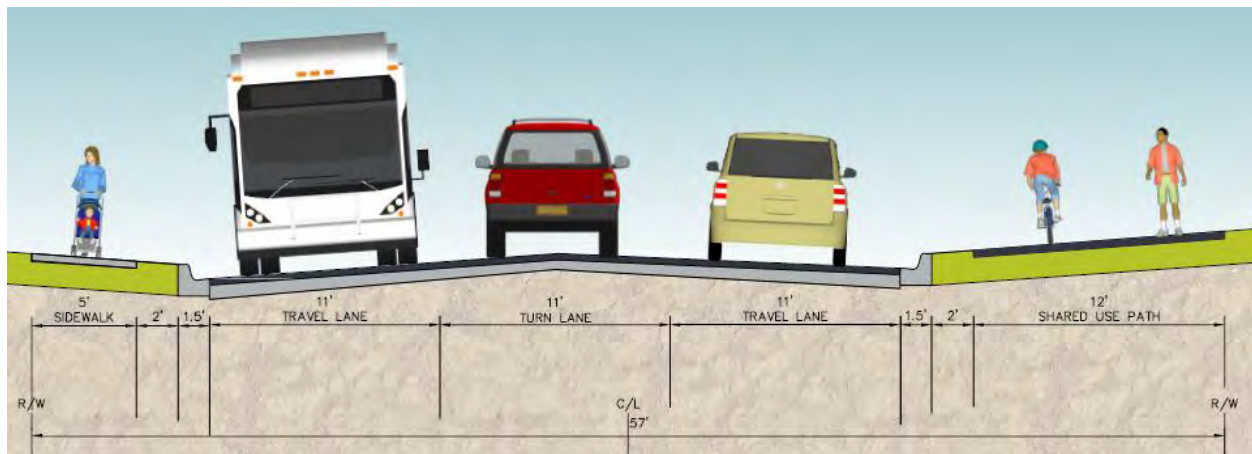
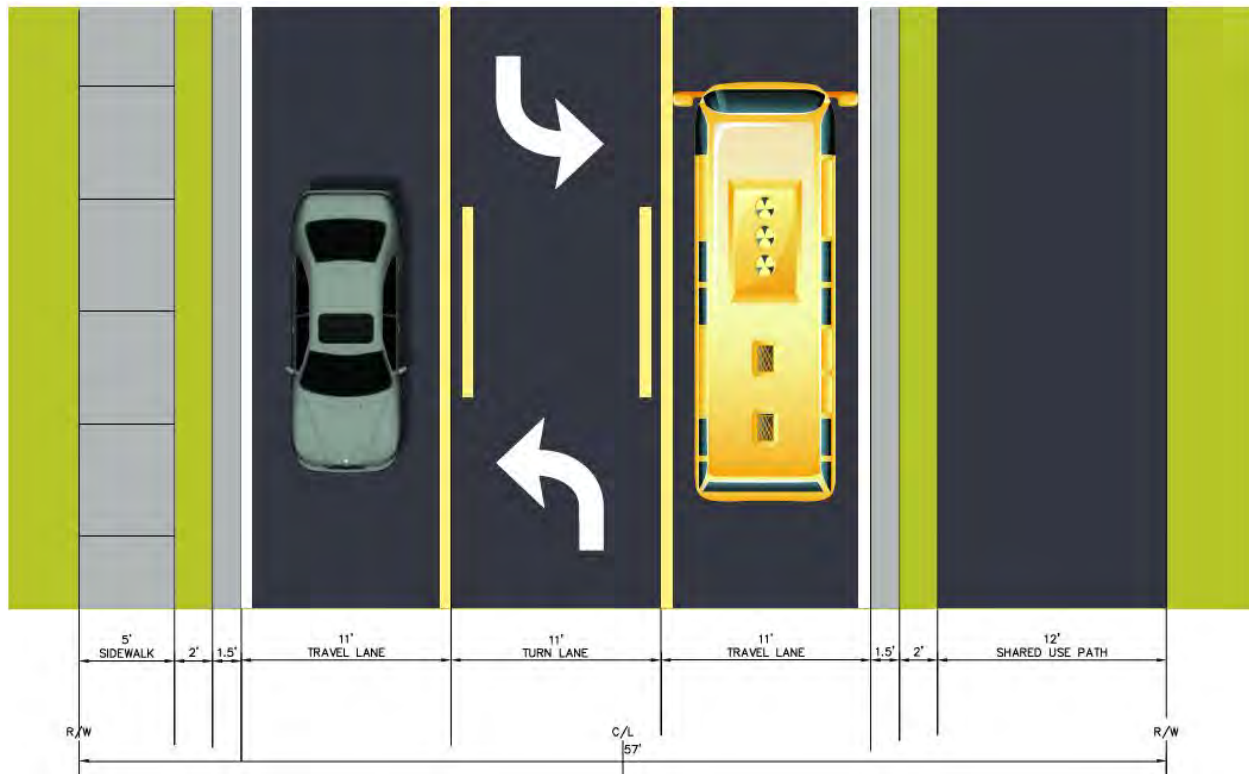


Figure 3: Proposed Typical Section



Trail/Multimodal Path:

The proposed concept includes a 12-foot asphalt trail/multi-modal path on the south side of the roadway. This side was selected due to the overhead utility line located on the north side of the roadway. The trail/multi-modal path limits will be from the Chamber of Commerce and future trailhead just west of Mary Street to the Rainbow River. At the Rainbow River, a new separated pedestrian/bicycle bridge is proposed to cross the River separate from the existing vehicular bridge. The trail is proposed to connect to the Blue Run of Dunnellon park via a boardwalk to minimize impacts to the existing vegetation and trees. The trail connection and bridge has been identified within the Blue Run of Dunnellon Park master plan.

There is a section of the trail/multi-modal path that is proposed to be concrete instead of asphalt to provide for more visual separation from existing asphalt parking lots, provide for additional structural support for occasional vehicle loading, and provide for easier repair if damaged from vehicle loading. The proposed concrete section is approximately 465 feet fronting the Penn Plaza mixed-use retail center between the Citrus Grill restaurant and Edward Jones. The asphalt parking lot directly abuts the existing sidewalk. A concrete trail section will allow business patrons and bicyclists/pedestrians along this stretch of multimodal path to differentiate the trail from the business parking lots. A 2-foot wide textured/colored concrete is recommended at the border of the parking lot and trail to provide for enhanced visibility of the delineation between the trail and parking lot. The concrete will also allow for occasional traversal by vehicles within the parking lot or delivery trucks for the Badcock Furniture site if necessary.

The proposed trail has been identified as a priority in the City of Dunnellon Bicycle, Pedestrian, and Blueway Facilities Master Plan and Ocala/Marion County TPO Bicycle/Pedestrian Master Plan.

Mid-Block Pedestrian Crossings:

Designated mid-block pedestrian crossings are proposed at specific locations along the corridor to provide pedestrians and bicyclists marked locations to cross Pennsylvania Avenue and promote enhanced multi-modal connection between the north and south sides of the roadway. Pedestrians are observed to cross the roadway at various uncontrolled and unmarked locations with existing conditions. Marked locations will allow for improved safety for crossing pedestrians and bicyclists.

The crossings will be designated with stamped brick asphalt to provide for more visibility to motorists. Landscaped islands will provide refuge for pedestrians and bicyclists crossing the roadway. Crosswalk signs with pedestrian actuated beacons will be provided at each crossing to warn motorists of pedestrians and bicyclists crossing the roadway.

The recommended locations of the mid-block pedestrian crossings have been refined based on input from the stakeholder and public meetings, with crossings located near potential new city parking areas, recreational areas, retail and restaurant destinations, and existing busy pedestrian crossing locations that occur on the Pennsylvania Avenue corridor.

Pedestrians frequently cross Pennsylvania Avenue near the Rainbow River bridge to get to Swampy's and/or the Adventures Kayak and Tube Rentals from the tuber exit at Blue Run Park. Pedestrians also frequently cross Pennsylvania Avenue near the Regions Bank and Go For Donuts. Pedestrian crossings at both locations have been included in the concept plans. Additionally, pedestrian crossings have been provided near areas planned by the City for future parking at Ernie Mills Park and Short Tower Way.

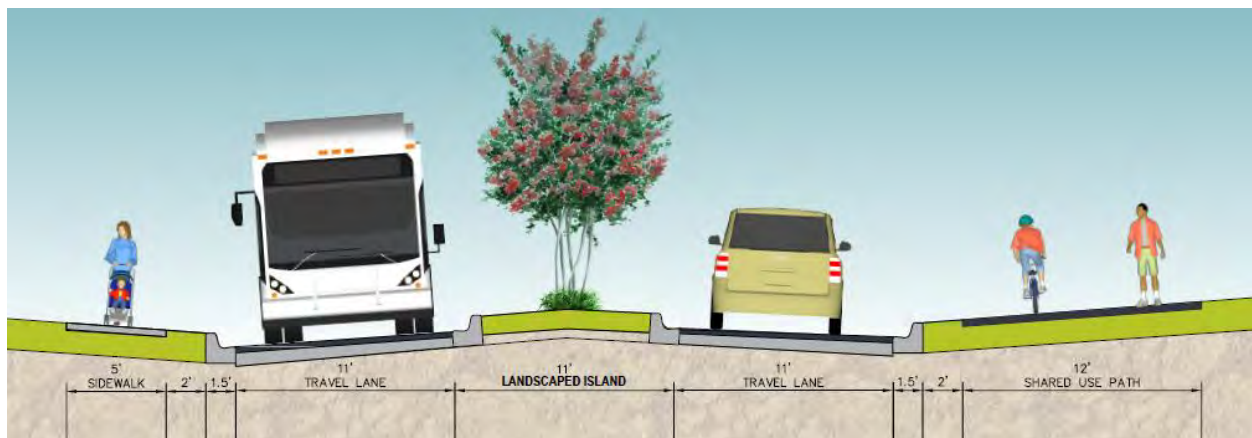
Access Management:

The proposed concept plans include a two-way left-turn lane for a majority of the corridor. Specific locations have been identified for landscaped islands and pedestrian crossings. The proposed landscaped islands will not restrict ingress or egress access for any businesses or properties along the corridor. The existing ingress and egress operations and driveways will be maintained for all businesses along the corridor.

The two-way left-turn lane will improve traffic operations along the corridor, as it will allow for left-turning vehicles to stage outside of the through lanes. The two-way left-turn lane could also allow for occasional delivery vehicle staging for short periods of time.

The landscaped islands provide opportunity for visual enhancements along the corridor to promote slower speeds. The landscaped islands also provide refuge for pedestrians at the marked crosswalk locations.

Figure 4: Proposed Typical Section Concept with Landscaped Island



Off-Street Parking Location Alternatives:

To accommodate the trail/multi-modal path and two-way left-turn lane, the existing on-street parking will need to be removed for the entirety of the corridor. Based on discussion with business owners, residents, stakeholders, and City staff, a majority are in support of the on-street parking removal. Recently, Marion County has installed gore striping in the previously designated on-street parking locations fronting Swampy's, Adventures Kayak and Tube Rentals, and Robert's Funeral Home to restrict on-street parking at these locations due to safety concerns. This is the area that had the most frequent use of the on-street parking. The on-street parking is used infrequently for the remainder of the corridor, and mostly for larger vehicles.

The City of Dunnellon has identified potential off-street parking locations to compensate for the loss of on-street parking along Pennsylvania Avenue. A separate master planning effort has been initiated by the City to move forward with one or more of these locations. The following locations have been identified by the City as potential off-street parking locations as of the time of this study:

- Adjacent to Bostick Street at Ernie Mills Park
- Potential future trailhead west of Mary Street and adjacent to the Chamber of Commerce
- Existing Ernie Mills Park grass parking east of Lakeshore Drive
- Vacant parcel owned by Gissy Holdings, LLC in the southeast corner of Pennsylvania Avenue & Rainbow Street
- Along Short Tower Way

In addition, there is potential for some on-street parking along existing City roadways connecting to Pennsylvania Avenue. Marion County also has plans for additional parking at the Blue Run Park for tubers.

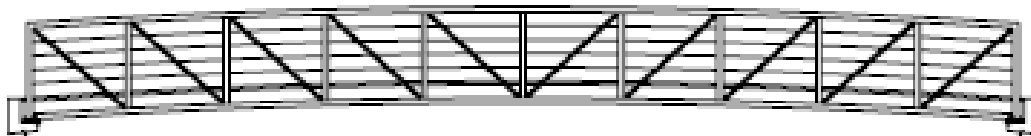
The City will continue to explore additional designated City parking locations under a separate master planning effort.

Bicycle/Pedestrian Bridge Options:

The Pennsylvania Avenue improvements include a new separate pedestrian/bicycle bridge structure on the south side of the existing Rainbow River bridge to provide for separation from the vehicular traffic. The bridge will be of a pre-fabricated type, and will be a single span across the Rainbow River. The bridge has been identified as an improvement within the Blue Run Park Management Plan.

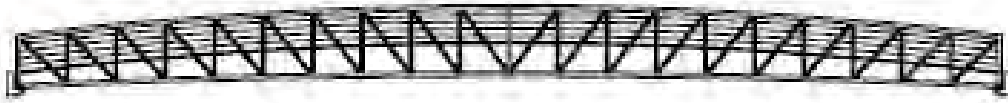
Three different potential bridge options have been identified within this study. The bicycle/pedestrian bridge alternatives are based on 12-foot wide steel bridge design with a span of 190-feet and include concrete decking and safety rails. Each bridge varies based on the aesthetic design of the bridge and the type of bridge finish. The bridge finishes can include weathering steel, painted steel, painted weathering steel, or galvanized steel. The descriptions below are provided by Contech. The alternatives are listed in order of increasing cost.

Connector®



The Contech Connector bridge can reach over a 200-foot clear span range and features a parallel top and bottom chord.

Capstone®



The Contech Capstone bridge is designed for projects requiring a long span bridge with limited approach depth. The truss height can vary can reach over a 250-foot clear span range.

Keystone®



The Contech Keystone bridge can reach over a 250-foot clear span range and is frequently used based on settings where aesthetics dictate the bridge style.

Below are costs provided by Contech for each of the bridge alternatives, and include full fabrication and installation including the foundations. The costs listed below are for weathering steel finish, which is the lowest cost alternative.

- Connector: \$805,000
- Capstone: \$970,000
- Keystone: \$1,050,000

For a painted finish, the bridge cost would be 1.25 times those shown above. For a galvanized steel finish, the bridge cost would be 1.5 times those shown above.

The City of Dunnellon selected the Connector bridge with weathering steel finish, as illustrated below.



Opinion of Probable Cost

A planning level Opinion of Probable Cost (OPC) has been developed for the Pennsylvania Avenue improvements. The planning level OPC includes estimated construction costs, design costs, and construction engineering and inspection costs. The estimated construction costs were developed using the latest historical cost information published by the Florida Department of Transportation (FDOT). The amounts shown are based on current year dollars and are not escalated for future years.

A 25% contingency has been added to the planning level OPC and it may still be below a future project bid due to current conditions in the construction industry. The engineer has no control over the cost of labor, materials, equipment, or over the contractor's methods of determining prices or over competitive bidding, or market conditions. Opinions of probable costs provided herein are based on the information known at this time and represent only the engineer's judgment as a design professional familiar with the construction industry. The engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

The improvements include the construction of a prefabricated bicycle/pedestrian bridge over the Rainbow River. The Contech Connector® bridge with weathering steel has been used for the cost estimate. Cost estimates for the bridge were provided by Contech, and are provided in the **Appendix**.

The improvements also include upgrades to the existing watermain along Pennsylvania Avenue. Costs for the construction of the watermain have been included within the OPC.

Design fees were estimated as 15% of the planning level construction costs. The estimated design fees using this approach are reasonable based on the scope of work for the project. Construction Engineering Inspection is estimated as 10% of the planning level construction costs.

A summary of the planning level cost estimate is provided in **Table 1** below. The detailed OPC is provided within the **Appendix**.

Table 1 – Planning Level Opinion of Probable Cost

Planning Level Opinion of Probable Cost	
Construction	\$3,534,000
Design	\$530,000
Construction Engineering Inspection	\$353,000
Total	\$4,417,000

Recommendation

Throughout the stakeholder engagement process, it was clear that the City Council, business owners and the residents that participated in the process were in favor of an alternative that provided a safe and efficient transportation facility for both motorized and non-motorized users and promoted enhanced aesthetics and economic opportunity with the downtown Dunnellon area. There are still some residents who desire for the Pennsylvania Avenue corridor to remain as is, but there was also significant support for the project and recognition of the benefits to the community as a whole.

The recommended concept includes reducing the pavement width to an 11-foot travel lane in each direction, a center two-way left-turn lane to provide for improved traffic operations, and removal of the existing on-street parking. Improved multi-modal connectivity will be achieved by providing a 12-foot trail/multimodal path on the south side of the roadway with designated mid-block pedestrian crossings along the corridor to promote bicycle and pedestrian mobility and safety. Selective landscaped islands will provide improved aesthetics, promote slower travel speeds, and allow for refuge for pedestrian crossings along the corridor. A new pedestrian/bicycle bridge will be constructed over the Rainbow River to provide for a safe crossing for bicycles and pedestrians separate from the vehicular traffic. This will also serve as a gateway feature to the entrance to the City of Dunnellon.



Existing



Proposed

The recommended concept was presented to the Dunnellon City Council on February 11th, 2019 (presentation provided in the **Appendix**). The City Council unanimously approved the recommended concept to be considered by the TPO for advancement on the List of Priority Projects for design and construction funding through FDOT. The project is currently listed as Ocala/Marion County TPO priority number 4 on both the Off-System Priorities and Regional Trail Priorities. It is recommended that this concept be moved forward into the engineering design phase and that the TPO partner with FDOT to advance the project for funding in the Five-Year Work Program.



APPENDIX



Ocala/Marion County TPO Trail Priority Network

Marion County Regional Trail Projects August, 2018

Connections to the
Heart of Florida Loop
and the
Coast to Coast Connector

All Trail Alignments Are Conceptual
Cost is Subject to Change

Regional Trail Corridors:

- Heart of Florida Loop
- Coast to Coast Connector

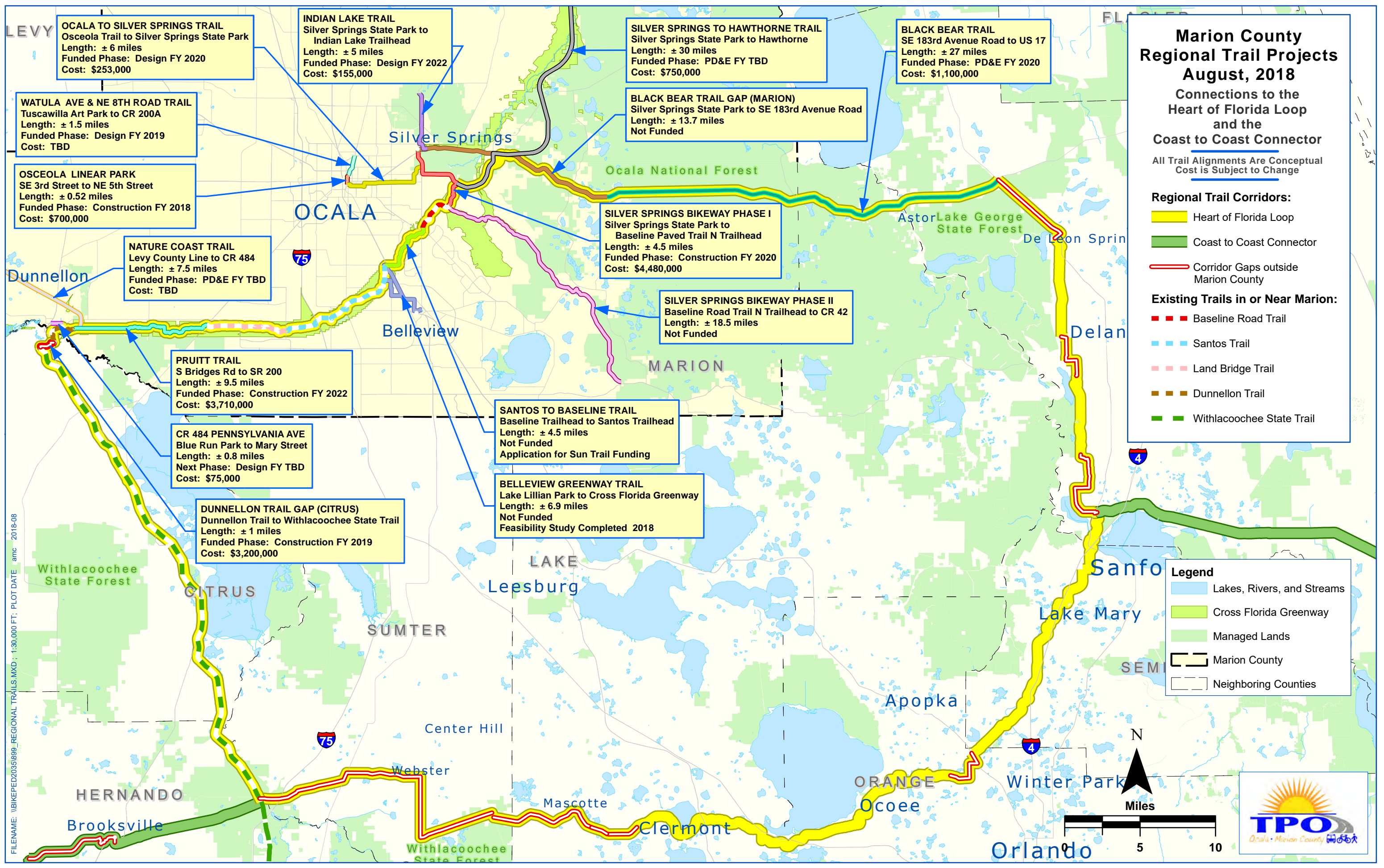
Corridor Gaps outside Marion County

Existing Trails in or Near Marion:

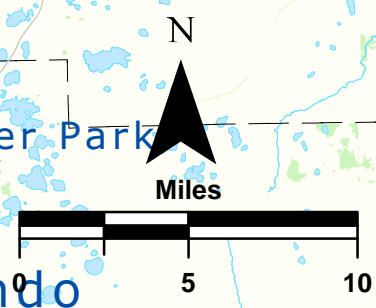
- Baseline Road Trail
- Santos Trail
- Land Bridge Trail
- Dunnellon Trail
- Withlacoochee State Trail

Legend

- Lakes, Rivers, and Streams
- Cross Florida Greenway
- Managed Lands
- Marion County
- Neighboring Counties



FILENAME: \\BIKEPED\2035\898 REGIONAL TRAILS.MXD 1:30,000 FT; PLOT DATE: amc 2018-08





**Stakeholder Meeting Minutes
(September and October 2018)**

**STAKEHOLDER MEETING MINUTES
PENNSYLVANIA AVENUE**
Tuesday, September 26, 2018
City of Dunnellon, Marion County, Florida

NAME	AGENCY	EMAIL ADDRESS
Amber Gartner	Kimley-Horn	Amber.Gartner@kimley-horn.com
Jon Sewell	Kimley-Horn	Jon.Sewell@kimley-horn.com
Alex Memering	Kimley-Horn	Alex.Memering@kimley-horn.com
Ken Odom	Ocala/Marion TPO	kodom@ocalafl.org

Stakeholder meetings were held on Tuesday, September 26th, 2018 for the Pennsylvania Avenue Improvement project being conducted by the Ocala/Marion County TPO. The stakeholders were identified in conjunction with TPO staff and City of Dunnellon staff and elected officials. Meetings took place at City Hall and also at individual business locations within the study area. The purpose of the stakeholder meetings was to provide the background and information about the project and receive input and feedback on items that should be considered with the improvements; specifically access management, parking, and pedestrian crossings. An aerial exhibit showing the corridor was provided for review and to facilitate discussion.

Following is a summary of the input received from stakeholder meetings held at City Hall.

1. Dana Bland – Owner of Bland Music Company

- a. *Mr. Bland is supportive of the trail connection along Pennsylvania Avenue. When asked about how he felt the opening of the Dunnellon Trail has impacted the community and businesses, he thinks it has only improved them. Mr. Bland stated at Pennsylvania Avenue is the perfect spot for a trail connection.*
- b. *His family owns a home and four additional properties along Pennsylvania Avenue, three residential and two commercial. The two commercial properties house River Run Wellness Center and Repeat Boutique.*
- c. *He does not have a problem with eliminating on-street parking on both sides of Pennsylvania Avenue to support the project.*
- d. *The location that was suggested for a mid-block pedestrian crossing were at Short Tower Way and near Just a Cupcake.*
- e. *Mr. Bland stated that aesthetics and signage are important. He referenced Inverness as a good example of improved streetscape and trail improvements enhancing the community.*
- f. *Mr. Bland suggested lowering the speed limit to 25 mph or lower to improve safety along the corridor. He mentioned buses along the roadway as another item of consideration with the project.*

2. Grant Chance – Owner of Blue Run Bicycles

- a. *Mr. Chance supports the trail project along Pennsylvania Avenue.*

- b. *He does not have a problem with eliminating on-street parking along both sides of Pennsylvania Avenue. He stated that reducing on-street parking may reduce the amount of accidents along Pennsylvania Avenue, especially near his business located near Penn Plaza.*
- c. *Large delivery trucks (18-wheelers) deliver to the business on a routine basis, but he does not feel the improvements will impede their ability to make deliveries.*

3. **Jerry Vaughn – Owner of Red Fox Gallery**

- a. *His business is located within Penn Plaza.*
- b. *He is supportive of the trail project and thinks it will transform the area.*
- c. *He believes it is important for the project to include additional amenities such as seating, lighting, planters, landscaping, trees, etc. to enhance the area and provide a pedestrian and bicycle friendly walkable area.*
- d. *He stated a preference for Option D from the original Pennsylvania Avenue Design Alternative Design Study.*
- e. *He does not have an issue with eliminating on-street parking on both sides of Pennsylvania Avenue for the project.*

4. **Crofton and Sandra Highfield – Owners of Purple Sage Restaurant**

- a. *The stakeholders did not attend the on-site meeting at City Hall, but were contacted by the team via telephone. They stated that they approve of the project and proposed improvements.*

5. **Valerie Porter-Hanchar – City Council Representative** **Brenda D’arville – Planning Commission Chair, owner of D’arville Accounting** **Julie Mancini – Director Dunnellon Chamber & Business Association**

- a. *All three stakeholders stated support for trail and pedestrian improvements along Pennsylvania Avenue.*
- b. *There was support for a lowered speed limit along Pennsylvania Avenue.*
- c. *They expressed concerns about increasing traffic and safety due to new developments, increasing foot, bicycle, and vehicular traffic from the trail connection, and existing school bus traffic along the corridor.*
- d. *They expressed concern about the parking lot at Penn Plaza, how that would be incorporated into the project, and not having an impact on the existing parking lot. The drive aisle and on-site parking is narrow today, and vehicles back onto the sidewalk at times. It was re-iterated that the improvements will occur within existing roadway right-of-way, and would not require additional right-of-way from private property. These concerns will be considered in the concept development.*
- e. *All three were okay with the removal of on-street parking along both sides of Pennsylvania Avenue to support the bicycle and pedestrian improvements, but there should be additional off-street parking locations considered.*
- f. *They provided input on the following sites for possible public parking lots*
 - a. *Marion County parking lot at Ernie Mills Park*

- b. US 41 across from the Shell Station
- c. A portion of the existing Dunnellon Sheds property
- g. They want to make sure that access (vehicular access and water access) to all businesses will be maintained during construction. Signage and maintenance of traffic during normal roadway construction projects was discussed.

6. Jack Roland – Owner, Roberts Funeral Home

- a. Mr. Roland was supporting of the improvements along Pennsylvania Avenue and new trail connection.
- b. He is supportive of eliminating all on-street parking along Pennsylvania Avenue. The existing on-street parking has created safety and visibility issues for the patrons of his business.
- c. He requested that all three existing access driveway to his business remain, with no media restriction fronting the property.
- d. He expressed a concern over tubers using the Roberts Funeral Home property during the weekend for parking due to the removal of on-street parking.
- e. Marion County has already temporarily blocked the on-street parking east of Roberts Funeral Home to the bridge.

7. Gigi Hunter – Owner of State Farm Insurance

- a. Ms. Hunter is supportive of the project, but would like to see some additional parking considerations to account for loss of on-street parking.
- b. She does not have customers use the on-street parking, but some employees use the on-street parking. There is sufficient parking on-site for her business, but it is tight.
- c. She does not have a problem with eliminating on-street parking on both sides of Pennsylvania Avenue, but would like additional parking such as side street parking or an additional public parking lot to offset the losses.
- d. Ms. Hunter is in favor of the trailhead on the adjacent vacant lot on Mary Street, as this may provide additional parking for her businesses.
- e. There was concern over the interaction between bike/pedestrian users of the trail and elderly drivers on the roadway.

Following is a summary of the input received from stakeholder meetings held at individual business owner locations.

1. Debbie O’Connell and Cindy – Owners of Citrus Grill

- a. The most important consideration for their business is vehicle maneuverability and site access accommodation. They do not want a median fronting their business that would restrict vehicle movements.
- b. Clientele use on-street parking spaces during peak business hours; primarily on Friday night and the weekends.
- c. Clientele also use the nearby plazas for parking, particularly during nighttime and weekend business hours, when many of the adjacent businesses are closed.

- d. *They are concerned about their patrons being able to access their business. Many are elderly.*
- e. *They do believe that the trail will ultimately increase their business and are supportive of changes within the community that will benefit it. They are mostly concerned about maintaining ease of access to their site for their many long-time customers.*
- f. *They want to make sure that full access to their business is maintained during construction and that water and sewer line improvements will not affect their business.*

2. Lynn – Owner of Just a Cupcake

- a. *She is supportive of the trail project along Pennsylvania Avenue and believes bicyclists will increase traffic along the corridor and for her business.*
- b. *She wants all of the on-street parking removed and believes it is a safety hazard.*
- c. *She has sufficient parking on-site for her operations. When they have special events, they get permission from Roberts Funeral Home to allow parking on their property.*
- d. *When asked about good locations for mid-block pedestrian crossings, she suggested that multiple need to be constructed for people to fully utilize them.*
- e. *The most important consideration for the project is maintaining left-turn in and left-turn out access from Short Tower Way onto Pennsylvania Avenue. She does not want a median fronting her site.*

3. Dana Brown – Owner of Repeat Boutique

- a. *She is supportive of the improvements along Pennsylvania Avenue.*
- b. *She believes the on-street parking is dangerous and it hinders sight distance for patrons parking at her business. Vehicles back out of the on-site parking spaces fronting her business.*
- c. *Patrons mostly do not utilize the on-street parking. Sometimes on weekends, patrons will utilize the adjacent medical plaza parking lot.*
- d. *Dana hopes that the improvements will make the roadway corridor look better, enhance aesthetics, and slow traffic down.*
- e. *She did express a concern over narrow travel lanes and the ability for larger trucks along the corridor – it was explained that the proposed travel lane widths meet design standards, including the appropriate amount of larger vehicles along the corridor.*
- f. *When asked about a potential off-street location for additional parking, she recommended the vacant Gissy property that is currently for sale.*
- g. *The most important consideration for the project is not having a median fronting her business to allow for left-turns in and out of her parking lot.*
- h. *Her largest concern for the project is maintaining left-turn in and left-turn out access from Short Tower Way onto Pennsylvania Avenue. She does not want a median fronting her site.*

4. Patsy Daimler – Owner of Patsy Hair Salon

- a. *Very supportive of the project and improved bicycle facilities within Dunnellon. She sees this project as a benefit to the City.*
- b. *Patrons of her business do not utilize the on-street parking. Her site has sufficient on-site parking.*
- c. *She wants the improvements to slow traffic down.*
- d. *She is supportive of removing all the on-street parking along Pennsylvania Avenue. She thinks that the on-street parking is dangerous.*
- e. *She recommended the vacant Gissy property as a potential off-street parking area.*

5. Robert Williams – Owner Badcock Furniture

- a. *He is supportive of growth, but not fully convinced on the benefits of the trail improvements along Pennsylvania Avenue. He is not opposed to the project, but does not want any negative impacts to businesses along the corridor (real or perceived).*
- b. *There is sufficient parking on the Badcock Furniture site. Mr. Williams does not have a concern over removing the on-street parking. He stated that the on-street parking creates a hindrance because it restricts visibility.*
- c. *There needs to be some consideration in the concepts for delivery trucks to the Badcock Furniture site. Delivery trucks are 18-wheelers, some with extended sleeper cabs. The larger trucks have a difficult time backing into the site and need to utilize all of the existing pavement to make the maneuver. The delivery maneuvers should be considered in the concept development for the Pennsylvania Avenue improvements.*
- d. *Mr. Williams expressed concern over growing traffic volumes and congestion along Pennsylvania Avenue, particularly truck traffic, school buses, and interaction at the railroad crossing just east of US 41.*

6. Laura – Manager Swampy’s Bar and Grille

- a. *Laura stated support for the improvements and thinks they will improve the businesses and area, especially if the need for additional off-street parking is addressed.*
- b. *Laura suggested a shuttle service from an off-site parking location to Swampy’s. This could also be utilized for other businesses and events along the corridor.*
- c. *There is not sufficient parking on their site for Swampy’s business and the outdoor adventure business during peak season.*
- d. *Suggested locations for mid-block pedestrian crossings are at the bridge or west of the bridge for tubers.*
- e. *The most important consideration for their site is maintaining full movements into and out of their parking lot. They do not want a median restricting access at their site. They would like a left-turn ingress lane on CR 484.*

7. Bob and Norma – Owners of Go for Donuts (Ken Odom met with on October 1, 2018)

- a. *Business is located south side of Pennsylvania, within Penn Plaza.*

- b. They are supportive of the trail project and do see the benefit it could provide to their business and the area.*
- c. They stated that their patrons would utilize a public parking lot at Ernie Mills Park. They are supportive of pedestrian crosswalks and median refuges to provide pedestrian access across the street.*
- d. Are interested in an improved and narrowed streetscape to maintain the small-town feel.*
- e. The on-street parking fronting their site currently accommodates deliveries (18-wheelers), and trucks with horse trailers.*
- f. Would like center lane open (no median) adjacent to site to allow for delivery trucks to temporarily park within the center lane.*
- g. A concern was expressed about increased bicycle/pedestrian traffic and interaction with vehicles within the multiple driveways along the corridor. This area will have a more urban feel, and the trail will be designed appropriately for driveway and roadway crossings.*
- h. It was mentioned that the adjacent eastern vacant property may be bought by the Penn Plaza property owner for additional parking. There is joint-use driveway centering the properties that needs to be accounted for in the concept.*
- i. Would need special accommodation during construction, as the business will need water access during the early mornings (2AM-3AM) during baking.*

In general, every stakeholder interviewed was supportive of the improvements to Pennsylvania Avenue and believed they would be a benefit to the businesses and area. Most business owners were most concerned about maintaining full access to their property and not having a median restricting access at the driveways. Most of the individuals stated that the existing on-street parking spaces are a safety issue and were supportive of their removal along the entirety of the corridor.

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Open House Meeting Minutes (December 6, 2018)

OPEN HOUSE MEETING SUMMARY

Pennsylvania Avenue Improvements

5:00 PM - 7:00 PM on Thursday December 6, 2018
Frank King's Legacy Bingo
20520 E Pennsylvania Avenue, Dunnellon, FL 34420

An Open House Public Meeting was held on Thursday December 6, 2018 at 5:00 p.m. at Frank King's Legacy Bingo. The meeting was held in an open house format, with maps and drawings illustrating the conceptual improvements on display for public review. The meeting was held to provide opportunity for interested individuals to discuss the project with team members and staff and provide input on the proposed improvements to Pennsylvania Avenue, from Mary Street to the Rainbow River Bridge. TPO staff and engineering consultants were available at the meeting to answer any questions from the attendees.

Thirty-nine persons registered as having attended the meeting. The questions from the public that were discussed during the meeting were in regards to additional landscaping and shade trees along the proposed multi-use trail, landscaping within the islands, access management, intersection control, location of pedestrian crossings, treatment for the pedestrian crossings (i.e. activated warning beacons), connectivity of the proposed multi-use trail with the overall trail network, potential off-street parking locations, and timeline of improvements.

Five comment cards were submitted at the meeting. In addition, four comments were received following the meeting within the public comment period. Written comments included request for additional parking, request for no center islands/median strips (specifically Maple Street and Adams Street), concern about maintenance of the roadway and bridge, request for shade trees adjacent to/within the multi-use trail, request for improved maintenance and appearance of the Rainbow River Bridge as a gateway into Dunnellon, concern about the need for traffic signalization along Pennsylvania Avenue in the future, and support for the center turning lane and pedestrian crossings included within the concept. Written comments were provided both in support of and in opposition to the project.

There were specific comments regarding the location of pedestrian crossing locations shown on the concept at the meeting:

- Request for a pedestrian crossing at the Thrift Store
- Request for pedestrian crossing(s) at Ernie Mills Park / Regions Bank
- Request for a pedestrian crossing near Short Tower Way

The meeting was noticed through the City of Dunnellon website, Chamber of Commerce, social media, and the Riverland News. The following items are provided as an attachment to this summary:

- Advertisement
- Sign-In Sheets
- Displayed Boards
- Public Comments

Open House Public Meeting Pennsylvania Avenue Improvements

Project Purpose

- To develop recommendations for multi-modal enhancements, access management, and safety improvements along Pennsylvania Avenue from Mary Street to Blue Run of Dunnellon Park.
- Final recommendations will be approved by the City Council for implementation in conjunction with the Ocala/Marion County TPO and Florida Department of Transportation.

Date: December 6, 2018

Location: Frank King's Legacy Bingo

20520 E Pennsylvania Avenue, Dunnellon, FL

Time: 5PM to 7PM

Open House Agenda:

- No formal presentation will be provided
- Maps of the project and recommended improvements will be available for review and input
- Comment forms for feedback will be provided



Contact Information

Ken Odom – Ocala Marion County TPO, Project Manager

Phone: 352-629-8297

Email: kodom@ocalamariontpo.org

Amber Gartner – Kimley-Horn, Project Manager

Phone: 352-438-3000

Email: amber.gartner@kimley-horn.com

Title VI Statement: The Ocala Marion County Transportation Planning Organization (TPO) complies with the Americans with Disabilities Act of 1990, section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964 and other federal equal opportunity laws and therefore does not discriminate on the basis of race, sex, color, age, national origin, religion, or disability, in admission or access to and treatment in TPO programs and activities, as well as the TPO's hiring or employment practices.





Pennsylvania Avenue Improvements
 Open House Meeting
 December 6, 2018, 5:00PM - 7:00PM

Name	Company	Email	Phone #
Kara Vaughn O'Connell			
Jerry Vaughn			
Paul & Marjorie	Dunnellon		
STEVE KINDRED		STEVE.dunnellon.fl@live.com	
David Bird	Bird Insurance Group LLC	david@birdinsurancegroup.com	
CHARLES DUNNELLON	Pitco & Company Sulu	cpdunnellon@gmail.com	
MARK WICKHAM & TERRIE WILLIS	concerned citizen	markawickham@gmail.com	706-466-9700
Andy Acavato	AI's TV Antennas Satellite	AIstr@Andy@gmail.com	352-322-1002
Tom Yarosh		tyarosh@hotmail.com	607-237-8348
THOMAS WILLIAMS			
ELTON HOLLAND	MCOCE	elton.holland@moran-county-fl.org	
Gail + Will Koelsch		dunnelloncompuser@gmail.com	352-217-4201
Wilbur + Linda Vanoyck	Coldwell Banker Riverland Realty	CBRR Realty@aol.com	
John and Louise Kenny	19970 Ibis Court	Dunnellon	
Russell & Marybeth	12078 Palmetto	Dunnellon	
Dale Burns	20181 Short Tower Wy	Dunnellon	
RAINBOW VIEW OWNERS ASSOC, INC NATALIE LAWSON	12061 MARY ST	DUNNELLON, FL 34432	
Clyde & Carol Yarnell	11681 Camp RR	Dunnellon FL 34432	802-355-8606
William White	12115 Palmetto Way	Dunnellon 34432	
Bob & Pam MENSINK	14119 SW 112 Cir. Dunnellon		518-222-0333
Louise Smith	City of Dunnellon		



Pennsylvania Avenue Improvements
Open House Meeting
December 6, 2018, 5:00PM - 7:00PM

Name	Company	Email	Phone #
Tracy Slattery			352-274-5219
Ronnie & Sarah Cannon	Cannon Farms	sfannon@bellsouth.net	352-489-5918
KAREN JORDAN	CITIZEN	jordankaren489@yahoo.com	352-489-7395
Dawn Boone	City Administrator	dboone@duanella.org	352-465-8500
VINCENT SPAHR	KIMLEY-HORN		
Jon Sewell	" "		
TEFF + Lisa Kruger	citizens	kenmooracres@bellsouth.net	352-489-9908
GEEF GASCAV	RAINBOW RIVER HEARING + BALANCE	info@duanellahearing.com	352-462-7003

PENNSYLVANIA AVENUE IMPROVEMENTS



Existing

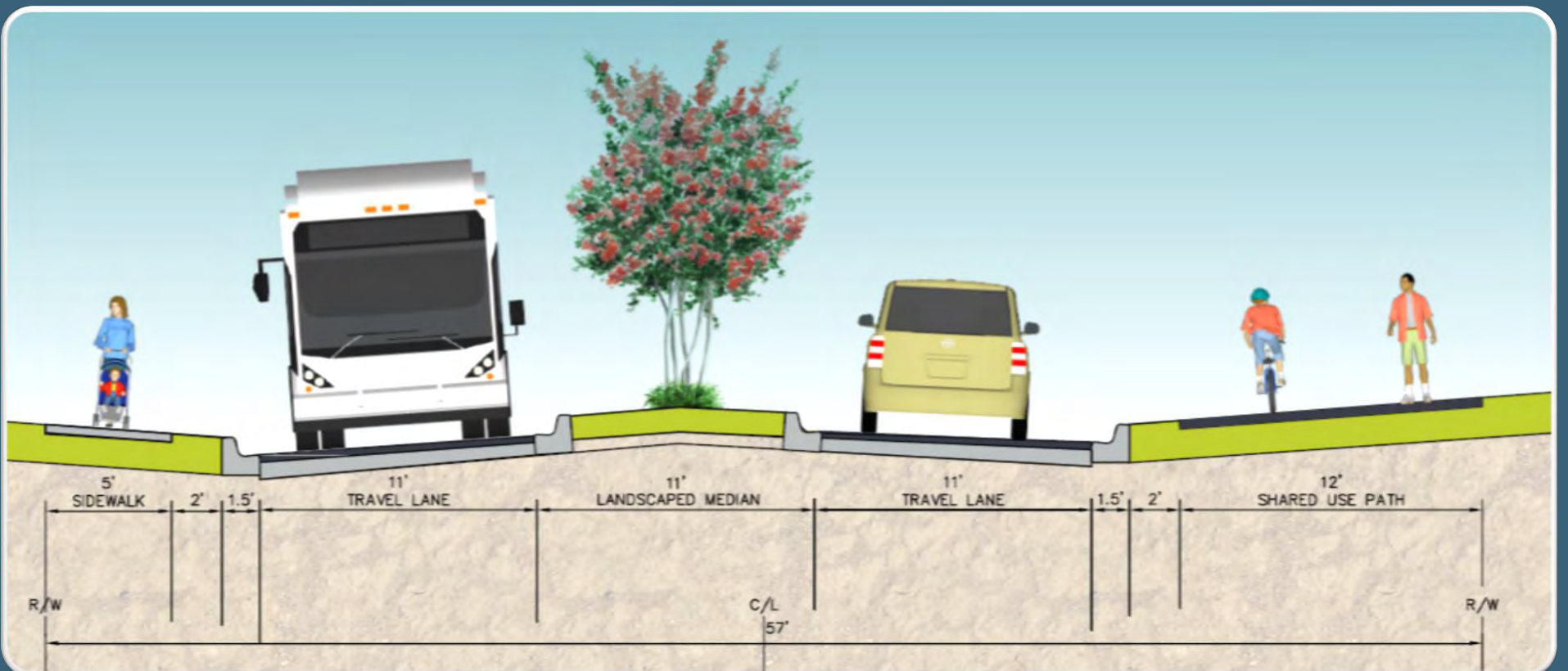
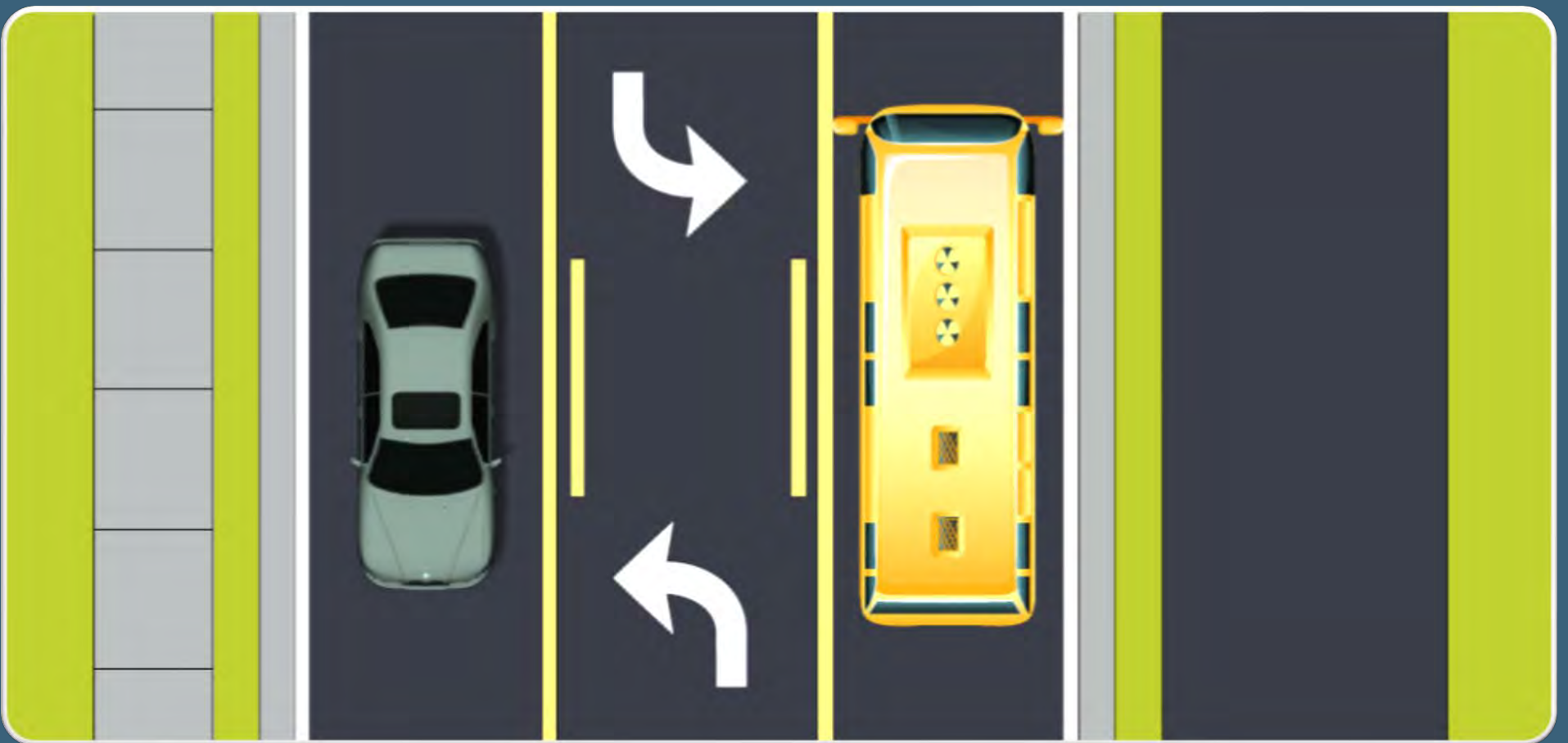
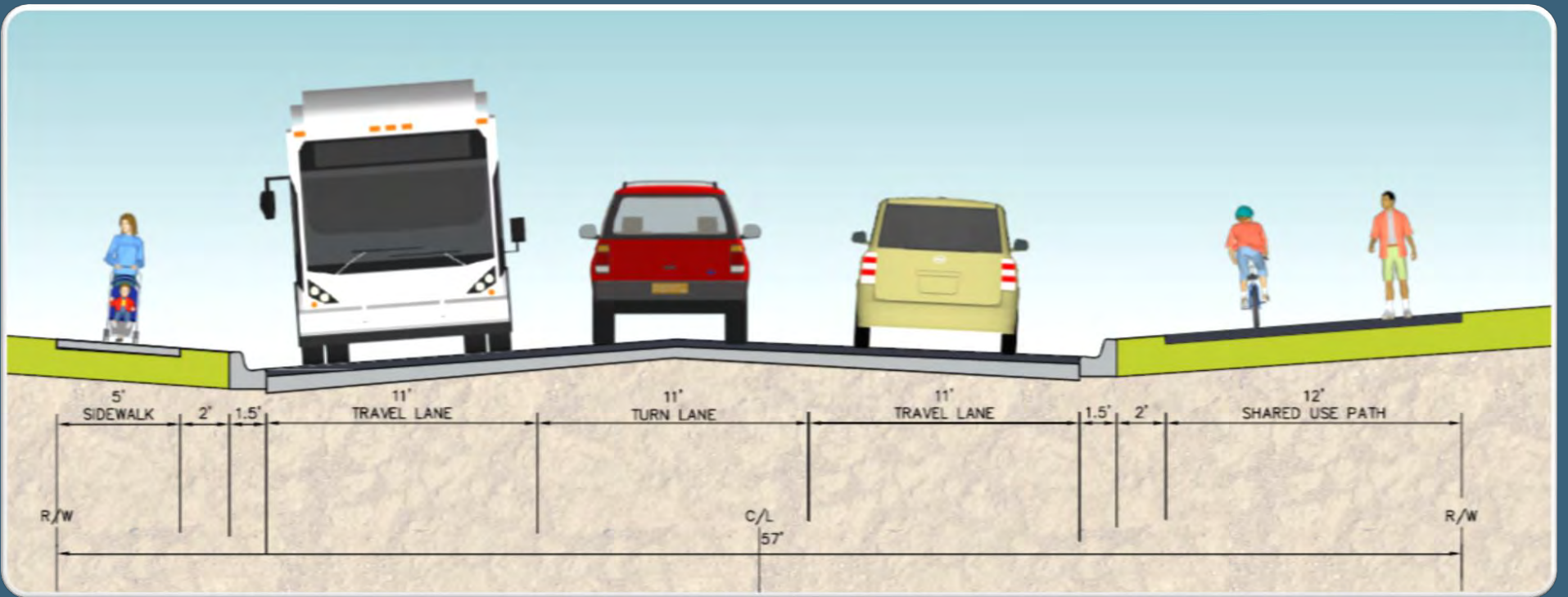


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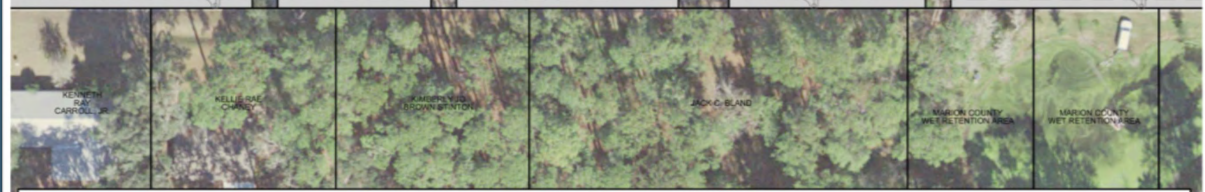
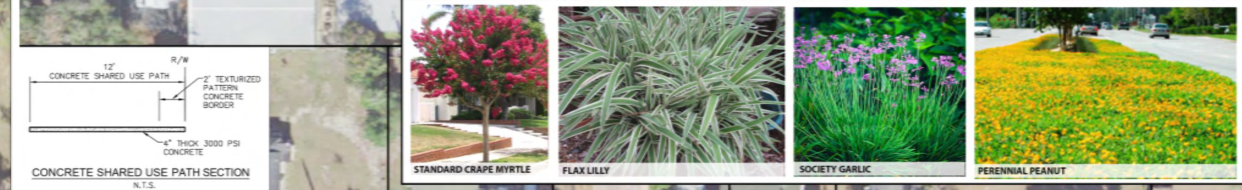
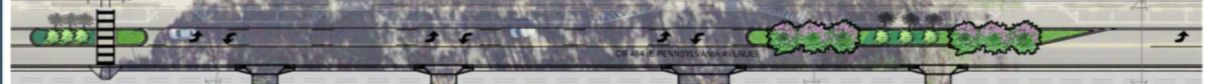
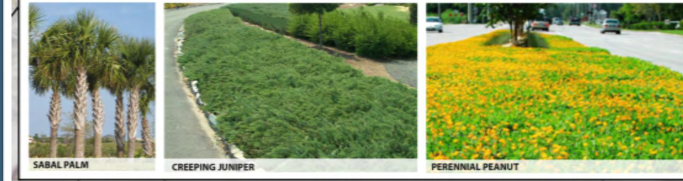
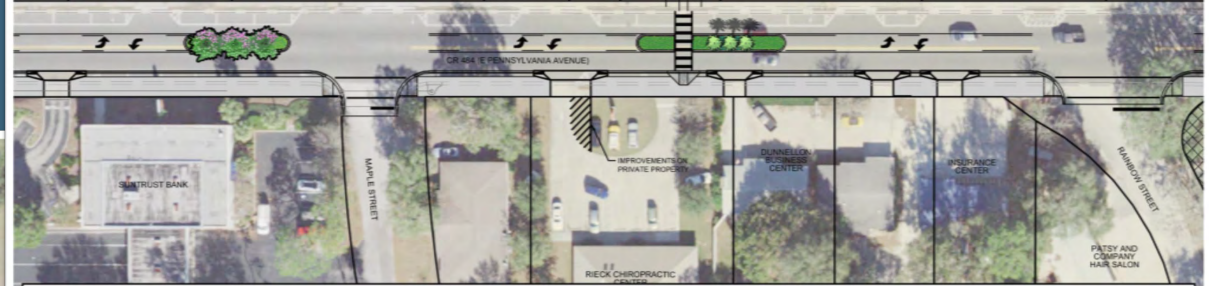
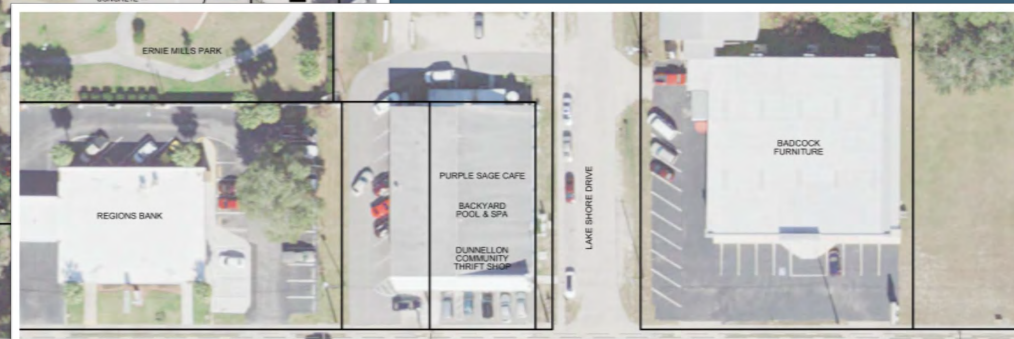
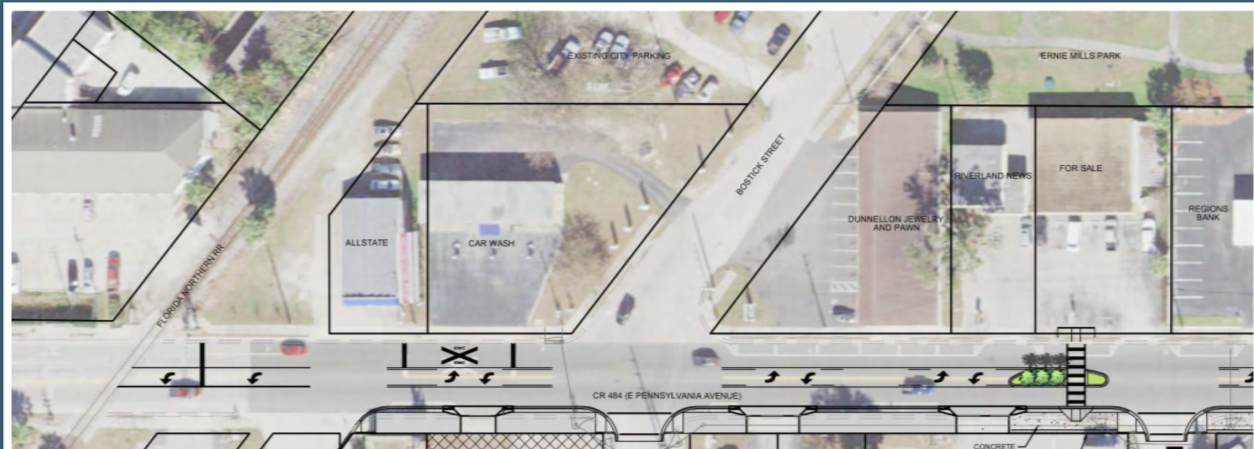


PROPOSED CONCEPT RENDERING

PENNSYLVANIA AVENUE IMPROVEMENTS

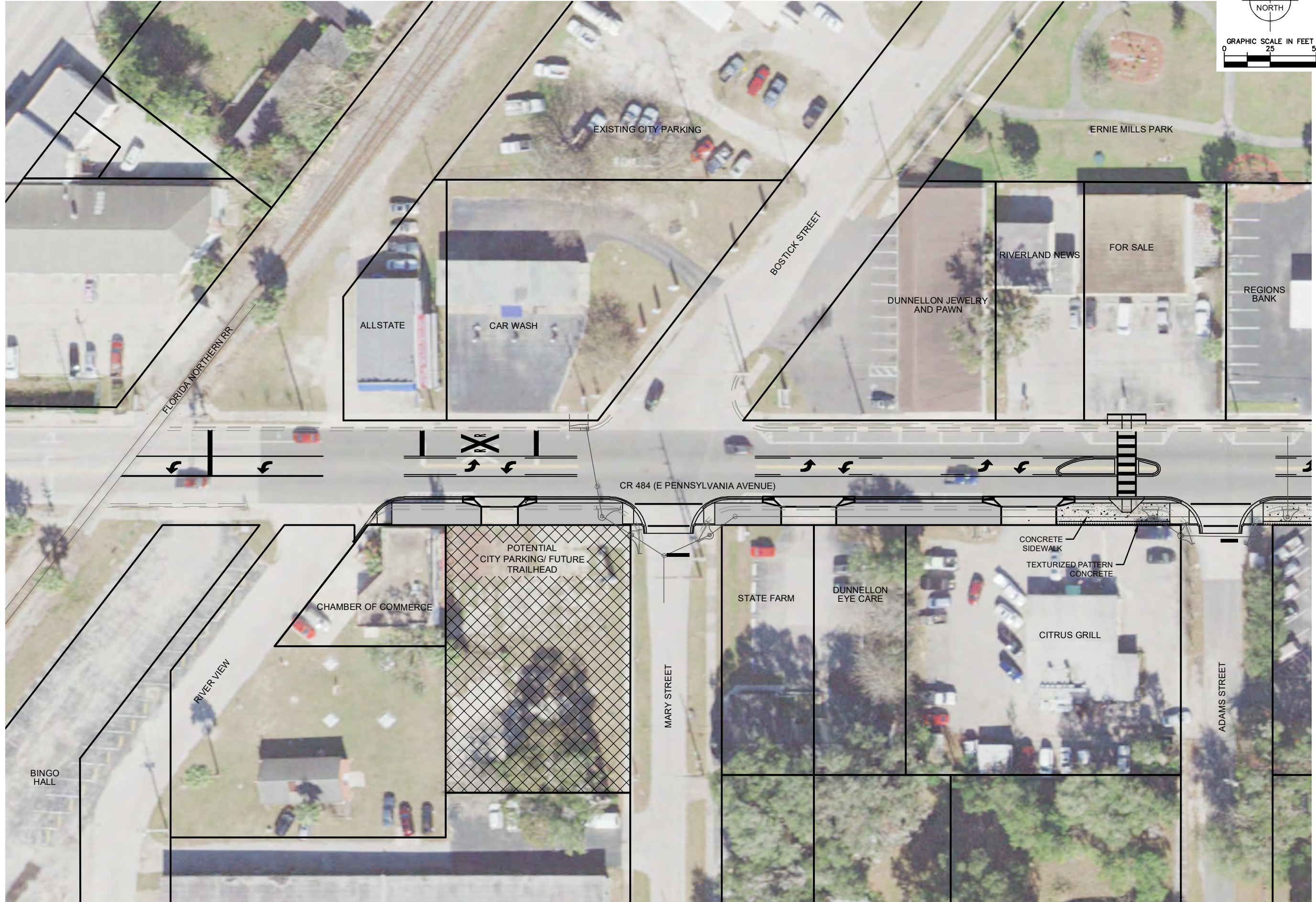


PROPOSED TYPICAL SECTION CONCEPTS



PROPOSED LANDSCAPING CONCEPTS

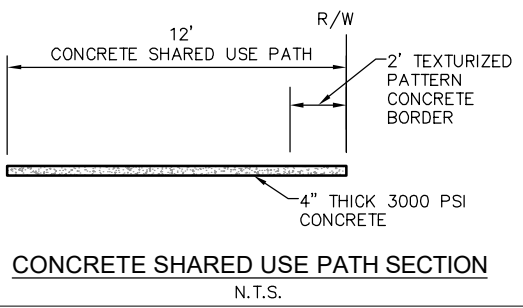
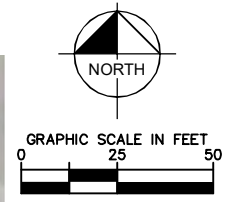
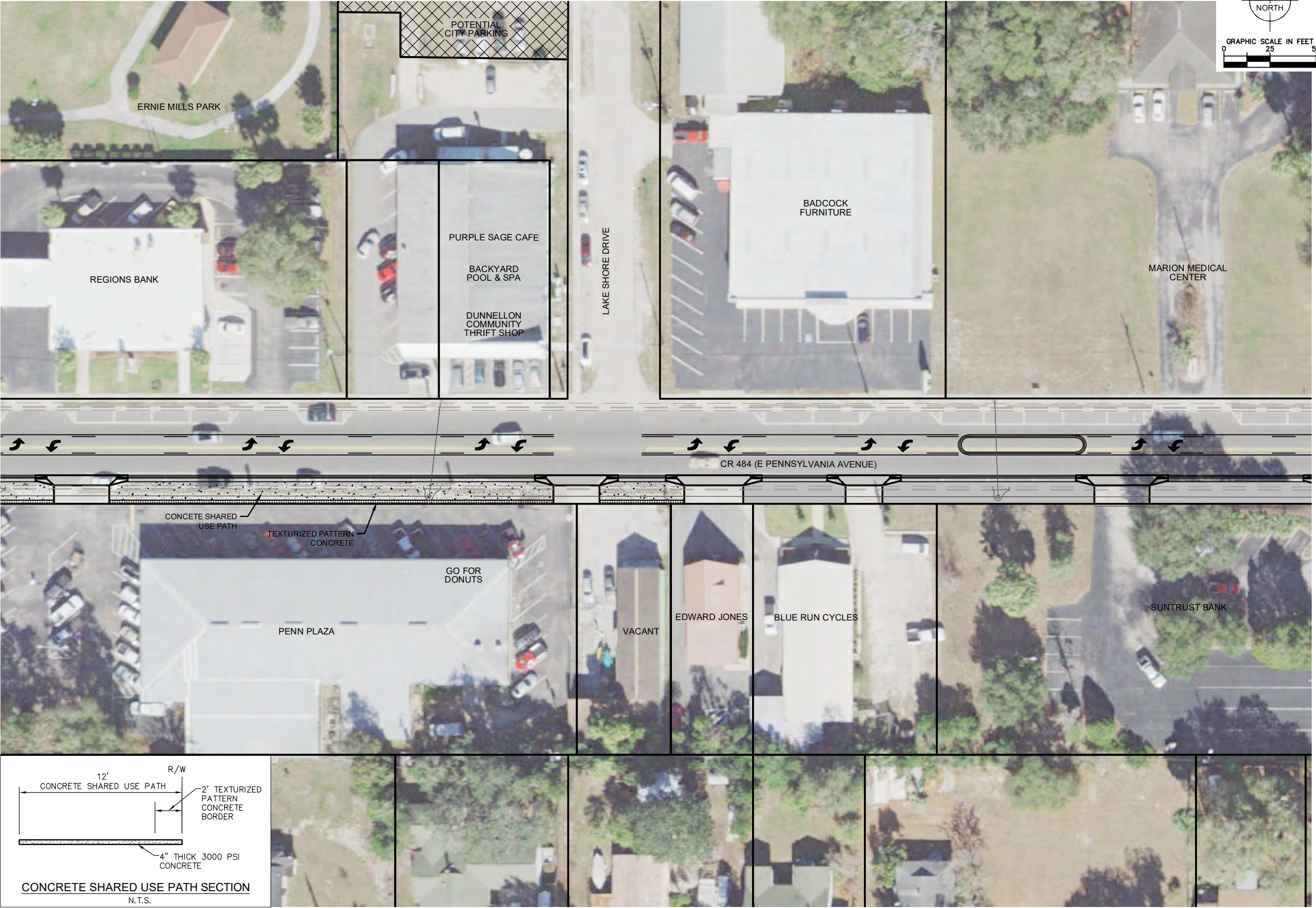
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	SHEET NUMBER EX-01	DATE OCTOBER 2018	SCALE AS SHOWN	DESIGNED BY KHA	DRAWN BY DSC

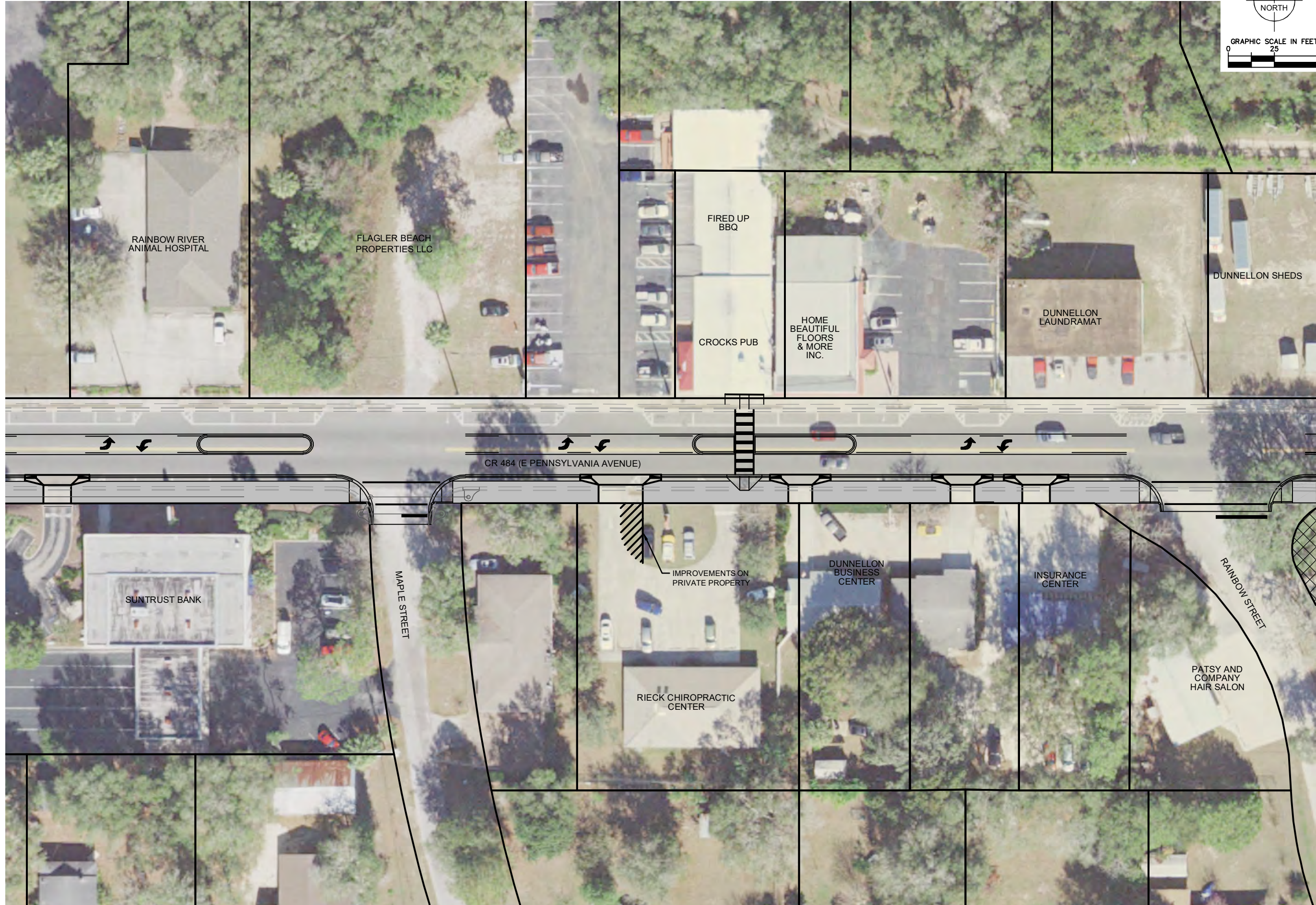
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				DATE OCTOBER 2018	AMBER L. GARTNER, P.E. FLORIDA LICENSE NUMBER 72294	
SHEET NUMBER EX-02		SCALE AS SHOWN	DESIGNED BY KHA	DRAWN BY DSC	CHECKED BY ALG	DATE

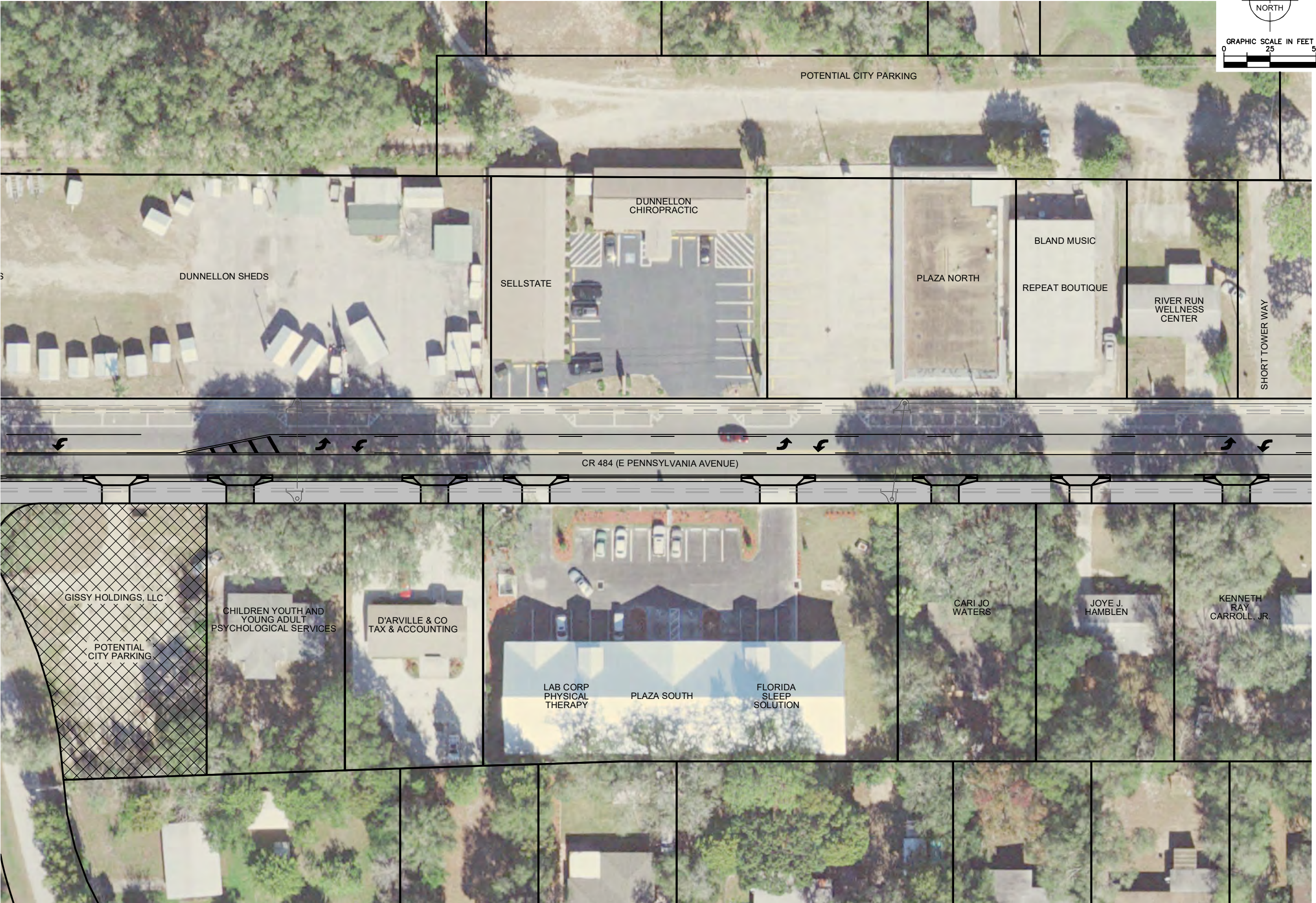
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	SHEET NUMBER EX-03	DATE OCTOBER 2018	SCALE AS SHOWN	DESIGNED BY KHA	DRAWN BY DSC

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SHEET NUMBER EX-04	SCALE AS SHOWN DESIGNED BY KHA DRAWN BY DSC	CHECKED BY ALG	REVISIONS No. DATE

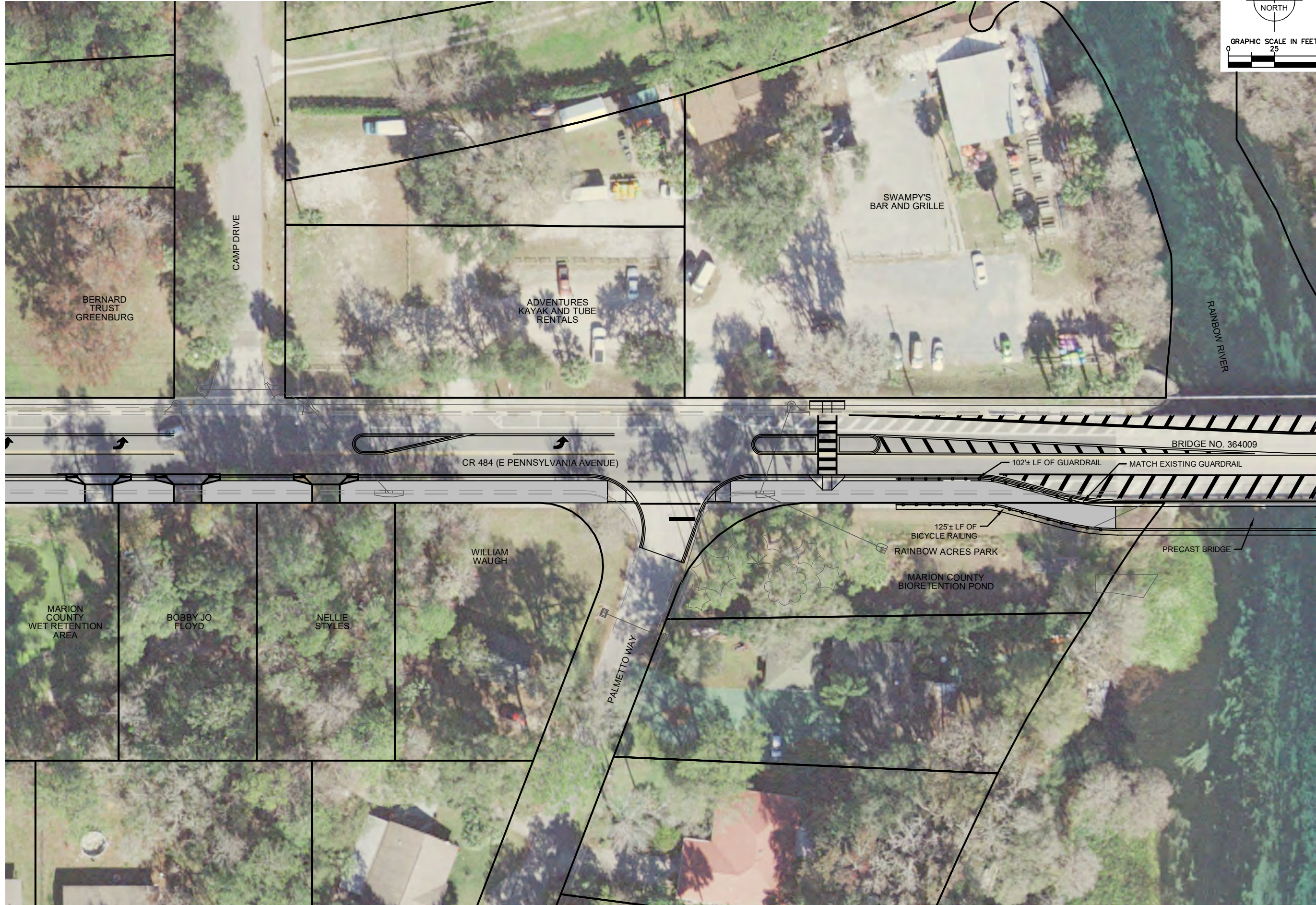
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	SHEET NUMBER EX-05	KHA PROJECT DATE OCTOBER 2018 SCALE AS SHOWN DESIGNED BY KHA DRAWN BY DSC CHECKED BY ALG	DATE OCTOBER 2018 SCALE AS SHOWN DESIGNED BY KHA DRAWN BY DSC CHECKED BY ALG	KHA PROJECT DATE OCTOBER 2018 SCALE AS SHOWN DESIGNED BY KHA DRAWN BY DSC CHECKED BY ALG	LICENSED PROFESSIONAL AMBER L. GARTNER, P.E. FLORIDA LICENSE NUMBER 72294	No.	REVISIONS	DATE

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PENNSYLVANIA AVENUE IMPROVEMENTS
 PREPARED FOR
 OCALA/MARION COUNTY TPO
 CITY OF DUNNELLON
 FLORIDA

CONCEPTUAL LAYOUT EXHIBIT

KHA PROJECT: 040968022
 DATE: OCTOBER 2018
 SCALE: AS SHOWN
 DESIGNED BY: KHA
 DRAWN BY: DSC
 CHECKED BY: ALG
 DATE:

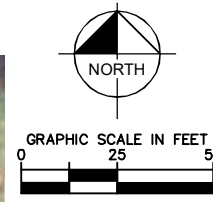
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 FLORIDA LICENSE NUMBER: 72294
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No.	REVISIONS	DATE	BY

SHEET NUMBER
EX-06

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PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY TPO CITY OF DUNNELLON FLORIDA

CONCEPTUAL LAYOUT EXHIBIT

KHA PROJECT 0-0068022
 DATE OCTOBER 2018
 SCALE AS SHOWN
 DESIGNED BY KHA
 DRAWN BY DSC
 CHECKED BY ALG DATE:

LICENSED PROFESSIONAL AMBER L. GARTNER, P.E.
 FLORIDA LICENSE NUMBER 72294
 WWW.KIMLEY-HORN.COM CA 0000696

No.	REVISIONS	DATE	BY

SHEET NUMBER EX-07



Comment Form
Pennsylvania Avenue Improvements
 Open House Public Meeting
 Frank King's Legacy Bingo
 20520 E Pennsylvania Avenue
 Dunnellon, FL 34420
 December 6, 2018
 5:00PM - 7:00PM

PUBLIC COMMENTS
 (PLEASE PRINT CLEARLY)

Please provide your comments below regarding Pennsylvania Avenue Improvements. If more space is needed, feel free to use an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Amber Gartner at the address listed below. We would appreciate your comments by **December 20, 2018**.

AS A MEMBER OF THE NOW-DEFUNCT "EAST PENNSYLVANIA TASK FORCE" CIRCA 2014, I KNOW WE TOLD KIMLEY HORN & THE CITY OF DUNNELLOM UNANIMOUSLY THAT WE COULD NOT WOULD NOT ENDORSE THE PROPOSED PLAN (ESSENTIALLY SAME AS TODAYS) UNTIL REPLACEMENT PARKING WAS PART OF THE PLAN. ONE CANNOT PARK A CAR ON PARKING "IDEAS". ONE CANNOT PARK A CAR ON PARKING "PLANS". UNTIL PARKING IS PART OF THE PLAN, IT WILL NOT HAPPEN. YOU KNOW IT, BUT YOU'RE JUST NOT ALLOWED TO SAY IT. WE WERE ALSO UNANIMOUS ABOUT NO CENTER ISLANDS/MEDIAN STRIPS, EXCEPT AN OCCASIONAL PEDESTRIAN REFUGE FOR A CROSSING. YOU HAVE TORPEDOED THE OPTION TO TURN LEFT INTO THE CENTER TURN LANE, WESTBOUND, INTO THE CENTER TURN LANE FROM MAPLE ST. OR ADAMS ST.

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. STEVEN KINDRED
 Circle one Name
2005 THE GRANADA
 Address
DUNNELLOM, FL 34432
 City, State, Zip Code
352-586-0798
 Phone Number
stev.e.kindred@live.com
 Email Address

Amber L. Gartner, PE
 Kimley-Horn
 101 E Silver Springs Blvd, Suite 400
 Ocala, FL 34470
 Email amber.gartner@kimley-horn.com
 Phone: (352) 438-3000

I am a City of Dunnellon:

RESIDENT BUSINESS OWNER BOTH

& RETIRED TRAFFIC ENGINEERING TECH.



Comment Form
Pennsylvania Avenue Improvements
 Open House Public Meeting
 Frank King's Legacy Bingo
 20520 E Pennsylvania Avenue
 Dunnellon, FL 34420
 December 6, 2018
 5:00PM - 7:00PM

PUBLIC COMMENTS
 (PLEASE PRINT CLEARLY)

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Thank you for coming to do a presentation

Looking forward to having this work done

Hoping you all find a good parking solution as well

Sounds wonderful

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Gail Koeslag
 Circle one Name

7925 SW 20th Court
 Address

Dunnellon 34431
 City, State, Zip Code

352-615-2545
 Phone Number

 Email Address

Amber L. Gartner, PE
 Kimley-Horn
 101 E Silver Springs Blvd, Suite 400
 Ocala, FL 34470
 Email amber.gartner@kimley-horn.com
 Phone: (352) 438-3000

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LOOKS GREAT. MAINT. A CONCERN - GLASS,
 WHEEL WEIGHTS, ETC. ON BRIDGE + ROAD.
 THIS MAY HELP. WONDERFUL FOR
 SAFELY GETTING ACROSS BRIDGE.
 SAFE! CROSSWALK ASJA AT THRIFT
 STORES. TPO WAS NICE FOR VIEWING

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. JERRY KRUGER
 Circle one Name

11664 E BLUE COULISR
 Address

FL 34422
 City, State, Zip Code

Phone Number

Email Address

Amber L. Gartner, PE
 Kimley-Horn
 101 E Silver Springs Blvd, Suite 400
 Ocala, FL 34470
 Email amber.gartner@kimley-horn.com
 Phone: (352) 438-3000

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Feeling very enthused after viewing the maps.
Should improve ~~the~~ the look and feel of the street.

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Lisa Kruger
Circle one Name

11664 E Blue Core Dr.
Address

Dunnellon, FL 34432
City, State, Zip Code

352-489-9908
Phone Number

Kenmar acres @ bellsouth.net
Email Address

Amber L. Gartner, PE
Kimley-Horn
101 E Silver Springs Blvd, Suite 400
Ocala, FL 34470
Email amber.gartner@kimley-horn.com
Phone: (352) 438-3000

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* ERNIE MILL / REGIONS Ped Crossing

* SHADE TREES IN SHARED USE PATH

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. JERRY R. VAUGHN
 Circle one Name
201070 SW 185th PL
 Address
Dunnellon FL 34432
 City, State, Zip Code

 Phone Number

 Email Address

Amber L. Gartner, PE
 Kimley-Horn
 101 E Silver Springs Blvd, Suite 400
 Ocala, FL 34470
 Email amber.gartner@kimley-horn.com
 Phone: (352) 438-3000

I am a City of Dunnellon:
 RESIDENT BUSINESS OWNER BOTH

Gartner, Amber

From: Renee Gualeni <reneegualeni57@gmail.com>
Sent: Tuesday, December 11, 2018 9:27 AM
To: DBowne@dunnellon.org
Cc: RHancock@dunnellon.org; DBurns@dunnellon.org; BWhite@dunnellon.org; VHanchar@dunnellon.org; AWilliams@dunnellon.org; mmcquaig@dunnellonpd.org; Gartner, Amber; MDaniels@ocalafl.org; LSmith@dunnellon.org; ASantacross@dunnellon.org; slatterys1@att.net; MRoberts@dunnellon.org; LWyland@dunnellon.org; LBarton@dunnellon.org; TMalmberg@dunnellon.org; paulm@westnet.com
Subject: Re: FW: Pennsylvania Ave Improvement Comment
Categories: External

Thank you for the update, I am sure they were received as very simple adjustments. I am most excited about the center turning lane and crosswalks. This will greatly improve the appearance of E Penn. ave.

On Mon, Dec 10, 2018 at 1:27 PM Dawn Bowne <DBowne@dunnellon.org> wrote:

Council:

I wanted to make you aware of this communication received since I was directly copied. See below and attached. This input will be enveloped into the feedback and future report that will be provided to Council by TPO/Kimley-Horn regarding the Bike Trail Conceptual Rendering presented to the public last week in which you were copied.

Dawn M. Bowne
City Administrator
City of Dunnellon
20750 River Drive
Dunnellon, FL 34431
352-465-8500 ext 1002
dbowne@dunnellon.org
www.dunnellon.org

Please Note: Florida has a very broad public records law. Written communication to or from city officials regarding city business is public record and open to inspection including names, addresses, and email addresses. Therefore, your email communication may be subject to public disclosure.

-----Original Message-----

From: Paul Marraffino [mailto:paulm@westnet.com]
Sent: Friday, December 07, 2018 9:14 PM
To: Amber Gartner <amber.gartner@kimley-horn.com>
Cc: Michael Daniels <mdaniels@ocalamariontpo.org>; Ken Odom <kodom@ocalamariontpo.org>; Dawn Bowne <DBowne@dunnellon.org>; Lonnie Smith <LSmith@dunnellon.org>
Subject: Pennsylvania Ave Improvement Comment

Please find attached my comments on the Pennsylvania Ave Improvement Project that you presented on December 6, 2018.

Regards

Comment on Pennsylvania Avenue Improvements Open House Presentation

Amber Gartner,

Thank you Kimley-Horn and the TPO Team for holding the Open House on December 6th to present the plan to extend the Heart of Florida Trail into the heart of Dunnellon. The large drawings and the knowledgeable staff were effective in explaining the plan at both a high level and a detailed level to the many dozens of citizens that came to the open house. This improvement to Pennsylvania Ave will enhance traffic flow with the installation of left turn lanes. It will provide safe trail access from the core of the City of Dunnellon across a new trail bridge to Blue Run of Dunnellon Park and the larger Florida trail system. It will also enhance the eastern gateway to Dunnellon and satisfy the goals of the Dunnellon CRA to improve a blighted area of the city.

This project should move forward through the Design and Construction phases as fast as possible. The road and trail improvements will bring significant positive economic impact to Dunnellon.

Recently at a city workshop a citizen, Renee Gualeni, proposed several improvements to the city's parking facilities which would service both commercial enterprises as well as river recreation uses. Although all of the proposed parking improvements require more detailing, they were received with enthusiasm by both the Dunnellon City Council members and the public at large. It would be prudent to take these ideas into consideration as the Pennsylvania Ave project improvement is designed. Comments on the location of two crosswalks are given below.

Ernie Mills Park Connection.

One of the improvements proposed at the earlier Dunnellon workshop had addition parking on a side road and two additional connecting paths from Ernie Mills Park to Pennsylvania Ave as shown in Figure 1a. Each of these paths would require easements from property owners but would enhance the accessibility of the park and the side road parking to the center of the city. It would be desirable to relocate the western most crosswalk to connect in your plan to one of these paths from the park as shown in Figure 1b. This would integrate the trail system to the park and the proposed new parking improvement. (My favorite is the easterly option B.)

Short Tower Way Crosswalk

A second parking improvement would add parking spaces in the right-of-way of Short Tower Way as shown in Figure 2a. The City owns the property here but the road would be paved and the proposed parking improvement would have a pervious gravel grid. Visitors using these parking spaces would walk back on Short Tower Way or a new side walk and travel on Pennsylvania Ave to shops or visit Blue Run of Dunnellon Park via the new trail and bridge. It seems logical to place a crosswalk in line with the natural path of pedestrians using this new parking as shown in Figure 2b.

We look forward to getting the approvals from all the jurisdictions and agencies to move this valuable project forward.

Paul Marraffino
paulm@westnet.com

12/7/18



Figure 1a. Proposed new paths to Ernie Mills Park and additional side street parking (Renee Gualeni)

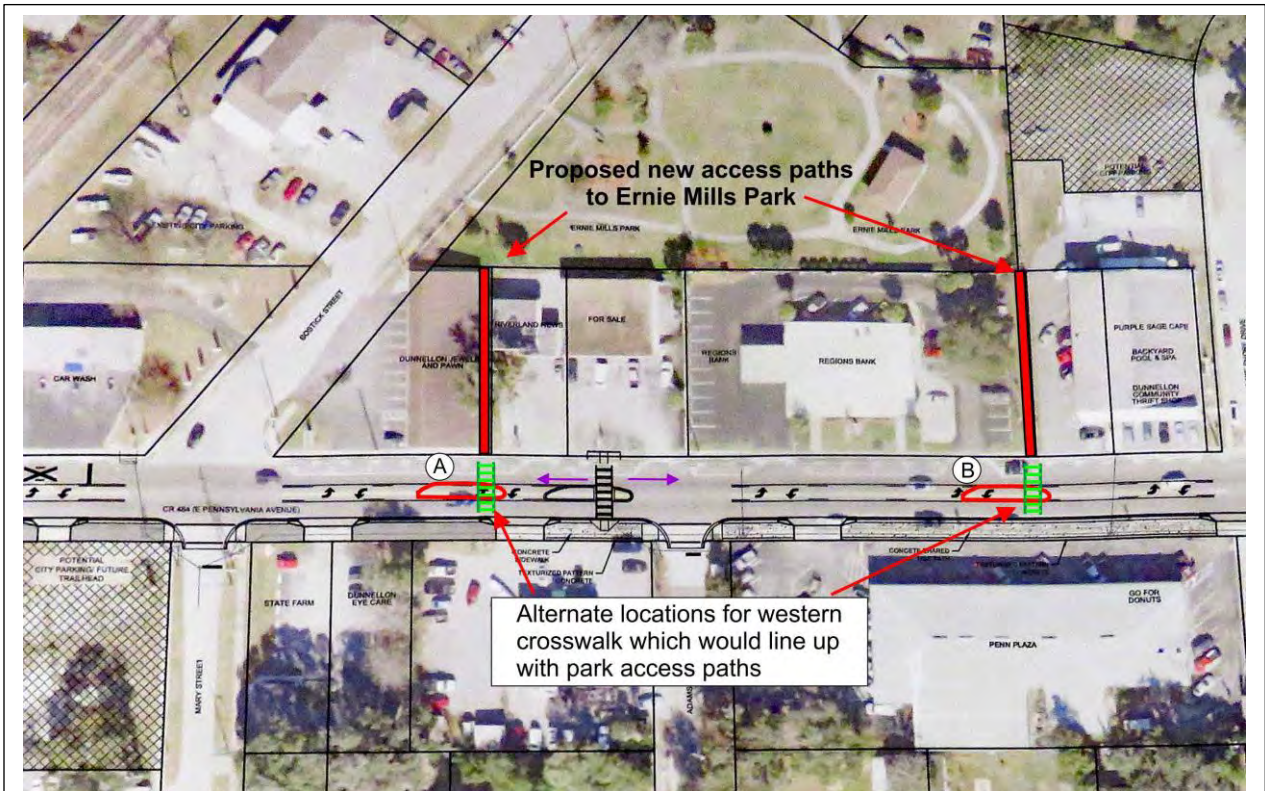


Figure 1b. Proposed alternate realignments of western crosswalk location across Pennsylvania Ave



Fig 2a. Proposed new parking spaces on Short Tower Way for street parking. (Renee Gualeni)

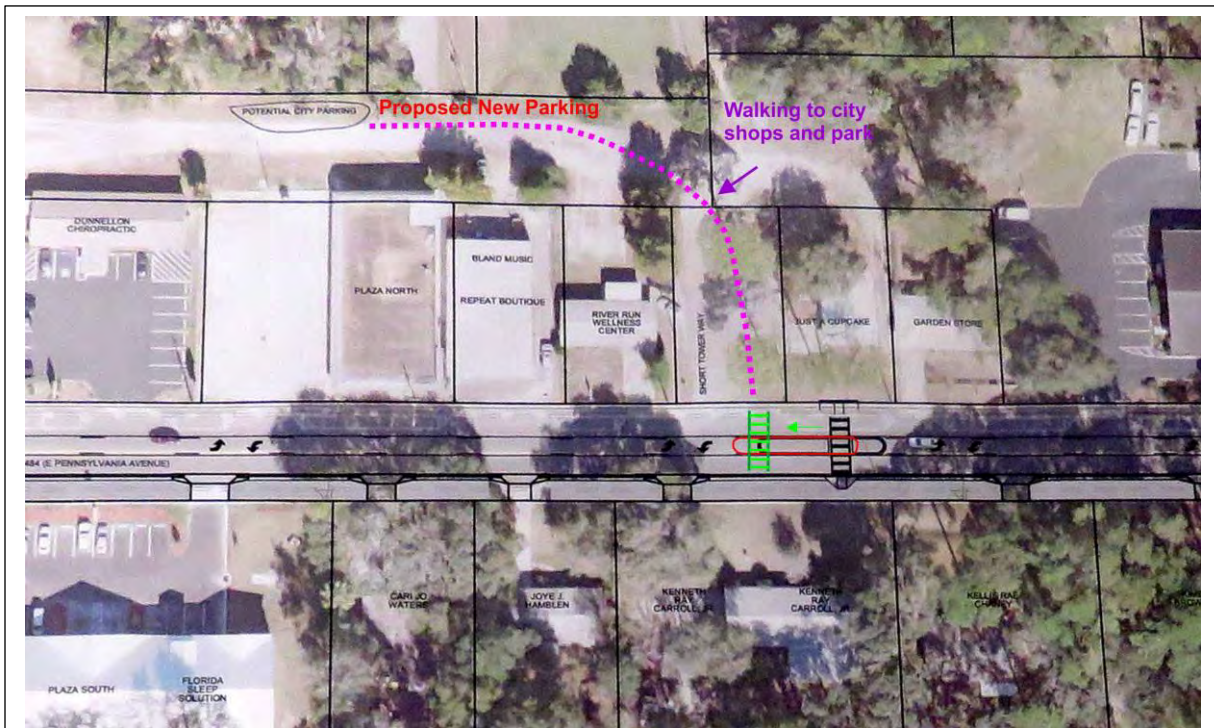


Figure 2b. Proposed realignment of crosswalk near Short Tower Way



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Excellent informal presentation! - Very informative
 Particullarly happy with the widening of the shoulder
 between the Rainbow river bridge and Blue Run Park
 This is presently very dangerous to pedestrians.
 I am hoping that the curb appeal of this bridge
 can be improved and Maintained. The Rainbow river
 is the main showcase of Dunnellon. This bridge
 gives a first impression when driving through from Ocala
~~Dunnellon~~ Presently it looks pretty sad. The pedestrian
 crossings are much needed and will need pedestrian right of
 way signs. I am concerned that at some point a red
 light will have to be installed at one of the roads to the
 river side of Penn. Ave. I am very excited about the
 changes. Thank You!

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Tom Yarosh
 Circle one Name

19965 The Granada
 Address

Dunnellon, Florida.
 City, State, Zip Code 34432

Phone Number
 607-237-8348

Email Address tyarosh@hotmail.com

Amber L. Gartner, PE
 Kimley-Horn
 101 E Silver Springs Blvd, Suite 400
 Ocala, FL 34470
 Email amber.gartner@kimley-horn.com
 Phone: (352) 438-3000

I am a City of Dunnellon:
 RESIDENT BUSINESS OWNER BOTH

I have lived in small towns with this type of improvements.
The decisions like you present....ruined the quaintness, the natural beauty, our safety:
All the things we loved about our special town.
All because a few politicians thought their idea for our future was the only way.
The real fact is their way ruined the very reason we all chose to live there.

We all moved to Dunnellon and stayed to raise our families because we loved the environment of a small town. Our families feel safe to enjoy the many out of doors activities that Dunnellon offers now.

It seems that the council had already made up its mind for this project and it seems like it is a done deal "before" getting the residents opinion. We are the ones who paid taxes for years to make Dunnellon what it is today. These projects always go over budget.
It is bound to raise taxes.

Outsiders do not respect our environment. We will need more law enforcement.
Outsiders will litter our area, disrespect our rivers and bring an increase of crime to the area.

We just voted recently and all the candidates made promises to "listen" to the people. It seems those were empty promises. You have already made the deal, and have already made promises that you can't or won't undo and now you ask for opinions after it is too late.

You are already wasting our money on city hall. The employees have no work to do and yet we continue to pay their salaries.

Most of the towns residents have jobs and could not attend. It seems if you want input you should schedule meetings with that in mind.

Maybe a weekend so more people could attend?

Sue Inskip

12061 MARY ST.

DUNNELLON, FL

34432



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(PLEASE PRINT CLEARLY)

~~Mr./Mrs./Ms.~~ MARSHA INSKEEP
Circle one Name

12061 MARY ST. #5
Address

DUNNELON, FL 34432
City, State, Zip Code

Phone Number 407-341-5664

Email Address _____

Amber L. Gartner, PE
Kimley-Horn
101 E Silver Springs Blvd, Suite 400
Ocala, FL 34470
Email amber.gartner@kimley-horn.com
Phone: (352) 438-3000

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City Council Presentation (February 11, 2019)

PENNSYLVANIA AVENUE MULTIMODAL IMPROVEMENTS



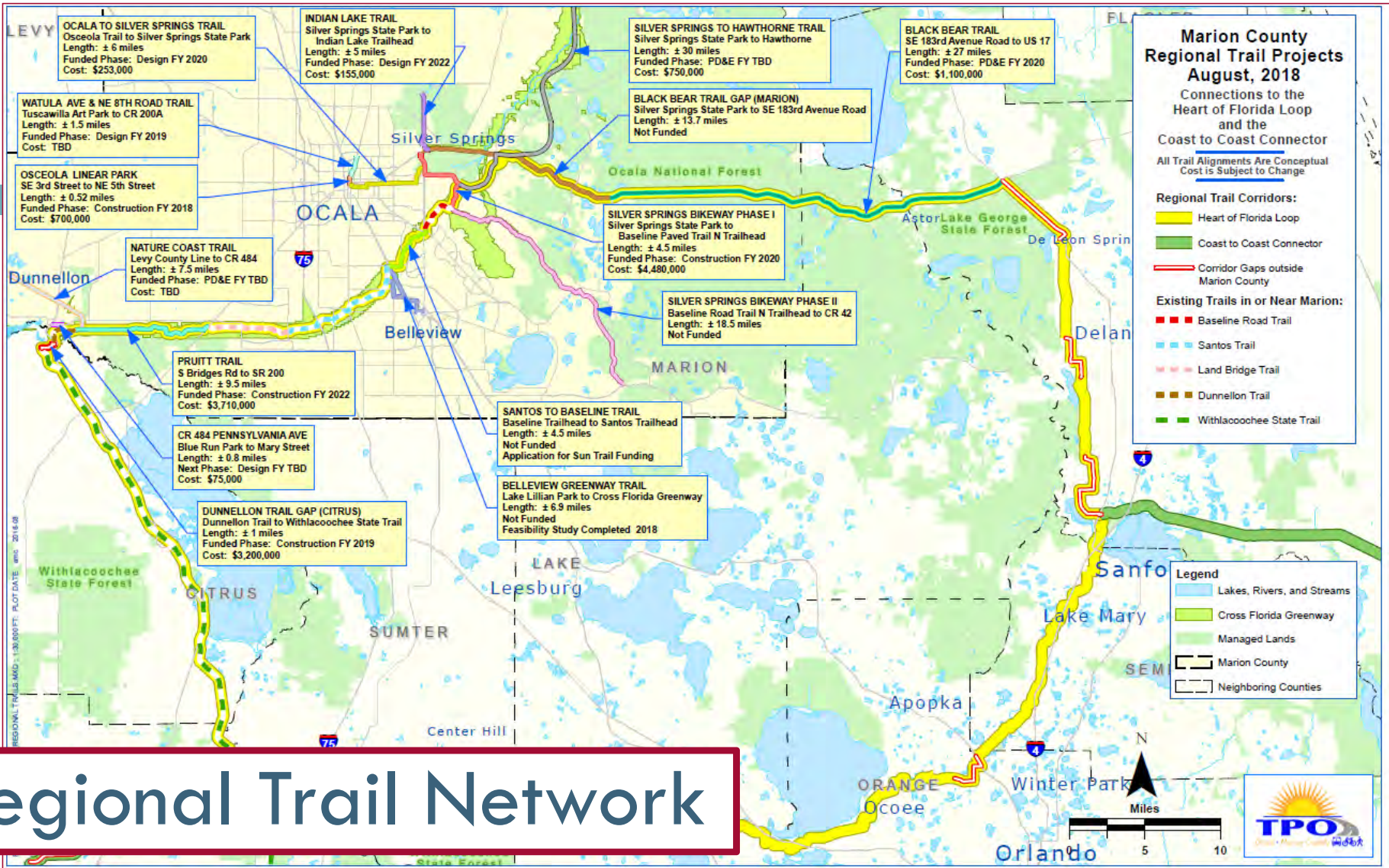
Kimley»»Horn

Dunnellon City Council Meeting

February 11, 2019

Scope of Work – Pennsylvania Avenue

- ❑ Review Previous Studies
- ❑ Additional Stakeholder Input
- ❑ Mid-block Pedestrian Crossings
- ❑ Access Management
- ❑ Parking
- ❑ Pedestrian Bridge Options
- ❑ Final design concepts for FDOT Programming and Implementation



Regional Trail Network



Economic Impact of Trails

□ Economic Impact Analysis of Orange County Trails

Little Econ Greenway, West Orange, and Cady Way Trails

- Total employment created from these three trails was 516 (full time and part time jobs)
- Trails resulted in \$42.6 million in sales for Orange County
- Between 30,000 and 55,000 people a month visit Orange County to utilize trails

□ Economic Impact Analysis of Seminole County Trails

Cross Seminole Trail, Seminole Wekiva Trail, Sanford Riverwalk, and Flagler Trail

- Seminole County trails created 174 jobs (full time and part time)
- In 2011, an economic impact of \$14 million was a result of the trails in Seminole County
- Trail users on average spent \$15 per visit to Seminole County Trails

Economic Impact of Trails

- Home Sales near Two Massachusetts Rail Trails
 - Homes near rail trails were sold at an average length of 29.3 days once put on the market compared to 50.4 days for homes not along trails
 - Homes near trails were sold at listing prices over 1% higher than other homes in the area

- The Outdoor Recreation Economy
 - Outdoor recreation is approximately \$646 billion in direct sales in the United States
 - Third largest consumer spending behind financial services & insurance, and outpatient healthcare

Downtown Winter Garden (1990's)

- ❑ Traffic Moves but Not Much Else
- ❑ Not a Special Place
- ❑ Business Occupancy Rate was 30%
 - ❑ Vacancy in 2017 = 1%
- ❑ Declining Tax Base
- ❑ City Economy was Distressed



Pennsylvania Avenue

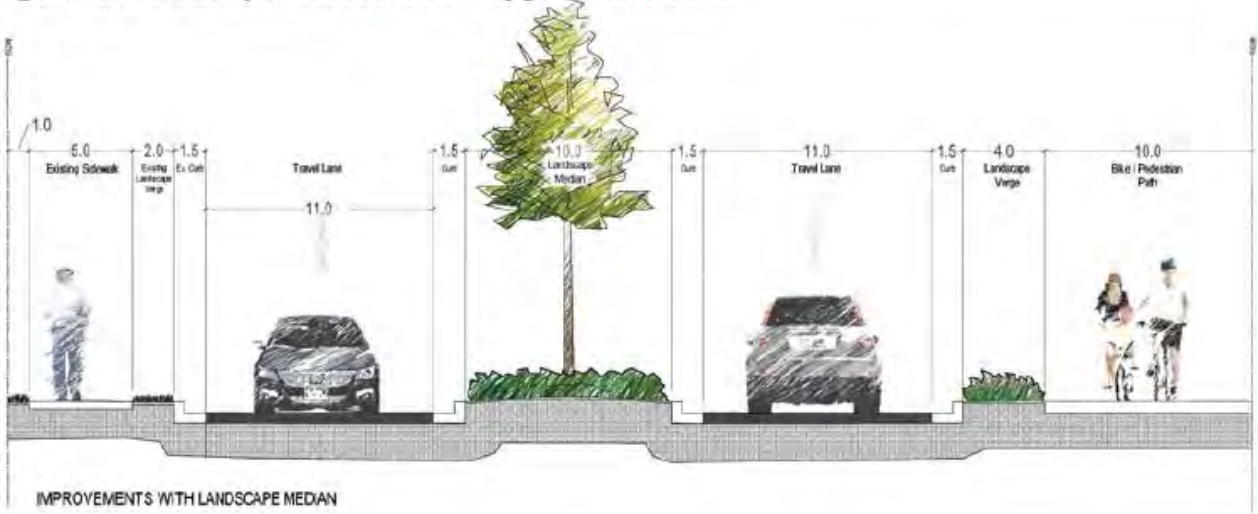


Explore Dunnellon (2012)

BICYCLE PLAN



Figure 10: Pennsylvania Avenue Typical Sections



2035 Bicycle Pedestrian Master Plan

2035 Bicycle & Pedestrian Master Plan



East Pennsylvania Avenue Streetscape

Pennsylvania Avenue (CR 484 in Dunnellon) is a vital link connecting US 41 and the Dunnellon Historic District to Blue Run of Dunnellon Park and the future Blue Run Park Trail spur to the Withlacoochee State Trail. Pennsylvania Avenue is also one of the primary commercial corridors in Dunnellon. To better connect bicyclists and pedestrians from the proposed Blue Run Park Spur Trail to downtown Dunnellon, a streetscape project for Pennsylvania Avenue could be implemented to include a multiuse trail along the corridor as included in the Dunnellon Bicycle, Pedestrian, and Blueways Master Plan.

The conceptual streetscape includes a multi-use trail along the southern side of the corridor and is designed to manage access with minimal impact to businesses located on the corridor. The trunk line on the northern side of the corridor remains with modifications to lateral lines and inlets on the southern side of the corridor. The existing curb on the northern side remain. "D" curb is used adjacent to bulb outs. The existing sidewalk on the northern side remains with a 2-foot grass verge. A boardwalk or pedestrian connection will be necessary on the eastern side of the bridge where the shoulder narrows between the bridge and Blue Run of Dunnellon Park.

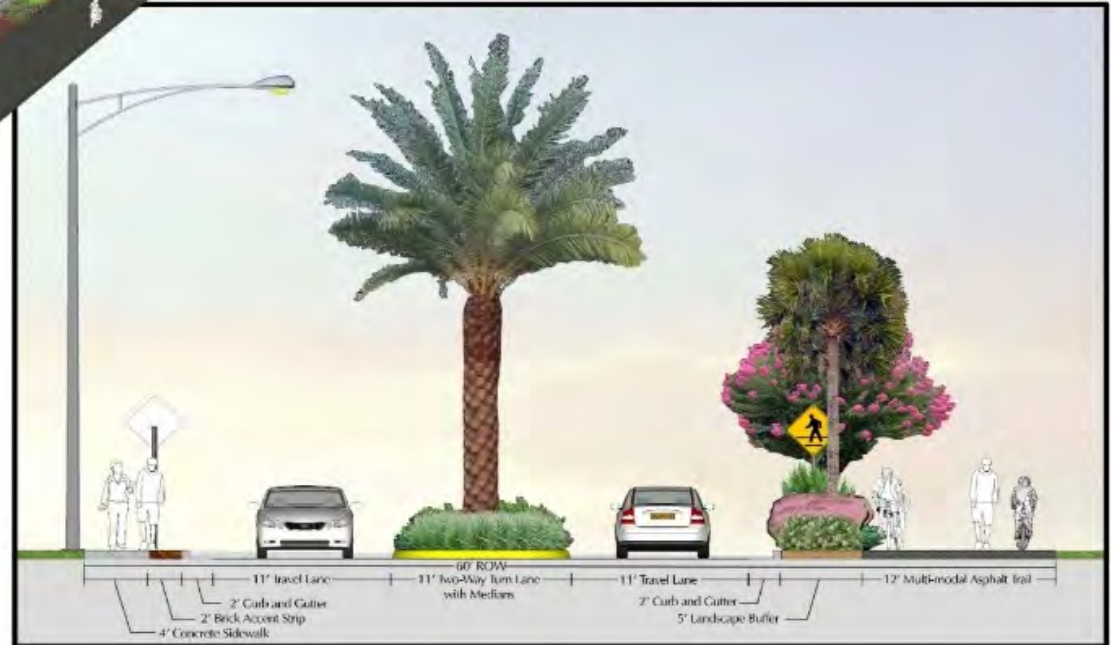
The implementation of the streetscape can be divided into two phases. The first phase of the project would include survey, engineering design, and permitting. The second phase would include bidding, construction, and construction phase services. This project will require coordination with Marion County because Pennsylvania Avenue is a County-maintained roadway (CR-484).



A boardwalk or pedestrian connection will be needed on the eastern side of the bridge to connect to Blue Run of Dunnellon Park

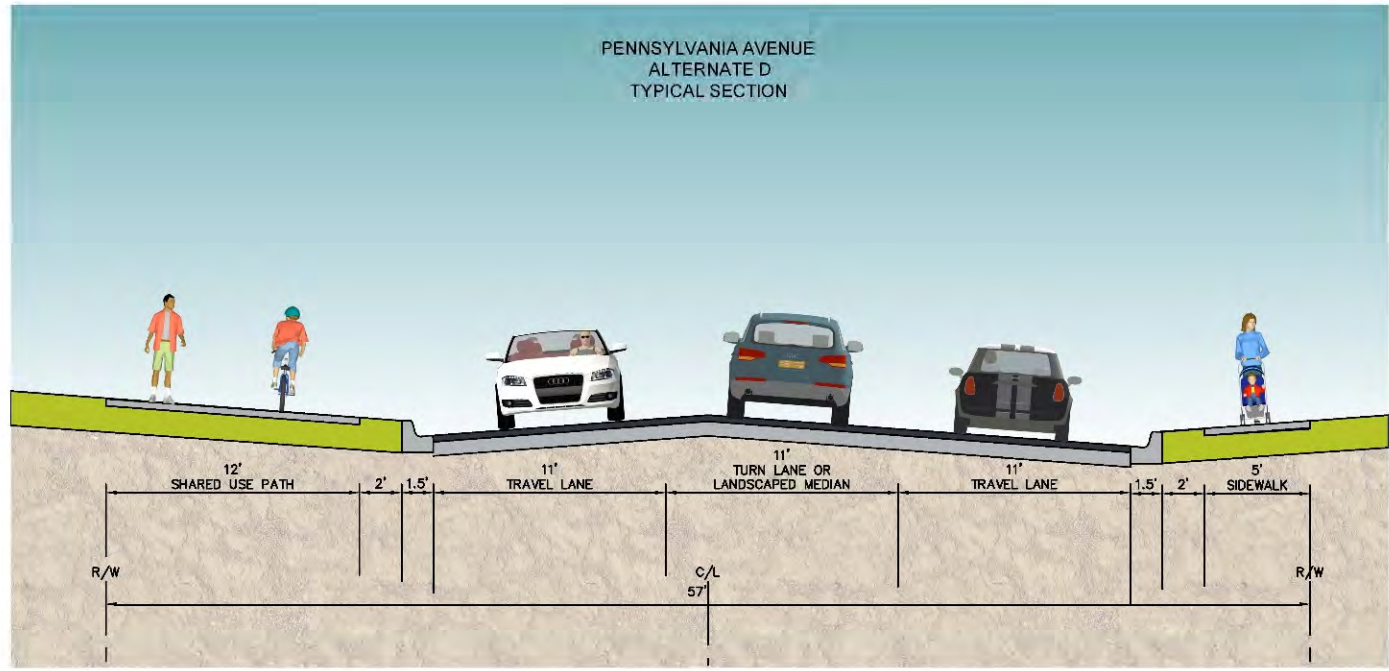


Existing Pennsylvania Avenue Typical Section



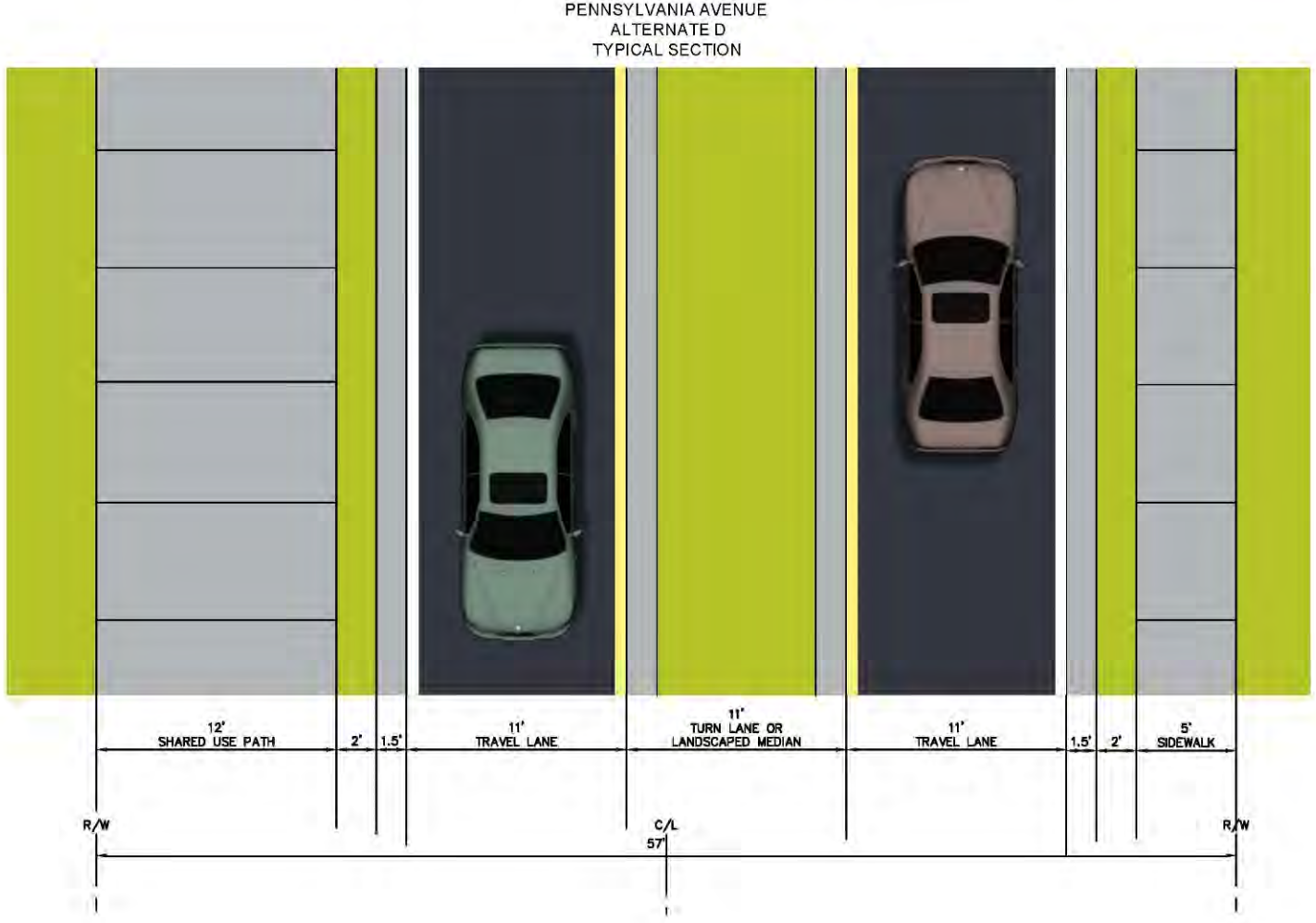
Pennsylvania Avenue East Streetscape
Concept Graphics - Typical Section

THE DESIGNER HAS CONDUCTED VISUAL AND PHYSICAL SURVEYS OF THE PROJECT AND HAS FOUND THAT THE PROPOSED PROJECT IS FEASIBLE AND THAT THE PROPOSED PROJECT IS IN ACCORDANCE WITH THE CITY OF DUNELDA, FLORIDA, ZONING ORDINANCES AND THE CITY OF DUNELDA, FLORIDA, SUBDIVISION AND PLAT ACTS. THE DESIGNER HAS CONDUCTED VISUAL AND PHYSICAL SURVEYS OF THE PROJECT AND HAS FOUND THAT THE PROPOSED PROJECT IS FEASIBLE AND THAT THE PROPOSED PROJECT IS IN ACCORDANCE WITH THE CITY OF DUNELDA, FLORIDA, ZONING ORDINANCES AND THE CITY OF DUNELDA, FLORIDA, SUBDIVISION AND PLAT ACTS.



PENNSYLVANIA AVENUE PREPARED FOR OCALA/MARION COUNTY TPO CITY OF DUNELDA, FLORIDA	ALTERNATE D TYPICAL SECTION	PROJECT CHAIRMAN DATE: FEBRUARY 2018 PREPARED BY: AMBER L. GARTNER, P.E. CHECKED BY: TERRY L. GARDNER, P.E. DRAWN BY: TSC ENLARGED BY: ALE	LICENSED PROFESSIONAL AMBER L. GARTNER, P.E. 1080A LONG WALK 72224 www.kimley-horn.com 1833 SE 10TH STREET, SUITE 200, Ocala, FL 32668
SHEET NUMBER 05			
		REVISIONS	DATE
		No.	BY

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SHEET NUMBER 05	PENNSYLVANIA AVENUE PREPARED FOR OCALA/WARREN COUNTY TPO CITY OF DANIELSON = ORIGIN	ALTERNATE D TYPICAL SECTION	DATE: 04/28/2016 DATE: FEBRUARY 2016 SCALE: AS SHOWN DRAWN BY: JGHA CHECKED BY: JGHA DESIGNER: JGHA PROJECT NUMBER: 72264	LICENSED PROFESSIONAL Kimley-Horn <small>© 2016 KIMLEY-HORN AND ASSOCIATES, INC. 1832 E. 10TH AVENUE, SUITE 300, COOK, IL 60004 www.kimley-horn.com 630.585.7600</small>	NO. _____ REVISIONS _____ DATE _____
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Public Involvement

- Stakeholder / Property Owner meetings – September/October 2018
 - 16 meetings / individuals
 - Generally supportive
 - Documented specific concerns regarding access / deliveries
- Open House Public meeting – December 6, 2018
 - 39 attendees
 - 9 comment cards
 - Specific comments regarding access / pedestrian crossing locations

Proposed Concept Rendering

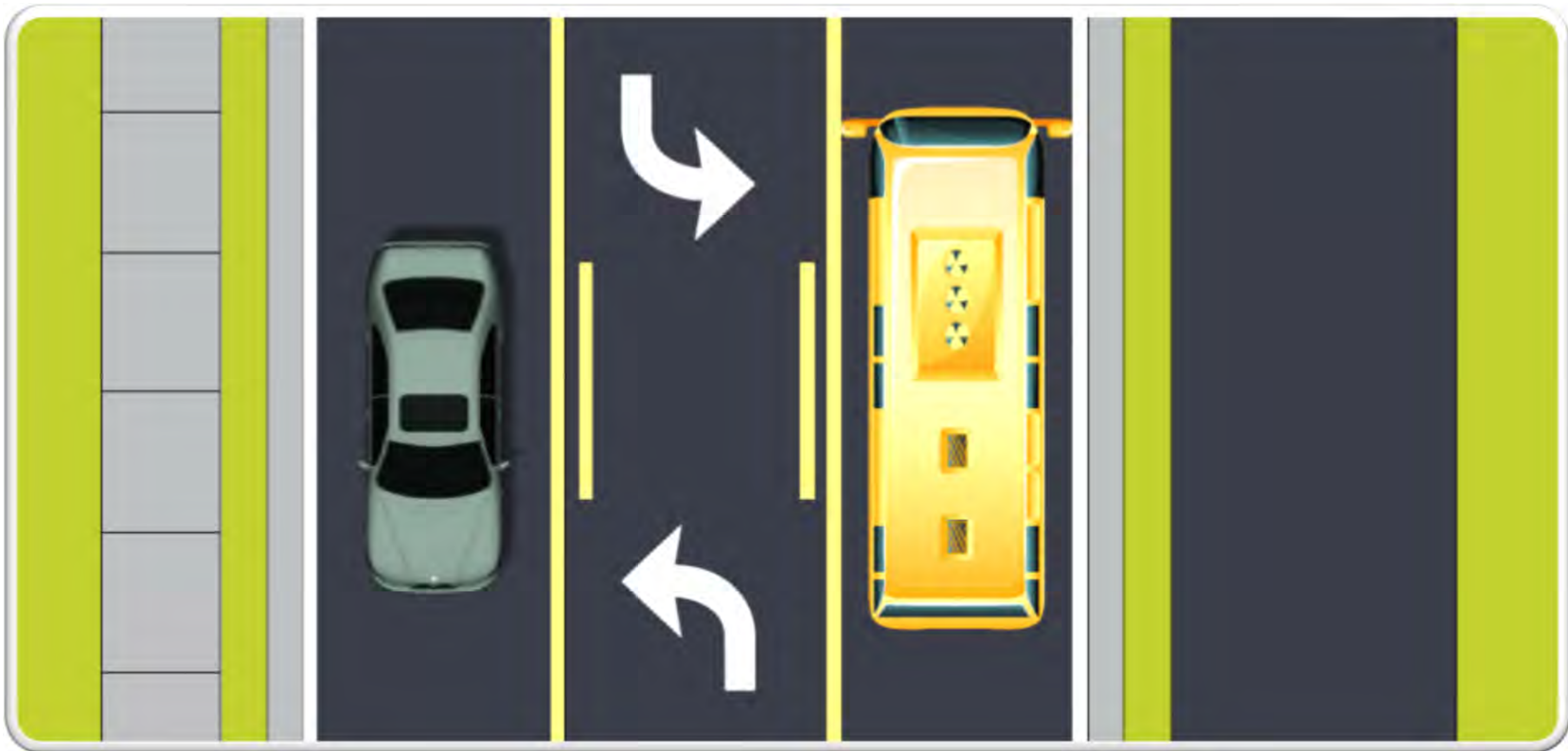


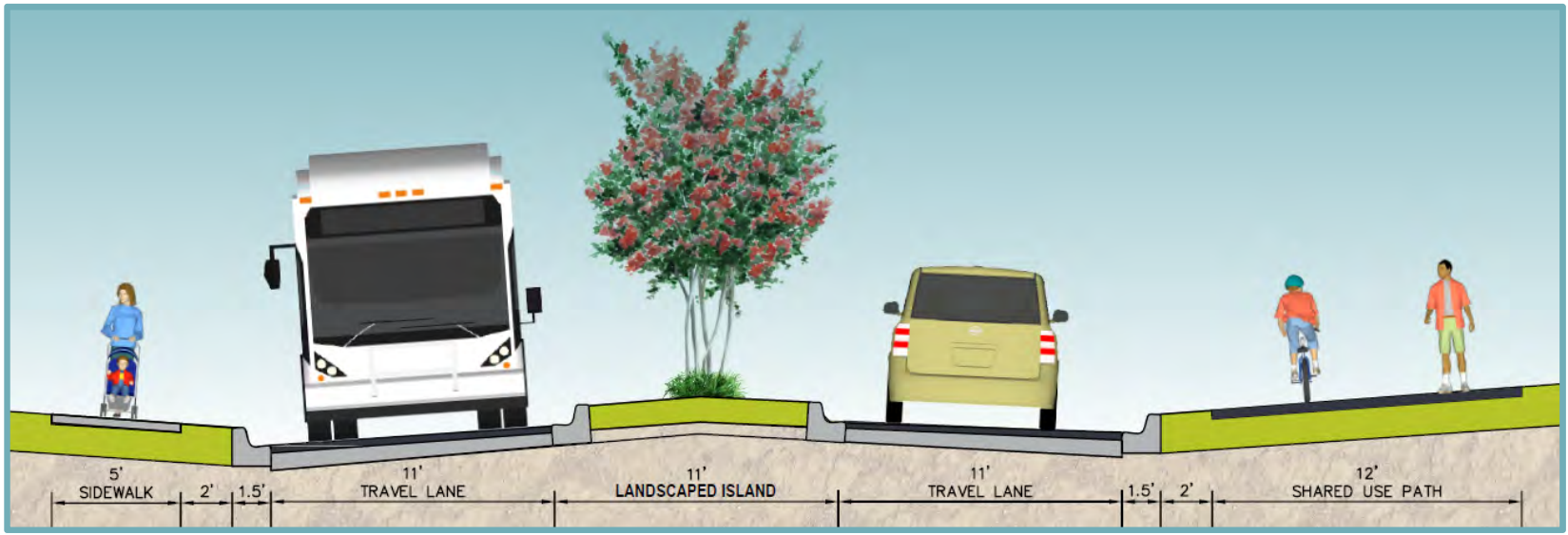
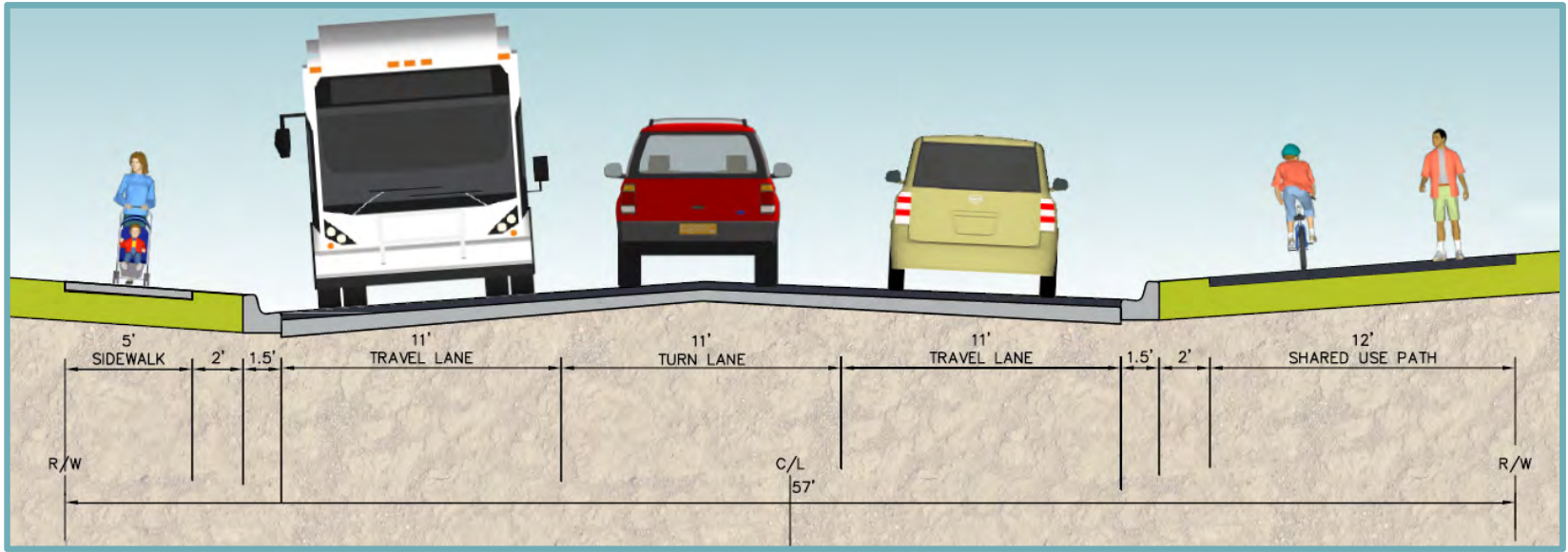
Existing



Proposed

Proposed Typical Section

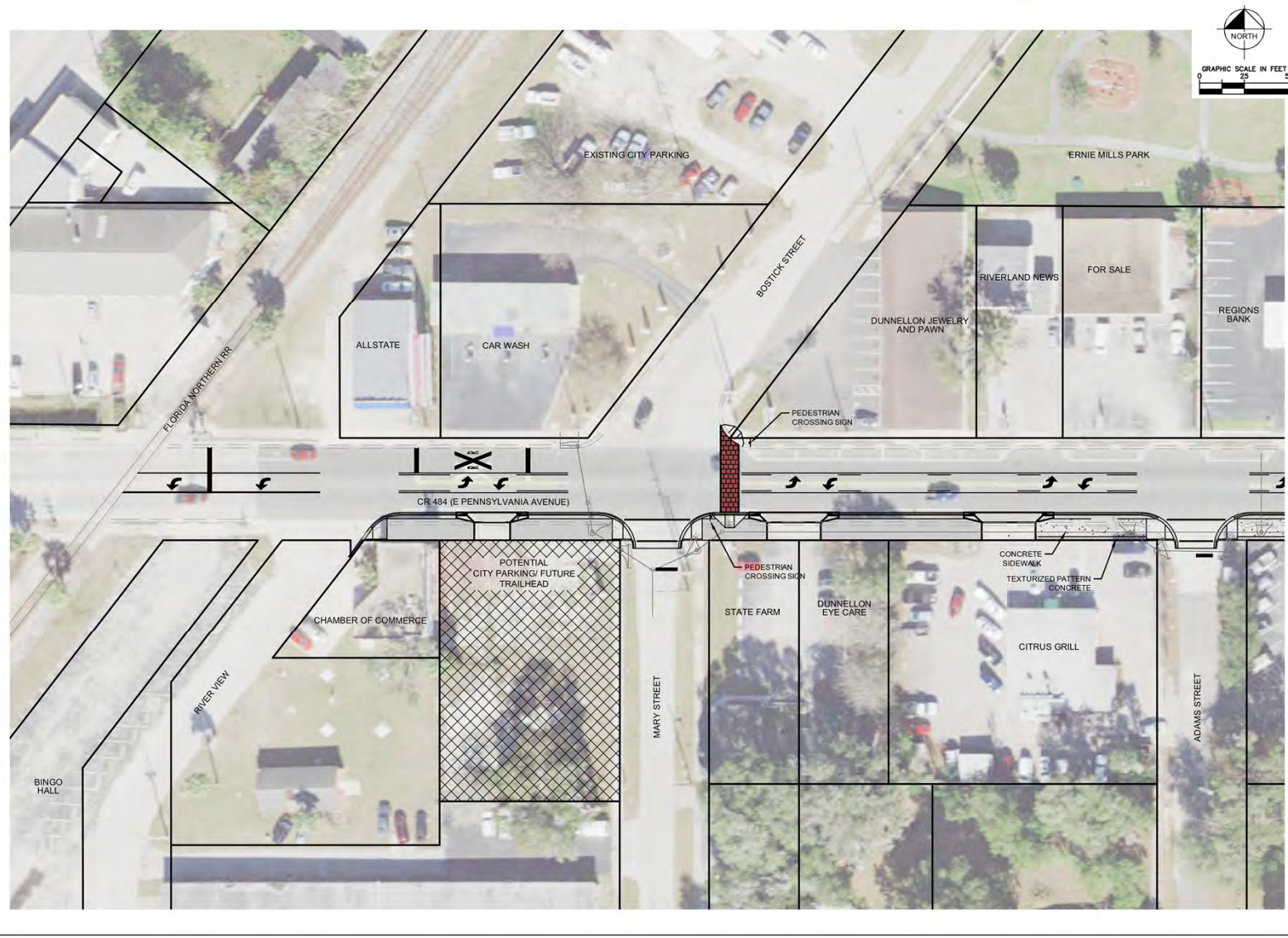




Concept Refinements

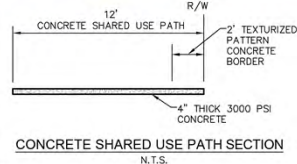
- ❑ Concrete Trail Section
- ❑ Pedestrian Crossing Locations
 - ❑ Ernie Mills Park
 - ❑ Short Tower Way
 - ❑ Rieck Chiropractic
- ❑ Landscaped Islands / Access Management
- ❑ Brick Stamped Paver Crossings
- ❑ Pedestrian Activated Flashing Warning Beacon Signs

This document, together with the conditions of contract and specifications, is intended only for the specific purpose and site for which it was prepared. Plans of any other project, or any other project, are not to be used without the written consent of Kimley-Horn and Associates, Inc. The user assumes all liability for any use of this document for any other project.



PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY TPO FLORIDA CITY OF DUNNELLON	CONCEPTUAL LAYOUT EXHIBIT		LICENSED PROFESSIONAL Kimley-Horn <small>© 2018 KIMLEY-HORN AND ASSOCIATES, INC. 165 EAST PALM BLVD., SUITE 300, Ocala, FL 32668 WWW.KIMLEY-HORN.COM CA 000098</small>											
	SHEET NUMBER EX-01	DATE JANUARY 2019		REVISIONS <table border="1"> <tr><th>NO.</th><th>DATE</th><th>BY</th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	DATE	BY							
NO.	DATE	BY												

2019-2020 CONCEPTUAL LAYOUT FOR PENNSYLVANIA AVENUE IMPROVEMENTS
 THIS DOCUMENT, TOGETHER WITH THE CONCEPTUAL LAYOUT PREPARED HEREON, IS AN INSTRUMENT OF SERVICE, AS DEFINED IN ARTICLE 10, SECTION 10.01, OF THE PROFESSIONAL SERVICE CONTRACT BETWEEN KIMLEY-HORN AND ASSOCIATES, INC. AND THE CITY OF DUNNELLON, FLORIDA. IT IS TO BE USED ONLY FOR THE SPECIFIC PROJECT AND SHALL BE VOID WHERE SHOWN TO CONTRADICT ANY CITY ORDINANCES, LOCAL, STATE, OR FEDERAL LAWS, REGULATIONS, AND ORDINANCES. NO PART OF THIS DOCUMENT SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF KIMLEY-HORN AND ASSOCIATES, INC.



CONCEPTUAL LAYOUT EXHIBIT	
PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY/TPO FLORIDA CITY OF DUNNELLON	SHEET NUMBER EX-02
LICENSED PROFESSIONAL DATE: 04/08/2022 DATE: JANUARY 2019 SCALE: AS SHOWN DESIGNED BY: KHA DRAWN BY: WJC CHECKED BY: ALG	REVISIONS No. DATE 1 2 3 4
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2019-2020 Planting Schedule - www.kimley-horn.com
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LICENSED PROFESSIONAL DATE: 04/08/2022 DATE: JANUARY 2019 SCALE: AS SHOWN DESIGNED BY: KHA DRAWN BY: WJC CHECKED BY: ALG	AMER L. GARNER, P.E. FLORIDA LICENSE NUMBER: 72294
CONCEPTUAL LAYOUT EXHIBIT	
PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY TPO, FLORIDA CITY OF DUNNELLON	
SHEET NUMBER EX-03	
	REVISIONS No. DATE

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CONCEPTUAL LAYOUT EXHIBIT		LICENSING PROFESSIONAL AMBER L. GARTNER, P.E. FLORIDA LICENSE NUMBER 72284
DATE: 04/08/2022 DATE: FEBRUARY 2019 SCALE: AS SHOWN DESIGNED BY: KHA DRAWN BY: WCC CHECKED BY: ALG	PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR: OCALA/MARION COUNTY, TPO, FLORIDA CITY OF DUNELLON	
SHEET NUMBER EX-03A		



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PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY, TPO, CITY OF DUNNELLON	CONCEPTUAL LAYOUT EXHIBIT	Kimley Horn <small>© 2019 KIMLEY-HORN AND ASSOCIATES, INC. 161 EAST BAY STREET, SUITE 300, OCALA, FL 34401 WWW.KIMLEY-HORN.COM</small>
SHEET NUMBER EX-04	DATE JANUARY 2019	REVISIONS No. DATE
LICENSED PROFESSIONAL AMBER L. CARTNER, P.E. FLORIDA LICENSE NUMBER 12284	DRAWN BY: WJC CHECKED BY: AJG	DATE JANUARY 2019 SCALE: AS SHOWN DESIGNED BY: JCHA DRAWN BY: WJC CHECKED BY: AJG

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	AMBER L. GARNER, P.E.	JANUARY 2019	AS SHOWN
	FLORIDA LICENSE NUMBER 72294	DESIGNED BY: KHA	DRAWN BY: WCC
	CHECKED BY: WCC	APPROVED BY: WCC	DATE: 1/15/19
PENNSYLVANIA AVENUE IMPROVEMENTS		OCALA/MARION COUNTY, FLORIDA	
CITY OF DUNNELLON		PREPARED FOR	
SHEET NUMBER		EX-05	

2019-2020 Plant Hardiness Zone: 9a
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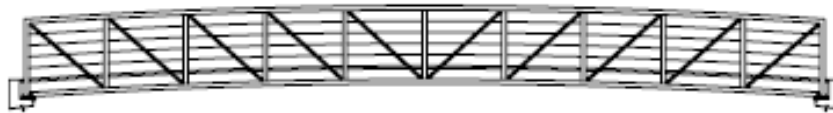
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LICENSED PROFESSIONAL AMBER L. GARNER, P.E. FLORIDA LICENSE NUMBER 72294 165 EAST PALM AVENUE, SUITE 300, WEST PALM BEACH, FL 33411 WWW.KIMLEY-HORN.COM CA 000098	
DATE: 04/08/2022 SCALE: AS SHOWN DESIGNED BY: KHA DRAWN BY: WCC CHECKED BY: ALG	DATE: 01/20/2019 SCALE: AS SHOWN DESIGNED BY: KHA DRAWN BY: WCC CHECKED BY: ALG
CONCEPTUAL LAYOUT EXHIBIT	
PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY TPO, FLORIDA CITY OF DUNNELLON	
SHEET NUMBER EX-06	
REVISIONS No. DATE	DATE

Contech Connector Pedestrian Bridge

- 190 Foot Single Span Structure
- Weathering Steel
- Concrete Decking
- Safety Rails
- Approximate Cost (Includes Foundation and Installation): \$805,000
- Painted, add 25%
- Galvanized, add 50%

Connector[®]



Contech Capstone Pedestrian Bridge

- 190 Foot Single Span Structure
- Weathering Steel
- Concrete Decking
- Safety Rails
- Approximate Cost (Includes Foundation and Installation): \$970,000
- Painted, add 25%
- Galvanized, add 50%

Capstone®



Contech Keystone Pedestrian Bridge

- 190 Foot Single Span Structure
- Weathering Steel
- Concrete Decking
- Safety Rails
- Approximate Cost (Includes Foundation and Installation): \$1,050,000
- Painted, add 25%
- Galvanized, add 50%



Next Steps

- ❑ City Council meeting – February 11, 2019
- ❑ TPO Board meeting – February 26, 2019
- ❑ Final concepts and report submitted to FDOT for programming
- ❑ TPO and City coordinate with FDOT on funding for design and programming for future construction – previously included water/wastewater utility upgrades and pedestrian bridge

Questions

Kimley»»Horn





Opinion of Probable Cost

PENNSYLVANIA AVENUE IMPROVEMENTS PLANNING LEVEL OPINION OF PROBABLE CONSTRUCTION COST

Construction Costs						
ITEM #	FDOT PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	101-1	MOBILIZATION	LS	1	\$ 235,500.00	\$ 235,500.00
2	102-1	MAINTENANCE OF TRAFFIC (MOT)	LS	1	\$ 235,500.00	\$ 235,500.00
3	110-1-1	CLEARING AND GRUBBING	AC	1.40	\$ 15,000.00	\$ 21,000.00
4	110-7-1	MAIL BOX RELOCATION	EA	12.0	\$ 300.00	\$ 3,600.00
5	160-4	TYPE B STABILIZATION	SY	4,600	\$ 6.00	\$ 27,600.00
6	210-2	LIMEROCK-NEW MATERIAL FOR REWORKING BASE	CY	410	\$ 90.00	\$ 36,900.00
7	285-701	OPTIONAL BASE, BASE GROUP 1	SY	4,600	\$ 12.00	\$ 55,200.00
8	327-70-01	MILLING EXISTING ASPHALT PAVEMENT, 1" AVERAGE DEPTH	SY	14,800	\$ 3.00	\$ 44,400.00
9	334-1-11	SUPERPAVE ASPHALTIC CONCRETE - TRAFFIC A	TN	530	\$ 125.00	\$ 66,250.00
10	334-1-13	SUPERPAVE ASPHALTIC CONCRETE - TRAFFIC C	TN	1,790	\$ 125.00	\$ 223,750.00
11	350-3-1	PLAIN CEMENT CONCRETE PAVEMENT, 6"	SY	800	\$ 60.00	\$ 48,000.00
12	425-1-351	INLETS, CURB, TYPE P-5, <10'	EA	13	\$ 7,000.00	\$ 91,000.00
13	425-1-361	INLETS, CURB, TYPE P-6, <10'	EA	6	\$ 6,000.00	\$ 36,000.00
14	425-11	MODIFY EXISTING DRAINAGE STRUCTURE	EA	19	\$ 3,500.00	\$ 66,500.00
15	430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	LF	200	\$ 85.00	\$ 17,000.00
16	515-2-211	PEDESTRIAN/BICYCLE RAILING	LF	125	\$ 150.00	\$ 18,750.00
17	520-1-10	CONCRETE CURB & GUTTER, TYPE F, MOD	LF	3,900	\$ 21.00	\$ 81,900.00
18	520-2-1	CONCRETE CURB, TYPE A	LF	1,350	\$ 30.00	\$ 40,500.00
19	522-1	CONC DRIVEWAY RECONSTRUCTION, 6" THICK	SY	1,060	\$ 50.00	\$ 53,000.00
20	523-1	PATTERNED PAVEMENT, VEHICULAR AREAS	SY	295	\$ 100.00	\$ 29,500.00
21	527-2	DETECTABLE WARNINGS	SF	210	\$ 30.00	\$ 6,300.00
22	536-1-1	GUARDRAIL	LF	110	\$ 25.00	\$ 2,750.00
23	536-73	GUARDRAIL REMOVAL	LF	110	\$ 4.50	\$ 495.00
24	570-1-2	PERFORMANCE TURF	SY	870	\$ 3.00	\$ 2,610.00
25	646-1-12	ALUMINUM SIGNAL POLE, PED DETECT POST	EA	10	\$ 1,450.00	\$ 14,500.00
26	665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	EA	10	\$ 250.00	\$ 2,500.00
27	700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	AS	10	\$ 350.00	\$ 3,500.00
28	700-1-50	SINGLE POST SIGN RELOCATE	AS	9	\$ 390.00	\$ 3,510.00
29	700-12-22	SIGN BEACON, F&I GM - SOLAR, TWO BEACON	AS	10	\$ 2,700.00	\$ 27,000.00
30	711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF	850	\$ 2.50	\$ 2,125.00
31	711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18" FOR DIAGONALS OR CHEVRONS	LF	530	\$ 3.50	\$ 1,855.00
31	711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	105	\$ 5.00	\$ 525.00
32	711-11-160	THERMOPLASTIC, STD, WHITE, SOLID, MESSAGE	EA	1	\$ 120.00	\$ 120.00
33	711-11-170	THERMOPLASTIC, STD, WHITE, SOLID, ARROW	EA	42	\$ 70.00	\$ 2,940.00
34	711-11-224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	115	\$ 3.50	\$ 402.50
34	711-16-101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	1.84	\$ 4,200.00	\$ 7,728.00
35	711-16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	1.58	\$ 4,200.00	\$ 6,636.00
36	711-16-231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	0.86	\$ 1,400.00	\$ 1,204.00
37	--	LANDSCAPING FOR ISLANDS	LS	1	\$ 17,300.00	\$ 17,300.00
38	--	EROSION AND SEDIMENT CONTROL	LS	1	\$ 8,000.00	\$ 8,000.00
39	--	WATERMAIN - 12" PVC (INCLUDES ENTIRE INSTALLATION FOR FULL FUNCTION)	LF	3,500	\$ 100.00	\$ 350,000.00
40	--	BOARDWALK TRAIL	LF	160	\$ 800.00	\$ 128,000.00
41	--	CONTECH CONNECTOR PEDESTRIAN BRIDGE	LS	1	\$ 805,000.00	\$ 805,000.00
					SUBTOTAL =	\$ 2,826,850.50
Total Costs						
					CONTINGENCY (25%) =	\$ 706,700
					CONSTRUCTION TOTAL =	\$ 3,534,000
					PROFESSIONAL ENGINEERING DESIGN (15% of CONST) =	\$ 530,000
					CONSTRUCTION ENGINEERING AND INSPECTION (10% of CONST) =	\$ 353,000
					GRAND TOTAL =	\$ 4,417,000

Note: FDOT Historical Cost information by pay item and the FDOT LRE's or generic cost per mile models were utilized. The costs are based on historical cost information from 2018 and not escalated for future years. A 25% contingency has been added onto the planning level OPC and it may still be below a future project bid due to current conditions in the construction industry.

Disclaimer: The engineer has no control over the cost of labor, materials, equipment, or over the contractor's methods of determining prices or over competitive bidding, or market conditions. Opinions of probable costs provided herein are based on the information known to engineer at this time and represent only the engineer's judgment as a design professional familiar with the construction industry. The engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs

10/29/2018

Alex Memmering EIT
Kimley Horn
352-438-3017
Alex.Memering@kimley-horn.com

Subject: Rainbow River Bridge Crossing Pennsylvania Avenue CR 484, Dunnellon, FL , (CONTECH Project #603244)

The following is a Continental Pedestrian Bridge System ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should not be interpreted as a final QUOTATION. The information presented is based on the most current data made available to CONTECH.

CONTECH will fabricate and deliver the following described Continental Pedestrian Bridge components and appurtenances:

DESCRIPTION OF SUPPLIED MATERIALS:

- 1 - 190 ft span x 12.25 ft wide Continental Connector Bridge
 - Unpainted Weathering Steel
 - 6" Concrete Deck (Galv. Form Deck)
 - Horizontal Safety Rails at 4" max to height of 54 inches
 - IPE (rub rail) rail provided
 - Steel toe plate provided
 - AASHTO LRFD Pedestrian Guide Specifications
 - Uniform Live Load of 90 psf (LRFD)
 - No Vehicle Load
 - Delivered in 4 sections

ESTIMATE: \$402,300 Delivered (F.O.B.)

Estimated Heaviest Crane Pick: 153,700 lbs

These costs do not include the foundation, or installation costs. As part of the construction process, the contractor is to perform the items listed below in accordance with the installation drawings:

- Excavate and/or construction for the structure & foundations
- Provide and install anchor bolts
- Unload and set structure utilizing crane
- Touch-Up paint work
- Third-party testing
- Materials and work for reinforced concrete deck slab

Please contact me should you have any questions or need additional information. Thank you for your interest in the Continental Pedestrian Bridge System.

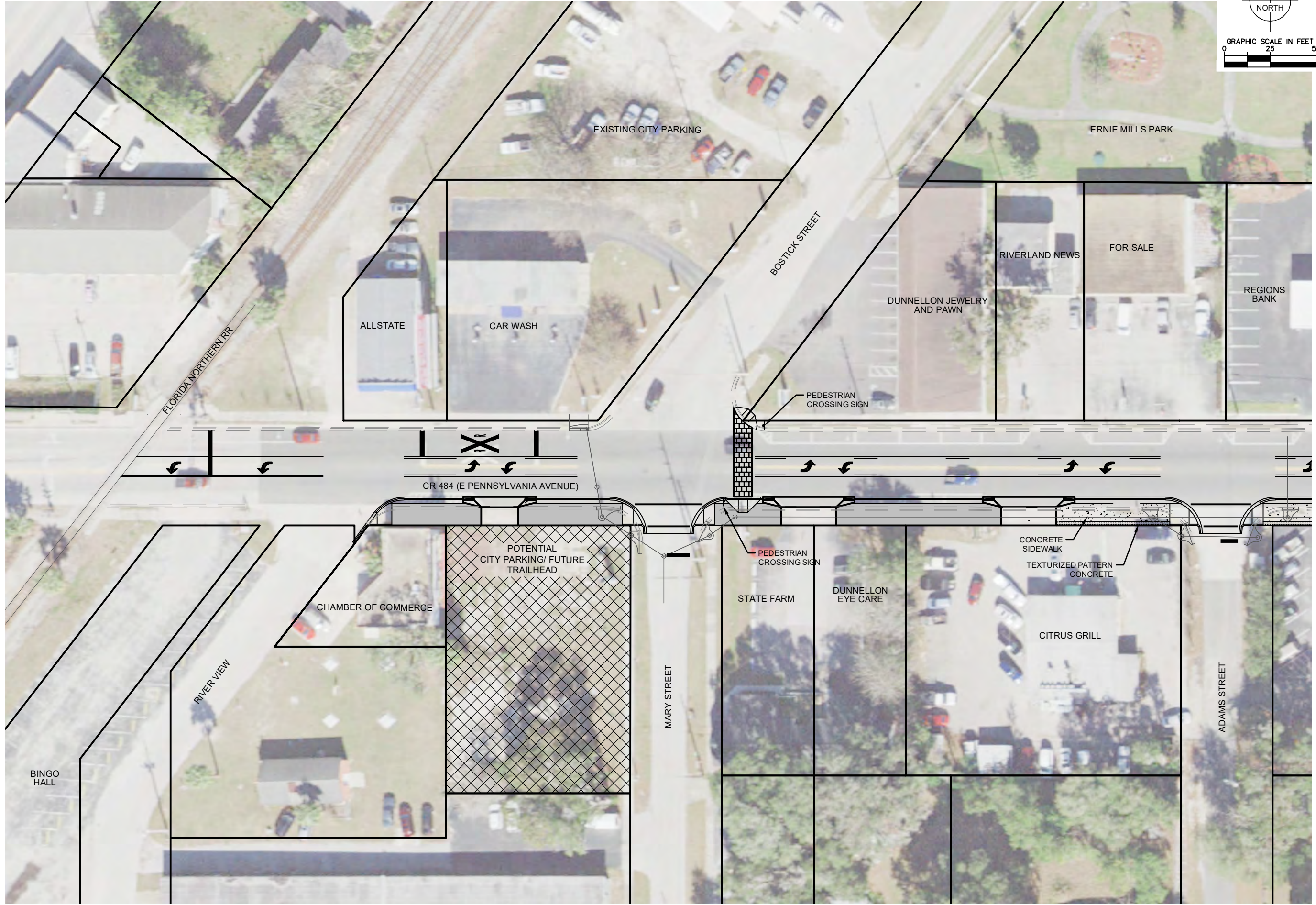
Respectfully,

Joe Allen
(321) 377-0129



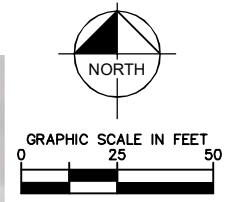
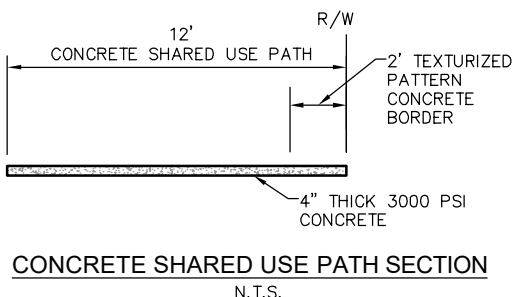
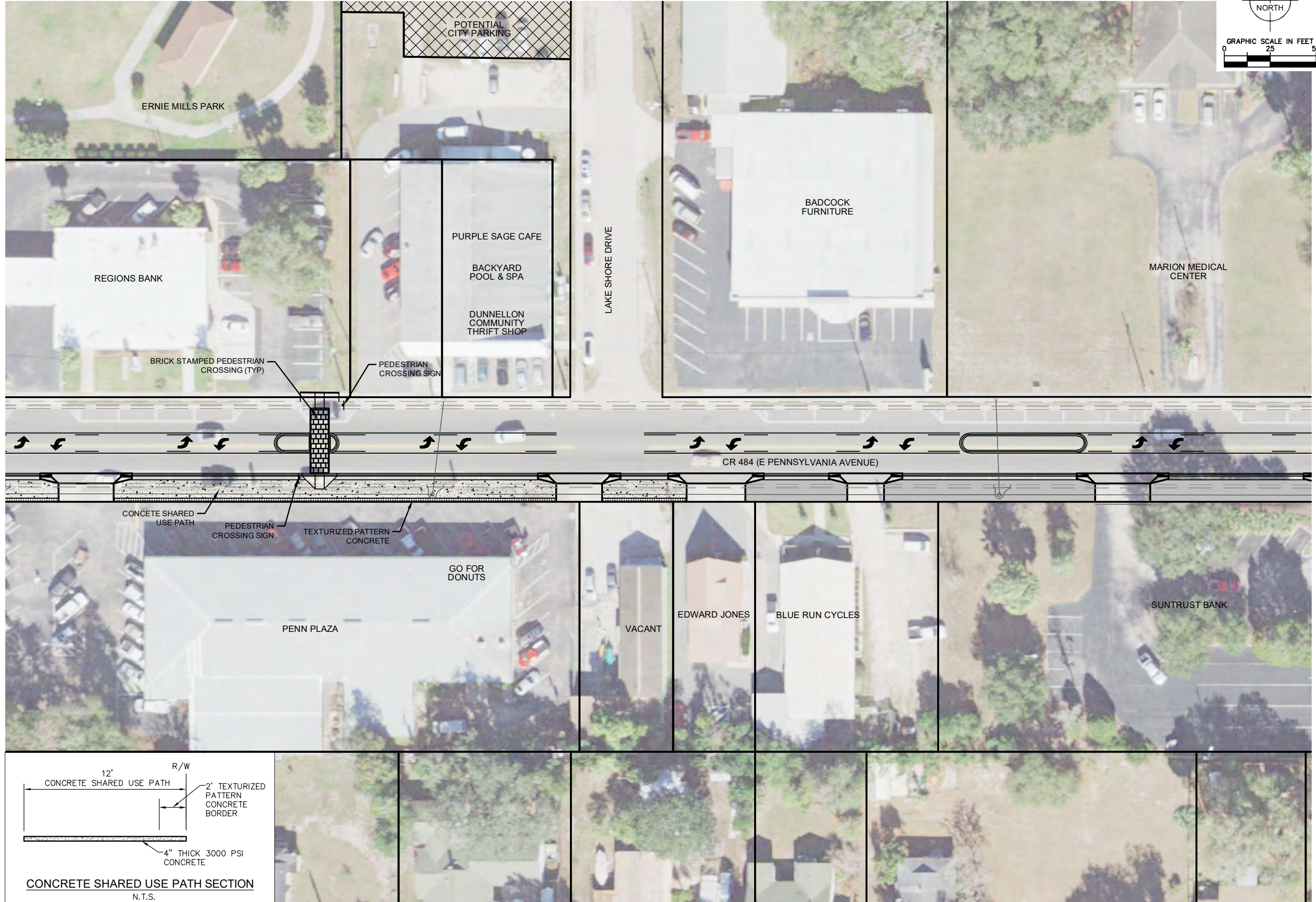
Recommended Concept Plans and Landscape Renderings

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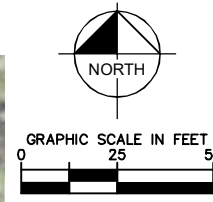
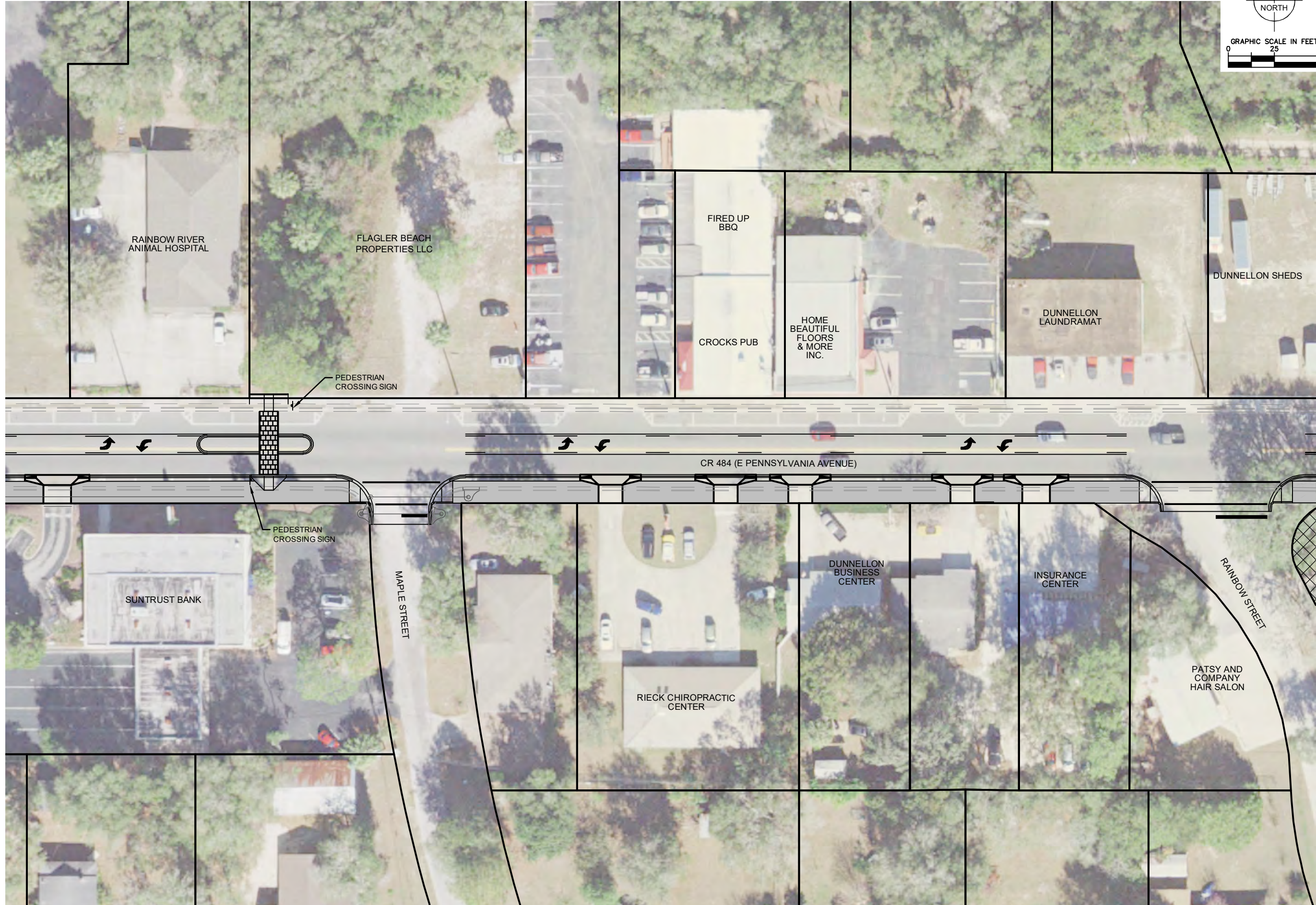
PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY TPO CITY OF DUNNELLON FLORIDA	CONCEPTUAL LAYOUT EXHIBIT		KHA PROJECT 0-04968022	LICENSED PROFESSIONAL AMBER L. GARTNER, P.E. FLORIDA LICENSE NUMBER 72294	© 2018 KIMLEY-HORN AND ASSOCIATES, INC. 101 EAST SILVER SPRINGS BLVD., SUITE 400, OCALA, FL 34470 PHONE: 352-438-3000 WWW.KIMLEY-HORN.COM CA 0000696
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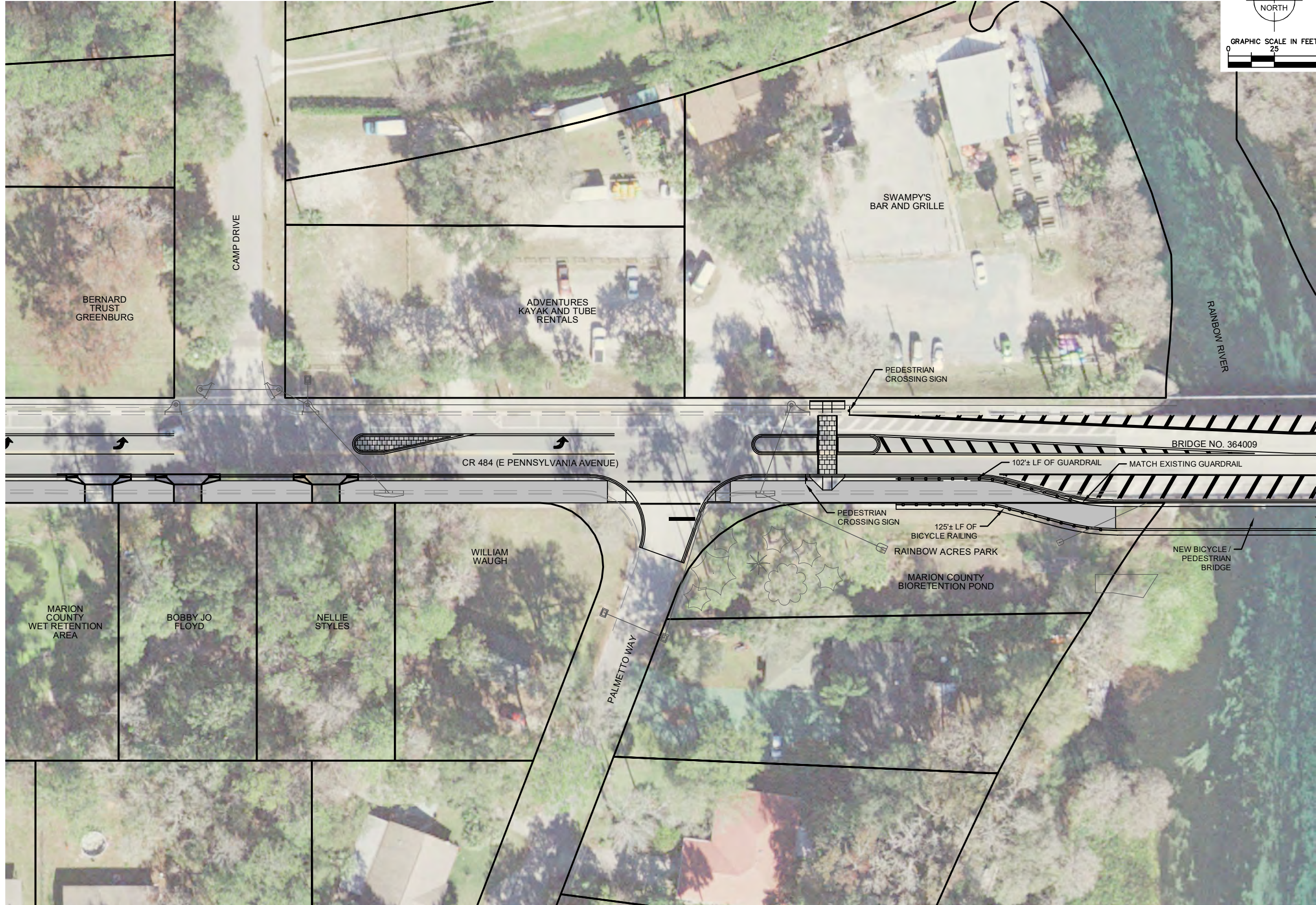
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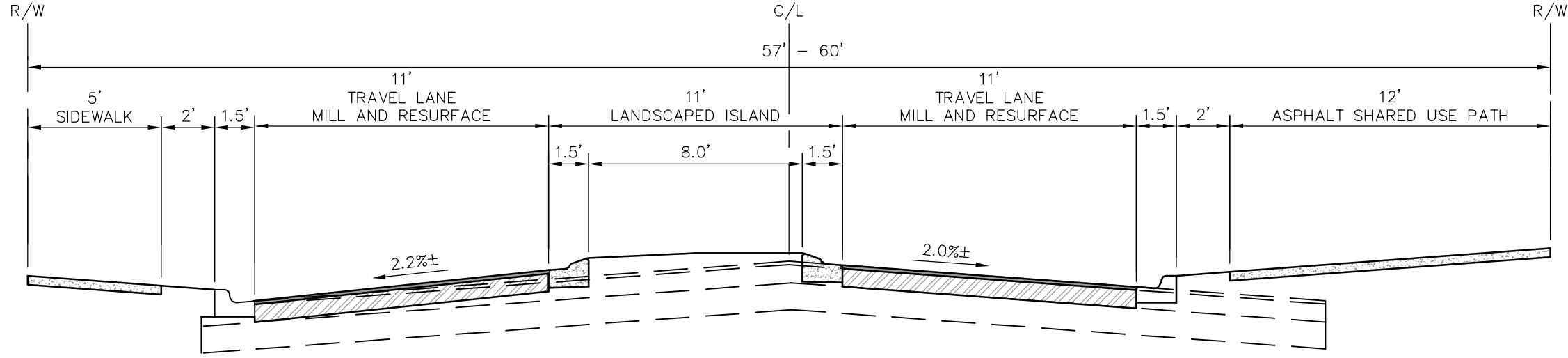
PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY TPO CITY OF DUNNELLON FLORIDA	CONCEPTUAL LAYOUT EXHIBIT		KHA PROJECT 0-0968022	LICENSED PROFESSIONAL AMBER L. GARTNER, P.E. FLORIDA LICENSE NUMBER 72294	No. <input type="checkbox"/> REVISIONS <input type="checkbox"/> DATE <input type="checkbox"/> BY <input type="checkbox"/>
	SHEET NUMBER EX-03	DATE FEBRUARY 2019	SCALE AS SHOWN	DESIGNED BY KHA	DRAWN BY WFC

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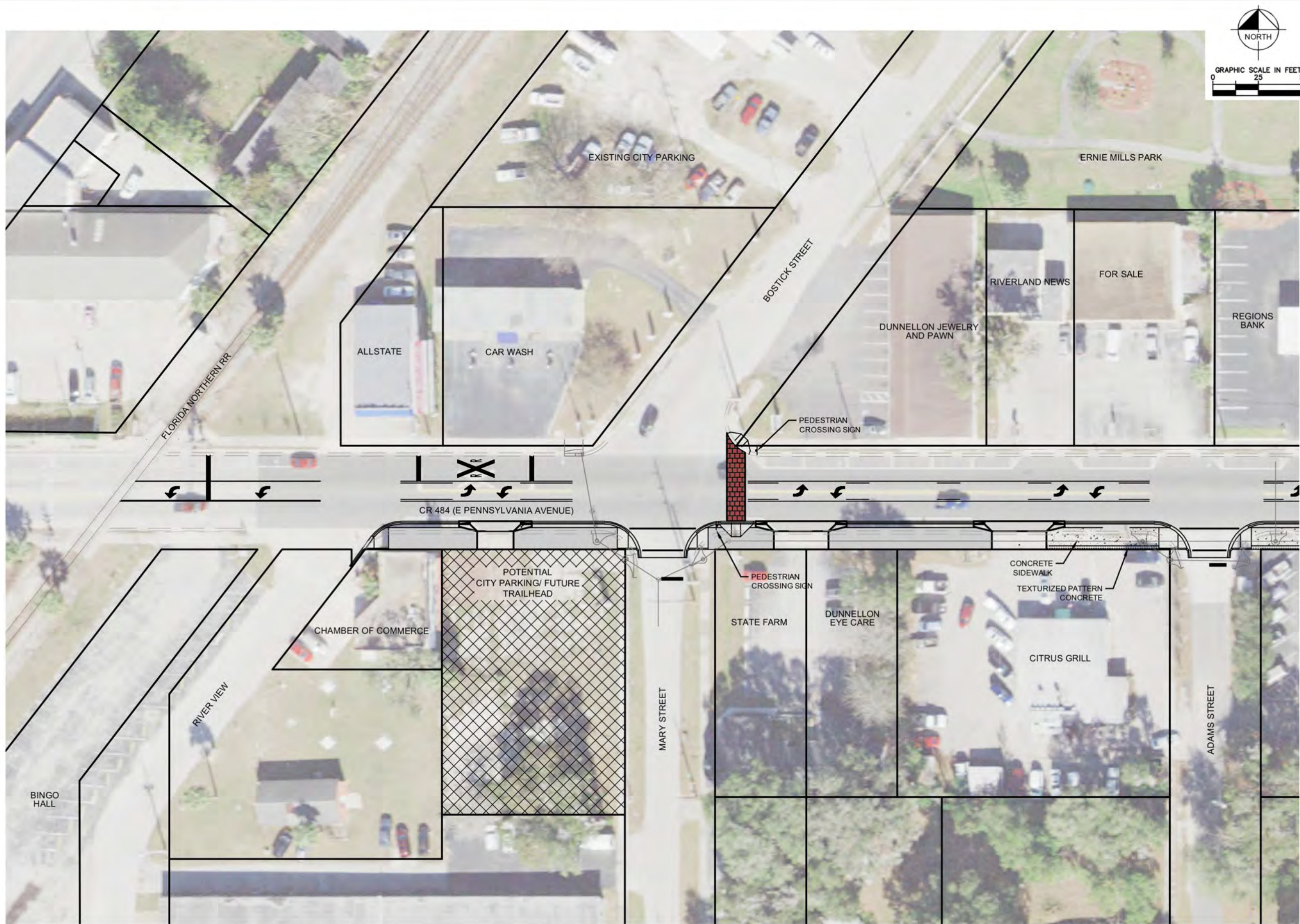
PENNSYLVANIA AVENUE IMPROVEMENTS PREPARED FOR OCALA/MARION COUNTY TPO CITY OF DUNNELLON FLORIDA	CONCEPTUAL LAYOUT EXHIBIT		KHA PROJECT 0406022	LICENSED PROFESSIONAL AMBER L. GARTNER, P.E.	© 2018 KIMLEY-HORN AND ASSOCIATES, INC. 101 EAST SILVER SPRINGS BLVD., SUITE 400, OCALA, FL 34470 PHONE: 352-438-3000 WWW.KIMLEY-HORN.COM CA 0000696
	SHEET NUMBER EX-06	DATE FEBRUARY 2019	SCALE AS SHOWN	FLORIDA LICENSE NUMBER 72294	
			DESIGNED BY KHA	CHECKED BY ALG	
			DRAWN BY WFC	DATE	



**PENNSYLVANIA AVENUE
PROPOSED
TYPICAL SECTION
WITH LANDSCAPED ISLAND**

PENNSYLVANIA AVENUE PREPARED FOR OCALA/MARION COUNTY TPO CITY OF DUNNELLON FLORIDA	PROPOSED TYPICAL SECTION WITH LANDSCAPED ISLAND	KHA PROJECT 0-0688019	LICENSED PROFESSIONAL AMBER L. GARTNER, P.E. FLORIDA LICENSE NUMBER 72294	
		DATE FEBRUARY 2019	NO.	REVISIONS
SCALE AS SHOWN	DESIGNED BY KHA	DRAWN BY WFC	CHECKED BY ALG	DATE
SHEET NUMBER 03				

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		DATE FEBRUARY 2019	SCALE AS SHOWN	DESIGNED BY KHA	DRAWN BY WRC	CHECKED BY ALG
SHEET NUMBER		EX-01		REVISIONS		DATE
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		DATE FEBRUARY 2019	SCALE AS SHOWN	DESIGNED BY KHA	DRAWN BY WRC	CHECKED BY ALG	DATE	No.	REVISIONS

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EX-03

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 FLORIDA LICENSE NUMBER 72294
 KHA PROJECT 040868022
 DATE FEBRUARY 2019
 SCALE AS SHOWN
 DESIGNED BY KHA
 DRAWN BY WRC
 CHECKED BY ALG DATE:

**CONCEPTUAL
 LAYOUT
 EXHIBIT**

PENNSYLVANIA
 AVENUE
 IMPROVEMENTS
 PREPARED FOR
 OCALA/MARION COUNTY TPO
 FLORIDA
 CITY OF DUNNELLON

SHEET NUMBER
EX-05



February 21, 2019

TO: TPO Members

FROM: Michael Daniels, TPO Director

RE: SunTran Route Realignment

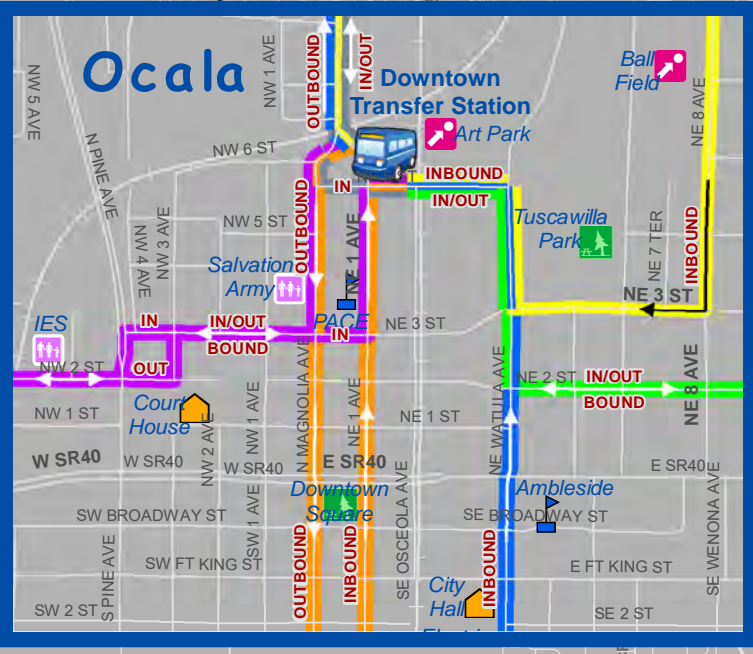
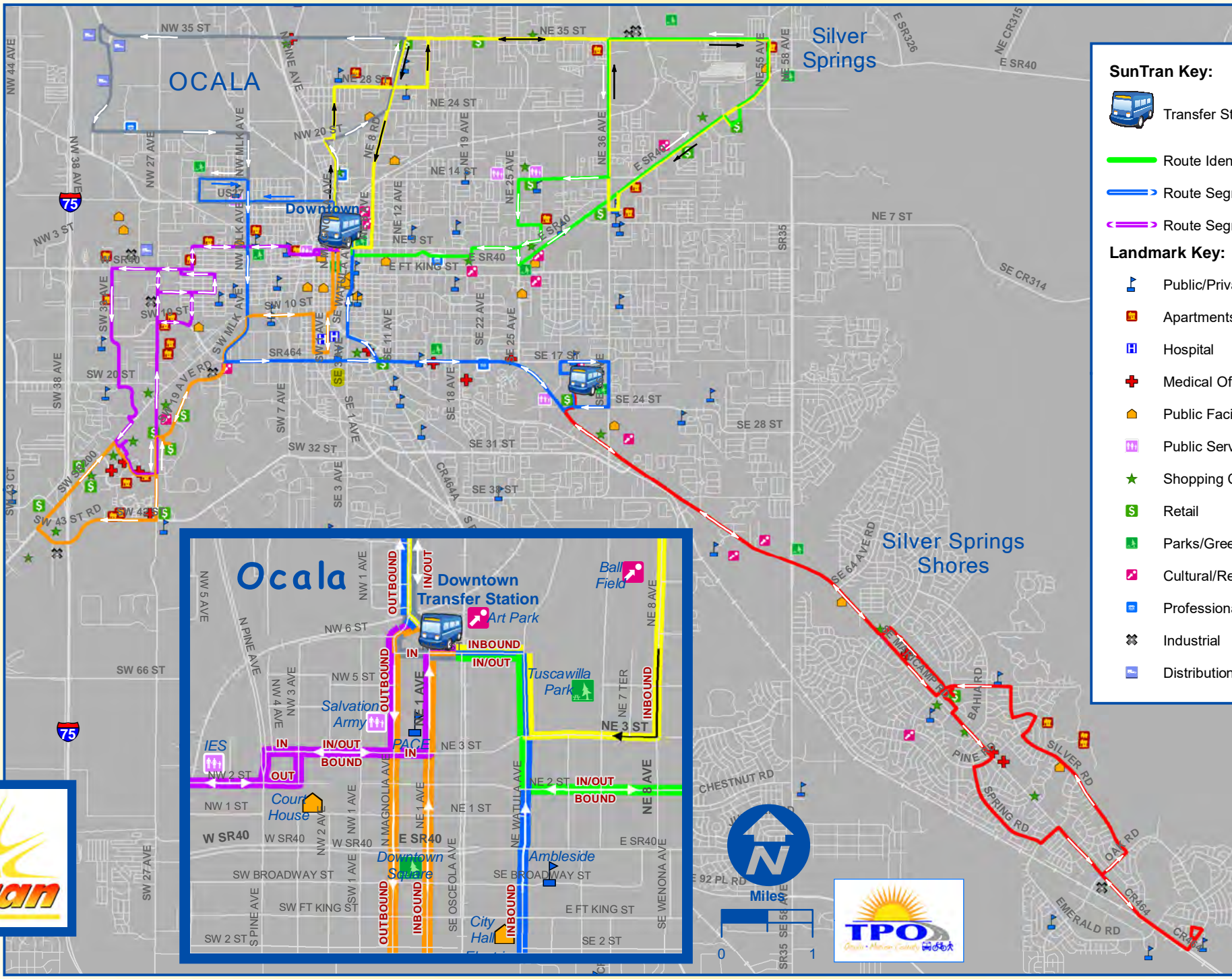
Minor route realignment changes are proposed to address concerns raised by the riders since the route realignment changes went in effect on November 12th.

These changes:

- Revise the schedule to go back to 70-minute headways
- Revise the purple route to allow additional two-way access
- Revise the silver route to include the area around Howard Middle School
- Revise the blue route to include access on SE 17th Street and SE 36th Avenue
- Revise the red route to include access into the Silver Springs Shores WalMart on both inbound and outbound trips.

A final set of recommendations have now been compiled and additional public outreach is underway to inform transit riders of the planned changes. SunTran drivers will begin training on the proposed routes in the coming weeks. A public hearing will be conducted before the TPO Board this month and new service is scheduled to begin at a yet unselected date in September.

Should you have any questions regarding any of the planned route changes please contact me in our office at (629-8297).

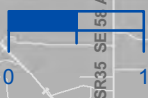


SunTran Key:

- Transfer Station
- Route Identified by Color
- Route Segment One-Way Only
- Route Segment Two-Way

Landmark Key:

- Public/Private Schools and Colleges
- Apartments/Housing
- Hospital
- Medical Office
- Public Facilities/Office
- Public Service
- Shopping Center
- Retail
- Parks/Greenways
- Cultural/Recreational
- Professional Offices
- Industrial
- Distribution Center



FILENAME: M:\DEPARTMENT\TPO\TRANSISTO\CURRENT
 2018 JURIS_REALIGNMENT\ESRI_0805_WORKING\FULL
 BUS_MAP_SX14.IXD: 1:7,500 FT.
 PLOT DATE: amc 02.06.2019



February 21, 2019

TO: TPO Board Members

FROM: Derrick Harris, Fiscal Manager/Transportation Planner

SUBJECT: Steps to transition SunTran from the TPO to the City of Ocala

Per the direction of the TPO Board's decision at the January 24th meeting to have the City of Ocala take over the operation and maintenance of the TPO. I have put together the following documents to amend or delete which are listed below:

- SunTran Interlocal Agreement: Staff is recommending that the interlocal agreement be amended to acknowledge that the City of Ocala is now taking over the responsibility of operating the public transportation system and as a result, will be the main policy board for SunTran. In addition, a modification to the financial matching requirements is also proposed.
- Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation (ICAR) Agreement is proposed to be amended to acknowledge that the City of Ocala and not the TPO will be operating and maintaining the SunTran Bus System.
- Unified Planning Work Program Amendment: Staff is proposing an amendment to the UPWP to eliminate the SunTran related functions as part of the UPWP or TPO related functions.

Should you have any questions regarding the information please contact me in our office at 629-8297.

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February 22, 2019

TO: TPO Board Members
FROM: Derrick Harris, Fiscal Manager/Transportation Planner
SUBJECT: TPO Interlocal Agreement

Per the TPO Board's motion on January 24th, I have enclosed a revised Interlocal Agreement between the City of Ocala, and Marion County.

Staff is requesting authorization, subject to legal review, to forward the agreement to the respective parties of the agreement, the City of Ocala and Marion County.

I have also included the bylaws for the RTS Advisory Board. RTS is the public transit system in the City of Gainesville. They have an advisory board that includes representation from both the City of Gainesville and Alachua County to review matters related to the transit system. This is being provided for informational purposes only.

Should you have any questions regarding the information, please contact me in our office at 629-8568.

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INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT is made and entered into this _____ day of _____ 2019, by and between the CITY OF OCALA, a municipal corporation existing under the laws of the State of Florida, hereinafter referred to as CITY, and MARION COUNTY, a political subdivision of the State of Florida, hereinafter referred to as COUNTY.

WHEREAS, the provision of adequate and effective public transportation services is an existing and growing problem in Marion County; and

WHEREAS, the public transportation system, SunTran, began operation on December 15, 1998 and has continued to provide the community with public transportation service; and

WHEREAS, the CITY and COUNTY are authorized by Section 163.01, Florida Statutes, to enter into interlocal Agreements to make the most efficient use of their powers by cooperating with each other on a basis of mutual advantage and thereby to provide services and facilities in a manner that will accord best with geographic, economic, population and other factors influencing the needs and development of the local community.

NOW, THEREFORE, for and in consideration of the mutual terms, covenants and conditions to be complied with on the part of the respective parties hereto, it is agreed as follows:

SECTION 1 - PURPOSE OF THIS AGREEMENT

The purpose of this Agreement is to provide for public transportation services within the area of Marion County designated in the Transit Development Plan as modified or amended and to state the terms and conditions upon which cooperative funding shall be provided and an understanding between the Parties as to the manner in which the service will be provided.

SECTION 2 - ESTABLISHMENT OF POLICY BOARD

The CITY shall serve as the policy board for the public transportation system. The CITY shall be responsible for establishment of all fares, service standards, rules and regulations of the system. The Ocala Marion County TPO shall be notified of any policy changes.

SECTION 3- ESTABLISHMENT OF ADMINISTRATIVE AGENCY

The CITY shall serve as the administrative agency for the public transportation system. The CITY shall provide public transportation for the general public by the operation of revenue vehicles over designated routes on a fixed schedule. CITY staff shall be responsible for the day-to-day administration and oversight of the service.

SECTION 4- CONTRACTUAL AUTHORITY FOR THE ADMINISTRATIVE AGENCY

The CITY, as administrator of the system, shall be authorized to apply for and receive grants-in-aid or other assistance from the Federal Government and/or the State of Florida. Said grants or other assistance shall be used to carry out the purposes of this Interlocal Agreement. The CITY shall also receive any funds provided by local entities for the financial support of the public transit system as described in this Interlocal Agreement.

The CITY is also authorized to enter into a management, operation, and maintenance contract with a private company to oversee the day-to-day operations of the public transportation system.

SECTION 5- CAPITAL AND OPERATIONAL CONTRIBUTIONS

The CITY agrees to acquire the physical facilities (i.e. buses, signage, bus stop furnishings, etc.) that shall be required to operate a public transportation system. The CITY shall be the legal entity responsible for the operation and management of the public transportation system.

The CITY and COUNTY agree that the financial support for the purposes set forth in this Interlocal Agreement shall be borne by each of the Parties as follows: the CITY shall pay seventy-five (75) percent of any local monies required, and the COUNTY shall provide twenty-five (25) percent for any grant related to capital and operation. Local monies are defined as those necessary to match any State program (Block Grant, TRIP, CIGP or other programs that may be established) or Federal program (Section 5305(d), 5307, 5309, or other programs that may be established). In addition, other necessary funds, capital or operating, not covered by any grant program or other financial assistance shall be the responsibility of the CITY and COUNTY in the same manner as described above.

The funds for capital and operating costs shall be provided by the Parties to this Interlocal Agreement to the CITY on a quarterly basis. See APPENDIX A for a cost breakdown.

All revenues derived from the operation of the transit system shall be utilized to reduce the operating costs of the system, excluding advertisement.

SECTION 6- TERM AND RENEWAL OF INTERLOCAL AGREEMENT

This Interlocal Agreement shall be for the term of **July 1, 2019 to September 30, 2023**. Prior to the expiration of this Interlocal Agreement, the terms and conditions shall be reviewed by the TPO to determine continuation of the public transportation system. This Interlocal Agreement may be terminated by a simple majority vote of either party at least 180 days prior to the end of any fiscal year (October 1 - September 30). Notice of intent to terminate shall be

given to the other party within 2 weeks of said vote. The effective date of termination shall be the end of the then current fiscal year.

SECTION 7-TRANSFER OR DISPOSITION OF PROPERTY

In the event of transfer of administrative agency duties to another entity or agency, all property acquired pursuant to this Interlocal Agreement will transfer to the newly designated administrative agency. In the event of termination of the public transportation system, the disposition or distribution of any properties or monies acquired under operation of this Agreement shall be on a proportionate rate basis, with the appropriate share to the Parties hereto being in direct proportion to each Party's contribution after required reimbursements to federal source.

IN WITNESS WHEREOF, the undersigned parties have caused this Interlocal Agreement to be duly executed in their behalf on this _____ day of _____, 2019.

BOARD OF COUNTY COMMISSION OF
MARION COUNTY, FLORIDA

By: _____
Michelle Stone,
Marion County Chair

Attest: _____
David R. Ellspermann,
Marion County Clerk of the Circuit Court

Approved as to form and legality:

Matthew G. Minter
County Attorney

CITY OF OCALA

By: _____
Mary Sue Rich,
City of Ocala Council Chair

Attest: _____

Approved as to form and legality:

Patrick G. Gilligan
City Attorney

APPENDIX A

60/40 split		75/25 split			60/40 split		75/25 split		
CITY EXISTING		CITY PROPOSED		DIFFERENCE	COUNTY EXISTING		COUNTY PROPOSED		DIFFERENCE
Oct 15 - Sept 16		Oct 15 - Sept 16			Oct 15 - Sept 16		Oct 15 - Sept 16		
Operating	\$ 241,155.88	Operating	\$ 285,971.43		Operating	\$ 160,770.59	Operating	\$ 95,323.81	
Capital	\$ 78,974.50	Capital	\$ 68,925.67		Capital	\$ 52,649.67	Capital	\$ 62,698.50	
Advertising		Advertising	\$ -		Advertising		Advertising		
TOTAL	\$ 320,130.38	TOTAL	\$ 354,897.10	\$ (34,766.72)	TOTAL	\$ 213,420.25	TOTAL	\$ 158,022.31	\$ 55,397.94
CITY EXISTING		CITY PROPOSED		DIFFERENCE	COUNTY EXISTING		COUNTY PROPOSED		DIFFERENCE
Oct 16 - Sept 17		Oct 16 - Sept 17			Oct 16 - Sept 17		Oct 16 - Sept 17		
Operating	\$ 237,444.63	Operating	\$ 315,475.62		Operating	\$ 158,296.42	Operating	\$ 105,158.54	
Capital	\$ 100,444.86	Capital	\$ 110,408.05		Capital	\$ 66,963.24	Capital	\$ 57,000.04	
Advertising		Advertising	\$ (79,800.00)		Advertising		Advertising	\$ -	
TOTAL	\$ 337,889.49	TOTAL	\$ 346,083.67	\$ (8,194.19)	TOTAL	\$ 225,259.66	TOTAL	\$ 162,158.58	\$ 63,101.08
CITY EXISTING		CITY PROPOSED		DIFFERENCE	COUNTY EXISTING		COUNTY PROPOSED		DIFFERENCE
Oct 17 - Sept 18		Oct 17 - Sept 18			Oct 17 - Sept 18		Oct 17 - Sept 18		
Operating	\$ 242,361.38	Operating	\$ 312,432.23		Operating	\$ 161,574.26	Operating	\$ 104,144.08	
Capital	\$ 41,124.07	Capital	\$ 42,591.25		Capital	\$ 27,416.05	Capital	\$ 25,948.86	
Advertising		Advertising	\$ (31,242.65)		Advertising		Advertising	\$ -	
TOTAL	\$ 283,485.45	TOTAL	\$ 323,780.83	\$ (40,295.38)	TOTAL	\$ 188,990.30	TOTAL	\$ 130,092.94	\$ 58,897.36
Average annual expense over 3 yr period			\$ 341,587.20		Average annual expense over 3 yr period			\$ 150,091.28	
Average increase over 3yr period				\$ (27,752.09)	Average reduction over 3 yr period				\$ 59,132.13

BYLAWS
Regional Transit System Advisory Board
Gainesville, Florida

ARTICLE I. NAME

This organization shall be known as the Regional Transit System Advisory Board (the “Board”).

ARTICLE II. GOVERNMENT

The City Commission of the City of Gainesville, Florida, shall govern the Board in all its practices.

ARTICLE III. DUTIES

The duties of the Board shall be to advise the City Commission on all matters relating to public transit development in the City of Gainesville and Alachua County including (1) to develop and analyze policies concerning the operation of the regional transit system, (2) to develop approaches for financing the regional transit system on a long-term basis, (3) to review rider-ship, routes, rates and other related matters, (4) to consider questions referred to it by the City Commission. All recommendations must include City Manager or designee comments. And (5) to review all matters relating to the transit system that must be approved by the City Commission. The issues will then be sent to the City Commission with the recommendations of both the board and City Manager or designee.

ARTICLE IV. MEMBERSHIP

There shall be nine (9) members comprised of six (6) City residents appointed by the City Commission and three (3) residents of Alachua County appointed by the County Commission from among the following individual groups: (1) regular user of transit system, (2) senior citizen, (3) person with disability, (4) University of Florida student, (5) Chamber of Commerce Representative, (6) major employer in the local area, (7) environmental community, (8) neighborhood and/or homeowners associations, (9) student-oriented housing developments, (10) Santa Fe College student, and (11) Metropolitan Transportation Planning Organization Citizen Advisory Committee. Each member will serve a three-year term.

ARTICLE V. OFFICERS

There shall be two officers: Chairperson and Vice-Chairperson, with each officer elected by the Board and serving for a term of one year. The elections shall take place in September of each year with the term of office beginning in October. The election shall be by majority vote of members present at the meeting scheduled for this purpose. The officers shall perform the duties as prescribed for the Board. The Chairperson shall preside at all meetings, and represent the Board to the City Commission, or be represented by his or her designee. The Vice-Chairperson shall preside at all meetings in the absence of the Chairperson and shall perform those responsibilities assigned by the Chairperson or directed by the Board.

ARTICLE VI. RESIGNATIONS

A member may resign from the Board by submitting a letter of resignation to the Chairperson and a copy of the letter to the Director of the transit system.

ARTICLE VII. REMOVAL OF MEMBERS

Removal of Board members is pursuant to City Code Section 2-247(b) and amended in Ordinance No. 110658. A member of the Board is automatically removed from the Board when the board member's overall attendance record is less than 50 percent for the six most recent board meetings at which voting occurred. Board members may be granted two excused absences per calendar year for a medical reason or professional/educational obligation. Board members shall notify the board secretary of an excused absence prior to the meeting, if practicable.

ARTICLE VIII. VACANCIES

The City Commission may fill vacancies for a vacant or expired term at any time.

ARTICLE IX. MEETINGS

- A. The Board shall hold its regular meeting on a bi-monthly basis with the date and time to be determined by the Board.
- B. Special meetings may be called by the Chairperson or by an initiative of a majority of Board members. Seven (7) days' notice shall be provided to the members for a special meeting.
- C. At least fifty percent of current voting members present at a Board meeting shall constitute a quorum for the transaction of business. An affirmative vote of a majority of the voting members present and voting at any meeting of the Board shall be necessary in order to adopt any measure.
- D. The Regional Transit System (RTS) shall furnish a recording secretary for all meetings. RTS will assist in the preparation, duplication and distribution of all printed materials for Board meetings.
- E. RTS will send out notices and agendas to members at least seven (7) working days prior to the regular meetings. RTS may send them out either electronically or by mail, and will facilitate sending such notices and agendas for board meetings in a suitable alternative format.
- F. All Board meetings are open to the public.
- G. Agendas will be prepared by RTS staff. Board members may submit agenda items to staff at least ten (10) working days before the meeting.
- H. The Chairperson may cancel a scheduled meeting six (6) business days prior to the meeting if there are no agenda items.

ARTICLE X. AMENDMENT OF BYLAWS

The Bylaws may be amended by a two-thirds vote of the Board members present at a regular meeting. Board members shall be given at least one month's notice of bylaws amendments to be considered.



February 21, 2019

TO: TPO Board Members

FROM: Derrick Harris, Fiscal Manager/Transportation Planner

SUBJECT: Steps to transition SunTran from the TPO to the City of Ocala

Per the direction of the TPO Board's decision at the January 24th meeting to have the City of Ocala take over the operation and maintenance of the TPO. I have provided a revision to the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation (ICAR) Agreement to acknowledge that the City of Ocala and not the TPO will be operating and maintaining the SunTran Bus System.

Should you have any questions regarding the information please contact me in our office at 629-8297.

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INTERGOVERNMENTAL COORDINATION AND REVIEW AND PUBLIC TRANSPORTATION COORDINATION JOINT PARTICIPATION AGREEMENT

THIS JOINT PARTICIPATION AGREEMENT is made and entered into on this ____ day of _____, _____ by and between the FLORIDA DEPARTMENT OF TRANSPORTATION; the Ocala / Marion Transportation Planning Organization (TPO); the East Central Florida Regional Planning Council; the City of Ocala City Council on behalf of the Ocala International Airport and the Marion County Board of County Commissioners acting as the Dunnellon Airport Authority on behalf of the Marion County Airport.

RECITALS

WHEREAS, the Federal Government, under the authority of Title 23 United States Code Section 134 and Title 49 United States Code (USC) Section 5303 and any subsequent applicable amendments, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process in designated urbanized areas to develop and implement plans and programs consistent with the comprehensively planned development of the metropolitan area;

WHEREAS, Title 23 USC §134, Title 49 USC §5303, and Section 339.175, Florida Statutes (F.S.), provide for the creation of metropolitan planning organizations to develop transportation plans and programs for urbanized areas;

WHEREAS, Title 23 Code of Federal Regulations (CFR) §450 requires that the State, the Metropolitan Planning Organization, and the operators of publicly owned transportation systems shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning (including multimodal, systems-level corridor and subarea, planning studies pursuant to Title 23 CFR §450) and programming;

WHEREAS, pursuant to Section 20.23, F.S., the Department has been created by the State of Florida, and the Department has the powers and duties relating to transportation, as outlined in Section 334.044, F.S.;

WHEREAS, pursuant to 23 USC §134, 49 USC §5303, 23 CFR §450, and Section 339.175 F.S., the Ocala / Marion County Transportation Planning Organization, here in after referred to as the Transportation Planning Organization or TPO, has been designated and its membership apportioned by the Governor of the State of Florida, with the agreement of the affected units of general purpose local government, to organize and establish the Transportation Planning Organization;

WHEREAS, pursuant to the Interlocal Agreement executed on 21st day of June, 2016, and filed with the Clerk of the Circuit Court of Marion County the TPO was established;

WHEREAS, pursuant to action taken by the Federal Aviation Administration in 1962, the Ocala Airport was relocated to its present location with the purpose of providing general aviation, corporate aviation and the air cargo industry as well as a limited number of charter operations.

WHEREAS, pursuant to Chapter 81-436, Laws of Florida, the Dunnellon Airport Authority (on behalf of the Marion County Airport) was created and established with the purpose of acquiring, constructing, improving, financing, operating and maintaining airport facilities;

WHEREAS, the public transportation system, SunTran, began operation on December 15, 1998, and was operated by the Ocala/Marion Transportation Organization Board prior to July 1, 2019, and is operated by the City of Ocala, as of July 1, 2019;

WHEREAS, pursuant to Section 339.175 F.S., the TPO shall execute and maintain an agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the Transportation Planning Area;

WHEREAS, the agreement must describe the means by which activities will be coordinated and specify how transportation planning and programming will be part of the comprehensively planned development of the Transportation Planning Area;

WHEREAS, pursuant to Section 186.504, F.S., and Chapter 29 F-1, Florida Administrative Code (FAC), the East Central Florida Regional Planning Council, herein after referred to as the Regional Planning Council or the RPC, was established and operates with a primary purpose of intergovernmental coordination and review;

WHEREAS, pursuant to Section 186.505, F.S., the RPC is to review plans of metropolitan planning organizations to identify inconsistencies between those agencies' plans and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S.;

WHEREAS, the RPC, pursuant to Section 186.507, F.S., is required to prepare a Strategic Regional Policy Plan, which will contain regional goals and policies that address regional transportation issues;

WHEREAS, based on the RPC statutory mandate to identify inconsistencies between plans of metropolitan planning organizations and applicable local government comprehensive plans, and to prepare and adopt a Strategic Regional Policy Plan, the RPC is appropriately situated to assist in the intergovernmental coordination of the transportation planning process;

WHEREAS, pursuant to Section 186.509, F.S., and Chapter 29 F-3, FAC, the RPC has adopted a conflict and dispute resolution process;

WHEREAS, the purpose of the dispute resolution process is to reconcile differences in planning and growth management issues between local governments, regional agencies, and private interests;

WHEREAS, the parties hereto have determined that the voluntary dispute resolution process can be useful in resolving conflicts and disputes arising in the transportation planning process;

WHEREAS, pursuant to Title 23 CFR §450 and Section 339.175, F.S., the TPO must execute and maintain an agreement with the operators of public transportation systems, including transit systems, commuter rail systems, airports, seaports, and spaceports, describing the means by which activities will be coordinated and specifying how public transit, commuter rail, aviation, and seaport planning (including multimodal, systems-level corridor and subarea planning studies pursuant to 23 CFR §450) and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, it is in the public interest that the TPO, operators of public transportation systems, including transit systems, commuter rail systems, port and Ocala International Airport / City of Ocala Council and Marion County Airport / Dunnellon Airport Authority, jointly pledge their intention to cooperatively participate in the planning and programming of transportation improvements within this Transportation Planning Area;

WHEREAS, the undersigned parties have determined that this Agreement satisfies the requirements of and is consistent with Title 23 CFR §450 and Section 339.175 F.S.; and

WHEREAS, the parties to this Agreement desire to participate cooperatively in the performance, on a continuing basis, of a cooperative, and comprehensive transportation planning process to assure that highway facilities, transit systems, bicycle and pedestrian facilities, rail systems, air transportation and other facilities will be located and developed in relation to the overall plan of community development.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

ARTICLE 1 RECITALS: DEFINITIONS

Section 1.01. Recitals. Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

Section 1.02. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

Agreement means and refers to this instrument, as may be amended from time to time.

Corridor or Subarea Study shall mean and refer to studies involving major investment decisions or as otherwise identified in Title 23 CFR §450.

Department shall mean and refer to the Florida Department of Transportation, an agency of the State of Florida, created pursuant to Section 20.23, F.S.

FHWA means and refers to the Federal Highway Administration.

Long Range Transportation Plan is the 20-year transportation planning horizon which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and, in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by Title 23 USC §134, Title 49 USC §5303, Title 23 CFR §450, and Section 339, F.S.

Metropolitan Planning Area means and refers to the planning area as determined by agreement between the TPO and the Governor for the urbanized areas designated by the United States Bureau of the Census as described in 23 USC §134, 49 USC §5303, and Section 339.175, F.S., and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the Metropolitan Planning Organization's planning authority. This may also be referred to as a Transportation Planning Area.

Metropolitan Planning Organization (MPO) means and refers to the Metropolitan Planning Organization formed pursuant to this Interlocal Agreement as described in Title 23 USC §134, Title 49 USC §5303, and Section 339.175, F.S. This may also be referred to as a Transportation Planning Organization (TPO).

Regional Planning Council means and refers to the East Central Florida Regional Planning Council created pursuant to Section 186.504, F.S., and identified in Chapter 29 F-1, FAC.

Transportation Improvement Program (TIP) is the staged multi-year program of transportation improvement projects developed by a transportation planning organization consistent with the Long Range Transportation Plan, developed pursuant to Titles 23 USC §134, 49 USC §5303, 23 CFR §450 and Section 339.175, F.S.

Unified Planning Work Program (UPWP) is a biennial program developed in cooperation with the Department and public transportation providers, that identifies the planning priorities and activities to be carried out within a transportation planning area to be undertaken during a 2-year period, together with a complete description thereof and an estimated budget, as required by Title 23 CFR §450, and Section 339.175, F.S.

ARTICLE 2 PURPOSE

Section 2.01. Coordination with public transportation system operators. This Agreement is to provide for cooperation between the TPO, the Department, the Ocala International Airport, The Dunnellon Airport Authority, and in the development and preparation of the UPWP, the TIP, the LRTP, and any applicable Corridor or Subarea Studies.

Section 2.02. Intergovernmental coordination; Regional Planning Council. Further, this Agreement is to provide a process through the RPC for intergovernmental coordination and review and identification of inconsistencies between proposed TPO transportation plans and local government comprehensive plans adopted pursuant to Chapter 163, F.S., and reviewed by the Division of Community Development within the Florida Department of Economic Opportunity.

Section 2.03. Dispute resolution. This Agreement also provides a process for conflict and dispute resolution through the RPC.

ARTICLE 3 COOPERATIVE PROCEDURES FOR PLANNING ANP PROGRAMMING WITH OPERATORS OF PUBLIC TRANSPORTATION SYSTEMS

Section 3.01. Cooperation with operators of public transportation systems: coordination with local government approved comprehensive plans.

- (a) The TPO shall cooperate with the Ocala International Airport and the Dunnellon Airport Authority to optimize the planning and programming of an Integrated and balanced intermodal transportation system for the Transportation Planning Area.
- (b) The TPO shall implement a continuing, cooperative, and comprehensive transportation planning process that is consistent, to the maximum extent feasible, with port and aviation master plans, and public transit development plans of the units of local governments whose boundaries are within the Transportation Planning Area.
- (c) As a means towards achievement of the goals in paragraphs (a) and (b) and in an effort to coordinate intermodal transportation planning and programming, the TPO may include, but shall include no later than July 6, 2014 if within a transportation management area, as part of its membership officials of agencies that administer or operate major modes or systems of transportation, including but not limited to transit operators, sponsors of major local airports, maritime ports, and rail operators per Federal regulations. The representatives of the major modes or systems of transportation may be accorded voting

or non-voting advisor status. In the Transportation Planning Area if authorities or agencies are created by law to perform transportation functions and that are not under the jurisdiction of a general purpose local government represented on the TPO, the TPO may request the Governor to designate said authority or agency as a voting member of the TPO in accordance with the requirements of Section 339.175, F.S. If the new member would significantly alter local government representation in the TPO, the TPO shall propose a revised apportionment plan to the Governor to ensure voting membership on the TPO to be an elected official representing public transit authorities which have been, or may be, created by law.

The TPO shall ensure that representatives of ports, transit authorities, rail authorities, and airports within the Transportation Planning Area are provided membership on the TPO Technical Advisory Committee.

Section 3.02. Preparation of transportation related plans.

- (a) Although the adoption or approval of the UPWP, the TIP, and the LRTP is the responsibility of the TPO, development of such plans or programs shall be viewed as a cooperative effort involving the Department, and the Ocala International Airport / City of Ocala Council and Marion County Airport / Dunnellon Airport Authority. In developing its plans and programs, the TPO shall solicit the comments and recommendations of the parties to this Agreement in the preparation of such plans and programs.
- (b) When preparing the UPWP, the TIP, or the LRTP, or preparing other than a minor amendment thereto (as determined by the TPO), the TPO shall provide notice to the Department and the Ocala International Airport / City of Ocala Council and Marion County Airport / Dunnellon Airport Authority advising them of the scope of the work to be undertaken and inviting comment and participation in the development process. The TPO shall ensure that the chief operating officials of the Department, and the Ocala International Airport / City of Ocala Council and Marion County Airport / Dunnellon Airport Authority shall receive at least 15 days written notice of all public workshops and hearings, or specified number of days per TPO bylaws, or public participation plan, relating to the development of such plans and programs.
- (c) Local government comprehensive plans.
 - (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the TPO), the TPO and the Ocala International Airport / City of Ocala Council and Marion County Airport / Dunnellon Airport Authority, shall analyze for each local government in the Transportation Planning Area:
 - (i) each comprehensive plan's future land use element;
 - (ii) the goals, objectives, and policies of each comprehensive plan; and
 - (iii) the zoning, of each local government in the Transportation Planning Area.

- (2) Based upon the foregoing review and a consideration of other growth management factors, the TPO, and the Ocala International Airport / City of Ocala Council and Marion County Airport / Dunnellon Airport Authority, shall provide written recommendations to local governments in the Transportation Planning Area in the development, amendment, and implementation of their comprehensive plans. A copy of the recommendations shall be sent to the RPC.
 - (3) The TPO agrees that, to the maximum extent feasible, the LRTP and the projects and project-phases within the TIP shall be consistent with the future land use element and goals, objectives, and policies of each comprehensive plan of the local governments in the Transportation Planning Area. If the TPO's TIP is inconsistent with a local government's comprehensive plan, the TPO shall so indicate, and the TPO shall present, as part of the TIP, justification for including the project in the program.
- (d) Multi-modal transportation agency plans.
- (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the TPO, the TPO shall analyze the master plans of the Ocala International Airport / City of Ocala Council and Marion County Airport / Dunnellon Airport Authority. Based upon the foregoing review and a consideration of other transportation-related factors, the TPO, shall from time to time and as appropriate, provide recommendations to the parties to this Agreement as well as local governments within the Transportation Planning Area, for the development, amendment, and implementation of their master, development, or comprehensive plans.
 - (2) In developing or revising their respective master, development, or comprehensive plans, the parties to this Agreement shall analyze the draft or approved Unified Planning Work Program, Transportation Improvement Program, Long Range Transportation Plan, or Corridor or Subarea studies, or amendments thereto. Based upon the foregoing review and a consideration of other transportation-related factors, the parties to this Agreement shall from time to time and as appropriate, provide written recommendations to the TPO with regard to development, amendment, and implementation of the plans, programs, and studies.
 - (3) The TPO agrees that, to the maximum extent feasible, the Transportation Improvement Program shall be consistent with the affected master plans and development plans of the parties to this Agreement.

ARTICLE 4 INTERGOVERNMENTAL COORDINATION AND REVIEW

Section 4.01. Coordination with Regional Planning Council. The RPC shall perform the following tasks:

- (a) Within 30 days of receipt, the RPC shall review the draft TIP, LRTP, Corridor and Subarea studies, or amendments thereto, as requested by the TPO, to identify inconsistencies between these plans and programs and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S., for counties and cities within the

Transportation Planning Area and the adopted Strategic Regional Policy Plan.

- (1) The parties recognize that, pursuant to Florida law, the LRTP and the TIP of the TPO must be considered by cities and counties within the Transportation Planning Area in the preparation, amendment, and update/revision of their comprehensive plans. Further, the LRTP and the projects and project phases within the TIP are to be consistent with the future land use element and goals, objectives, and policies of the comprehensive plans of local governments in the Transportation Planning Area. Upon completion of its review of a draft TIP or LRTP, the RPC shall advise the TPO and each county or city of its findings;
 - (2) The RPC shall advise the TPO in writing of its concerns and identify those portions of the submittals which need to be reevaluated and potentially modified if the RPC review identifies inconsistencies between the draft TIP or LRTP and local comprehensive plans; and
 - (3) Upon final adoption of the proposed Transportation Improvement Program, Long Range Transportation Plan, Corridor and Subarea studies, or amendments thereto, the TPO may request that the RPC consider adoption of regional transportation goals, objectives, and policies in the Strategic Regional Policy Plan implementing the adopted Transportation Improvement Program, Long Range Transportation Plan, Corridor and Subarea studies, or amendments thereto. If the proposed plan, program, or study, or amendments thereto, was the subject of previous adverse comment by the RPC, the TPO will identify the change in the final adopted plan intended to resolve the adverse comment, or alternatively, the TPO shall identify the reason for not amending the plan as suggested by the RPC.
- (b) Provide the availability of the conflict and dispute resolution process as set forth in Article 5 below.

ARTICLE 5 CONFLICT AND DISPUTE RESOLUTION PROCESS

Section 5.01. Disputes and conflicts under this Agreement. This process shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. Except as otherwise provided in this Article 5, only representatives of the agencies with conflicts or disputes shall engage in conflict resolution.

Section 5.02. Initial resolution. The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials:

Florida Department of Transportation: District Director for Planning and Programs

TPO: Ocala/Marion Transportation Planning Organization (TPO), Director

East Central Florida Regional Planning Council: Executive Director

Ocala International Airport: Director

Marion County Airport: Director

Section 5.03. Resolution by senior agency official. If the conflict remains unresolved, the conflict shall be resolved by the following officials:

Florida Department of Transportation: District Secretary Ocala/Marion

Transportation Planning Organization (TPO):

Director East Central Florida Regional Planning Council: Executive Director

Ocala International Airport: Director

Marion County Airport: Director

Section 5.04. Resolution by the Office of the Governor. If the conflict is not resolved through conflict resolution pursuant to Sections 5.02, 5.03, and 5.04 of this Agreement, the parties shall petition the Executive Office of the Governor for resolution of the conflict pursuant to its procedures. Resolution of the conflict by the Executive Office of the Governor shall be binding on all parties.

ARTICLE 6 MISCELLANEOUS PROVISION

Section 6.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 6.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties hereto with the same formalities as the original Agreement.

Section 6.03. Duration; withdrawal procedure.

- (a) Duration. This Agreement shall have a term of (5) years and the parties hereto shall examine the terms hereof and agree to amend the provisions or reaffirm the same in a timely manner. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.
- (b) Withdrawal procedure. Any party may withdraw from this Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Agreement and the TPO, at least (90) days prior to the intended date of withdrawal; provided, that financial commitments made prior to withdrawal are effective and binding for their full term and amount regardless of withdrawal.

Section 6.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice is required to be given and shall be addressed as follows:

TPO Director

Ocala / Marion County Transportation Planning Organization

121 SE Wafula Avenue

Ocala, FL 34471

Executive Director

East Central Florida Regional Planning Council 455

N. Garland Avenue, 4th Floor,

Orlando, FL 32801

Director

Ocala International Airport

750 SW 60th Avenue

Ocala, Florida 34474

Director

Marion County Airport

14968 SW 110th Street

Dunnellon, FL 34432

Secretary, District Five

Florida Department of Transportation

719 South Woodland Boulevard DeLand,

FL 32720

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and

transmitted to the new address.

Section 6.05. Interpretation.

- (a) Drafters of Agreement. All parties hereto were each represented by, or afforded the opportunity for representation by legal counsel, and participated in the drafting of this Agreement and in the choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.
- (b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.
- (c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:
 - (1) The singular of any word or term includes the plural;
 - (2) The masculine gender includes the feminine gender; and
 - (3) The word "shall" is mandatory, and "may" is permissive.

Section 6.06. Attorney's Fees. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own costs and attorney's fees in connection with such proceeding.

Section 6.07. Agreement execution; use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 6.08. Effective date. This Agreement shall become effective upon its recording by all parties hereto.

Section 6.09. Other authority. In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is required under applicable law to enable the parties to enter into this Agreement or to undertake the provisions set forth hereunder, or to observe, assume or carry out any of the provisions of the Agreement, said parties will initiate and consummate, as provided by law, all actions necessary with respect to any such matters as required.

Section 6.10. Parties not obligated to third parties. No party hereto shall be obligated or be liable hereunder to any party not a signatory to this Agreement. There are no express or intended third party beneficiaries to this Agreement.

Section 6.11. Rights and remedies not waived. In no event shall the making by the Department of any payment to the TPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the TPO, and the making of any such payment by the Department while any such breach or default exists shall in no way impair or prejudice any right or remedy available to the Department in respect

of such breach or default.

Section 6.12. Data, records, reports and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, F.S., the parties shall provide to each other such data, reports, records, contracts, and other documents in its possession relating to the TPO as is requested. Charges are to be in accordance with Chapter 119, F.S.

IN WITNESS WHEREOF, the undersigned parties have executed this Joint Participation Agreement on behalf of the referenced legal entities.

Signed, Sealed, and Delivered in the presence of:

Ocala/Marion County Transportation Planning Organization

Councilwoman Valerie Hanchar, Chair

Attest: _____ *Date:* _____

Approved as to form and legality:

Patrick G. Gilligan
Ocala / Marion County Transportation Planning Organization Attorney

Central Florida Regional Planning Council

Commissioner Lee Constantine, CFRPC Chairman

Attest: _____

Date: _____

Ocala International Airport /City of Ocala Council

Councilwoman Mary Sue Rich, President

Attest: _____

Angel B. Jacobs, City Clerk

Date: _____

Approved as to form and legality:

Patrick G. Gilligan
City of Ocala Attorney

**Dunnellon Airport Authority/
Marion County Board of County Commissioners**

Commissioner Michelle Stone, Chair

Approved as to form and legality:

Guy Minter, Marion County Attorney

Attest: _____

David R. Ellspermann
Marion County Clerk of the Circuit Court

Date: _____

Florida Department of Transportation

Steve Martin, District Secretary

Attest: _____

Date: _____

Approved as to form and legality:

District Counsel

Date: _____

(Seal)

STATE OF FLORIDA



February 21, 2019

TO: TPO Board Members

FROM: Derrick Harris, Fiscal Manager/Transportation Planner

SUBJECT: Steps to transition SunTran from the TPO to the City of Ocala

Per the direction of the TPO Board's decision at the January 24th meeting to have the City of Ocala take over the operation and maintenance of the TPO. I have put together a Unified Planning Work Program Amendment to eliminate the SunTran related functions as part of the UPWP or TPO related functions.

Should you have any questions regarding the information please contact me in our office at 629-8297.

Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

121 S.E. Watula Avenue • Ocala, Florida 34471
Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org

Unified Planning Work Program (UPWP) Revision Form

MPO Requesting UPWP Revision:

UPWP Revision Occurring in: UPWP Revision #

Type of UPWP Revision: See here for explanation of Revisions

Reason for UPWP Revision:

The text changes to the UPWP are too extensive to be captured by this revision form. Please see the attached UPWP, with changes identified in strike-through/underline.

UPWP Task Information

Fiscal Year 2018/19

Task(s) Information - List Up to 7 if there are more than 7 changes, please use an additional form.

	Task(s) Number & Name	Funding Source	Task Amounts	
			Prior to Revision	After Revision
(1)	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
(2)	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
(3)	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
(4)	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
(5)	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
(6)	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
(7)	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
Total <u>PL</u> Balance for Fiscal Year 2018/19			\$ <input type="text"/>	\$ <input type="text"/>
Total <u>UPWP</u> Balance for Fiscal Year 2018/19			\$ <input type="text"/>	\$ <input type="text"/>

Unified Planning Work Program (UPWP) Revision Form

Fiscal Year 2019/20

Task(s) Information - List Up to 7 If there are more than 7 changes, please use an additional form.

	Task(s) Number & Name	Funding Source	Task Amounts	
			Prior to Revision	After Revision
(1)			\$	\$
(2)			\$	\$
(3)			\$	\$
(4)			\$	\$
(5)			\$	\$
(6)			\$	\$
(7)			\$	\$
Total <u>PL</u> Balance for Fiscal Year 2019/20			\$	\$
Total <u>UPWP</u> Balance for Fiscal Year 2019/20			\$	\$

This Section is Only Applicable to Amendments

Amendment Due to: (Check all that apply)

- Change in FHWA Approved Budget
- Change in Scope of FHWA Funded Work Task(s)
- Addition or Deletion of Work Task(s)
- Change in FTA Grant Funding (5305(d))

Amendment Part of De-Obligation:

(mm/dd/yyyy)

Date UPWP Amendment Approved by MPO Board :

(mm/dd/yyyy)

Date MPO Submitted UPWP Amendment for FDOT Review:

(mm/dd/yyyy)

Date FDOT Submitted UPWP Amendment for FHWA/FTA Review:



Unified Planning Work Program (UPWP) Revision Form

Required Attachments to be Included with Form Submission:

- Revised UPWP Summary Budget Table(s) (Original & Proposed)
- Revised UPWP Task Sheet(s) (Original & Proposed)
- Updated and Signed Cost Analysis Certification Statement
- MPO Resolution and/or MPO Meeting Minutes Approving UPWP Amendment
(Applicable only to Amendments)

Please Use this Field to Indicate Whether Additional Forms were Required for this UPWP Revision Submittal

Form Of

Response to Request: for FDOT, FHWA, and/or FTA use ONLY

FDOT Action on Request: FDOT sign Amendments ONLY

Signature Field

(mm/dd/yyyy)

Date:

FDOT
Comment:

FHWA Action on Request: FHWA sign Amendments ONLY

Signature Field

(mm/dd/yyyy)

Date:

FHWA
Comment:

FTA Action on Request: FTA sign Amendments for Transit projects ONLY

Signature Field

(mm/dd/yyyy)

Date:

FTA
Comment:

Original and Proposed Task Budget

Task 1.0 Admin

	FY 2018/19	FY 2019/20
FHWA:		
TPO Personnel:	\$ 113,565	\$ 111,422
Travel:	\$ 5,000	\$ 6,127
Direct Expenses:		
Administrative:	\$ 7,727	\$ 7,000
Facility:	\$ 28,000	\$ 28,836
Office:	\$ 53,450	\$ 59,699
Consultant:	-	-
Subtotal:	\$ 207,742	\$ 213,084
FTA:		
TPO Personnel:	\$ 5,579	\$ 10,133
FDOT (match):	\$ 697	\$ 1,267
Local:	\$ 697	\$ 1,267
Subtotal:	\$ 6,973	\$ 12,666
TD:		
Personnel	\$ 5,946	\$ 3,629
Travel:	\$ 1,073	\$ 1,993
Administrative Exp.	\$ 918	\$ 379
Subtotal:	\$ 7,937	\$ 6,001
Total:	\$ 222,652	\$ 231,751

Task 2.0 Data Collection

	FY 2018/19	FY 2019/20
FHWA:		
TPO Personnel:	\$ 34,541	\$ 35,492
Consultant:	\$ 20,000	\$ 20,000
Subtotal:	\$ 54,541	\$ 55,492
FTA:		
TPO Personnel:	\$ 5,811	\$ 5,973
FDOT (match):	\$ 726	\$ 747
Local:	\$ 726	\$ 747
Subtotal:	\$ 7,263	\$ 7,467
Total:	\$ 61,804	\$ 62,959

Task 3.0 LRP

	FY 2018/19	FY 2019/20
FHWA:		
TPO Personnel:	\$ 40,218	\$ 44,147
Consultant:		
LRTP:	\$ 158,287	\$ 70,773
CFMPO Alliance:	\$ 5,000	\$ 5,000
Subtotal:	\$ 203,505	\$ 119,920
FTA:		
TPO Personnel:	\$ 25,189	\$ 24,699
FDOT (match):	\$ 3,149	\$ 3,087
Subtotal:	\$ 28,338	\$ 27,786
Local:	\$ 3,149	\$ 3,087
Total:	\$ 234,992	\$ 150,793

Task 4.0 SRP

	FY 2018/19	FY 2019/20
FHWA:		
TPO Personnel:	\$ 45,157	\$ 37,063
Consultant:		
Interactive TIP:	\$ 10,000	\$ 5,000
Subtotal:	\$ 55,157	\$ 42,063
FTA:		
TPO Personnel:	\$ 7,864	\$ 10,192
FDOT (match):	\$ 983	\$ 1,274
Local:	\$ 1,983	\$ 2,274
Subtotal:	\$ 8,847	\$ 11,466
Total:	\$ 65,987	\$ 55,803

Task 5.0 Public Transportation

	FY 2018/19	FY 2019/20
FHWA:		
TPO Personnel:	\$ 9,585	\$ 3,001
Consultant:	\$ -	\$ -
Subtotal:	\$ 9,585	\$ 3,001
FTA:		
TPO Personnel:	\$ 3,486	\$ 2,763
FDOT (match):	\$ 436	\$ 345
Subtotal:	\$ 3,922	\$ 3,109
Local:	\$ 436	\$ 345
TD:		
TPO Staff:	\$ 18,884	\$ 20,819
Consultant:	-	-
Subtotal:	\$ 18,884	\$ 20,819
Total:	\$ 32,827	\$ 27,275

Task 6.0 Public Involvement

	FY 2018/19	FY 2019/20
FHWA:		
TPO Personnel:	\$ 22,283	\$ 24,414
Consultant:		-
Subtotal:	\$ 22,283	\$ 24,414
FTA:		
TPO Personnel:	\$ 2,054	\$ 2,109
FDOT (match):	\$ 257	\$ 264
Subtotal:	\$ 2,311	\$ 2,373
Local:	\$ 257	\$ 264
Total:	\$ 24,850	\$ 27,051

Task 7.0 Special Projects

	FY 2018/19	FY 2019/20
FHWA:		
TPO Personnel:	\$ 34,298	\$ 41,342
Consultant:		\$ -
NE 8th Avenue Road Diet Trails, Wayfinding, Safety & Supporting Facilities Master Plan	\$ 30,000 \$ 125,000	
Nature Coast Trail Feasibility Study	\$ 40,000	
CR 484 Corridor Assessment*	\$ 25,000	
US 27 Corridor Assessment**	\$ -	
Pennsylvania Avenue Addendum Study*	\$ -	
Subtotal:	\$ 254,298	\$ 41,342

**TABLE IV
FY 2018/19 AGENCY PARTICIPATION**

TASK	ELEMENT	FHWA	FTA	Consultant	FDOT		TD	Local	Total
					Cash Match				
1.0	Admin	\$207,742	\$5,579	\$0	\$697		\$7,937	\$697	\$222,652
2.0	Data/Safety	\$54,541	\$5,811	\$20,000	\$726			\$726	\$61,804
3.0	LRP	\$203,505	\$25,189	\$163,287	\$3,149			\$3,149	\$234,992
4.0	SRP	\$55,157	\$7,864	\$10,000	\$983			\$1,983	\$65,987
5.0	Public Trans.	\$16,588	\$3,486	\$0	\$436	\$18,884		\$436	\$39,830
6.0	Public Inv.	\$15,279	\$2,054	\$0	\$257			\$257	\$17,847
7.0	Special Proj.	\$254,298	\$9,918	\$220,000	\$1,240			\$1,240	\$266,696
TOTAL		\$807,110	\$59,901	\$413,287	\$7,488		\$26,821	\$8,488	\$909,807

**TABLE V
FY 2018/19 FUNDING SOURCES**

		Planning Funds (PL)				FTA Section 5305(d)			FTA Sec. 5307	State - Other	TD	Total			Task
TASK	ELEMENT	FDOT		Deobligations*		FDOT					State	Federal	State	Local	Task Total
		FHWA	Soft Match**	Local	FY 16/17	FY 17/18	FTA	Cash Match							
1.0	Admin	\$207,742	\$45,818		\$11,857		\$5,579	\$697	\$697		\$7,937	\$213,321	\$8,634	\$697	\$222,652
2.0	Data/Safety	\$54,541	\$12,029		\$20,761		\$5,811	\$726	\$726			\$60,351	\$726	\$726	\$61,804
3.0	LRP	\$203,505	\$44,884		\$57,009		\$25,189	\$3,149	\$3,149			\$228,694	\$3,149	\$3,149	\$234,992
4.0	SRP	\$55,157	\$12,165	\$1,000	\$70,297		\$7,864	\$983	\$983			\$63,021	\$983	\$1,983	\$65,987
5.0	Public Trans.	\$16,588	\$3,659		\$37,933		\$3,486	\$436	\$436	\$18,884		\$20,075	\$19,320	\$436	\$39,830
6.0	Public Inv.	\$15,279	\$3,370		\$53,960		\$2,054	\$257	\$257			\$17,333	\$257	\$257	\$17,847
7.0	Special Proj.	\$254,298	\$56,086		\$58,807		\$9,918	\$1,240	\$1,240	\$0		\$264,216	\$1,240	\$1,240	\$266,696
TOTAL		\$807,110	\$178,011	\$1,000			\$59,901	\$7,488	\$7,488	\$0	\$26,821	\$867,011	\$34,309	\$8,488	\$909,807

*Deobligation amounts included in Federal PL allocation

**For FY 2018/19, FDOT will soft match federal planning funds in the amount of \$178,011

Soft match is not included in Task Total.

UPWP TASK 5.0 - PUBLIC TRANSPORTATION

The Public Transportation task reflects the activities related to the local public transportation system which includes services provided locally by SunTran and Marion Transit Services (MTS). SunTran is the fixed-route service operating primarily in the urban area and is a joint effort of Marion County and the City of Ocala. The TPO serves as the policy and oversight board for SunTran. MTS provides paratransit services throughout the county as well as Americans with Disabilities (ADA) service within the fixed-route area for SunTran. MTS is also the designated Community Transportation Coordinator (CTC) through the Commission for the Transportation Disadvantaged (CTD).

OBJECTIVES

To ensure the efficient and effective provision of public transportation by providing technical assistance and staff support to the local Community Transportation Coordinator and the SunTran system.

PREVIOUS WORK

SUNTRAN

Annual review of routes and schedules.
Completed annual National Transit Database (NTD) Report. (February 2017, 2018)
Five Year update of Transit Development Plan (TDP).
Update of SunTran website

TRANSPORTATION DISADVANTAGED

Selection of Community Transportation Coordinator. (November 2015)
Completion of Annual Operating Report.
Annual review/update of Transportation Disadvantaged Service Plan (TDSP). Annual review of Community Transportation Coordinator.

REQUIRED ACTIVITIES

SUNTRAN

- 5.1 Review congested route segments/intersections for potential ITS applications to improve service.
- 5.2 Periodically review routes and schedules to determine effectiveness, identify linkages between residential and employment centers.
- 5.3 Update SunTran website on a regular basis.

- 5.4 Annually update TDP.
- 5.5 Develop 2018 & 2019 NTD Report

SUNTRAN (CON'T)

- 5.6 Continue work with the District 5 reThink commuter assistance program.
- 5.7 Develop shelter and bench program for fixed-route service area.
- 5.8 Integrate data from Avail Technologies (i.e. passenger counts, real-time location, arrival/departure times, etc.) into both the SunTran website and smartphone application.

TRANSPORTATION DISADVANTAGED

- 5.9 Provide staff support and administration to Transportation Disadvantaged Local Coordinating Board (TDLCB).
- 5.10 Conduct grant administration including quarterly operational reports and financial statements.
- 5.11 Continue to facilitate coordination between the TDLCB and the CTC, Marion Transit Service (MTS).
- 5.12 Review CTC's annual report and perform evaluation. (December)
- 5.13 Review of Memorandum of Agreement and approval of fare structure prior to submission to Commission for the Transportation Disadvantaged.
- 5.14 Continue coordination with the Commission for Transportation Disadvantaged.
- 5.15 Annually update TDSP.

END PRODUCT

Effective and efficient coordinated public transportation system (ongoing) Completion of CTC review for performance and fare structure (annual, May 2019, 2020)
Completion of NTD report (annual, February 2019, 2020)
Develop Shelter and Bench Program (December 2018)
Completion of TDP and TDSP updates (annual, December 2018, 2019)

RESPONSIBLE AGENCY

Ocala/Marion County TPO



February 22, 2019

TO: TPO Board Members

FROM: Derrick Harris, Fiscal Manager/Transportation Planner

SUBJECT: TPO Staff Services Agreement

Per the TPO Board's motion on January 24th, I have enclosed a revised Staff Services Agreement which establishes Marion County as the host agency.

Should you have any questions regarding the information, please contact me in our office at 629-8568.

Cooperative and comprehensive planning for our transportation needs

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

201 SE 3rd Street • Ocala, Florida 34471

Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org

STAFF SERVICES AGREEMENT

THIS STAFF SERVICES AGREEMENT is made and entered into this 24th day of May, 2016 between the Ocala/Marion County Transportation Planning Organization, created and operating pursuant to Section 339.175, Florida Statutes (hereinafter called the "TPO"), and the City of Ocala, a political subdivision of the State of Florida (hereinafter called the "CITY").

WITNESSETH:

WHEREAS, 23 U.S.C 134 and Section 339.175, Florida Statutes provides for the designation of a metropolitan planning organization for each urbanized area of the state; and

WHEREAS, pursuant to Section 339.175(4), F.S., the Governor, by letter dated the 13th day of February 2014, approved the apportionment and boundary plan submitted by the TPO; and

WHEREAS, the TPO, pursuant to the power conferred upon it by Section 339.175(6)(g), Florida Statutes, and Section 5.00 of the Interlocal Agreement between Marion County, the City of Ocala, the City of Belleview, and the City of Dunnellon, and the Florida Department of Transportation (FDOT), dated May 18, 2004 may enter into agreements with local agencies to utilize the staff resources of such agencies or for the performance of certain services by such agencies; and

WHEREAS, pursuant to Section 339.175(2)(b), Florida Statutes, the TPO is an independent governmental entity separate and distinct from the CITY; and

WHEREAS, the TPO is desirous of obtaining certain services from the CITY to assist the TPO staff in managing the continuing, cooperative and comprehensive transportation planning process as mandated by State and Federal law; and

WHEREAS, it is deemed by the parties to be appropriate and necessary that the duties and obligation of the TPO and the CITY in relation to the staffing of the TPO be defined and fixed by formal agreement.

NOW, THEREFORE, in consideration of the mutual covenants, premises, and representations herein, the parties agree as follows:

1.00 PURPOSE

For the reasons recited in the preamble, which are hereby adopted as part thereof, this agreement is to provide for professional services to carry out the terms of the Transportation Planning Joint Participation Agreement, dated April 26th 2016, between the TPO and the FDOT and to provide personnel for the administration of the TPO.

2.00 SCOPE OF SERVICES

It is agreed by the CITY that it shall furnish the TPO with the staff necessary for professional, technical, administrative, and clerical services, office and other space, and other incidental items as may be required and necessary to manage the business and affairs of the TPO and to carry on the transportation planning and programming process specified by the Transportation Planning Joint Participation Agreement; provided, it is understood and agreed that, unless otherwise provided for,

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The UPWP shall be prepared by the TPO Staff in cooperation with all related state and federal agencies and TPO committees in accordance with the rules and regulations governing the TPO and shall be subject to the approval of the TPO before submittal to State or Federal agencies.

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The TPO Director shall be selected by the TPO. Pursuant to Section 339.715(6)(g) Florida Statutes, the TPO Director shall report directly to the TPO governing board for all matters relating to the administration and operation of the TPO, including any additional personnel as deemed necessary. The TPO Director shall be responsible for the development of an appropriate organizational structure to carry out the responsibilities set forth in the Agreement; and the development of procedures to monitor and coordinate the planning process, as well as the overall administration of TPO programs. Addition of new personnel shall be subject to approval of the TPO. The TPO Director position shall be eligible for executive benefits as defined in HR-203 of the CITY's Administrative Policies and Procedures. The TPO chairman or his/her designee shall be responsible for the annual performance evaluation of the TPO Director.

2.02 Commitment of Personnel

The TPO Director shall biannually have prepared a detailed listing of all tasks necessary and incident to carrying out the planning process. The TPO staff shall, at a minimum, have the following duties and functions:

carryout the tasks as defined in the annual UPWP and ensure the continued certification of the TPO;

coordinating the activities of the various structures established by the Interlocal Agreement heretofore mentioned;

preparing the agendas and public notification for meetings of the TPO, Technical Advisory and Citizens Advisory Committees, and Transportation Disadvantaged Local Coordinating Board, ~~and Transit Executive Committee;~~

preparing resolutions and other appropriate documents;

scheduling meetings, giving notice, keeping minutes;

coordinating and monitoring the activities of the various supporting offices;

preparing an annual report;

preparing such interim reports as may be required;

developing and implementing operating procedures of a secretarial and administrative nature as are necessary and proper in order to effect the most efficient implementation of

said program;

directing the implementation of policies established by the TPO;

and performing other duties as may be assigned by the TPO.

2.03 Legal Representation

The TPO shall utilize the services of the CITY's attorney as needed. The TPO may employ special legal counsel for specific needs when it is deemed necessary.

2.04 Annual Budget

The UPWP shall serve as the biannual budget for the TPO. The UPWP shall identify funding sources, participating agencies and the level of participation by the various agencies.

2.05 Financial Administration

2.05.1 The records and accounts of the TPO including receipts, expenditures and deposits shall be administered by the City in accordance with accounts and accounting procedures which shall be developed by the CITY for the TPO.

2.05.2 Contracts and bids for the purchase of materials and services shall be in accordance with CITY procedures for the same purposes. The TPO shall review and approve all Requests for Proposals (RFP) and subsequent contracts.

2.05.3 Each year the TPO shall establish per diem rates as part of the annual UPWP process.

2.05.4 The TPO shall be responsible for establishing job descriptions and pay grades for TPO positions. Each pay grade will define a minimum, mid-point and a maximum for the position. The TPO Director shall be responsible for determining the salary for new hires.

2.06 Training

Pursuant to Section 339.715(6)(h) Florida Statutes, the TPO shall provide training opportunities and training funds specifically for local elected officials and others who serve on the TPO. These training opportunities may be conducted by the TPO or through statewide and federal training programs and initiatives that are specifically designed to meet the needs of TPO board members.

2.07 Travel

All travel by TPO personnel and Governing Board members shall be approved by the TPO Director. All travel by the TPO Director shall be approved by the TPO Board. All travel expenses shall be paid consistent with the provisions of Section 112.061, Florida Statutes. The TPO shall pay all Class

"C" travel expenses, as defined in Section 112.061, in accordance with the policies established in the UPWP. The CITY shall have no function or responsibility with respect to the approval of travel of any TPO staff or Governing Board members.

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The TPO hereby agrees that it shall reimburse the CITY for all services rendered under this Agreement as specified in the UPWP budget and all approved budgets under Federal or State grant contracts with the TPO and in accordance with the procedures established pursuant to 2.05 of this Agreement. The determination of eligible costs shall be in accordance with 23 CFR Section 420, Federal Management Circular (FMC) 74-4, as appropriate.

3.01 Local Share

The CITY will provide cash for the required match for Federal funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

3.02 Invoices and Progress Reports

The TPO shall provide to the FDOT or appropriate Federal agencies quarterly progress reports and an invoice for reimbursement for all Federal grants with FHWA and FTA. The progress reports and invoices shall be in sufficient detail for audit purposes.

3.03 Payment

Payment to the CITY of any and all monies by the TPO is contingent upon the TPO first receiving the funds for the work tasks from the FDOT, FHWA, or FTA.

4.00 Information and Reports

The TPO will provide all required information and reports and will permit access to its books, records, accounts, and other sources of information, and its facilities as may be determined by FDOT, FHWA, or FTA to be pertinent to ascertain compliance with such regulations, orders and instructions. Where any information required of the TPO is in the exclusive possession of another who fails or refuses to furnish this information, the TPO shall certify to FDOT, FHWA, or FTA as appropriate, and shall set forth what efforts it has made to obtain the information.

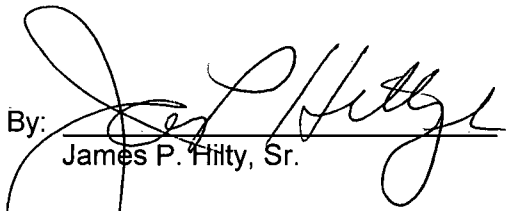
5.00 Amendment of Agreement

The CITY and the TPO may, upon initiation of either party, amend this Agreement to cure any ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this Agreement subject to formal approval by resolution of each party.


This Agreement shall become effective upon approval by the TPO and the Ocala City Council and remain in effect for a period of five years. At that time, the TPO shall review this Agreement to determine if any changes are warranted.

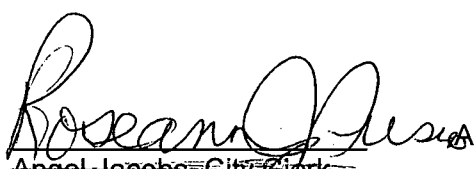
IN WITNESS WHEREOF, the undersigned parties have caused this Staff Services Agreement to be duly executed in their behalf this _____ day of _____, 2016.


CITY OF OCALA

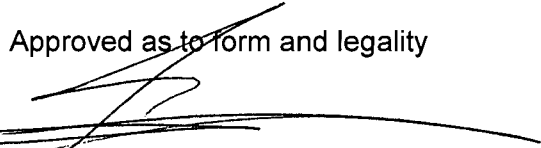
By: 
James P. Hilty, Sr.

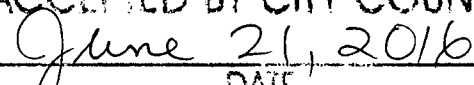
OCALA/MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION

By: 
Brent Malever, TPO Chairman

ATTEST: 
~~Angel Jacobs, City Clerk~~
Roseann J. Fusco
Deputy City Clerk

ATTEST: 
Michael Daniels, TPO Director

Approved as to form and legality

Patrick G. Gilligan, City Attorney

ACCEPTED BY CITY COUNCIL

DATE
OFFICE OF THE CITY CLERK

STAFF SERVICES AGREEMENT

THIS STAFF SERVICES AGREEMENT is made and entered into this 26th day of February 2019 between the Ocala/Marion County Transportation Planning Organization, created and operating pursuant to Section 339.175 , Florida Statutes (hereinafter called the "TPO"), and Marion County, a political subdivision of the State of Florida (hereinafter called the "COUNTY").

WITNESSETH:

WHEREAS, 23 U.S.C 134 and Section 339.175, Florida Statutes provides for the designation of a metropolitan planning organization for each urbanized area of the state; and

WHEREAS, pursuant to Section 339.175(4), F.S., the Governor, by letter dated the 13th day of February 2014, approved the apportionment and boundary plan submitted by the TPO; and

WHEREAS, the TPO, pursuant to the power conferred upon it by Section 339.175(6)(g), Florida Statutes, and Section 5.00 of the Interlocal Agreement between Marion County, the City of Ocala, the City of Belleview, and the City of Dunnellon, and the Florida Department of Transportation (FOOT), dated May 18, 2004 may enter into agreements with local agencies to utilize the staff resources of such agencies or for the performance of certain services by such agencies; and

WHEREAS, pursuant to Section 339.175(2)(b), Florida Statutes, the TPO is an independent governmental entity separate and distinct from the COUNTY; and

WHEREAS, the TPO is desirous of obtaining certain services from the COUNTY to assist the TPO staff in managing the continuing, cooperative and comprehensive transportation planning process as mandated by State and Federal law; and

WHEREAS, it is deemed by the parties to be appropriate and necessary that the duties and obligation of the TPO and the COUNTY in relation to the staffing of the TPO be defined and fixed by formal agreement.

NOW, THEREFORE, in consideration of the mutual covenants, premises, and representations herein, the parties agree as follows:

1.00 PURPOSE

For the reasons recited in the preamble, which are hereby adopted as part thereof, this agreement is to provide for professional services to carry out the terms of the Transportation Planning Joint Participation Agreement, dated February 26, 2019 between the TPO and the FOOT and to provide personnel for the administration of the TPO.

2.1 SCOPE OF SERVICES

It is agreed by the COUNTY that it shall furnish the TPO with the staff necessary for professional, technical, administrative, and clerical services, office and other space, and other incidental items as may be required and necessary to manage the business and affairs of the TPO and to carry on the transportation planning and programming process specified by the Transportation Planning Joint Participation Agreement; provided, it is understood and agreed that, unless otherwise provided for,

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- preparing the agendas and public notification for meetings of the TPO, Technical Advisory and Citizens Advisory Committees, and Transportation Disadvantaged Local Coordinating Board, and Transit Executive Committee;

- preparing resolutions and other appropriate documents;

- scheduling meetings, giving notice, keeping minutes;

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- developing and implementing operating procedures of a secretarial and administrative nature as are necessary and proper in order to affect the most efficient implementation of

said program;

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This Agreement shall become effective on July 1, 2019 upon approval by the TPO and the Marion County Board of County Commission and remain in effect for a period of five years. At that time, the TPO shall review this Agreement to determine if any changes are warranted.

IN WITNESS WHEREOF, the undersigned parties have caused this Staff Services Agreement to be duly executed in their behalf this day of , 2019.

MARION COUNTY

OCALA/MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION

By: _____
Michelle Stone, Marion County Chair

By: _____
Valerie Porter-Hanchar, TPO Chair

ATTEST: _____
David R. Ellspermann,
Marion County Clerk of the
Circuit Court

ATTEST: _____
TPO Director

Approved as to form and legality

Guy Minter, County Attorney



TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

January 24, 2019

MINUTES

Members Present:

Commissioner Kathy Bryant (*arrived at 4:33pm*)
Councilwoman Valerie Hanchar
Councilman Justin Grabelle
Commissioner Ronald Livsey
Councilman Brent Malever
Commissioner David Moore
Councilman Jay Musleh
Commissioner Michelle Stone
Commissioner Carl Zalak (*arrived at 4:10pm*)

Members Not Present:

Commissioner Jeff Gold
Mayor Kent Guinn
Councilwoman Mary Rich

Others Present:

Robert Batsel, City of Ocala Attorney's Office
Heather Grubert, FDOT
Amber Gartner, Kimley-Horn
Jim Wood, Kimley-Horn
Alison Stettner
Carlos Rodriguez, Metric Engineering
Tom Wilder, Marion Senior Services
Oscar Tovar, City of Ocala
Alice Mitchell
Nate Grant
Gordon Mueller
Paul Marraffino
Darren Park

Steve Sherrer, RATP Dev
Oliver Cromwell, SunTran
Ken Odom, Marion County
Don Atwell, Marion County
Karen Williams, Marion Senior Services
Sean Lanier, City of Ocala
Gabriela Garcia, Metric Engineering
Doug Shearer
Michelle Shearer

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 4:00 PM. Secretary Shakayla Pullings called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the meeting had been published online on the TPO website and on the City of Ocala, Marion County, Belleview, and Dunnellon websites.

Item 6a. Tentative 5-Year Work Program Presentation

This item was moved up on the agenda by Chairman Moore at the request of the FDOT.

Loreen Bobo, Director of Transportation Development with the FDOT presented the Tentative 5-Year Work Program Presentation.

Ms. Bobo said the Work Program was a five-year plan that included: public transit, seaport, airport and rail projects. Transportation planning, Transportation Systems Management & Operations, engineering and design, right of way acquisition and construction activities. Also, included FDOT projects and local projects with FDOT involvement.

The total District Five Work Program funding was set at \$7,269,943,518.

Ms. Bobo talked about the Project Highlights which included Safety, Preservation, Capacity, Landscape, Bike/Pedestrian, and Miscellaneous. There was also Additions to the Five-Year Work Program in the amount of \$38,377,312.

Item 3a. NW 49th Street Interchange Project

Carlos Rodriguez with Metric Engineering presented the NW 49th Street Interchange Project.

Mr. Rodriguez said the purpose and need of the Interchange Project was to improve interstate and regional mobility within Marion County, accommodate future traffic growth, provide relief to existing interchanges at US 27 and SR 326 by providing alternate access to I-75, and improve economic vitality and promote job creation.

Mr. Rodriguez talked about the Phase 2C and Phase 2B of the NW 49th Street/ NW 35th Street Extension with Phase 2B in final design by Marion County.

The alternatives to I-75 at NW 49th Street included: Diamond Interchange Alternative, Single Point Urban Interchange, Partial Cloverleaf North East, and Partial Cloverleaf South East. The next steps were a Public Meeting that was to be held February 6, 2019 with ultimately final recommendations and documents in Spring 2020.

Item 3b. TPO Organization, Formation and Modification Procedures provided at the request of the TPO Chairman

Mr. Michael Daniels presented to the board the TPO Interlocal Agreements Summary, Potential separation of SunTran from the TPO, and MPO Voting Apportionment.

There was TPO board discussion on splitting the TPO and SunTran with the TPO having a Staff Services Agreement with Marion County and the SunTran under the City of Ocala.

There was board discussion about the responsibility of the TPO board with the TPO and SunTran under different daily management.

Mr. Bouyounes told the board that it did not matter who managed the TPO staff or SunTran that the TPO board would still be responsible for planning and projects both for the TPO and SunTran.

There was board discussion about the timeline of moving the TPO to Marion County and Mr. Bouyounes suggested that the beginning of the State's Fiscal Year July 1, 2020 would be good timing because there were many components to the move.

Mr. Zalak suggested October 1, 2018 the beginning of Marion County's fiscal year saying that he did not believe it would take more than six months to have the agreements finalized.

Ms. Stone suggested that an audit be done to see where all components of the TPO currently was. Mr. Bouyounes agreed that was a good idea when transitioning.

Mr. Daniels said that he could provide the latest audit reports on both the TPO and SunTran.

Chairman Moore entertained a motion for the presentation item.

Ms. Stone made a motion to move forward with the SunTran under the authority of City of Ocala and bringing the TPO under the direction of Marion County. Ms. Bryant seconded and the motion passed unanimously.

Item 3c. TPO Director Search

Mr. Jared Sorenson, Human Resources Director for the City of Ocala presented to the board and said that Kellie Smith, who was one of the finalist for the TPO Director position with Mr. Daniels had declined the TPO Director position and that the TPO Director position had been posted to various websites for advertisement and that there were twelve applicants with five of them meeting the minimum qualifications and that Marion County had full access to view all applicants.

Mr. Sorenson had also conducted a salary survey and had looked at MPOs throughout the state that were same in size and structure of Ocala Marion and from his research suggested the board range the salary from \$100,000 to \$110,000 with have relatively three to four years of experience.

Mr. Sorenson asked for direction on how to proceed with a Selection Committee to interview the applicants.

The board decided to put together a selection committee for the interviews that would consist of Mounir Bouyounes (Marion County Administrator), Tye Chighizola (City of Ocala Growth Management Director) or Peter Lee (City of Ocala Growth Management Chief Planning Director), and a designated representative for the Florida Department of Transportation (FDOT).

The board instructed that after the selection committee, had interviewed the applicants they would bring three to four candidates (or two candidates) to the TPO Board for final interviews.

Item 4b. Legislative Priorities

Mr. Daniels presented the Legislative Priorities which included the following:

- Support increased funding for the transportation regional incentive program
- Support expanded availability of the charter county system surtax
- Support indexing of local option gas taxes
- Support designating texting while driving a primary offense

- Allows Strategic Intermodal System (SIS) funds to be used on roads not designated on the SIS
- Establish predictable funding for transit projects
- Recognizes that federal MPO funds shall not be regarded as state funds
- Supports the advancement of innovative transportation mobility solutions while simultaneously protecting citizens from malicious tampering

Mr. Zalak made a motion to approve the Legislative Priorities. Ms. Bryant seconded and the motion passed unanimously.

Item 4b. Election of Chairman and Vice-Chairman

Ms. Bryant made a motion to elect Ms. Hanchar as Chair and Mr. Gold as Vice-Chair. Mr. Zalak seconded and the motion passed unanimously.

Item 4c. Appointment of Representatives to Central Florida MPO Alliance and MPO Advisory Council

Mr. Zalak made a motion to appoint Ms. Stone, Mr. Moore, and Mr. Gold as members for the Central Florida MPO Alliance with Mr. Wardell, Mr. Grabelle, and Ms. Hanchar as alternates. Mr. Musleh seconded and the motion passed unanimously.

Mr. Zalak made a motion to appoint Mr. Moore as the member for the MPO Alliance with Ms. Stone as the alternate. Ms. Hanchar seconded and the motion passed unanimously.

Item 4d. 2019 Meeting Schedule

Mr. Zalak made a motion to approve the 2019 Meeting Schedule. Ms. Stone seconded and the motion passed unanimously.

Item 5. Consent Agenda

Mr. Musleh mad a motion to approved the Consent Agenda. Mr. Zalak seconded and the motion passed unanimously.

Item 6. Comments by FDOT

Ms. Vickie Wyche with FDOT told the board about projects that were in PD&E for fiscal year 2020 and gave information on the February 6, 2019 Public Meeting at the Ocala Police Department for the I-75 Interchange Project.

Item 7. Comments by TPO Staff

Mr. Daniels gave a financial billing update to the board and also said that the TPO had been lifted from the Specific Conditions Requirements but wanted direction from the board to stay under the requirements allowing FDOT to review invoices and give comments prior to a final submittal of the invoices.

The board advised to stay under the requirements of FDOT to allow review of invoices.

Item 8. Comments by TPO Members

Mr. Zalak asked about the Apportionment and how to move forward.

Mr. Batsel said that the board should wait for the Census reports to come back before having the apportionment discussion.

Mr. Daniels mentioned the MPOAC Weekend Institute and asked board members to contact TPO staff if interested in attending.

Item 9. Public Comment

Michelle Shearer, 2301 SE 85th Street, Ocala, FL 34480 suggested that the TPO meeting be live streamed.

Item 10. Adjournment

Chairman Moore adjourned the meeting at 5:17PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



FDOT District Five - Ocala Operations
 627 Northwest 30th Avenue
 Ocala, Florida 34475
 352-732-1338

Outside Consultant
 In-House Construction
 Maintenance

Project Status Report as of February 21, 2019

MARION						
SR 492/NE 14th Street from US 441 to SR 40						
FIN #	430655-1-52-01					
CONTRACT #	T5616					
Lump Sum						
PROJECT DESCRIPTION: Mill and resurface SR 492/NE 14th Street between US 301/441 (Pine Avenue) to SR 40. Project also includes ADA pedestrian signal, sidewalk and curb ramp upgrades.						
					TIME	COST
CONTRACTOR:	Anderson Columbia Co. Inc.	LET DATE:	3/28/2018	ORIGINAL:	260	\$4,231,482.75
FED. AID #:	D517067B	NTP:	5/25/2018	CURRENT:	318	\$4,217,417.42
FUND TYPE	Construction Lump Sum	TIME BEGAN:	6/24/2018	ELAPSED:	245	\$3,764,633.34
		WORK BEGAN:	6/24/2018	% ORIGINAL:	94.23%	88.97%
		EST. COMPLETION:	Spring 2019	% TO DATE:	77.04%	89.26%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Nicole Aiton	O: 352-620-3012 C: 352-812-5796		nicole.aiton@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Austin Miller	C: 386-515-5204		austin.miller@andersoncolumbia.com	

MARION						
SR 200 from east of Southwest 60th Avenue to east of Southwest 38th Court						
FIN #	437344-1-52-01, 435659-2-52-01					
CONTRACT #	T5605					
Lump Sum						
PROJECT DESCRIPTION: Work includes resurfacing of SR 200, and widening and adding turn lanes on SR 200 and I-75 ramps.						
					TIME	COST
CONTRACTOR:	D.A.B. Constructors Inc.	LET DATE:	3/28/2018	ORIGINAL:	400	\$7,668,888.88
FED. AID #:	N/A	NTP:	6/01/2018	CURRENT:	405	\$7,668,888.88
FUND TYPE	Lump Sum	TIME BEGAN:	8/30/2018	ELAPSED:	172	\$1,336,803.33
		WORK BEGAN:	8/30/2018	% ORIGINAL:	43.00%	17.43%
		EST. COMPLETION:	Spring 2020	% TO DATE:	42.47%	17.43%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		John Davis	C: 813-848-4660		jdavis@aeengineeringinc.com	
FDOT PROJECT MANAGER		Denise Larkin	O: 352-620-3007		denise.larkin@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Kathy Barnes	C: 813-924-5169		kathrynb@dabcon.com	

MARION						
SR 200 from west of CR 484 to east of SW 60th Avenue						
FIN #	436879-1-52-01					
CONTRACT #	T5624					
Construction Lump Sum						
PROJECT DESCRIPTION: Resurfacing, adding bike lanes, adding a left turn lane on S.R. 200 to northbound SW 60th Avenue, and updating curb, gutter, signage, signalization and various pedestrian improvements to comply with the current Americans with Disabilities Act (ADA) standards.						
					TIME	COST
CONTRACTOR:	Anderson Columbia Co., Inc.	LET DATE:	7/25/2018	ORIGINAL:	350	\$9,260,071.09
FED. AID #:	D517069B	NTP:	9/25/2018	CURRENT:	378	\$9,260,071.09
FUND TYPE	Lump Sum	TIME BEGAN:	10/25/2018	ELAPSED:	116	\$813,555.33
		WORK BEGAN:	10/25/2018	% ORIGINAL:	33.14%	8.79%
		EST. COMPLETION:	Fall 2019	% TO DATE:	30.69%	8.79%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Nicole Aiton	O: 352-620-3012 C: 352-812-5796		nicole.aiton@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Tom Hysell	C: 352-494-4858		tom.hysell@andersoncolumbia.com	

Project Status Report as of February 21, 2019

MARION						
SR 500 / US 27 from Levy County Line to CR 326						
FIN #	437339-1-52-01					
CONTRACT #	E5Z45					
Construction Lump Sum						
PROJECT DESCRIPTION: Resurface nearly 7 miles of U.S. 27 from the Levy County line (County Road (C.R.) 316) to C.R. 326. Project also includes adding a turn lane from southbound U.S. 27 to Northwest 160th Avenue and drainage improvements.						
					TIME	COST
CONTRACTOR:	VE Whitehurst & Sons Inc.	LET DATE:	11/06/2018	ORIGINAL:	230	\$6,123,813.56
FED. AID #:	N/A	NTP:	1/23/2019	CURRENT:	230	\$6,123,813.56
FUND TYPE	Lump Sum	TIME BEGAN:	2/22/2019	ELAPSED:	0	\$0.00
		WORK BEGAN:	2/22/2019	% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:	Early 2020	% TO DATE:	0.00%	0.00%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ronda Daniell	O: 352-620-3005 C: 352-274-8191		ronda.daniell@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Kevin Rogers	C: 352-441-5047		kdr@vewwhitehurst.com	

Landscaping Projects in Establishment Period

MARION			
I-75 Landscaping at SW 20th Street and SW 43rd Street			
FIN #	437828-1-52-01	Contract Days: 820	Days Elapsed: 601
CONTRACT #	E5Y94	Present Amount \$438,500.00	Paid to Date: \$389,935.00

MARION			
I-75 Landscaping at CR 318			
FIN #	437818-1-52-01	Contract Days: 868	Days Elapsed: 832
CONTRACT #	E5Y29	Present Amount \$412,920.00	Paid to Date: \$399,866.00

TPO PL 112 FY18-19				
FY Qtr	Beginning Balance	Billing Amount	Remaining	Date Approved
FY 2018-2019	\$ 807,110.00			
JULY		\$ 22,246.32	\$ 784,863.68	9/11/2018
AUGUST		\$ 53,270.63	\$ 731,593.05	9/27/2018
SEPTEMBER		\$ 53,069.22	\$ 678,523.83	11/15/2018
OCTOBER		\$ 49,327.61	\$ 629,196.22	1/17/2019
NOVEMBER		\$ 28,379.50	\$ 600,816.72	1/31/2019
DECEMBER		\$ 64,258.58	\$ 536,558.14	2/15/2019

5307			
FY Qtr	Billing Date (Qtr)	Billed Amount	Date Approved
FY 2017-2018	Oct 1 2017 - Sept 30 2018		
Qtr #1	Oct 1 - Dec 31	\$ 2,715.54	5/18/2018
Qtr #2	Jan 1 - Mar 31	\$ 465,396.78	6/8/2018
Qtr #3	Apr 1 - Jun 30	\$ 434,331.28	11/15/2018
Qtr #4	July 1 - Sept 30	\$ 1,388,502.04	12/6/2018
FY 2018-2019	Oct 1 2018 - Sept 30 2019		
Qtr #1	Oct 1 - Dec 31	\$ 374,535.07	Submitted 02/12/2019

FDOT Block Grant			
FY Qtr	Billing Date (Qtr)	Billed Amount	Date Approved
FY 2017-2018	Oct 1 2017 - Sept 30 2018		
Qtr #1	Oct 1 - Dec 31	\$ 1,357.77	5/18/2018
Qtr #2	Jan 1 - Mar 31	\$ 161,834.00	6/8/2018
Qtr #3	Apr 1 - Jun 30	\$ 153,334.19	11/15/2018
Qtr #4	July 1 - Sept 30	\$ 155,948.52	12/6/2018
FY 2018-2019	Oct 1 2018 - Sept 30 2019		
Qtr #1	Oct 1 - Dec 31	\$ 134,053.25	Submitted 02/12/2019

TD Grant					
FY Qtr	Billing Date (Qtr)	Beginning Balance	Billing Amount	Remaining	Date Approved
FY 2018-2019	July 1 2018 - June 30 2019	\$ 26,790.00			
Qtr #1	July 1 - Sept 30		\$ 1,674.38	\$ 25,115.62	10/30/2018
Qtr #2	Oct 1 - Dec 31		\$ 6,228.68	\$ 18,886.94	1/16/2018
Qtr #3	Jan 1 - Mar 31				
Qtr #4	Apr 1 - Jun 30				

FY 17-18 5305d Contract GOV18					
FY Qtr	Billing Date (Qtr)	Beginning Balance	Billing Amount	Remaining	Date Approved
FY 2018-2019	Beginning May 15 2018	\$ 98,223.00			
Invoice #1	May 15 - June 30		\$ 1,606.88	\$ 96,616.12	12/26/2018
Invoice #2	July 1 - Sept 30		\$ 23,262.70	\$ 73,353.42	1/10/2019
Invoice #3	Oct 1 - Dec 31		\$ 22,412.90	\$ 50,940.52	2/5/2019
Invoice #4	Jan 1 - Mar 30				