AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. ACTION ITEMS

A. OAK ROAD RAIL CROSSING TIP AMENDMENT
   Staff will present the TIP Amendment for Oak Road Rail Crossing Improvements. This project was selected for funding to update the constant warning timing device/unit at the crossing. Staff is recommending approval of the proposed amendment.

B. EMERALD ROAD RAIL CROSSING TIP AMENDMENT
   Staff will present the TIP Amendment for Emerald Road Rail Crossing Improvements. This project was selected for funding to update the constant warning timing device/unit at the crossing and to install gates and flashing lights. Staff is recommending approval of the proposed amendment.

C. SAFETY PERFORMANCE MEASURES AND TARGETS
   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.
D. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) COMMITTEE APPOINTMENT  
Staff is recommending the appointment of Commissioner Michelle Stone as the Chairperson to the TDLCB Committee.

E. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) COMMITTEE APPOINTMENT  
Staff is recommending the appointment of three new appointments to the TDLCB Committee in order to fill existing vacant positions.

4. PRESENTATIONS

A. NE 14TH STREET (SR 492) AND NE 30TH AVENUE INTERSECTION  
Staff will present and open a discussion regarding FDOT review of safety improvements at the intersection of NE 14th Street and NE 30th Avenue.

5. CONSENT AGENDA
A. MINUTES – November 28, 2017

6. COMMENTS BY FDOT  
A. CONSTRUCTION REPORT

7. COMMENTS BY TPO STAFF

8. COMMENTS BY TPO MEMBERS

9. PUBLIC COMMENT (Limited to 5 minutes)

10. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 629-8297 forty-eight (48) hours in advance so arrangements can be made.
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 February 27, 2018.
January 24, 2017

TO: TPO Board Members

FROM: Kenneth Odom, Transportation Planner

RE: FY 2017/2018-2021/2022 TIP AMENDMENT

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

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

The FDOT is requesting the TIP be amended to reflect the addition of one project. It is as follows:

- **442769-1**: Oak Road Rail Crossing #627226. Add $43k CST – FY 2018
  - Install constant warning timing devices.

Specific details regarding the addition of this project and the associated funding changes will be discussed at the January 31, 2017 meeting.

If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.
January 24, 2017

TO: TPO Board Members

FROM: Kenneth Odom, Transportation Planner

RE: FY 2017/2018-2021/2022 TIP AMENDMENT

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

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

The FDOT is requesting the TIP be amended to reflect the addition of one project. It is as follows:

- **442770-1**: Emerald Road Rail Crossing #627225-P. Add $78k CST – FY 2018
  - Install constant warning devices and flashing light.

Specific details regarding the addition of this project and the associated funding changes will be discussed at the January 31, 2017 meeting.

If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.
January 26, 2018

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 two 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 Federal Highway Administration (FHWA), for which targets are being established cooperatively between the FDOT and MPO/TPO’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 2017, the FDOT adopted a target of “Zero” for the five (5) safety performance measures adopted by the FHWA for all public roads. The Performance Measures, along with a brief description of each is provided in the following table:
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, 2018.

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.

**RECOMMENDATION**

Utilizing data provided to the TPO from FDOT and the FHWA (provided below), staff has established an average result for each performance measure from the years 2011 through 2016. The averages were utilized as the 2018 interim performance measure for each Safety Measure which is required by federal funding agencies to receive federal funding.

---

**Performance Measure**

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

**FDOT Adopted Measures**

<table>
<thead>
<tr>
<th>Target</th>
<th>Interim Performance Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>3,052</td>
</tr>
<tr>
<td>0</td>
<td>1.65</td>
</tr>
<tr>
<td>0</td>
<td>20,861</td>
</tr>
<tr>
<td>0</td>
<td>11.06</td>
</tr>
<tr>
<td>0</td>
<td>3,447</td>
</tr>
</tbody>
</table>

---

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
Staff is recommending the adoption of the FDOT target of zero for all of the draft safety performance measures. These resulting draft targets are as follows:

<table>
<thead>
<tr>
<th>Draft Safety Performance Measures</th>
<th>Target</th>
<th>Performance Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of fatalities</td>
<td>0</td>
<td>61</td>
</tr>
<tr>
<td>Rate of fatalities per 100</td>
<td>0</td>
<td>1.48</td>
</tr>
<tr>
<td>Number of serious injuries</td>
<td>0</td>
<td>327</td>
</tr>
<tr>
<td>Rate of serious injuries per 100</td>
<td>0</td>
<td>7.99</td>
</tr>
<tr>
<td>Number of non-motorized</td>
<td>0</td>
<td>40</td>
</tr>
</tbody>
</table>

If you have any questions regarding the ranking of this specific project please contact me in our office at (352) 629-8297.
Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five-year rolling average for total fatalities on Florida’s roads is forecast to be between 2,716 and 3,052 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for fatalities is zero in 2018. While the data forecast indicates Florida’s five year rolling average for fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies to receive federal funding. We firmly believe that every life counts and although our target for fatalities is zero in 2018, Florida has forecast an interim performance measure of 3,052 to satisfy the federal requirement.

Number of Serious Injuries

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida’s roads is forecast to be between 18,831 and 20,861 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for serious injuries is zero in 2018. The data forecast indicates Florida’s five year rolling average for serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida’s roads. An interim performance measure is required by our federal funding agencies to receive federal funding. We firmly believe that every life counts and although our target for serious injuries is zero in 2018, Florida has forecast an interim performance measure of 20,861 to satisfy the federal requirement.

Fatality Rate

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five-year rolling average for fatality rate per 100 million VMT on Florida’s roads is forecast to be between 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for fatality rate per 100 million VMT is zero in 2018. While the data forecast indicates Florida’s five year rolling average for fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for
2017 Florida Highway Safety Improvement Program

funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies to receive federal funding. We firmly believe that every life counts and although our target for fatality rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 1.65 to satisfy the federal requirement.

**Serious Injury Rate**

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five-year rolling average for serious injury rate per 100 million VMT on Florida’s roads is forecast to be between 7.57 and 11.06 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for serious injury rate per 100 million VMT is zero in 2018. The data forecast indicates Florida’s five year rolling average for serious injury rate per 100 million VMT could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the serious injury rate per 100 million VMT. An interim performance measure is required by our federal funding agencies to receive federal funding. We firmly believe that every life counts and although our target for serious injury rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 11.06 to satisfy the federal requirement.

**Total Number of Non-Motorized Fatalities and Serious Injuries**

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five-year rolling average for non-motorized fatalities and serious injuries on Florida’s roads is forecast to be between 3,066 and 3,447 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida’s target for non-motorized fatalities and serious injuries is zero in 2018. The data forecast indicates Florida’s five year rolling average for non-motorized fatalities and serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in non-motorized fatalities and serious injuries. An interim performance measure is required by our federal funding agencies to receive federal funding. We firmly believe that every life counts and although our target for non-motorized fatalities and serious injuries is zero in 2018, Florida has forecast an interim performance measure of 3,447 to satisfy the federal requirement.

Enter additional comments here to clarify your response for this question or add supporting information.
2017 Florida Highway Safety Improvement Program
Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1) (2,0,0) (12) with VMT. Nine independent variables were tested to assess correlations; only Vehicle Miles of Travel (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five-year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

[Source: FDOT Highway Safety Plan]
<table>
<thead>
<tr>
<th>MPO/TPO</th>
<th>Average Annual Fatalities¹</th>
<th>Average Annual Serious Injuries²</th>
<th>Average Annual Fatality Rates³</th>
<th>Average Annual Serious Injury Rates⁴</th>
<th>Average Annual Pedestrian and Bicycle Fatalities and Serious Injuries⁵</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average %</td>
<td>Average %</td>
<td>Average %</td>
<td>Average %</td>
<td>Average %</td>
</tr>
<tr>
<td>Space Coast TPO</td>
<td>1.400</td>
<td>1.247</td>
<td>1.147</td>
<td>1.035</td>
<td>1.010</td>
</tr>
<tr>
<td>Central Florida</td>
<td>1.416</td>
<td>1.328</td>
<td>1.240</td>
<td>1.152</td>
<td>1.094</td>
</tr>
<tr>
<td>Panama City MPO</td>
<td>1.312</td>
<td>1.218</td>
<td>1.124</td>
<td>1.035</td>
<td>0.980</td>
</tr>
</tbody>
</table>
| 11.2%

DATA SOURCES: fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office’s Crash Analysis Reporting (CAR) database as of November 8, 2017; traffic volumes as published by the FDOT office of Transportation Data and Analytics at http://www.fdot.gov/planning/statistics/mileage-rpts/

1. The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5, to one decimal place. Fatalities are individuals listed on a Florida Traffic Crash Report (FTCR) form with injury code “F” – fatality (within 30 days).

2. The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5, to one decimal place. Serious injuries are individuals listed on an FTCR form with injury code “A” – incapacitating.

3. The average fatality rate is an average of the yearly fatality rates for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of fatalities for the year by the total traffic volume for the year. Traffic volume is expressed in 120 Million Vehicle-Miles and is the Daily Vehicle-Miles Travelled (sum for the region of counts of vehicles per day times the length of the segments associated with the traffic) times the number of days in the year, divided by 100,000,000. This yields an annual volume of Vehicle-Miles. The number of fatalities divided by the traffic volume is the annual fatality rate. This measure averages the five annual rates within the measurement window and does NOT use the cumulative five-year fatality rates for the cumulative five-year traffic volume.

4. The average serious injury rate is an average of the yearly serious injury rates for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of fatalities for the year by the total traffic volume for the year. See [3] above for an explanation of traffic volume. The same traffic volume figure is used here in the same way.

5. The average number of combined fatalities and serious injuries for bicyclists and pedestrians per year is the sum of the annual total bicyclist and pedestrian fatalities and total bicyclist and pedestrian serious injuries for each year in the range divided by 5, to one decimal place. Bicyclist and pedestrian fatalities and serious injuries are individuals listed on an FTCR form as Non-Motorist with a Non-Motorist Description of code “03” (pedestrian), “02” (other pedestrian, bicyclist in a building, skater, pedestrian conveyance, etc.), “04” (bicyclist) or “06” (other cyclist) and with injury code “F” – fatality (within 30 days) or injury code “A” – incapacitating.

6. Note: Counts reports that reveal the personal information concerning the parties involved in the crash and that are held by any agency that regularly reviews or preserves information from or concerning the parties to motor vehicle crashes are confidential and exempt from the provisions of Section 119.07(1), F.S., for a period of five years after the date the report is filed (Section 316.806(2)(6), F.S.). The information contained or attached to the average has been accepted from information collected for the purpose of fatalities resulting from or concerning the public or public interests. This includes fatal crash reconstruction reports or projects which may be implemented utilizing federal or state funds. Any disclosure of this nature shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See also 316.806(9), F.S. Pursuant to FTA 5330.4(c)(5) the information provided in this report is not subject to discovery and is not admissible in any legal proceeding.

2016_FHWA_PerformanceMeasurement_MPO_including2009-2016_update2017-12-29.xlsx
### Ocala / Marion County TPO Safety Targets

<table>
<thead>
<tr>
<th>Safety Target</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of Fatalities:</strong> 0</td>
<td>Based on data provided by the Florida Department of Transportation (FDOT), the average for total fatalities within Marion County on public roads between 2011 and 2016 was 61. The Ocala/Marion County TPO is recommending an interim performance measure of 61 for the year 2018, which would indicate no worsening of the condition on average.</td>
</tr>
<tr>
<td><strong>Number of Serious Injuries:</strong> 0</td>
<td>Based on data provided by FDOT, the average for the number of serious injuries within Marion County region on public roads between 2011 and 2016 was 327. The Ocala/Marion County TPO is recommending an interim performance measure of 327 for the year 2018, which would indicate no worsening of the condition on average.</td>
</tr>
<tr>
<td><strong>Fatality Rate:</strong> 0</td>
<td>Based on data provided by FDOT, the average fatality rate per 100 million VMT within Marion County on public roads between 2011 and 2016 was 1.48. The Ocala/Marion County TPO is recommending an interim performance measure of 1.48 for the year 2018, which would indicate no worsening of the condition on average.</td>
</tr>
<tr>
<td><strong>Serious Injury Rate:</strong> 0</td>
<td>Based on data provided by FDOT, the average rate for total serious injuries within Marion County on public roads between 2011 and 2016 was 7.99. The Ocala/Marion County TPO is recommending an interim performance measure of 7.99 for the year 2018 which would indicate no worsening of the condition on average.</td>
</tr>
<tr>
<td><strong>Total Number of Non-Motorized Fatalities and Serious Injuries:</strong> 0</td>
<td>Based on data provided by FDOT, the average number of non-motorized fatalities and serious injuries within Marion County on public roads between 2011 and 2016 was 40. The Ocala/Marion TPO is recommending an interim performance measure of 40 for the year 2018, which would indicate no worsening of the condition on average.</td>
</tr>
</tbody>
</table>
January 23, 2018

TO: TPO Members
FROM: Kenneth Odom, Transportation Planner/Project Manager
RE: TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD – APPLICANT RECOMMENDATIONS

Currently, there are nine sitting members of the Transportation Disadvantage Local Coordinating Board (TDLCB), with room for fifteen. We are seeking to add three positions at this time. Staff has not advertised these positions to the public because we are attempting to fill vacancies from Florida Commission for the Transportation Disadvantaged mandated organizations that have been vacant in recent years and also include local social services representatives. TPO staff are recommending the appointment of all applicants. Below is the list of applicants with their location by organizations and title, and attached for your review is a copy of each of the three applications received.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dennis</td>
<td>City of Ocala</td>
<td>Social Service Liaison</td>
</tr>
<tr>
<td>Andrea</td>
<td>Center for Independent Living</td>
<td>Brach Coordinator</td>
</tr>
<tr>
<td>Jeffrey</td>
<td>FL Department of Education</td>
<td>Consultant</td>
</tr>
</tbody>
</table>

If you should have any questions regarding the TDLCB or the applicants, please contact me at 629-8475.
TRANSPORTATION DISADVANTAGED
LOCAL COORDINATING BOARD

1. Name: ____________________________ Dennis W. Yonce

2. Home Address: ____________________________ 1755 NE 165 Street Citra, FL 32113

3. Business Address: ____________________________ 201 SE 3rd Street Ocala, FL 34471

4. Home Phone Number: ____________________________ (352) 572-1942 Business Phone Number: ____________________________ (352) 401-2822

5. Occupation: ____________________________ Social Services Liaison - City of Ocala


7. Are you a resident of Ocala/Marion County? Yes ______ X ______ No ______
   If so, how long? Number of years: ______ 34.5 ______

8. Are you a registered voter? Yes ______ X ______ No ______

9. Do you hold a public office? Yes ______ X ______ No ______

10. At the present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? Yes ______ X ______ No ______

11. Are you familiar with the Transportation Planning Organization and its function? Yes ______ X ______ No ______

12. Are you familiar with current transportation needs of the Marion County transportation disadvantaged? Yes ______ X ______ No ______

13. Why are you interested in serving on this Board? ____________________________ Over the past 30 plus years I have seen Ocala/Marion County grow into a well visited and traveled hub of North Central Florida. I would like to learn as much as I can, share my knowledge and to make our community the safest and best it could be. A good transportation system is the key to any prospering community.

14. I hereby confirm that I have read and understand this application and that all information furnished by me is true and accurate. I understand that to be considered for this committee, I must be a resident of Marion County and cannot be an elected official and/or a technical person involved in transportation planning in Ocala/Marion County.

__________________________/__________________________
(Signature) (Date) January 24, 2018

Please complete this form and return it to:
121 SE Watula Avenue • Ocala • Florida • 34471-2114
TRANSPORTATION DISADVANTAGED
LOCAL COORDINATING BOARD

1. Name: Andrea Melvin

2. Home Address: 5029 SW 104th Loop, Ocala, FL 34476

3. Business Address: 3445 NE 24th St, Ocala, FL 34470

4. Home Phone Number: 352-339-5609 Business Phone Number: 352-368-3788

5. Occupation: Satellite Office Manager

6. Brief Resume of Education and Experience: Master’s of Health Science in Rehabilitation Counseling. 10 years experience working with people with disabilities at the Center for Independent Living of North Central Florida.

7. Are you a resident of Ocala/Marion County? Yes ☑ No ________ If so, how long? Number of years: 18

8. Are you a registered voter? Yes ☑ No ________

9. Do you hold a public office? Yes ________ No ☑

10. At the present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? Yes ________ No ☑

11. Are you familiar with the Transportation Planning Organization and its function? Yes ☑ No ________

12. Are you familiar with current transportation needs of the Marion County transportation disadvantaged? Yes ☑ No ________

13. Why are you interested in serving on this Board? As the Satellite Office Manager at CIL, I encounter a lot of people with disabilities. Transportation is one of the most frequent issues people have.

14. I hereby confirm that I have read and understand this application and that all information furnished by me is true and accurate. I understand that to be considered for this committee, I must be a resident of Marion County and cannot be an elected official and/or a technical person involved in transportation planning in Ocala/Marion County.

Andrea Melvin

(Signature) 1/22/18 (Date)

Please complete this form and return it to:
121 SE Watula Avenue • Ocala • Florida • 34471-2114
TRANSPORTATION DISADVANTAGED
LOCAL COORDINATING BOARD

1. Name: Jeff Aboumrad

2. Home Address: Middleburg Florida

3. Business Address: Vocational Rehabilitation 2050 Art Museum Drive, Jacksonville, FL 32207

4. Home Phone Number: ______________ Business Phone Number: 904-486-7110

5. Occupation: Government Operations Consultant/ Performance Improvement Consultant

6. Brief Resume of Education and Experience: Fifteen years employed with Department of Children and Families (Music Therapist, Rehab Supervisor, Performance Improvement) and seven years with Vocational Rehabilitation (Performance Improvement).

7. Are you a resident of Ocala/Marion County? ______________ Yes ______ No X
If so, how long? Number of years: _____

8. Are you a registered voter? Yes X ______ No ______

9. Do you hold a public office? Yes ______ No X

10. At the present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? Yes X ______ No ______

11. Are you familiar with the Transportation Planning Organization and its function? Yes X ______ No ______

12. Are you familiar with current transportation needs of the Marion County transportation disadvantaged? Yes X ______ No ______

13. Why are you interested in serving on this Board? Vocational Rehabilitation Customers in Marion County are customers of transportation under Transportation Disadvantaged eligibility provisions. Additionally, our membership will satisfy the agency required attendance for Department of Education.

14. I hereby confirm that I have read and understand this application and that all information furnished by me is true and accurate. I understand that to be considered for this committee, I must be a resident of Marion County and cannot be an elected official and/or a technical person involved in transportation planning in Ocala/Marion County.

(Signature) ____________________________ 1-23-18 (Date)

Please complete this form and return it to:
121 SE Watula Avenue • Ocala • Florida • 34471-2114
January 26, 2018

TO: TPO Members
FROM: Michael Daniels, Director
SUBJECT: NE 14th Street and NE 30th Avenue Intersection Analysis

FDOT is in the process of reviewing the intersection of NE 14th Street (SR 492) and NE 30th Avenue for potential safety improvements. The intersection analysis includes:

- A full signal warrant analysis,
  - which involves taking 24-hour approach count and doing turning movement counts on the highest 8 hours
  - Reviewing crash history for the previous 12 months to see if there is a trend of correctable crashes
- The intersection operations will be observed in the AM and PM peak hours to determine if sight lines are impaired or if additional improvements need to be made.

Staff has included in the packet, the most recent traffic counts for the segment, crash data for the past five years and aerial and street views of the intersection.

If you have any questions regarding this agenda item please contact me in our office at (352) 629-8297.
<table>
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<th>ROAD SEGMENT/MAP#</th>
<th>LOCATION</th>
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<th>COUNT TYPE</th>
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<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>5-YEAR ANNUAL GROWTH RATE</th>
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<td>D-1</td>
<td>N Magnolia Ave to NE 8th Ave</td>
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<td>D-22</td>
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<td>OCA 1</td>
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<td>D-28</td>
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<td>D-30</td>
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<td>D-31</td>
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<td>NC</td>
<td>NC</td>
<td>NC</td>
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</table>
Summary:

18 Total Crashes

32 Total Vehicles Involved

Injury Details:

8 Crashes with Injuries*

14 Total Injuries

7 Injury Crashes**

8 Driver Injuries

1 Crashes with Incapacitating Injuries

1 Total Incapacitating Injuries

4 Crashes with Non-incapacitating Injuries

4 Total Non-incapacitating Injuries

5 Crashes with Possible Injuries

9 Total Possible Injuries

*Crashes with Injuries are all crashes with at least one reported injury, and including those where a fatality was reported.

**Injury Crashes are any crash in which there was at least one reported injury, and excluding those where a fatality was reported.

Fatality Details:

1 Crashes with Traffic Fatalities

2 Total Traffic Fatalities

1 Driver Fatalities

Criteria: Geolocated Latitude is between 29.2004098943499 and 29.2010920242611 And Geolocated Longitude is between -82.0954969633311 and -82.0947155248434 And Date of Crash is between 1/1/2013 and 1/25/2018

*As of Date: 1/25/2018

*Crash Data is compliant with FS 316.066(1)(a) exclusively. Refer to 'Types of Crashes Included' for further information.
TRANSPORTATION PLANNING ORGANIZATION
Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
November 28, 2017

MINUTES

Members Present:

Commissioner Kathy Bryant (arrived 4:15pm)
Commissioner Jeff Gold
Mayor Kent Guinn
Councilwoman Valerie Hanchar
Councilman James Hilty, Sr.
Commissioner Ron Livsey
Councilman Brent Malever (arrived 4:21pm)
Commissioner David Moore
Councilman Jay Musleh (arrived 4:01pm)
Councilman Matthew Wardell
Commissioner Carl Zalak (arrived 4:02pm)

Members Not Present:

Councilwoman Mary Rich
Commissioner Michelle Stone

Others Present:

Carlos Rodriguez, Metric Engineering
Jamie Kersey, FDOT
David Cooke, FDOT
Don Atwell, Marion County
Masood Mirza, Marion County
Carlos Zambrano, SunTran
Doug Shearer
Michelle Shearer
Bill Sowder
Marguerite Sowder
Item 1. Call to Order and Roll Call

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

Item 2. Proof of Publication

Secretary Shakayla Jacobs 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 3a. Trail Priority Project Amendment

Mr. Odom presented the Trails Priority Project Amendment and said that the Department of Environmental Protection had requested that a new trail section be added to the Trails Priority Projects list in order to be eligible for a grant allocation from the Shared-Use Non-motorized (SUN) Trails program. The proposed addition was the Baseline to Santos section that would extend approximately four and one-half miles from the Baseline Trailhead to the Santos Trailhead.

Mr. Wardell made a motion to approve the Trail Priority Project Amendment. Mr. Gold seconded and the motion passed unanimously.

Item 3b. Roll-Forward Transportation Improvement Program

Mr. Odom presented the Roll-Forward Transportation Improvement Program and said that the document had been prepared from the latest draft of the Florida Department of Transportation’s Tentative Work Program.

Mr. Odom said that he would present all significant changes which included the following:

Capacity Projects at $275.4 Million

NE 36th Avenue Bridge  
SR 40: From End of 4-Lanes to CR 314  
SW 49th Avenue: SW 42nd Street to SW 95th Street

Resurfacing Projects at $61.5 Million

US 441: From US 301 to SR 200  
US 27: From Levy CL to CR 326  
SR 200: From SW 60th Avenue to CR 484  
SR 492: From SR 40 to US 441
Transit at $47.4 Million

SunTran and Marion Transit

Bike/Pedestrian/Multi-Use

Silver Springs Bikeway Phase I
SR 40 Black Bear Trail
Legacy Elementary Sidewalks
Osceola Trail

Aviation- Ocala International and Marion County

Taxiway ‘A’ Rehabilitation
New Land Acquisition
Taxiway Construction Runway 5-23

Mr. Musleh made a motion to approve the Roll-Forward Transportation Improvement Program. Mr. Wardell seconded and the motion passed unanimously.

Item 3c. 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 and Regional Transportation System surtax
- Support indexing of local option gas taxes
- Support reduction of distracted driving by designating texting while driving a primary offense

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

Item 3d. Election of Chairman and Vice-Chairman

Ms. Bryant made a motion Councilwoman Valerie Hanchar to be Vice-Chair. Mr. Zalak seconded and the motion passed unanimously.

Ms. Bryant made a motion to keep Commissioner David Moore as Chair. Mr. Musleh seconded and the motion passed unanimously.
Item 3e. Appointment of Representatives to Central Florida MPO Alliance (CFMPOA) and MPO Advisory Council (MPOAC)

Mr. Zalak made a motion to appoint Commissioner Michelle Stone, Commissioner Ronald Livsey, Councilman Brent Malever for the CFMPOA, and Commissioner David Moore to be an alternate. Ms. Bryant seconded and the motion passed unanimously.

Mr. Zalak made a motion to appoint Mayor Kent Guinn for the MPOAC and Commissioner Jeff Gold to be an alternate. Mr. Wardell seconded and the motion passed unanimously.

Item 4a. I-75 at NW 49th Street Interchange Program Development and Environmental Study (PD&E)

Mr. Daniels introduced Carlos Rodriguez with Metric Engineering who presented to the board.

Mr. Rodriguez talked about the studies that were conducted for NW 49th Street Interchange which included:

- Improving economic vitality and promote job creation
- Improve Interstate and Regional mobility within Marion County
- Provide relief to existing Interchanges at US 27 and SR 326 by providing an alternate access to I-75
- Accommodate future traffic growth (2045)

Ms. Bryant recommended taking the bike lanes off of the roadway and adding sidewalks on one side and paved multimodal on the other side.

Mr. Rodriguez said that they were still too early in the study to make those changes but would take the comments back to Metric.

Mr. Rodriguez then talked about some of the concepts that were being looked at for the interchange design and they included:

- Diamond Interchange (IJR Concept)
- Modified IJR Concept
- Modified T-Diamond Interchange
- Diverging Diamond Interchange
- Single Point Urban Interchange
- Partial Cloverleaf Interchange

Mr. Rodriguez mentioned after discussion about the designs that all designs were just concepts and not official designs they were just ideas of improvements.

Mr. Moore asked that Mr. Rodriguez note that he was not a fan of the roundabouts.
Mr. Zalak said to keep in mind that the semi-trucks would need enough room to get up to speed to get onto the highway and that was an issue that he had known of at the time.

Mr. Rodriguez mentioned that some of the other components in the study was Utilities and Environmental in the area and also public involvement.

**Item 5. Consent Agenda**

*Ms. Bryant made a motion to approve the Consent Agenda. Mr. Musleh seconded and the motion passed unanimously.*

**Item 6. Comments by FDOT**

Ms. Kersey with FDOT said the only thing she had to present to the board was the updated construction report and asked the board for any questions.

There were no questions from the board.

**Item 7. Comments by TPO Staff**

Mr. Daniels updated the board on the mobility week events.

Mr. Odom gave an update on the Walk Your Kids to School event and showed a video clip that was posted by the Ocala Star Banner regarding the event.

Mr. Daniels introduced Desi Leibfried, the new TPO Part-time Grants Coordinator and said he wanted to leave the planner position open to be able to hire for that position with new upcoming projects and would be announcing that in the January meeting.

Mr. Odom gave an update on the CR 484 and said he would email the plans to the TPO board.

Mr. Daniels let the board now about the 2018 MPOAC Weekend Institute if any of the board members were interested.

There was a presentation to Commissioner Hilty for his years of service on the TPO board.

Mr. Daniels also mentioned there would not be a December TPO meeting.

**Item 8. Comments by TPO Members**

*There were no comments by TPO members.*
Item 9. Public Comment

Mr. Douglas Shearer, 2301 SE 85th Street, Ocala, FL presented a slideshow presentation to the board about the paved trail that went through the Florida Greenway and said he had the chance to read the bid but not the contract that was split half and half between DBA and CIC.

Mr. Shearer expressed concerns that there were no 25’ asphalt aprons on site as referenced in the bid. Also, there was some erosion issues that created dangerous conditions and especially at the 49th Street tunnel where there was some concrete reinforced where the horses would be on the trail on occasion and one side was hydroseeded.

Mr. Shearer said that the bid was accepted but what was stated in the contract was not preformed and created dangerous conditions for bikers as well.

Mr. Shearer also stated that there was a signage, striping issues, and cross walk markers, stating that the order of yield signs was not properly placed and was thrown to the side.

Mr. Shearer said the contracts should be looked at to see why the bids were low because there was not much included in the contracts saying half of the trails looked great and the other half was “pretty poor”.

Mr. Don Atwell, Deputy County Engineer responded to Mr. Shearer’s comments saying part of the trail was under construction and some repairs still had to be made because of the erosions that took place. Also, with a design build project it was used to get the project expedited quickly.

Mr. Atwell said that the contractor would go out and take care of the issues and the striping would be worked on as well. Also, the signs would be put out as well.

Commissioner Bryant asked Mr. Atwell to check with the contractors and make sure there was consistency in the signage. Mr. Atwell said that he would speak with Mickey Thomason with Florida Greenway and Trails because they were their trails.

Mr. Odom said that he had the opportunity to go out with both the County and Florida Greenway and Trails and both sides were observed and there were some variations and the trails are not open yet and there was a problem with one side sodded and the other hydroseeded. Also, the signage was an issue and not consistent and some of the areas had lots of metal poles and were looking into removing them.

Mr. Odom said there was some intersections of the paved trail and the horse trails and they were unable to tell that there was an intersection ahead and were looking into that also.

Mr. Zalak asked Mr. Atwell to check with the County Commissioners before signing off on the work completed.
Ms. Michelle Shearer, 2301 SE 85th Street, Ocala, FL addressed the board as the Secretary of Greenway Equestrians and also a biker, hiker, and mountain biker and said that safety was going to be the “big thing” and you want to keep it green but she did not believe that the signage would be overkill.

Ms. Shearer said that some of the trails come down and if there were mountain bikers and people from out of town road biking in groups of twenty or thirty and drafting they would get in a zone and need to be able to have the time to stop and be well aware even when playing music on their electronic devices and said that by putting the paved trail in the greenway has been urbanized and the safety signs should be there to avoid accidents.

Ms. Shearer also said to Mr. Odom that the next time Walk Your Kids to School Day takes places there should be a puppy there.

Mr. Odom said that one of the participants did have a dog leash and their dog as well.

**Item 9. Adjournment**

Chairman Moore adjourned the meeting at 5:15 PM.

Respectfully Submitted By:

_________________________________
Shakayla Jacobs, TPO Administrative Assistant
<table>
<thead>
<tr>
<th>Financial Project No.</th>
<th>Description</th>
<th>Work Mix Description</th>
<th>Contractor Name</th>
<th>Original Amount</th>
<th>Original Contract Days</th>
<th>Work Begin</th>
<th>Estimated Completion</th>
<th>Status</th>
<th>Lane Closures</th>
</tr>
</thead>
<tbody>
<tr>
<td>238693-1</td>
<td>SR 35 (Baseline Road) from SE 92nd Loop to SR 464</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>D.A.B. CONSTRUCTORS, INC.</td>
<td>$17,605,644.00</td>
<td>850</td>
<td>8/28/2015</td>
<td>11/11/2018</td>
<td>Working in all basins with embankment, subgrade, base, sidewalk, gravity wall and asphalt.</td>
<td>None planned</td>
</tr>
<tr>
<td>435057-1</td>
<td>Lighting Project at CR 484, CR 318 and SR 326</td>
<td>Lighting</td>
<td>United Signs and Signals</td>
<td>$3,075,596.26</td>
<td>290</td>
<td>11/14/2017</td>
<td>9/8/2018</td>
<td>Working at CR 318 and SR 326 with Drilled Shafts and Conduit</td>
<td>N/A</td>
</tr>
<tr>
<td>436371</td>
<td>US 441 North</td>
<td>Pavement Markings</td>
<td>ACKA</td>
<td>$142,000.00</td>
<td>60</td>
<td>10/25/2017</td>
<td>12/19/2017</td>
<td>Completed.</td>
<td></td>
</tr>
<tr>
<td>437828-1</td>
<td>Landscaping at I 75 at 20th and 43</td>
<td>Landscaping</td>
<td>Gainesville Landscape Contractors</td>
<td>$438,500.00</td>
<td>800</td>
<td>7/27/2017</td>
<td>10/18/2019</td>
<td>Contract in plant establishment time frame now.</td>
<td>N/A</td>
</tr>
<tr>
<td>437818-1</td>
<td>Landscape at CR318</td>
<td>Landscaping</td>
<td>Frankie Valdez Co Inc.</td>
<td>$407,700.00</td>
<td>820</td>
<td>10/31/2016</td>
<td>2/11/2019</td>
<td>Contract in plant establishment time frame now.</td>
<td>N/A</td>
</tr>
<tr>
<td>435466-1</td>
<td>Landscaping at I 75 at SR 200 and US 27</td>
<td>Landscaping</td>
<td>Gainesville Landscape Contractors</td>
<td>$594,750.00</td>
<td>870</td>
<td>08/21/15</td>
<td>01/19/18</td>
<td>Contract in plant establishment time frame now.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**TRAFFIC OPERATIONS**

<table>
<thead>
<tr>
<th>Financial Project No.</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>435686-1</td>
<td>US 441 @ SE 98th Lane</td>
<td>Construct left turn lanes NB &amp; SB Directions on US 441. Design programmed in FY 2018, construction programmed in FY 2020.</td>
</tr>
<tr>
<td>436879-1</td>
<td>SR 200 at SW 60th Avenue Traffic Ops</td>
<td>Construct westbound left turn lanes design plans under review. Started on 4/18/2018, time is 60 day contract for P&amp;S Paving (turn lane). Complete 9/14/16. A milling and resurfacing project that ends at the intersection will pick up the eastbound dual lefts (and modifications to the southbound median), design scheduled FY 2016 and construction scheduled for FY 2019.</td>
</tr>
<tr>
<td>437150-1</td>
<td>US 27 @ CR 326</td>
<td>Supplemental warning beacons on signal ahead signs. Currently in Design, field meeting to be scheduled.</td>
</tr>
<tr>
<td>437151-1</td>
<td>SR 40 @ SR 492</td>
<td>Add right turn signal heads, restripe right turn lane. Waiting on design work order to be sent out.</td>
</tr>
</tbody>
</table>

**Contact Information:**

Jamie Kersey, TPO Liaison  
386-943-5338  jamie.kersey@dot.state.fl.us

Mike McCammon, Ocala Operations Engineer  
(352) 620-3001  Michael.McCammon@dot.state.fl.us

For additional information on these projects as well as future projects, please go to www.cflroads.com