TRANSPORTATION PLANNING ORGANIZATION

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

March 24, 2015
4:00 PM

AGENDA

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

2. **PROOF OF PUBLICATION**

3. **ACTION ITEMS**

   A. **REVIEW AND APPROVAL OF PRIORITY PROJECTS**
   Development of the Priority Projects is an important step in moving projects from the Long Range Transportation Plan (LRTP) to the FDOT 5-year work program for funding. Staff is recommending approval of the FY 2021 Priority Projects.

   B. **REVIEW AND APPROVAL OF TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**
   To ensure that the Transportation Improvement Program reflects the most current project information, it is periodically necessary to amend the document. Staff will present the Transportation Improvement Program amendments for review and approval.

4. **DISCUSSION ITEMS**

   A. **YEAR 2040 LONG RANGE TRANSPORTATION PLAN KICK-OFF**

5. **CONSENT AGENDA**

   A. **ANNUAL JOINT CERTIFICATION REPORT**

   B. **ANNUAL CERTIFICATIONS AND ASSURANCES**

C. MINUTES – TPO MEETING JANUARY 27, 2015

6. COMMENTS BY FDOT

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 ***April 28,*** *2015.*

March 18, 2015

TO: **TPO Board Members**

FROM: **Kenneth Odom, Transportation Planner**

RE: **DRAFT FY 2021 Priority Projects**

The following pages contain a copy of the DRAFT FY 2021 Priority Projects. The overall order of the Priority Projects list has remained mostly unchanged from FY 2020 to FY 2021 because no projects have been funded through construction in the first three years of the five that are listed and no additional priorities has been identified. The one addition to the list is included at number seven – SR 40 West Multi-Modal Improvement. There have also been additional funding/phase additions to the other projects as they progress towards construction. Please review the FY 2021 DRAFT Priority Projects list and be prepared to discuss the staff recommended order and any changes that you would suggest.

If you have any questions regarding the rankings or a specific project please contact me in our office at (629-8297).

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

FY 2021 OCALA/MARION COUNTY TPO
DRAFT PRIORITY PROJECTS
MARCH 24, 2015

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2021
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2013 Traffic Count	Volume/ Capacity Ratio	LOS	SIS		
1	**SR 40/US 441 Intersection Op. Improvement I**										
	NW 2nd St to SW Broadway Street *(FDOT FM# 433665-1)*	0.16	6	D	50,000	22,000	44%	C	No	Add Dedicated Turn Lanes, Pedestrian Improvements & Enhanced Illumination	CST
		PHASE	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
	Design underway (Est. Completion 5/6/2015)	*CST*		*$197,306*							
2	**US 441 Intersection Op. Improvement II**										
	at SR 464 *(FDOT FM# 433660-1)*	NA	6	D	50,000	28,000	56%	C	No	Add Dedicated Turn Lanes and Pedestrian Improvements	CST
		PHASE	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
	Design underway (Est. Completion 1/25/2016)	*ROW*					*$4,000,000*				
3	**SR 35 Intersection Op. Improvement**										
	at SR 25, Foss Rd., & Robinson Rd. *(FDOT FM# 435208-1)*	NA	2	D	14,800	14,300	97%	D	No	Add SB Right-Turn Lanes	ROW/CST
		PHASE	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		PE					*$1,005,000*				
4	**SR 40 Downtown Multi-Modal Improvement**										
	US 441 to NE 8th Avenue *(FDOT FM# 431935-1)*	0.63	4	D	32,400	31,500	97%	D	No	To Be Determined In Planning Study	CST
		PHASE	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
	Study Underway	*PE*		*$1,000,000*							
5	**SR 40 East Multi-Modal Improvement**										
	NE 49th Terrace to NE 60th Court	1.5	4	D	32,400	16,300	50%	C	No	To Be Determined In Planning Study	PE
		Traffic count has been averaged									
6	**US 441 Corridor Study - Belleview**										
	SE 102nd Place to SE 62nd Avenue	2.0	4	D	39,800	28,250	71%	C	No	To Be Determined In Planning Study	PD&E
7	**SR 40 West Multi-Modal Improvement**										
	CSX Rail Bridge to I-75	2.8	4	D	32,400	22,500	69%	C	No	Sidewalk Widening & Reconditioning	PE

IJR - Interchange Justification Report
PD and E - Project Development Enviro Study
PE - Preliminary Engineering
ROW - Right-of-Way Acquisition
CST - Construction

FY 2021 OCALA/MARION COUNTY TPO
DRAFT PRIORITY PROJECTS
MARCH 24, 2015

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2021
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2013 Traffic Count	Volume/ Capacity Ratio	LOS	SIS		
8	**US 41**										
	SW 111TH PL LN to SR 40 *(FDOT FM# 238648-1)*	3.6	2	D	18,600	17,900	96%	D	No	Add 2 Lanes	CST
		PHASE	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		PE			*$500,000*						
		ROW	*$11,863,296*	*$5,960,100*	*$3,913,100*	*$2,180,040*					
		CST					*$29,453,103*				
9	**SR 200**										
	CR 484 to Citrus County Line *(FDOT FM# 238651-1)*	3.2	2	C	8,400	12,800	152%	C	No	Add 2 Lanes	CST
		PHASE	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		ENV		*$220,000*							
10	**SR 40/I-75 Interchange Operational Improvements**										
	SW 40th Avenue to SW 27th Avenue *(FDOT FM# 433652-1)*	-	4	D	32,400	29,500	91%	D	Yes	Operations Improvements at I-75 interchange and at SW 27th Ave intersection.	CST
	Funding Status	***PHASE***	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		ROW				*$3,465,000*	*$4,435,000*				
	Design underway (Est. Completion 1/25/2016)										
11	**CR 484/I-75 Interchange Operational Improvements**										
	SW 20th Avenue Road to CR 475A *(FDOT FM# 433651-1)*	-	4	D	32,400	24,500	76%	C	Yes	Operational/Capacity Improvements	ROW
		PHASE	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		PE	*$72,911*								
	Design underway (Est. Completion 7/6/2016)										
12	**NE 36th Avenue**										
	SR 492 to NE 35th Street *(FDOT FM# 431798-1)*	1.6	2	D	14,040	13,900	99%	D	No	Add 2 Lanes	ROW
	PD&E Underway	***PHASE***	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
	Project includes grade separation over CSX S line	*PE*		*$1,375,000*							

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FY 2021 OCALA/MARION COUNTY TPO
DRAFT PRIORITY PROJECTS
MARCH 24, 2015

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2021
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2013 Traffic Count	Volume/ Capacity Ratio	LOS	SIS		
13	**SR 40 - East**										
	NE 60th Court to CR 314	10.0	2	C	12,400	12,500	101%	E	Yes	Add 2 Lanes	
	(FDOT FM# 410674-2)										
	Funding Status	***PHASE***	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				ROW/CST
		PE	*$52,444*								
	Design underway (Est. Completion 1/12/2016)	*ROW*	*$2,813,794*	*$3,155,000*	*$1,102,880*	*$664,670*					
	CR 314 to CR 314A	*5.8*	2	C	8,400	11,200	133%		Yes	Add 2 Lanes	ROW
	(FDOT FM# 410674-3)										
		PHASE	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		ENV	*$551,715*								
	Design underway (Est. Completion 3/15/2016)										
	CR 314A to Levy Hammock Road	2.6	2	C	8,400	7,100	85%		Yes	Add 2 Lanes	PE
14	**NW 49th Street Interchange**										
		-	-	-	-	-	-	-	Yes	New Interchange	PD&E
	Funding Status	***PHASE***	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
	IJR to be funded by Marion County	*IJR*	*$250,000*								
15	**SR 40**										
	CR 328 to US 41	9.8	2	C	16,400	10,500	64%	C	No	Add 2 Lanes	CST
	(FDOT FM# 238720-1)										
		Traffic count has been averaged									
16	**US 27/I-75 Interchange Operational Improvements**										
	NW 44th Avenue to NW 35th Avenue	-	4	D	39,800	19,900	50%	C	Yes	Operational/Capacity Improvements	PE
17	**SW 95th Street Interchange**										
	(FDOT FM# 429582-1)	-	-	-	-	-	-	-	Yes	New Interchange	PE
	Funding Status	***PHASE***	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		PD&E	*$5,271*	*$35,000*	*$2,000,000*						
	IJR is under review by FHWA										

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FY 2021 OCALA/MARION COUNTY TPO
DRAFT PRIORITY PROJECTS
MARCH 24, 2015

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2021
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2013 Traffic Count	Volume/ Capacity Ratio	LOS	SIS		
18	**NE 25th Avenue**										
	SR 492 to NE 35th Street	1.6	2	D	14,040	13,000	93%	D	No	Add 2 Lanes	ROW
	(FDOT FM# 431797-1)	*Interpolated Count*									
	PD&E Underway	***PHASE***	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		RRU	*$15,000*								
		PD&E	*$15,000*								
		PE	*$23,469*	*$1,505,000*							
	Project includes grade separation over CSX 'S' line										
19	**US 27**										
	NW 27th Ave. to NW 44th Ave.	1.8	4	D	37,900	19,900	53%	C	Yes	Add 2 Lanes	PE
	Funding Status	***PHASE***	***FY 14/15***	***FY 15/16***	***FY 16/17***	***FY 17/18***	***FY 18/19***				
		PD&E				*$1,025,000*					
20	**SR 40**										
	SW 60th Ave. to SW 27th Ave.	3.0	4	D	39,800	29,500	74%	C	No	Add 2 Lanes	PD&E
21	**CR 484**										
	CR 475A to Marion Oaks Course	2.7	4	D	29,160	24,500	84%	D	No	Add 2 Lanes	PE
22	**US 441**										
	CR 42 to Sumter County Line	2.0	4	D	39,800	29,100	73%	C	No	Add 2 Lanes	ROW
	(FDOT FM# 238395-8)										
23	**US 301 - South**										
	SE 143rd Place to CR 42	2.00	2	D	24,200	14,100	58%	C	No	Add 2 Lanes	ROW
24	**SR 326**										
	US 441 to CR 200A (FIHS Facility)	2.3	2	D	16,800	9,900	59%	C	Yes	Add 2 Lanes	PE

IJR - Interchange Justification Report
PD and E - Project Development Enviro Study
PE - Preliminary Engineering
ROW - Right-of-Way Acquisition
CST - Construction

March 19, 2015

TO: **TPO Board Members**

FROM: **Kenneth Odom, Transportation Planner**

RE: **FY 2014/2015-2018/2019 'Roll-Forward' 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.

Four project amendments are proposed this month by the FDOT, they are as follows:

- SR 200 Widening from Citrus County Line to CR 484 – Add $220K ENV
- SR 200 at I-75 add turn lanes – Add CST $750K
- Land Bridge Trail Gap – Add ENV $600K
- Santos Trail Gap – Add ENV $600K

Specific details regarding the addition of these projects and the associated funding changes will be discussed at the March 24, 2015 meeting.

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

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Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720

JIM BOXOLD
SECRETARY

2015 MODIFIED JOINT CERTIFICATION REVIEW

Florida Department of Transportation, District Five and the Ocala/Marion County Transportation Planning Organization

Attendees: Mary Schoelzel (FDOT), Kellie Smith (FDOT), Brian Stanger (FDOT), Greg Slay (Ocala/Marion County TPO)

The Ocala/Marion County Transportation Planning Organization (TPO) has the responsibility for ensuring that the major transportation issues in their planning areas are addressed and that the requirements in state and federal law governing the metropolitan transportation planning process are met. Certification reviews are the tool used to determine whether the MPO/TPO is fulfilling this responsibility. They are conducted on an annual basis by the Florida Department of Transportation (FDOT) and every four (4) year cycle by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for MPOs/TPOs in Transportation Management Area (TMA) areas [23 U.S.C. 143]. The only exception is "conditional certification" issued for MPOs/TPOs by FHWA. The Ocala/Marion County Transportation Planning Organization is not in a TMA Area and therefore does not have a Federal Highway Administration Certification done every 4 years but they are still required to have the State Standard Certification Review annually.

The 2015 State Modified Joint Certification Review process for the Ocala/Marion County TPO started with a meeting between FDOT District Five Staff and the Ocala/Marion County TPO Staff held on February 26, 2015. The discussions were organized around a set of questions developed by FDOT Staff to review all of the transportation planning processes and requirements mandated by Federal and State Law. The Ocala/Marion County TPO staff provided responses to the questions. The findings, summary of noteworthy achievements, and recommendations presented in this Modified Joint Certification Review are drawn from the responses to the questions and the review meeting.

FINDINGS

General

The Ocala/Marion County TPO is to be commended for their outstanding working relationships with the Florida Department of Transportation, local governmental agencies, regional planning agencies, and other agencies to support the initiatives needed for transportation demands within Marion County. The TPO Staff worked very diligently in the past year to plan and prioritize projects of importance within their TPO boundary area. They continue to move forward with working, planning and developing regional projects. These projects include roadway, freight, safety, pedestrian, sidewalk/trails, transit,

and bicycle transportation facilities. The Department appreciates the timely responsiveness that the TPO provides for all requests.

The TPO staff completed and submitted their 2015-2019 Transportation Improvement Program (TIP). The TPO successfully completed and submitted their List of Priority Projects. The TPO is currently working on their new 2040 Long Range Transportation Plan to incorporate the new 2010 Census data.

The Ocala/Marion County TPO has continued having conversations and strategizing on incorporating the new MAP-21 (Moving Ahead for Progress in the 21st Century Act) performance measures into their planning documents.

Summary of Noteworthy Achievements

2035 Bicycle/Pedestrian Master Plan

The TPO adopted their 2035 Bicycle/Pedestrian Master Plan at a public hearing in October 2014. The Plan identifies numerous trail opportunities within Ocala and Marion County. These projects included short trials to connect people to places of interest as well as major trails that will connect Marion County with other Central Florida trail projects, like the Heart of Florida Loop. These are paved, multipurpose trails that can be utilized by various types of users (such as cyclists, pedestrians and skaters). The TPO staff conducted extensive coordination of recreational trail concepts with the Office of Greenways and Trails, the St. Johns Water Management District, the US Forest Service, FDOT, the local municipalities and the various user groups. Some of these trails will be major components to the completion of the Heart of Florida Loop. The plan also worked with the local municipalities to identify sidewalk gaps within the existing network and areas that would provide safe corridors for students. Some and the sidewalk gaps and trails were prioritized and resulted in approximately $12.6 million in funded projects in the five year work program.

Transit

The Ocala/Marion County TPO, and the Marion County Community Transportation Coordinator (CTC) Marion Senior Services continue to coordinate on planning activities that impact the urbanized areas of Ocala/Marion County. The Ocala/Marion County TPO manages the activities of the Transportation Disadvantaged Local Coordinating Board (TDLBC), which meets quarterly to review the enterprises undertaken by the CTC, in conjunction with any/all future pursuits that the CTC, and the TPO may consider to improve service, or to account for any/all identified deficiencies. Additionally the TPO is charged with the administrative responsibilities of the TDLCB, which includes reviewing monthly reports, completing annual reporting requirements, monitoring the customer review process, and developing and reporting on the Transportation Disadvantaged Service Plan (TDSP).

The Ocala/Marion County TPO also coordinates public transit planning activities ensuring that all projects and program activities recognize the role of public transit. The TPO continues to review the TIP, and coordinate with the Ocala/Marion County TPO FDOT Liaison to ensure that the tasks identified for the current FY are being performed in a timely, and efficient manner. In an effort to expand the TPO's current capacity to meet, and account for the public transit, and transportation disadvantaged needs in the Ocala/Marion County area the TPO initiated a Comprehensive Operations Analysis (COA) in September 2014 that will continue throughout the current FY. The COA will facilitate the TPO in the organization's continued effort to provide efficient, and cost effective transportation services to better serve the entire population of Marion County, while continuing to evaluate recommendations for future

transportation needs. During the prior FY the TPO coordinated with SunTran to install bus technology improvements. Automated Passenger Counters (APC) were installed on SunTran buses that will enable SunTran, and the TPO with the added capabilities of monitoring ridership, extrapolating accumulated ridership data for reporting purposes, and devising forecasting models that account for fluctuations in service capacity (ex. seasonal, peak times, etc.).

Accountability

The content of the quarterly reports submitted by the Ocala/Marion County TPO with invoices have been very efficient. These reports are intended to document progress made and difficulties encountered in implementing a TPOs UPWP. They also are used to help assess the eligibility and reasonableness of TPOs expenses to be reimbursed with federal funds. With the changes that have been on-going with the invoice processes, the Department appreciates the cooperation of the TPO and the willingness to adapt to the changes.

Planning Fund Carryover Balances

The Ocala/Marion County TPO is to be commended for their continued work in utilizing their Planning Funds. It is evident that there is good planning effort made to make sure that these funds are spent wisely and effectively. These funds are intended to be used for planning activities within a reasonable time frame and are subject to redistribution or loss if certain requirements are not met.

Public Involvement

The TPO continues their public outreach efforts. Their website: www.ocalafl.org/tpo is user friendly and provides the public with the TPO's planning documents, updates on their meetings and other project related information that the TPO is involved with. Their Public Involvement Plan outlines the process and the tools that are utilized in order to achieve their objectives of incorporating regional and community priorities, encourage participation and utilizes the information to better help the public to understand their role and responsibilities in transportation decision making. The Public Involvement Plan can be found at the following link: http://www.ocalafl.org/uploadedFiles/TPO_Services/2011%20PIP.pdf

Intelligent Transportation System (ITS) Deployment

The TPO staff have continued their efforts of partnering with the City of Ocala and Marion County staff on the deployment of numerous ITS technologies on various corridors within the County. These projects are the next stage in the evolution on ITS deployment and management identified in the TPO's ITS Master Plan.

SR 40 (Downtown and Silver Springs) Corridor Plans

The study for SR 40 will establish a multimodal approach to providing for transportation needs in Downtown Ocala. This study expands upon previous planning efforts by the city of Ocala that have engaged stakeholders and identified the future vision for SR 40. The scheduled completion of early April 2015 of the SR 40 Downtown Ocala study will identify recommended improvements that are scheduled for preliminary engineering in Fiscal Year 2017.

The TPO will also be kicking off their SR 40 Silver Springs study. This study will identify and prioritize roadway capacity/operations, access management, multi-modal/regional trail and Intelligent Transportation System (ITS) improvements within the study area (on SR 40 and a small portion of SR 35) to complement the activities of Marion County and DEP.

4P Process

The TPO is to be commended for their coordination and communication with their local municipalities and FDOT during the development of their priority list and project applications. The TPO submitted 17 applications for review and programming, of that approximately $15.1 million was programmed on their off-system and trail priority projects. The TPO worked with the local municipalities to make sure their projects were ready to be programmed.

Regional Coordination

The Ocala/Marion County TPO along with District Five's other Metropolitan Planning Organizations worked together at the CFMPO Alliance to develop regional priority lists for the Strategic Intermodal System, Close the Gaps initiative, Coast to Coast, and the Regional Trails. The Department used these regional lists to program projects during this year's gaming cycle.

RECOMMENDATIONS/ACTIONS

1. The Ocala/Marion County TPO should be commended on a job well done and continue keeping the Board Members, Technical Advisory Committee, and the Citizen's Advisory Committee informed and up to date on transportation initiatives of the Department.

2. The Ocala/Marion County TPO has done an exceptional job communicating with their FDOT Liaison and should continue to work with their Liaison concerning any issues or requests.

3. The Ocala/Marion County TPO should be commended for the responsiveness to the Department's various request.

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE AND
OCALA/MARION COUNTY TPO
2015 MODIFIED JOINT CERTIFICATION

Based upon a review of Chapter Seven (7) of the Metropolitan Planning Organization (MPO)/Transportation Planning Organization (TPO) Administrative Manual, below are the general areas recommended as focus items for this year's Modified Joint Certification process. According to the Certification requirements, a limited or modified review can occur for three years after a full review. Based upon Chapter Seven (7), and associated laws/rules (noted in the Chapter), the following are the District Five general questions/discussion areas in accordance with 23 C.F.R. 450.334(a):

The metropolitan planning requirements identified in 23 U.S.C. 134 and 49 U.S.C. 5303;

(1) As noted in the 2015 Joint Certification, the following is the status of the various Agreements and the Adopted Long Range Transportation Plan (LRTP). The MPO/TPO and the Department are responsible for making sure that these Agreements are reviewed and renewed if needed each year. Please review the list of agreements below and advise us if your records agree with these findings. If they do not, please provide correct dates.

(a) Interlocal Agreement for the Creation of Metropolitan Planning Organization (FDOT Form 525-010-01).

Updated: In process of updating.

The Department has reviewed the current executed agreement and the document being utilized is the latest revised version. At the current time there is no need for an update, although upon conclusion of reapportionment the agreement will be reviewed.

(b) Transportation Planning Funds Joint Participating Agreement (FDOT Form 525-010-02).

Updated: February 2013 Renew: February 2018

(c) Intergovernmental Coordination and Review and Public Transportation Coordination (ICAR) Joint Participation Agreement (FDOT Form 525-010-03).

Updated: NA Renew: NA

Per Article 6, section 6.03 of the respective contract, failure to amend or reaffirm the terms of this agreement shall not invalidate or otherwise terminate this agreement. Upon conclusion of reapportionment the agreement will be reviewed.

(d) Public Transportation Joint Participation Agreement (FDOT Form 725-030-06). 5303 Transit Related Task Elements for the UPWP.

Updated: June 15, 2012 Renew: September 30, 2017

There is a new contract done every year for the Transit Related Task Elements for the UPWP.

(e) Long Range Transportation Plan.

Updated: November 23, 2010 Renew: November 2015

Planning Area

1. Have you been working with your local municipalities to get completed Florida Department of Transportation Project Application turned in on time to be processed during the tentative work program gaming cycle period this year (including Project Location Map, Right of Way Certification (if applicable), Scope, Schedule and Cost Estimates)?

   Yes __√___ or No _____

   Comments:

   We worked to improve the 4P process by initiating meetings with our local governments much earlier in 2014. This gave local agency staff more time to understand the process and prepare better applications. We are currently reviewing last year's list and discussing potential new projects for this year.

2. Has the project application process improved since last year?

   Yes__√___ or No_____

   Comments:

   The Department is to be commended for streamlining the application process. One comment would be the necessity of completing applications for projects that are included on a priority list but are not yet ready to begin the process. This is especially true for projects that may by farther down the list. One suggestion would be to denote which projects are ready to begin the 4P process.

3. Does the MPO/TPO check local road projects on their Long Range Transportation Plan and prioritized projects list(s) against the list of Federal Aid roads to assure eligibility for funding?

   Yes__√___ or No_____

   Comments:

   The latest Functional Classification maps (May 2014) are utilized to determine federal aid eligibility.

4. Did the Department communicate with you in a timely manner with the projects that were programmed for the tentative five year work program gaming cycle?

   Yes__√___ or No_____

   Comments:

5. Do you feel that there is an open line of communication between your FDOT Liaison and the MPO/TPO?

Yes__√___ or No_____

Comments:

We continue to enjoy a highly effective relationship with our liaison. Ms. Smith has been heavily involved in guiding our projects through the multiple layers of the Department's process to ensure they remain on schedule. She has developed strong working relationships with key local agency staff and is able to work with them to move projects through the 4P process.

Regional Coordination

1. During the last legislative session the Department was given authorization for funding the Coast to Coast projects. Were you satisfied with the communication and coordination of the projects programmed this gaming cycle?

Yes_____ or No_____

Comments:

N/A

2. During the coordinating process with the CFMPO Alliance for the Strategic Intermodal System, and the Regional Trails; were you satisfied with the outcome of projects programmed this work program cycle?

Yes __√___ or No _____

Comments:

We appreciate the Department's continued commitment to developing the regional trail system. Almost all our trail priorities were funded to some extent and will result in approximately 30 miles of paved trails being constructed over the next three years. These projects will complete about half of the Heart of Florida Loop here in Marion County.

3. Did you identify major transportation facilities that function as an integrated metropolitan transportation system giving emphasis to facilities that serves national and regional transportation functions?

Yes _____ or No __√____

Comments:

We did not undertake any such work this past year. As part of the Transportation Regional Incentive Program (TRIP), we have designated regionally significant roadways that include the national and regional transportation facilities.

Long Range Transportation Plan (LRTP)

1. When amending your LRTP are you ensuring and demonstrating the fiscal constraints?

   Yes __√___ or No _____

   Comments:

   To date, we have not amended the LRTP since its adoption in 2010. We have had a few revisions but nothing that impacted the financial constraints.

2. Did you/Are you incorporating the eight planning factors into your planning process for the 2040 LRTP update?

   a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

   b. Increase the safety of the transportation system for motorized and non-motorized users;

   c. Increase the security of the transportation system for motorized and non-motorized users;

   d. Increase the accessibility and mobility of people and for freight;

   e. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

   f. Enhance the integration and connectivity of the transportation system across and between modes for people and freight;

   g. Promote efficient system management and operations; and

   h. Emphasize the preservation of the existing transportation system into your planning process for the 2040 LRTP update?

   Yes __√___ or No _____

   Comments:

   Typically, the planning factors are included as part of the goals and objectives portion of the LRTP as well as the individual elements.

3. Does the MPO/TPO conduct proactive public involvement for LRTP amendments and LRTP updates?

   Yes __√___ or No _____

   Comments:

   We are in process of developing our public involvement activities for the upcoming 2040 LRTP update.

4. Does the MPO/TPO require local agencies with state or local projects in the LRTP Cost-Feasible and/or Prioritized Project List to provide proof that the projects are consistent with the respective Comprehensive Plans?

Yes _____ or No __√___

Comments:

We review any new projects to ensure they are consistent with local comprehensive plans but do not require agencies to provide written proof. Local government agencies are also included on the Technical Advisory Committee (TAC) to ensure that projects are consistent.

Environment

1. Is the MPO/TPO participating in defining a project's Purpose and Need that is used to determine the range of reasonable alternatives to be considered in the environmental process?

Yes __√___ or No _____

Comments:

We did not prepare any Purpose & Need statements this past year.

2. The intent of the ETDM planning and programming screens is to provide a method for early consideration of ecosystem, land use and social and cultural issues, prior to a project moving into the Work Program and into the Project Development and Environmental (PD&E) study phase.

   Did the MPO/TPO complete a planning screen for all major transportation projects in conjunction with the update of your needs plan or cost feasible plan and was it completed before the final approval of the plan?

   If no, can the Department provide assistance in running the Efficient Transportation Decision Making (ETDM) planning screen (please state in comments section below)?

   Yes __√___ or No _____

   Comments:

3. Is the MPO/TPO providing the public an opportunity to review project information and maps in the public screening tool and to provide email comments back to the MPO/TPO?

   Yes _____ or No __√___

   Comments:

   We have not established a procedure to notify local agencies or the general public when a project is input into ETDM. We generally rely on the public participation process of the LRTP to provide comments on projects.

4. Has the MPO/TPO coordinated with the Department to get projects processed through the Efficient Transportation Decision Making (ETDM) tool this year?

   Yes _____ or No __√___

   Comments:

   No new projects were added for ETDM this past year.

Transportation Improvement Program (TIP)

1. Are you working with the Florida Department of Transportation to process Transportation Improvement Program Amendments (TIP) in a timely manner?

   Yes __√___ or No _____

   Comments:

   TIP amendments are usually included on the next available meeting agenda.

2. Does the MPO/TPO identify their revision dates for all amendments on their cover page of their TIP (per MPO Handbook page 5-12)?

   Yes __√___ or No _____

   Comments:

   The cover page lists the original dates for the initial approval and roll-forward approval. These are the two versions of the TIP that are adopted by resolution. The second page of the TIP lists the dates and brief descriptions of any revisions that occur throughout the year. This provides a better overview of the various revisions.

3. Is the most updated version of the MPO/TPO TIP, including amendments, posted on the MPO/TPO website?

Yes __√___ or No _____

Comments:

An updated TIP is posted to our website shortly after any amendments are processed and approved.

Public Involvement

1. Has the MPO/TPO developed a process for handling emergency meetings for their Long Range Transportation Plans and Transportation Improvement Program amendments? Please provide a copy of your process.

   Yes __√___ **and** No __√___

   Comments:

   The adopting resolution for the TIP allows the TPO Director to make amendments when such action is "needed to obtain state or federal approval within a constrained timeframe". We do not have a process for handling emergency LRTP amendments.

2. Has the MPO/TPO recently updated their Public Involvement Plan/Public Participation Plan?

   Yes __√___ or No _____

   Comments:

   The PIP was amended last year to revise meeting notification requirements, background information and committee membership titles. The revision removed the provision for advertising regular meetings in the local newspaper but rather utilizing the TPO website as well as the member government websites.

3. Is the Public Involvement Plan/Public Participation Plan available on the MPO/TPO website?

   Yes __√___ or No _____

   Comments:

   The PIP is located under the Planning Project section of our website.

Title VI and Related Nondiscrimination Requirements

1. Has the MPO/TPO updated their Title VI/Title VIII?? procedures for complaints within the last five years?

   Yes _____ or No __√___

   Comments:

2. Has the MPO/TPO participated in any Title VI training within the last year?

   Yes _____ or No __√___

   Comments:

3. Has the MPO/TPO received any Title VI/Title VIII complaints within the past year?

   Yes _____ or No __√___

   Comments:

Transit

1. How do you interact with your Community Transportation Coordinator (transit agency)?

   As the designated official planning agency, we provide planning assistance to the CTC. This includes staffing the Transportation Disadvantaged Local Coordinating Board (TDLCB), updating the TD service plan and reviewing the annual trip rate prior to submittal to the Commission for Transportation Disadvantaged.

Freight Planning

1. Is the MPO/TPO satisfied with the support and outreach that the Department is providing to understand freight movement in your area? If not, please explain below what additional support the MPO/TPO would like to make sure you are being informed in freight mobility.

   Yes __√___ or No _____

   Explain:

   As the current program and district position is relatively new, we have not had extensive interaction. As we go through the development of the LRTP, we will be better able to provide insight to the effectiveness of the program.

Other

1. Are there any noteworthy achievements or accomplishments that you would like to note during this year's certification?

    - *Completion of the 2035 Bicycle/Pedestrian Master Plan.*
    - *Coordinating the development of approximately 30 miles of regional trails.*
    - *Improving our 4P process with local governments.*
    - *Continuing work on the SR 40 (Downtown & Silver Springs) Corridor Plans.*
    - *Continued implementation of ITS projects within Marion County.*

2. Do you have anything additional that you would like to mention in the certification process this year?

LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Ocala/Marion County Transportation Planning Organization that:

(1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Ocala/Marion County Transportation Planning Organization, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Ocala/Marion County Transportation Planning Organization shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds $100,000, and that all such subrecipients shall certify and disclose accordingly.

(4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each failure.

_____

Commissioner Earl Arnett, Chairman Date
Ocala/Marion County Transportation Planning Organization

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Government wide Debarment and Suspension at 49 CFR 29.510

(1) The Ocala/Marion County Transportation Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and

(d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.

(2) The Ocala/Marion County Transportation Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

_____ _____

Commissioner Earl Arnett, Chairman Date

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Ocala/Marion County Transportation Planning Organization that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Ocala/Marion County Transportation Planning Organization and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Ocala/Marion County Transportation Planning Organization in a non-discriminatory environment.

The Ocala/Marion County Transportation Planning Organization shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

_____

Commissioner Earl Arnett, Chairman Date
Ocala/Marion County Transportation Planning Organization

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The Ocala/Marion County Transportation Planning Organization assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Ocala/Marion County Transportation Planning Organization further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated _____

by _____
Commissioner Earl Arnett, Chief Executive Officer

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

(1.)**Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

(2.)**Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3.)**Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.

(4.)**Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation,* the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation*, the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal*

Motor Carrier Safety Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(5.)**Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:

a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
b. cancellation, termination or suspension of the contract, in whole or in part.

(6.)**Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation,* the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

TRANSPORTATION PLANNING ORGANIZATION

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

January 27, 2015

MINUTES

Members Present:

Commissioner Earl Arnett, Chairman
Commissioner Kathy Bryant
Commissioner Gary Ernst (*for Commissioner Michael Goldman*)
Mayor Kent Guinn
Councilman James Hilty, Sr.
Councilman Brent Malever
Commissioner Stan McClain
Councilman John McLeod
Commissioner Carl Zalak

Members Not Present:

Councilwoman Penny Fleeger
Commissioner David Moore
Councilwoman Mary Sue Rich

Others Present:

Greg Slay, TPO Director
John Voges, TPO Staff
Ken Odom, TPO Staff
Ann McGaffic, TPO Staff
Kayleen Hamilton, TPO Staff
Kellie Smith, FDOT
Mounir Bouyounes, Marion County Engineer
Greg Stubbs, Marion County Planning
Bruce Phillips, Belleview Public Works
Bart Ciambella, Marion County Traffic
Brian Snyder, Marion County Traffic
Sean Lanier, City of Ocala Public Works

Others Present (cont):

Darren Park, City of Ocala Public Works
Tony Chau, City of Ocala Traffic
Kevin Smith, Marion County Engineering
Gennie Garcia, SunTran
Steve Ferrell, HDR, Inc.
Sue Carr, Ocala Star Banner
Approximately (6) members of the public

Item 1. Call to Order and Roll Call

Chairman Arnett called the meeting to order at 4:04 PM. Secretary Kayleen Hamilton called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Kayleen Hamilton stated the meeting was posted on the TPO, Marion County, Ocala, Belleview, and Dunnellon websites and on the TPO Facebook page.

Item 3a. Review and Approval of 2015 Legislative Priorities

Mr. Slay presented the 2015 legislative priorities. These priorities had been developed through the Central Florida MPO Alliance and the MPO Advisory Council.

The first item on the priority list was restoration of Transportation Regional Incentive Program (TRIP) funding. The TPO had previously been successful with TRIP funding, getting the SW 42nd Street flyover built and a portion of the Belleview Beltway funded. The revenue for TRIP had been diverted to the rail enterprise, and this priority asked for restoration of the program to prerecession levels.

The second priority was expansion of the charter county transit surtax. The tax was eligible for use on all transportation projects, not just transit. The surtax was currently available to all charter counties when enacted by referendum; the priority sought to expand its availability to all counties that were members of a metropolitan/transportation planning organization.

The third item was support of indexing the gas tax. Because of fuel efficiency and market fluctuations, the buying power of the gas tax was eroding.

The fourth priority was making distracted driving a primary offense, and the fifth priority was using a portion of funding generated through Amendment 1 for trail development and maintenance. Mr. Slay stated that there was currently no dedicated source of maintenance funding for trails.

Mr. Zalak wondered if distracted driving offense enforcement was something with which the board should be involved, and Ms. Bryant stated hearing from local government in support of the measure might help the legislature move forward with taking action. Ms. Bryant added that distracted driving was something that happened on roads under the TPO's purview, making it an issue in which the board's voice needed to be heard. Mr. Guinn asked for clarification regarding "using wireless communication devices" and Mr. Slay said it directly related to texting. Mr. Zalak noted that the wording was vague, and Mr. Slay said that staff could revise to more explicitly indicate texting while driving.

Mr. Arnett noted that the difference between a primary and a secondary offense was that law enforcement could pull drivers over for a primary offense. A driver could only be cited for a secondary offense if they had first been pulled over for a primary offense. Mr. Slay added that the seatbelt law had started as a secondary offense and then become a primary one.

Ms. Bryant made a motion to approve the priority projects list with wording changes to the fourth priority to specifically indicate texting. Mr. Zalak seconded and the motion was unanimously approved.

Item 3b. Review and Approval of Transportation Improvement Program Amendments

Mr. Odom presented eleven Transportation Improvement Program (TIP) amendments for consideration. The amendments were needed when there was a change of funding, scope, or phasing. The first amendment was additional operations funding for SunTran in FY 2016. The second amendment was railroad project to make minor improvements to at-grade crossings. The next three amendments were for work on the widening of NE 36th Avenue. Amendment six was to add resurfacing on SW 80th Avenue. County sidewalk improvements, added capital improvement funds for Marion Transit, turn lanes at Sunset Harbor Road and US 441, Pruitt Trail, and SE 92nd Loop finished out the amendments list. Mr. Odom reported that this represented a total $11.95 million in changes to the TIP.

Mr. McClain made a motion to approve the TIP amendments as presented. Ms. Bryant seconded and the motion passed unanimously.

Item 3c. Discussion on City of Ocala Recycling Bus Wrap

Mr. Slay reported that in 2012, the TPO had approved a wrap for the Ocala recycling program. The City had recently approached staff regarding updating the wrap. Staff had also recently been approached by a law firm interested in bus wrap advertising.

Mr. Mike Sawyer from DeCarlis and Sawyer advised the board that his law firm had a bus wrap advertisement in Alachua County and was interested in the same type of advertising in Ocala. Mr. Sawyer provided an example of the advertisement. Mr. Sawyer reported that his firm was established, well-known, and had a good reputation. They would use the same firm as Bagen and Associates to install the bus wrap.

Mr. Slay advised that the Ocala recycling program wrap had reached the end of its life and City staff had approach TPO staff regarding doing a new wrap. Mr. Sawyer had also approach staff regarding wrapping a bus, and staff was seeking direction from the board regarding what they would like done with the bus. Mr. Slay said that if the board accepted Mr. Sawyers offer, staff would develop a contract like the one with Bagen and Associates. The advertiser would be responsible for the cost of the wrap, placement, and any damages to the bus when the wrap was removed. Mr. McLeod expressed interest in letting DeCarlis and Sawyer wrap the bus.

Ms. Bryant made a motion to authorize staff to contract with Mr. Sawyer for bus wrap advertising on one SunTran bus. Mr. Zalak seconded and the motion passed unanimously.

Item 4a. FDOT District 5 Five Year Work Program Presentation

Ms. Smith presented the projects for Marion County that were included in the tentative Five Year Work Program. Ms. Smith advised that the information was also available on the Work Program website.

Projects included were a corridor study on US 441 in Belleview, widening of SR 30 from the end of currently four-laning to CR 314, a grade separation at the NE 36th Avenue railroad crossing, and PD&E for a new interchange on I-75 at NW 49th Street.

Ms. Smith reported that the TPO's top trail priority, Pruitt Trail, was pending right-of-way certification; the project was proposed for construction funding in the amount of $2.9 million. Other trail projects were design and construction of Phase 1 of the Silver Springs Trail, design of the Downtown Ocala Trail, a feasibility study for the Belleview Greenway Trail, and PD&E for the SR 40/Black Bear Scenic Trail.

Off-system project in the Work Program included funding for the Intelligent Transportation System operations and maintenance for both the city of Ocala and Marion County, flood mitigation on SR 40, resurfacing on SW 80th Avenue, design for sidewalks, and design of intersection improvements on US 441 at Sunset Harbor Road.

Mr. Zalak asked about the timeline for construction of the NW 49th Street interchange, nad Mr. Slay said looking strictly for state and federal funding, it would probably be eight to ten years at least. Ms. Smith reported that a memorandum of understanding had been signed with the Federal Highway Administration so that the interchange justification report could be started. Mr. Zalak stated that there were development projects already happening in the area that US 27 and CR 326 would not be able to accommodate.

Mr. Slay requested authorization from the board for staff to draft a letter of support for the Pruitt Trail for the chairman's signature. Mr. McClain reported that once the Department of Environmental Protection came to a resolution with the property owner, the project could move forward. One section of the trail was already funded for design and construction. There was discussion regarding the trail alignment. Mr. Zalak said that it was important to connect the tuber exist on the Rainbow River with downtown Dunnellon. Mr. Bouyounes reported that one option would be to build a separate bridge across the river,

but another option was to take part of the existing bridge for bicycle and pedestrian traffic. Mr. Zalak noted that there were elevation and median issues, and Mr. Bouyounes said that there were traffic mixing concerns, as well. Mr. Slay said that it might be possible to use the shoulder on the bridge. Staff had had discussions with Dunnellon regarding eliminating on-street parking on the south side of CR 484 for a bicycle trail. Mr. Slay said that staff was working on funding for design and discussing who would manage the project.

Mr. McLeod said that he would like to revisit getting the rail line that was owned by Florida Northern Railroad. The right-of-way could be used to connect to the Santos area. Mr. Slay said that the spur line had been studied during the Bicycle/Pedestrian Master Plan update and the railroad company was not interested in negotiating for trail use. Mr. McLeod stated that he would like to continue the conversation and directed staff to look into it and bring back a report.

Item 4b. Intelligent Transportation System (ITS) Program Update

Mr. Slay stated that after the Year 2030 Long Range Transportation Plan (LRTP), the TPO recognized that because there was limited funding they needed to refocus on managing traffic on major roadways. From that, the Intelligent Transportation System (ITS) had been instituted.

Mr. Ciambella advised that the purpose of the ITS program was to get traffic moving. Congestion caused emissions issues and stretched drivers' patience. A goal of the ITS was to reduce crashes and move traffic in a more economical method than adding lanes to roads. The advanced traffic management system allowed traffic personnel to monitor traffic, analyze what was happening, and control the transportation network.

Traffic monitoring facilitated the collection of data such as speeds, timings, pedestrian traffic, queuing, and vehicle classifications. The system also provided alerts to the traffic management center when issues arose, such as a signal switching to flash mode. Information was provided by the system in real time.

Mr. Ciambella noted that not all intersections were or needed to be monitored constantly. Sometimes diagnosing a problem and identifying a solution needed to be done for things like weather delays or a traffic event. Mr. Ciambella commented that signal timing was not necessarily constant, and the more information staff had to make decisions, the more efficient the system could be.

Mr. Ciambella advised that the information that was gathered was put back into the system. Signal performance was analyzed to see how an intersection was performing. Traffic events could trigger diversions and use of dynamic messaging signs to direct travelers to preferred corridors.

Technologies used in the ITS included pavement loop detectors, video detection, traffic monitoring cameras, Bluetooth applications, traffic monitoring centers, fiber optics and radio links, dynamic messaging signs, and adaptive signal controls. Mr. Ciambella mentioned that there was an upcoming ITS project on Maricamp Road from Baseline Road

to SR 200. The city of Ocala and Marion County both had traffic management centers where they collected data, did studies, and implemented adjustments. Phase 2 of the ITS program in the county would include obtaining travel times from vehicles, installing additional monitoring cameras, upgrading critical intersections, and adding staff. The county was also looking into a cyber security system.

Mr. Park reported that the city of Ocala had put in 34 traffic monitoring cameras and 14 messaging signs, and retimed 115 signalized intersections as part of Phase 1 of the ITS program. In Phase 2, they would install adaptive controls on major corridors to reduce wait time and install Bluetooth devices to collect vehicle travel times and speeds on major corridors.

Mr. Zalak asked about the Bluetooth, and Mr. Parks said that the corridor devices would pick up Bluetooth enabled devices in a passing vehicle and anonymously track the vehicle through the corridor. Mr. Slay reported that this was the technology that Google Maps used for its traffic layer.

Item 4c. Quiet Zones

Mr. Slay reported that staff had participated in a review of all railroad crossings in the county. Based on the review, nine potential quiet zones and $2.1 million in improvements for had been identified. Mr. Slay said that there was a potential funding source for the improvements. Staff had drafted a prioritized list based on impacted residential areas.

Mr. Zalak supported investigating state funding and putting together a plan to implement quiet zones. He added that the County would be willing to contribute funding to the project. Mr. Malever reported that there had been some accomplishments with quiet zones within the city of Ocala. Mr. Lanier advised that there had been instances of the train engineer still blowing the horn, and Mr. Slay said that the decision to blow the horn or not was left up to the train engineer.

Mr. Zalak made a motion to pursue funding and develop a plan for quiet zones and Mr. Malever seconded.

Mr. McClain asked about funding, and Ms. Smith stated that there was an appropriation from FDOT Central Office. This was a competitive, statewide program. Mr. McClain suggested prioritizing projects to get the smaller ones done first then working on the bigger projects, and Mr. Zalak suggested prioritizing what the local governments could afford and then looking at where assistance would be needed.

Mr. Slay advised that FDOT would not fund quad gates at a railroad crossing unless there was a documented safety issue. Mr. Slay said that staff could put together a funding plan.

A vote was called and the motion was unanimously approved.

Item 5. Consent Agenda

Mr. Zalak moved for approval of the minutes from the October 28, 2014, public hearing and monthly board meeting. Mr. McLeod seconded and the motion was unanimously approved.

Item 6. Comments by FDOT

Ms. Smith provided a construction update. Earthwork, base, and drainage work was in progress on SR 40 West widening. US 27 resurfacing was scheduled to begin on February 2 with work being done at night. The ITS design/build was under construction laying conduit. The US 27 pond reconstruction at Plumley Farms was scheduled to begin in late February.

Item 7. Comments by TPO Staff

Mr. Slay reported that the agreements needed to allow the county to do construction on the Greenway Trails were in process. Mr. Slay added that there was a group of equestrians that opposed the trails.

Item 8. Comments by TPO Members

Mr. Zalak requested authorization to work with staff regarding Center for the Blind clients and SunTran. Mr. Zalak reported that the Center had relocated just north of NE 14th Street, putting them within three quarters of a mile of a SunTran bus route. Because of paratransit rules, this meant that clients were now being required to use SunTran instead of Marion Transit. Mr. Zalak advised that these clients were not trained on how to ride the bus and that there was not a bus stop at the Center. Mr. Zalak expressed interest in adjusting the bus route, working with the Center for Independent Living for rider training, and negotiating with Marion Transit to transport Center for the Blind clients until they were trained.

Item 9. Public Comment

Michelle Shearer of 2301 SE 85th Street, Ocala, stated that as Secretary of the Greenway Equestrians, she was trying to help more people understand what was going on with the pave trail project. Ms. Shearer reported that equestrians wanted limited intersections between the paved trails and the equestrian trails. She said that if the paved trails followed the fire lines as much as possible it would help with conflicts with bicycles coming up on horses. Ms. Shearer stated that a lot of people in the equestrian community supported the trails.

Ms. Shearer also suggested getting the NW 49th Street interchange done and abandoning the SW 94th Street interchange.

Mr. Guinn reported that he had received a call from Ms. Amy Mangan of Duke Energy regarding bus shelters. Mr. Guinn said that he had referred Ms. Mangan to TPO staff. Mr. Slay stated that staff was beginning serious work on the bench and shelter program. The board had approved funding to build shelters, and staff had collected about a year's worth of stop use data to assist with shelter locations.

Item 10. Adjournment

Chairman Arnett adjourned the meeting at 5:29 PM.

Respectfully Submitted By:

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Kayleen Hamilton, TPO Administrative Assistant

Financial Project No.	Description	Work Mix Description	Contractor Name	Original Amount	Original Contract Days	Work Begin	Status	Lane Closures
238678-2	US 27 (SR 500) Drainage Improvements at Plumley and Mayberry Farms	DRAINAGE IMPROVEMENTS	COMMERCIAL INDUSTRIAL CORP.	$544,771.05	118	02/16/15	Working to get the new pond construction, drainage at Mayberry Farms.	N/A
238719-1	SR 40 Widening from CR 328 to SW 80th Ave (CR 225A)	ADD LANES & RECONSTRUCT	D.A.B. CONSTRUCTORS, INC.	$12,324,444.44	490	05/28/14	Working on drainage and limerock base. The asphalt is soon to come. About 38% of the budget and 53% of time.	General Lane Closure/Work Schedule: Monday through Friday – 7:30 a.m. to 5:30 p.m. Closure Details: No closures anticipated on SR 40. Daytime closures on SW 85th Street and SW 110th Avenue for construction of new lanes.
429053-1 429083-1	US 27 (SR 500) from CR 326 to CR 225A US 27 (SR 500) from CR 225A to SR 200 (Pine Avenue)	RESURFACING	ANDERSON COLUMBIA CO., INC.	$13,950,000.00	352	02/05/15	Just getting started and working in the urban area for mill and resurfacing and widen areas.	General Lane Closure/work Schedule: Sunday through Thursday – 6 p.m. to 7 a.m. US 27 in both directions – outside lane widening in select sections between NW 44th Avenue and Pine Avenue – also milling and paving in other adjacent areas.
429166-1	Belleview Stormdrain Pump rehabilitation	ROUTINE MAINTENANCE	AQUA PURE WATER & SEWAGE SERVICE, INC.	$90,941.00	120	12/14/14	Work has started on the pump replacement and slab replacement.	N/A
434706-1	Districtwide Pivotal Hangers Replacement	TRAFFIC SIGNALS	AMERICAN LIGHTING AND SIGNALIZTION	$1,189,980.00 Districtwide	270 Districtwide	06/18/14	Pivotal hanger replacement at different intersections in Marion County.	Future lane closures to be determined at future date. Please look at www.cflroads.com for information.

TRAFFIC OPERATIONS

Financial Project No.	Description	Status
	US 441 at NW 42nd Place	Design is complete for a NB left turn lane. Construction contract has been awarded, waiting for contract to be signed.
436129-1	SR 200 at SW 60th Avenue	Design is underway to add a second left turn lane to SR 200.