AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. DISCUSSION ITEMS
   A. FDOT WORK PROGRAM PRESENTATION
      Ms. Kellie Smith from FDOT will provide an overview of the FDOT Five Year Work Program that was presented at public hearing on October 15 and will present the Marion County projects that are included in the program.

4. ACTION ITEMS
   A. BUS SHELTERS PROPOSAL
      Mr. Jonathan Connor will present a proposal to install bus shelters at SunTran bus stops in return for collecting advertising revenue.

5. CONSENT AGENDA
   A. UNIFIED PLANNING WORK PROGRAM AMENDMENT
   B. MEETING MINUTES – AUGUST 25 AND SEPTEMBER 22, 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 November 24, 2015.
Trail Priority No. 1
Pruitt Trail

- FM No.: 435484-1
- Work Mix: Bike Path/Trail
- From: Bridges Road
- To: SR 200

- Phase: Construction
- Year Funded: 2021
- Cost: $3.7 Million
Trail Priority No. 3
Indian Lake Trail

- FM No.: 436755-1
- Work Mix: Bike Path/Trail
- From: Silver Springs State Park
- To: Indian Lake Trail Head
- Phase: Design
- Year Funded: 2019
- Cost: $150,000
Trail Priority-Funded for Construction

Silver Springs Bikeway - Phase 1

- FM No.: 435486-1
- Work Mix: Bike Path/Trail
- From: Baseline Paved Trail – North Trailhead
- To: Silver Springs State Park
- Phase: Construction
- Year Funded: 2018
- Cost: $4.4 Million
Priority No. 1
NW 49th Street Interchange

- FM No.: 435209-1
- Work Mix: New Interchange
- From: End of NW 35th Street
- To: NW 49th Street (Marion County Phase 2C)
- Phase: PD&E
- Year Funded: 2017
- Cost: $2 Million

- Phase: PE
- Year Funded: 2021
- Cost: $3.5 Million
Priority No. 2
SR 40/US 441 Intersection Operation Improvement I

- FM No.: 433661-1
- Work Mix: Traffic Operations Improvements
- From: NW 2\textsuperscript{nd} Street
- To: SW Broadway Street
- Phase: Right of Way
- Years Funded: 2019-2020
- Cost: $721,023
- Phase: Construction
- Year Funded: 2021
- Cost: $1.5 Million
Priority No. 12
CR 484/I-75 Interchange Operational Improvements

- Work Mix: Interchange Improvements
- From: SW 20th Avenue
- To: CR 475A
- Phase: ROW

- FM No.: 433651-2/-3
- Year Funded: 2021
- Cost: LF-$4,393,910  FDOT-$3,496,590
Off System Priority No. 1

**SW 44th Avenue**

- **FM No.**: 435547-1
- **Work Mix**: New Road Construction
- **From**: SR 200
- **To**: SW 20th Street
- **Phase**: CST
- **Year Funded**: 2019
- **Cost**: Local-$1,553,699
  
  **FDOT-$2,854,301**
Off System Priority No. 4
**SW 49<sup>th</sup> Avenue**

- FM No.: 435549-1
- Work Mix: New Road Construction
- From: SW 95<sup>th</sup> Street
- To: Osceola Boulevard
- Phase: N/A
- Year Funded: 2019
- Revised funding:
  - Local- $8,889,779
  - FDOT- $7,400,221
Off System Priority No. 5
East Pennsylvania Avenue (CR 484)

- FM No.: 436475-1 (417960-1)
- Work Mix: Bike Path/Trail
- From: Rainbow River Bridge
- To: US 41
- Phase: Feasibility Study
- Year Funded: 2016
- Cost: $20,000
Off System Priority No. 7
CR 200A

- FM No.: 436188-1
- Work Mix: Resurfacing
- From: NE 35th Street
- To: SR 326
- Phase: Construction
- Year Funded: 2016
- Cost: Local-$1,047,000
  FDOT-$1,047,000
Off System Priority No. 8
CR 42

- FM No.: 438567-1
- Phase: Construction
- Work Mix: Resurfacing
- Year Funded: 2017
- From: SE 58th Avenue
- Cost: Local-$1,220,605
- To: 650 feet West of CR 25
- FDOT-$1,220,605
Off System Priority No. 10
City of Ocala Sidewalks

- FM No.: 436375-1
- Work Mix: Sidewalk
- At: Various Locations
- Phase: Construction
- Year Funded: 2021
- Cost: Local: $103,226
  FDOT: $767,000
Off System Priority No. 11
Marion County Sidewalks

- Work Mix: Sidewalk
- FM No.: 436474-2
- Saddlewood Elementary
- Phase: Construction
- Year Funded: 2019
- Cost: $312,096

- FM No.: 436474-3
- Legacy Elementary
- Phase: Construction
- Year Funded: 2018
- Cost: $1,436,659
Enhancement Priority No. 1
SR 40 Intersection Improvements

- FM No.: 435492-1
- Work Mix: Intersection Improvement
- At: Martin Luther King Blvd.
- Phase: Construction
- Year Funded: 2017
- Cost: $774,395
<table>
<thead>
<tr>
<th>RANK</th>
<th>ROAD SEGMENT</th>
<th>ROADWAY DATA</th>
<th>PRIORITY PHASE FY 2021</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(FDOT FM# 435209-1)</td>
<td>Funding Status: IJR to be funded by Marion County</td>
<td>PD&amp;E: $2,000,000</td>
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<tr>
<td></td>
<td></td>
<td>PHASE: FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20</td>
<td>ROW: $380,000 $320,000</td>
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<td></td>
<td>(FDOT FM# 432661-1)</td>
<td>LOS 2013 Volume/Year: # of LOS Volume Traffic Capacity Ratio LOS SIS FY 2021</td>
<td>ROW/CST: $3,928,731 $4,648,853 Improvements</td>
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<td></td>
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<td>Phases FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20</td>
<td>CST: Enhanced Illumination</td>
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<tr>
<td></td>
<td>(FDOT FM# 432660-1)</td>
<td>LOS 2013 Volume/Year: # of LOS Volume Traffic Capacity Ratio LOS SIS FY 2021</td>
<td>ROW/CST: $250,000</td>
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<td>Phases FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20</td>
<td>CST:</td>
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<td>(FDOT FM# 435208-1)</td>
<td>LOS 2013 Volume/Year: # of LOS Volume Traffic Capacity Ratio LOS SIS FY 2021</td>
<td>ROW/CST: $1,000,000</td>
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<td>Phases FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20</td>
<td>PE:</td>
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<tr>
<td>5</td>
<td>SR 40 Downtown Multi-Modal Improvement</td>
<td>US 441 to NE 8th Avenue</td>
<td>Improvement: To Be Determined In Planning Study</td>
<td>Design programmed in FY 2017. No action this programming cycle.</td>
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<tr>
<td></td>
<td>(FDOT FM# 431935-1)</td>
<td>LOS 2013 Volume/Year: # of LOS Volume Traffic Capacity Ratio LOS SIS FY 2021</td>
<td>Study Underway PE:</td>
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<td></td>
<td>Phases FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20</td>
<td>PE: Study complete: May 2016 No action this programming cycle.</td>
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<td>6</td>
<td>SR 40 East Multi-Modal Improvement</td>
<td>NE 49th Terrace to NE 60th Court</td>
<td>Improvement: To Be Determined In Planning Study</td>
<td>Study complete: May 2016 No action this programming cycle.</td>
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<td>(FDOT FM# 435490-1)</td>
<td>LOS 2013 Volume/Year: # of LOS Volume Traffic Capacity Ratio LOS SIS FY 2021</td>
<td>Study Underway Study: $250,000</td>
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<td>Phases FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20</td>
<td>Study:</td>
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<td>7</td>
<td>US 441 Corridor Study - Belleview</td>
<td>SE 102nd Place to SE 62nd Avenue</td>
<td>Improvement: To Be Determined In Planning Study</td>
<td>Study complete: May 2016 No action this programming cycle.</td>
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<tr>
<td></td>
<td>(FDOT FM# 436469-1)</td>
<td>LOS 2013 Volume/Year: # of LOS Volume Traffic Capacity Ratio LOS SIS FY 2021</td>
<td>Study Underway Study:</td>
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<td>Phases FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20</td>
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<td>SR 40 West Multi-Modal Improvement</td>
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<td>ROAD SEGMENT</td>
<td>PRIORITY YEAR PHASE FY 2021</td>
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<tr>
<td>9</td>
<td>CSX Rail Bridge to I-75</td>
<td>PE</td>
<td>No action this programming cycle.</td>
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<tr>
<td></td>
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<td>PHASE FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 ROW $11,863,296 $5,960,100 $3,913,100 $2,180,040 CST $29,453,103</td>
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<tr>
<td>10</td>
<td>SR 200</td>
<td>CST</td>
<td>Plans Complete: 4/2016 Right of way complete No action this programming cycle.</td>
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<td></td>
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<td>PHASE FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 ROW $3,465,000 $4,435,000</td>
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<td>PHASE FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 ROW</td>
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<tr>
<td>12</td>
<td>SW 20th Avenue Road to CR 475A</td>
<td>ROW</td>
<td>Programmed right of way 433651-2 FDOT Funds: $2,863,796 433651-3: FDOT Funds: $1,432,794 Local Funds: $4,393,910</td>
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<td>PHASE FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 ROW $3,465,000 $4,435,000</td>
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<tr>
<td>13</td>
<td>NE 36th Avenue</td>
<td>N/A</td>
<td>Location Design Concept Acceptance Scheduled Approval: 12/2015 Segment only for PD&amp;E</td>
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<td></td>
<td></td>
<td>PHASE FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 ROW</td>
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<td>Location Design Concept Acceptance Scheduled Approval: 12/2015 Segment only for PD&amp;E</td>
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<td>PHASE FY 14/15 FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 ROW</td>
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<td>RANK</td>
<td>ROAD SEGMENT</td>
<td>Length</td>
<td># of Lanes</td>
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<tr>
<td>1</td>
<td>NE 60th Court to CR 314 (FDOT FM# 410674-2)</td>
<td>10.0</td>
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<td>2</td>
<td>CR 314 to CR 314A (FDOT FM# 410674-3)</td>
<td>8.8</td>
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<tr>
<td>3</td>
<td>CR 314A to Levy Hammock Road (FDOT FM# 410674-4)</td>
<td>2.6</td>
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<td>CR 328 to US 41 (FDOT FM# 238720-1)</td>
<td>9.8</td>
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<td>5</td>
<td>US 274/75 Interchange Operational Improvements</td>
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<td>NW 44th Avenue to NW 35th Avenue (FDOT FM# 433680-1)</td>
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<td>7</td>
<td>SW 35th Street Interchange (FDOT FM# 429582-1)</td>
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<td>NE 35th Avenue</td>
<td>1.6</td>
<td>2</td>
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<td>NW 27 Ave. to NW 44th Ave. (FDOT FM# 431767-1)</td>
<td>1.8</td>
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<td>SW 600th Ave. to SW 27th Ave. (FDOT FM# 433633-1)</td>
<td>3.0</td>
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<td>CR 464</td>
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<td>12</td>
<td>CR 475A to Marion Oaks Course</td>
<td>2.7</td>
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<td>US 441</td>
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<td>SE 143rd Place to CR 42 (FDOT FM# 238395-8)</td>
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<td></td>
<td>(FDOT FM# 411256-4)</td>
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<td>24</td>
<td>SR 326</td>
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<tr>
<td></td>
<td>US 441 to CR 200A (FIHS Facility)</td>
<td>2.3 2 D 16,800 9,900 59% C Yes</td>
<td>Add 2 Lanes</td>
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<tr>
<td>Priority</td>
<td>Project</td>
<td>From</td>
<td>To</td>
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</tr>
<tr>
<td>1</td>
<td>SW 44th Avenue 435547-1</td>
<td>SR 200</td>
<td>SW 20th Street</td>
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<tr>
<td>2</td>
<td>SunTran Replacement Buses 435517-1</td>
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<tr>
<td>3</td>
<td>US 441 @ NW 100th Street 435540-1</td>
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<td>4</td>
<td>SW 49th Avenue 435549-1</td>
<td>SW 95th Street</td>
<td>Osceola Boulevard</td>
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<tr>
<td>5</td>
<td>East Pennsylvania Avenue (CR 484) 436475-1</td>
<td>Rainbow River Bridge</td>
<td>US 41</td>
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<td>6</td>
<td>Countywide ITS Operations &amp; Maintenance 436361-1</td>
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<td>7</td>
<td>CR 200A 436188-1</td>
<td>NE 35th Street</td>
<td>SR 326</td>
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<td>8</td>
<td>CR 42 438567-1</td>
<td>SE 58th Avenue</td>
<td>650’ West of CR 25</td>
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<td>9</td>
<td>SW 20th Street 436367-1</td>
<td>J-75</td>
<td>SR 200</td>
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<td>10</td>
<td>City of Ocala Sidewalks 436375-1</td>
<td>Various locations</td>
<td>Ocala</td>
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<td>11</td>
<td>Marion County Sidewalks 436474-1</td>
<td>Various locations</td>
<td>MC</td>
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<tr>
<td>12</td>
<td>Sunset Harbor Road 436407-1</td>
<td>@ US 301/441</td>
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<td>DRA F-14-8 Expansion 436369-1</td>
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<td>Priority</td>
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</tr>
<tr>
<td>A</td>
<td>SW 80th Avenue 436186-1</td>
<td>SW 80th Street</td>
<td>SW 38th Avenue</td>
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<tr>
<td>B</td>
<td>SR 40 Stormwater Mitigation 436368-1</td>
<td>NE 30th Avenue</td>
<td>NE 7th Street</td>
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ROW - Right-of-way acquisition  
CST - Construction
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Regional Trail</th>
<th>Phase</th>
<th>Phase Estimate</th>
<th>Notes</th>
<th>FDOT Notes</th>
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<tbody>
<tr>
<td>1</td>
<td>Pruitt Trail Bridges Road</td>
<td>SR 200</td>
<td>HOF</td>
<td>9.5</td>
<td>CST</td>
<td></td>
<td>$3,325,000</td>
<td>435484-1, Design funded in FY 2015. DEP acquiring remaining necessary ROW, alternative B is to reroute trail along CR 484.</td>
<td>Funded construction in FY 2021 $3,700,000</td>
</tr>
<tr>
<td>2</td>
<td>Downtown Ocala Trail Ocala City Hall Silver Springs State Park</td>
<td>6 - CST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$436756-1, Design programmed FY 2020</td>
<td>No action this programming cycle.</td>
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<td>3</td>
<td>Indian Lake Trail Silver Springs State Park Indian Lake Trailhead</td>
<td>S - DES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$150,000</td>
<td>436755-1, All ROW under County/DEP ownership.</td>
<td>Funded design in FY 2019 $150,000</td>
</tr>
<tr>
<td>4</td>
<td>Silver Springs Bikeway Phase II Baseline Paved Trail - North Trailhead</td>
<td>CR 42</td>
<td>HOF</td>
<td>18.5</td>
<td>DES</td>
<td></td>
<td>$555,000</td>
<td>436468-1, programmed for feasibility study in FY 2017 with TPO.</td>
<td>No action this programming cycle.</td>
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<td>5</td>
<td>Belleview Greenway Trail Lake Lillian Park Cross Florida Greenway</td>
<td>5.3 - DES</td>
<td></td>
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<td></td>
<td>436360-1, PD&amp;E programmed in FY 2020.</td>
<td>No action this programming cycle.</td>
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<td>6</td>
<td>Ocala National Forest Trail Silver Springs State Park US 17 (Volusia County)</td>
<td>27 HOF PD&amp;E</td>
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<td></td>
<td></td>
<td></td>
<td>$750,000</td>
<td>436360-1, PD&amp;E programmed in FY 2020.</td>
<td>No action this programming cycle.</td>
</tr>
</tbody>
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**Funded Projects**

- **Land Bridge Gap**
  - SR 200
  - SW 49th Avenue
  - 8.25 HOF DES/CST
  - $3,300,000
  - 436358-1, Cross Florida Greenway. All ROW under DEP ownership. Includes underpass on CR 484.

- **Santos West Gap**
  - SW 49th Avenue
  - Santos Trail Head
  - 7.4 HOF DES/CST
  - $2,200,000
  - 436291-1, Cross Florida Greenway. All ROW under DEP ownership.

- **Silver Springs Bikeway - Phase I**
  - Baseline Paved Trail - North Trailhead
  - Silver Springs State Park
  - 7.5 HOF DES/CST
  - $225,000
  - 435486-1, Cross Florida Greenway. All ROW under DEP ownership.
  - Added additional $1,000,000 to construction phase FY 2018.

**CST** - Construction  
**DEP** - Department of Environmental Protection  
**DES** - Design  
**HOF** - Heart of Florida Loop  
**PD&E** - Project Development & Environmental Study  
**ROW** - Right-of-way  
**STJWMD** - St. Johns Water Management District
MEMORANDUM

OCTOBER 23, 2015

TO: TPO MEMBERS

FROM: GREG SLAY, DIRECTOR

SUBJECT: BUS SHELTER PROPOSAL

Rodeo Performance Group has submitted a proposal regarding installation of bus shelters. The firm is proposing to install thirty (30) shelters with advertising at various locations along the SunTran routes. The proposal provides a 10% revenue share as well. Should the Board agree to move forward with the proposal, staff would work with firm to develop a contract and finalize the locations of the shelters. The shelters would be required to meet all federal and FDOT standards related to ADA accessibility as well as local sign codes. Attached you will find the proposal and

Staff is requesting direction on whether or not to proceed with the proposal. If you have any questions or would like to discuss this item further, please contact our office at 629-8297.
**EXECUTIVE SUMMARY – BUS STOP SHELTERS**

**THE PROBLEM**
Ocala has an established and successful bus system with 350 stops spanning from Silver Springs Shores to SR484; from south Ocala to Silver Springs and NE 35th St., yet there are no bus stop shelters, exposing passengers to all the elements. With Florida’s daily rains and extreme temperatures during the summer months, this is a significant problem.

**THE SOLUTION**
Bus stop shelters can be purchased prefab for a very reasonable price and can be erected and put on a maintenance schedule with very little trouble.

**THE OPPORTUNITY**
The bus stop shelters would provide two 48” x 72” panels for advertising on each shelter, one on each end, with advertising space on both sides of each. At the current market rate for comparable advertising, this could potentially bring in a significant yearly income.

**THE COMPETITIVE ADVANTAGE**
Competition in the way of bus stop shelters in Ocala is non-existent. In regard to general advertising, the pricing on the shelter ads will be competitive and there is existing evidence that there is a demand for such advertising, e.g., bus wraps and billboards.

**THE MODEL**
There are two parts to this project: the shelters and the advertising.
The shelters include:
- Permitting
- Leasing
- Pouring slabs
- Acquiring prefab shelters
- Erecting prefab shelters
- Maintaining prefab shelters (including installation, maintenance, and replacement of advertising)

The advertising includes:
- Contracting with advertisers
- Maintaining a competitive product

Our plan is to contract out the installation and maintenance of the shelters, including installing signs, replacing damaged plexi-glass, and maintaining the slab and shelter frames, and to internally do the leasing, advertising contracting, and relationship management with the city and county. We also would like to work with the TPO to put up route maps on a panel within the shelters.

**THE TEAM**
Jonathan Connor – Rodeo! Performance Group and ReView Business Strategies
Timothy Connor – Rodeo! Performance Group
Bus Shelter Proposal
Submitted by Jonathan Connor
September 18, 2015
Background
Since 1999 SunTran has been providing bus services for Ocala and Marion County. During this time the TPO has been aware of the need to for bus stop shelters to protect bus riders from the Florida elements; however, previously the TPO has not been able to make this need a reality due to a number of factors. In looking at this need, it makes sense to use a private vendor in order to prevent cost in acquisition and installation, management and maintenance of the shelters.

Solution
Bus stop shelters can be purchased prefab and erected for a very reasonable price. Furthermore, funding for purchase, installation, and maintenance can be provided through advertising. We propose to install and maintain thirty shelters for the SunTran system.

Locations
We see the following thirty locations as having the necessary qualifications for the bus shelters. However, we are providing an additional fifteen locations as alternatives in case any of the original thirty do not work out.

<table>
<thead>
<tr>
<th>Initial Thirty:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFCC &amp; Founders Hall (CFCC Campus)</td>
</tr>
<tr>
<td>SW 27th Ave. n/o 19th Ave. Rd. (South bound)</td>
</tr>
<tr>
<td>NE 14th St. w/o NE 28th Ave.</td>
</tr>
<tr>
<td>NE 36th Ter. n/o NE 8th Pl.</td>
</tr>
<tr>
<td>2 x SW 31st Ave. n/o SW 20th St. (both sides)</td>
</tr>
<tr>
<td>Oak Rd. n/o CR 464</td>
</tr>
<tr>
<td>2 x SW 33rd Ave. s/o SR 40 (both sides)</td>
</tr>
<tr>
<td>NW 23rd Ave. n/o NW 1st Ave.</td>
</tr>
<tr>
<td>NW 1st Ave. s/o NW 23rd Pl.</td>
</tr>
<tr>
<td>NE 2nd St. w/o NE Sanchez Ave.</td>
</tr>
<tr>
<td>SW 27th Ave. s/o 20th St.</td>
</tr>
<tr>
<td>NE 36th Ter. n/o NE 8th Pl.</td>
</tr>
<tr>
<td>NE 3rd St. e/o NE Watula Ave.</td>
</tr>
<tr>
<td>SR 200 w/o SW 10th Ave. (CTAE)</td>
</tr>
<tr>
<td>NW 3rd St. w/o NW 3rd Ave.</td>
</tr>
<tr>
<td>NE 14th St. w/o NE 30th Ave.</td>
</tr>
<tr>
<td>NE 36th Ave. n/o NE 7th St.</td>
</tr>
<tr>
<td>SW 1st Ave. (between hospitals)</td>
</tr>
<tr>
<td>SR 40 w/o NE 49th Ter.</td>
</tr>
<tr>
<td>NE 35th St. w/o NE 47th Ct.</td>
</tr>
<tr>
<td>NW 23rd Ave. s/o NW 1st St.</td>
</tr>
<tr>
<td>SW 27th Ave. s/o 19th Ave. Rd.</td>
</tr>
<tr>
<td>NW 4th St. e/o NW MLK Ave.</td>
</tr>
<tr>
<td>SR 200 w/o SW 5th Ave.</td>
</tr>
<tr>
<td>SW 34th St. e/o SW 34th Cir</td>
</tr>
<tr>
<td>2 x SW 32nd Ave. s/o SW 31st Rd. (both sides)</td>
</tr>
<tr>
<td>NE 28th St. w/o CR 200A (Jacksonville Rd.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Alternative Fifteen:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 x NE 3rd St. w/o NE 22nd Ave. (both sides)</td>
</tr>
</tbody>
</table>
2 x Bahia Cir. e/o Silver Rd. (both sides)
NE 35th St. e/o Lindale mobile home park entrance
SW 1st Ave. s/o SW 10th St.
NE 28th St. e/o CR 200A (Jacksonville Rd.)
NE 35th St. e/o NE 48th Ter.
NW 2nd St. w/o NW 4th Ter.
SW 33rd Ave. s/o SW 5th St.
NE 2nd St. e/o NE 11th Ave.
US 27 w/o NW 22nd Ct.
Spring Rd. e/o Emerald Rd.
2 x NW MLK Ave s/o NW 7th St. (both sides)

Design
See Attachment

What We Provide
We will provide the following:
- Acquisition and installation of the shelters including permitting and slab installation
- Sales and installation of the advertising
- Scheduled maintenance of the shelters
- Structure insurance
- Liability insurance

Profit Sharing
We agree to share with the City or County 10% of the advertising income for the use of the right-of-way.

Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>9/21/2015</td>
<td>Beginning talking to advertising prospects to find out viability of project</td>
</tr>
<tr>
<td>Upon Receipt of Approval</td>
<td>Order shelters</td>
</tr>
<tr>
<td>Upon Receipt of Shelters</td>
<td>Begin installation</td>
</tr>
<tr>
<td>Estimated Installation Time</td>
<td>6 weeks for all thirty shelters, including slabs</td>
</tr>
</tbody>
</table>

Exit Strategy
If advertising falls below 1/3 capacity for more than 6 months, management of shelters will revert to the city and/or county until the next opportunity for appropriations to manage and maintain the shelters. If appropriations are not passed, we will be responsible for the removal of the shelters.
Handi-Hut Advertising Shelters feature superior illuminated light boxes that incorporate 8 fluorescent bulbs in each box. These low maintenance durable shelters are easy to install using our prefabricated sections. Shelters can be made to virtually any size and can be customized to meet any need.
MEMORANDUM

SEPTEMBER 18, 2015

TO: TPO MEMBERS

FROM: GREG SLAY, DIRECTOR

SUBJECT: UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

- CR 484 – Dunnellon multiuse trail public involvement

Staff is requesting a UPWP Amendment to the Special Projects Task in the amount of $20,000 to assist the City of Dunnellon in the public involvement portion of the CR 484 multiuse trail project. The work will consist of 3-5 public meetings to review the proposed alternatives of the trail. FDOT will be providing the funds.

If you have any questions or would like to discuss this project further, please contact our office at 629-8297.
UPWP TASK 7.0 – SPECIAL PROJECTS

The Special Projects task identifies the activities that are non-recurring, special studies dealing with various transportation issues.

OBJECTIVES

Conduct identified studies and/or surveys to improve the overall transportation system.

PREVIOUS WORK

- Completed US 441 Corridor Study. (February 2013)
- Initiated 2035 Bicycle/Pedestrian Master Plan (November 2013)
- Initiated SR 40-Silver Springs Existing Conditions Review (February 2014)
- Initiated SR 40-Downtown Corridor Plan (March 2014)
- Initiated SR 40-Silver Springs Corridor Plan (March 2015)

METHODOLOGY

7.1 Update Bicycle/Pedestrian Master Plan (December 2014)
   - Develop financial plan
   - Develop project priority list
   - Develop implementation plan
   - Hold public hearing

   Additional tasks – Added May 2015
   - Hazardous location review and analysis (December 2015)
   - Develop Urban Bicycle Network (December 2015)

7.2 SR 40-Silver Springs Existing Conditions Review (August 2014)
   Managed by FDOT. Review will document existing conditions of SR 40 in the Silver Springs area in preparation of the overall corridor study.
   - Document existing travel demand and deficiencies
   - Existing corridor operations LOS
   - Develop corridor summary

7.3 SR 40-Downtown Corridor Plan (August 2015)
   Managed by FDOT. Plan will identify improvements along SR 40 from US 441 to NE 8th Avenue to enhance the pedestrian environment consistent with Ocala Vision 2035. Plan will also identify potential traffic operations improvements to enhance access to areas north of SR 40.
   - Review existing traffic conditions and identify deficiencies
   - Involve various stakeholders and downtown merchant groups
   - Identify potential enhancements and traffic operations improvements
   - Finalize study recommendations and develop implementation strategy
7.4  SR 40-Silver Springs Corridor Plan
Plan will identify potential multimodal and traffic operations improvements to SR 40 and SR 35 in the Silver Springs area to enhance mobility for residents and tourists.
- Develop goals and objectives
- Identify potential improvements
- Develop funding strategy
- Develop implementation plan

7.5  US 441-Belleview Corridor Plan
Plan will identify potential multimodal and traffic operations improvements on US 441 through Belleview to enhance the pedestrian environment and improve safety and mobility for residents.
- Develop goals and objectives
- Identify potential improvements
- Develop funding strategy
- Develop implementation plan

7.6  CR 484 – Dunnellon Multiuse Trail
- Conduct public meetings to review trail alternatives

END PRODUCT
- Updated Bicycle/Pedestrian Master Plan (December 2014)
- Completed SR 40-Silver Springs Existing Conditions Review (August 2014)
- Completed SR 40-Downtown Corridor Plan (August 2015)
- Completed SR 40–Silver Springs Corridor Plan (December 2015)
- Completed US 441-Belleview Corridor Plan (TBD)

RESPONSIBLE AGENCY
- Ocala/Marion County TPO
- FDOT (SR 40-Silver Springs Existing Conditions Review, Downtown)
### FUNDING SOURCES/USES

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<td>B/P Plan</td>
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<td>US 441 - Belleview</td>
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<td>CR 484 - Dunnellon</td>
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<td><strong>FDOT Managed:</strong></td>
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<td>SR 40 SS Ex</td>
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<td><strong>Total:</strong></td>
<td>$952,728</td>
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MINUTES

Members Present:

Commissioner Earl Arnett, Chairman
Commissioner Kathy Bryant
Councilman Brent Malever
Commissioner Stan McClain
Councilman John McLeod
Commissioner David Moore
Commissioner Carl Zalak

Members Not Present:

Councilwoman Penny Fleeger
Commissioner Michael Goldman
Mayor Kent Guinn
Councilman James Hilty, Sr.
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
Mike McCammon, FDOT
Jazlynn Heywood, FDOT
Gennie Garcia, SunTran
Mounir Bouyounes, Marion County Engineering
Sean Lanier, City of Ocala Public Works
Kevin Smith, Marion County Growth Services
Item 1. Call to Order and Roll Call

Chairman Arnett called the meeting to order at 4:17 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 Marion County, Ocala, Belleview, and Dunnellon websites and on the TPO website and Facebook page.

Item 3a. Central Florida MPO Alliance Regional Priorities

Mr. Slay presented the Central Florida MPO Alliance regional priorities. Marion County had several items on the Strategic Intermodal System (SIS) and trail priorities lists. The Marion County SIS projects on the list were interchange improvements on I-75 at SR 40 and two widening projects on SR 40 East. The trail projects were Pruitt Gap and the Silver Springs to Mount Dora Trail.

Ms. Bryant made a motion to approve the Central Florida MPO Alliance regional priorities as presented. Mr. McClain seconded and the motion was unanimously approved.

Item 3b. Updated Off-system Priorities

Mr. Slay reported that staff had received a request from Marion County to add resurfacing of CR 42 to the off-system priorities list. Staff was recommending adding the project as the eighth priority.

Mr. Zalak moved approval of the updated off-system priorities as presented and Ms. Bryant seconded. The motion passed unanimously.
Item 4. Consent Agenda

Ms. Bryant moved approval of the consent agenda. Mr. McClain seconded and the motion was unanimously approved.

Item 5a. NE 25th Avenue and NE 36th Avenue PD&E Presentation

Mr. Slay introduced Ms. Jazlynn Heywood, project manager for FDOT, to give an update on the NE 25th Avenue and NE 36th Avenue PD&E studies. Ms. Heywood reported that FDOT’s consultant on the project, Metric Engineering, was wrapping up the studies. The next step was a public hearing which was scheduled for September 8.

Mr. Carlos Rodriguez from Metric Engineering reviewed the project limits for both NE 25th Avenue and NE 36th Avenue. The objectives of the studies were to address future capacity, address safety and mobility, create complete streets, and line up with the local vision. Both roads were currently two-lane facilities with open drainage. They lacked bicycle and pedestrian features, and a high crash location had been identified on NE 25th Avenue at NE 14th Street. Metric Engineering had evaluated the traffic on both corridors and forecasted out to the year 2040 to determine whether the need for widening was indicated.

NE 25th Avenue had been segmented based on characteristics and for development of design alternatives. The southernmost segment was recommended to be four-laned. The second and third segments were recommended to remain two lanes but be expanded to include bicycle and pedestrian features and a median. A key issue along the corridor was creating a grade separation at the railroad crossing while maintaining access to the businesses. A frontage road with “Texas u-turn” under the crossing was being recommended, and Mr. Rodriguez stated that an additional entrance to Manning Building Supply behind the fire station was being designed.

On the northernmost segment of NE 25th Avenue, Mr. Rodriguez reported that feedback had been received regarding crashes occurring along a curve in the road. The recommended design for this segment corrected the curve and provided a parallel, two-way frontage road for the residences.

There were a number of different drainage pond location options, and Mr. Rodriguez said that additional studies needed to be done to make certain the locations were suitable. When looking at the environment of the project, the study found that noise abatement measures were warranted at the Wagon Wheel Mobile Home Park.

A public hearing was scheduled for September 8, and Mr. Rodriguez said that the PD&E should be complete by the end of the year. Design was anticipated in 2017, but NE 25th Avenue was not currently funded for right-of-way acquisition or construction.

Mr. Rodriguez reported that NE 36th Avenue was a more arterial facility than NE 25th Avenue. As with NE 25th Avenue, there were recommendations for bicycle and pedestrian facilities and a median along the corridor. A key issue was creating a grade separation at
the railroad crossing. Stakeholder meetings had been held to discuss options, and a “Texas u-turn” was the recommended alternative to provide as much access as possible. NE 24th Street would need to be realigned to retain access. Additional borings were needed to determine appropriate pond locations. Two businesses and three residences would need to be relocated, and noise abatement measures were warranted at the Villages at Spanish Oaks.

A public hearing was scheduled for September 8, and Mr. Rodriguez said that the PD&E should be complete by the end of the year. There was currently funding for the grade separation at the railroad crossing.

Mr. Zalak asked about the realignment of NE 24th Street, and Mr. Rodriguez said they were looking at taking part of the parcel there and thinking about it for a pond location. There was discussion regarding access to the storage facility on NE 36th Avenue and NE 21st Street. Mr. Rodriguez explained that the storage facility had access on NE 21st Street and that the recommended design was more beneficial to the business than the other options. Mr. Rodriguez said that attempts had been made to be as accommodating of the businesses as possible.

Mr. Zalak asked about the cost of the residential frontage road on NE 25th Avenue, and Mr. Rodriguez said that when the design came out, there would be cost estimates. The frontage roads were a safety feature and could be done almost entirely within the existing right-of-way. Ms. Heywood added that the PD&E had evaluated having frontage roads and dividing NE 25th Avenue. Mr. Zalak asked whether the design could include the two alternatives, and Ms. Heywood said it could.

**Item 5b. Long Range Transportation Plan Presentation**

Mr. Slay reported that the Long Range Transportation Plan (LRTP) was winding down. Traffic counts were lower than they had been in previous years, leading to lower traffic projections for the 2040 LRTP than there had been in the 2035 LRTP. Mr. Slay advised that projects had dropped out of the plan from 2035 to 2040. Cost estimates were currently preliminary and included figures based on the County’s impact fee ordinance. Mr. Slay introduced Mr. Wally Blain from Tindale-Oliver and Associates to provide an update on the LRTP preliminary needs assessment and the plan’s costs and revenues.

Mr. Blain advised that adoption of the LRTP was scheduled for November. A draft of the cost feasible plan would be presented at the next meeting. The preliminary needs assessment had begun with a look at the projects in the 2035 LRTP. Traffic model counts were used as a guide to categorize projects into priority groups. Mr. Blain highlighted several projects from the needs list. The needs cost for highways, interchanges, overpasses, and ITS/corridor management totaled around $1,210,000,000. Transit needs included increased frequency, flexible circulator service, and express routes, for a total of approximately $8,200,000 annually plus $8,600,000 in initial capital. Mr. Blain mentioned that there were potential rail projects for future opportunities that had not been cost out.
Trail needs included Cross Florida Greenway trail projects that were funded in the next five years as well as maintaining the existing trail priorities. The Department of Environmental Protection also had future opportunity trail projects. The trail needs plus opportunities totaled around $121,000,000.

Revenues included highway-specific funds, funds for transit, trail funding from the federal transportation alternative program, and flexible use funds. Mr. Blain mentioned that there was an alternative revenue option from a local discretionary sales surtax. These funds would not be used in the cost feasible plan but were shown to demonstrate what they could do for the LRTP.

Next steps included developing the recommended cost feasible plan and opening a public comment period. The plan was scheduled for adoption at a public hearing on November 24.

**Item 6. Comments by FDOT**

Ms. Smith reported that resurfacing on I-75 had begun. Design on SR 35 widening, which was a design-build project, had also started. Ms. Smith added that there was information regarding upcoming public meetings included in the meeting packet.

Mr. Zalak asked where the SR 35 widening would begin. Mr. Zalak said he was curious about traffic around the railroad crossing and the landfill. Mr. McCammon reported that lane closures would be at night, so there should be no impact. Mr. McCammon added that it depended on utilities and the contractor as to the sequence of work locations.

**Item 7. Comments by TPO Staff**

Mr. Slay advised the board that SunTran had the availability to display advertising in the overhead space on its buses. Staff did not receive many requests for interior advertising, and the requests they did receive were mostly public service in nature. Mr. Slay said that the advertiser was required to provide the material for the ads. Staff was recommending reserving SunTran’s interior advertising space for public service information. Ms. Bryant commented that with bus wraps for revenue, it was a good idea to provide an opportunity to public service organizations to advertise. A consensus of the board supported continuing to reserve interior advertising space on the buses for public service information.

**Item 8. Comments by TPO Members**

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

Ms. Michelle Shearer of 2301 SE 85th Street, Ocala, said that she would like to see the SW 95th Street interchange and CR 475A taken out of the Long Range Transportation Plan. Ms. Shearer stated that she wanted to keep CR 475A a scenic road and to buffer the Cross Florida Greenway.

Ms. Shearer also mentioned that the Greenway Equestrians were having a fundraiser to bring a television program, Best of America by Horseback, to Marion County. Ms. Shearer commented that the Greenway equestrians saw the value of the paved multi-use trails but were asking that they would cross the equestrian trails only where other trails already intersected.

Item 10. Adjournment

Chairman Arnett adjourned the meeting at 5:07 PM.

Respectfully Submitted By:

______________________________
Kayleen Hamilton, TPO Administrative Assistant
MINUTES

Members Present:

Commissioner Earl Arnett, Chairman
Commissioner Kathy Bryant
Mayor Kent Guinn
Councilman James Hilty, Sr.
Commissioner Stan McClain

Members Not Present:

Councilwoman Penny Fleeger
Commissioner Michael Goldman
Councilman Brent Malever
Councilman John McLeod
Commissioner David Moore
Councilwoman Mary Sue Rich
Commissioner Carl Zalak

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
Mary Schoelzel, FDOT
Gennie Garcia, SunTran
Oscar Tovar, City of Ocala Traffic Engineering
Don Atwell, Marion County Engineering
Tony Chau, City of Ocala Traffic Engineering
Darren Park, City of Ocala Public Works
Approved –

Others Present (continued):

Tracy Straub, Marion County Engineering
Sean Lanier, Marion County Public Works
Wally Blain, Tindale-Oliver & Associates
Nick Mora, Kimley-Horn & Associates
Michelle Shearer, Shady Greenway Conservation Alliance

Item 1. Call to Order and Roll Call

Chairman Arnett called the meeting to order at 4:12 PM. Secretary Kayleen Hamilton called the roll of members. A quorum was not present.

Item 2. Proof of Publication

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

Item 3a. Long Range Transportation Plan Presentation

Mr. Slay noted that since a quorum was not present, staff would be asking for a consensus of attending members to open an official public review period for the Long Range Transportation Plan (LRTP). The public review would include publication of the LRTP documents to the project website, virtual town hall meetings, and workshops to receive public input. Mr. Slay introduced Mr. Wally Blain from Tindale-Oliver and Associates to provide a presentation on the progress of the LRTP.

Mr. Blain stated that the LRTP was built on a set of assumptions. It contained goals, visions, and objectives to act as gauges. The vision statement for the LRTP was, “To develop a system to provide safe, convenient, accessible options in order to support the built environment and to preserve the natural environment.” There were six goals with associated objectives. The goals were multimodal choices, economic development and growth, a safe and secure system, local and regional cooperation, creation of quality places, and system preservation.

Mr. Blain reported that the plan contained needs for highway, transit, and multi-use trails. A recent addition to the plan was a connection on NW 44th Avenue parallel to the interstate. Mr. Slay expounded that there were two gaps that were included as needs. Mr. Hilty asked about NW 44th Avenue, and Mr. Slay said he thought some design and right-of-way acquisition were still needed.

The highway needs totaled just under $1.4 billion in projects. Transit needs included annual operation costs and initial capital outlay for improving frequency and expanding service. Trail needs totaled around $121 million to maintain the existing trail priorities and coordinate with the Department of Environmental Protection on opportunity trails.
Mr. Blain provided a brief overview of existing and potential revenues. The cost feasible plan funded projects from the needs assessment based on priority tiers using the available revenues. Highway projects in the cost feasible plan included top tier projects and intelligent transportation system/corridor management system project. Transit projects were based on the highest performing routes and included bus shelters, continued operations of all existing transit and paratransit services, and improved frequency on four routes. Cost feasible trail projects included local priorities; DEP opportunity trails were not included in the cost feasible plan. Mr. Blain reported that the cost feasible plan came very close to funding the different types of projects at the level at which most survey respondents said they should be funded.

A public comment period on the LRTP documents was scheduled to open on October 1 and run until the adoption public hearing scheduled for November 24.

Ms. Michelle Shearer of 2301 SE 85th Street, Ocala, commented that in light of the interchange justification report for SW 95th Street not being approved, the project should be taken out of the LRTP. She stated that four-laning of CR 475A should also be removed.

**Item 4. Consent Agenda**

*This item was deferred due to lack of a quorum.*

**Item 5. Comments by FDOT**

Ms. Smith reported that the I-75 northbound inside lane was closed for resurfacing for four miles north of the US 27 interchange. Ms. Smith advised that there might be lane closures on US 27 west of I-75 for milling and repaving. The Department’s Work Program public hearing was scheduled for Thursday, October 15, in the Deland district office and would be broadcast via webinar.

**Item 6. Comments by TPO Staff**

Mr. Slay reported that a proposal had been submitted to staff by a private citizen to put up thirty bus shelters at no cost to the TPO in return for selling advertising on the shelters. Staff was not making a recommendation regarding the proposal at that time, and Mr. Slay said that he hoped to have a presentation at the October meeting.

**Item 7. Comments by TPO Members**

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

Ms. Shearer referenced a flyer from Marion County explaining county taxes and revenues and suggested creating a similar flyer to explain the gas tax.

Item 10. Adjournment

Chairman Arnett adjourned the meeting at 4:41 PM.

Respectfully Submitted By:

______________________________
Kayleen Hamilton, 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>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>Time started on 8/28/2015 with design. Working with Utilities on relocation and drainage issues.</td>
<td>N/A</td>
</tr>
<tr>
<td>238719-1</td>
<td>SR 40 Widening from CR 328 to SW 80th Ave (CR 225A)</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>D.A.B. CONSTRUCTORS, INC.</td>
<td>$12,324,444.44</td>
<td>490</td>
<td>05/28/14</td>
<td>Starting to work on subgrade, pond construction, base and signal work.</td>
<td>N/A</td>
</tr>
<tr>
<td>427280-1</td>
<td>US 441 (SR 25) from NW 35th to CR 25A</td>
<td>RESURFACING</td>
<td>ANDERSON COLUMBIA CO., INC.</td>
<td>$8,636,536.00</td>
<td>340</td>
<td>Letting 7/29/2015, Contract Executed 8/31/2015. Time due to start on 60th day. Contractor to start around 11/29/2015.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>428213-1</td>
<td>I-75 (SR 93) FROM SR 44 TO NORTH OF US 27</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>TRAFFIC CONTROL DEVICES, INC.</td>
<td>$4,777,365.00</td>
<td>386</td>
<td>08/22/14</td>
<td>428213-1 Testing equipment and burn in time. 428213-2 working on clearing and grubbing and trenching conduit North bound.</td>
<td>N/A</td>
</tr>
<tr>
<td>429053-1</td>
<td>US 27 (SR 500) from CR 326 to CR 225A US 27 (SR 500) from CR 225A to SR 200 (Pine Avenue)</td>
<td>RESURFACING</td>
<td>ANDERSON COLUMBIA CO., INC.</td>
<td>$13,950,000.00</td>
<td>352</td>
<td>02/05/15</td>
<td>Working on friction course from CR 326 to SW 80th Ave. Working on concrete driveways and aprons in town areas. Work hours: 7:00 a.m. – 6:00 p.m. (Urban Area) Intermittent lane closures on US 27 from CR 225 to US 441 in both directions for milling and resurfacing work. Work hours: 7:00 a.m. – 6:00 p.m. (Outside Urban Area) Intermittent lane closures on US 27 from CR 225 to US 441 in both directions for milling and resurfacing work.</td>
<td>N/A</td>
</tr>
<tr>
<td>430353-3</td>
<td>Virtual scale and pull off on SR 40</td>
<td>NEW CONSTRUCTION</td>
<td>COMMERCIAL INDUSTRIAL CORP.</td>
<td>$1,887,559.36</td>
<td>240</td>
<td>3/9/2015</td>
<td>General clean up and punch list items.</td>
<td>N/A</td>
</tr>
<tr>
<td>430643-1</td>
<td>I-75 from North of US 27 Interchange to the Alachua County Line</td>
<td>RESURFACING</td>
<td>ANDERSON COLUMBIA CO., INC.</td>
<td>$26,022,554.27</td>
<td>520</td>
<td>6/27/2015</td>
<td>They started milling and resurfacing going northbound on the inside lane. Then will proceed South bound in the inside lane.</td>
<td>N/A</td>
</tr>
<tr>
<td>430656-1</td>
<td>SR 40 fro NW/SW 52nd Ave to 500’ East of the I-75 Bridge</td>
<td>RESURFACING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>432421-1</td>
<td>SR 40 from NE 25th Ave to West of NE 10th Street</td>
<td>INTERSECTION IMPROVEMENTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>433665-1</td>
<td>SR 40 from US 441 to NW 1st Ave</td>
<td>INTERSECTION IMPROVEMENTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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>Contractor started planting palms at US 27. Working on SR 200 lay out.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Completed Projects**

<table>
<thead>
<tr>
<th>Financial Project No.</th>
<th>Description</th>
<th>Work Mix Description</th>
<th>Contractor Name</th>
<th>Original Amount</th>
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</tr>
</thead>
<tbody>
<tr>
<td>429166-1</td>
<td>Bellevue Stormdrain Pump Rehabilitation</td>
<td>ROUTINE MAINTENANCE</td>
<td>AQUA PURE WATER &amp; SEWAGE SERVICE, INC.</td>
<td>$90,941.00</td>
<td>120</td>
<td>12/14/14</td>
<td>Final Acceptance: 7/10/15</td>
<td>N/A</td>
</tr>
<tr>
<td>434706-1</td>
<td>Districtwide Pivotal Hangers Replacement</td>
<td>TRAFFIC SIGNALS</td>
<td>AMERICAN LIGHTING AND SIGNALIZATION</td>
<td>$1,189,980.00</td>
<td>270</td>
<td>06/18/14</td>
<td>Final Acceptance: 8/12/2015</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>US 441 at NW 42nd Place</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Completed project 8/11/15. Final acceptance.</td>
<td></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>436129-1</td>
<td>SR 200 at SW 60th Avenue</td>
<td>Construct westbound left turn lanes design plans under review. 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 2018 (436879-1).</td>
</tr>
</tbody>
</table>

Contact Information:
Kellie Smith, TPO Liaison
386-943-5427
kellie.smith@dot.state.fl.us

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

For additional information please go to www.cflroads.com
**Public Hearing**

State Road (SR) 500 (Pine Avenue) at SR 464 from SW 19th Street to SW 16th and at SR 40 from SW 3rd Street to NW 2nd Street

Financial Project ID: 433660-1-52-01 & 433661-1-52-01

**Project Limit and Meeting Location**

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator by phone at (386) 943-5367, or via email at Jennifer.Smith2@dot.state.fl.us. Persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mark Bertoncini P.E. at Vanasse Hangen Brustlin Inc., 225 E. Robinson Street, Orlando FL 32801 or phone 407-839-4006, or email at mbertoncini@vhb.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).*
Florida Transportation Plan
Policy Element Available for Review

During 2015, the Florida Department of Transportation (FDOT) and its partners have worked to update the Florida Transportation Plan (FTP), the statewide long-range transportation plan for all of Florida. The FTP will consist of three elements.

• **The Vision Element** includes trends, uncertainties, and themes that will shape transportation in Florida (50 years). The Vision Element was published in August 2015.

• **The Policy Element** includes goals and objectives to guide FDOT and its partners in accomplishing the vision (25 years). The draft Policy Element will be available for public comment beginning October 15, 2015, with publishing expected in December 2015.

• **The Implementation Element** will describe emphasis areas with key actions (5 years). The Implementation Element will be developed in 2016.

Throughout the year, FDOT has provided opportunities for the public and partners to provide input to these plans. As a result, the draft FTP Policy Element is available for review and comment at floridatransportationplan.com from October 15, 2015 through November 14, 2015.

For more information and to download the Vision Element or draft Policy Element of the Florida Transportation Plan, visit floridatransportationplan.com.

Please provide your comments on the draft Policy Element by taking the survey found on floridatransportationplan.com by November 14, 2015. Comments may also be provided to Regina Colson at regina.colson@dot.state.fl.us or (850) 414-4807.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services (free of charge) should contact Paula San Gregorio at Toll Free 1 (866) 374-3368, extension 4800 or (850) 414-4811.
FDOT SECRETARY JIM BOXOLD NAMES TASK FORCE TO EVALUATE TRANSPORTATION SOLUTIONS TO RELIEVE CRITICAL I-75 CORRIDOR

October 14, 2015

TALLAHASSEE – Florida Department of Transportation (FDOT) Secretary Jim Boxold today announced the creation of the Interstate 75 (I-75) Relief Task Force. The Task Force will develop consensus recommendations to advise the department regarding multimodal transportation solutions that will:

- provide relief to I-75 for passengers and freight
- improve travel safety and reliability
- improve statewide and regional connectivity
- and enhance economic development opportunities.

The work of the Task Force will support the overall Tampa Bay to Northeast Florida Future Corridor Study with initial emphasis west of I-75 in Alachua, Citrus, Hernando, Levy, Marion, and Sumter counties.

FDOT Secretary Boxold said, “Florida is the third largest state in the nation with almost 100 million visitors each year. Interstate 75 is the primary gateway into Central Florida and Tampa Bay for visitors and commuters and one of the most travelled truck routes in the state, it’s critical to examine options to increase mobility and safety in this region.”

The work of this group will be modeled after the planning process established through the East Central Florida Corridor Task Force (ECFCTF), which was created in 2013 to develop recommendations for future transportation corridors in Brevard, Orange, and Osceola counties.

Bill Killingsworth, Director of the Division of Community Development at the Florida Department of Economic Opportunity (FDEO) and Chair of the ECFCTF, said, “The prior task force demonstrated the value of long-range, large-scale planning for making decisions about future transportation corridors in the context of environmental stewardship, economic development, and land use decisions. We look forward to working with FDOT and the I-75 Relief Task Force to apply the same principles in this study area.”

Charles Pattison, Policy Director for 1000 Friends of Florida, who also served on that panel said, “I am pleased that the lessons learned with the East Central Florida Corridor Task Force will help to promote and implement FDOT’s continuing commitment to coordinating good growth management with local, state and regional planning programs as it advances the Tampa Bay to Northeast Florida Future Corridor process.”
Killingsworth and Pattison will be among those serving on the I-75 Relief Task Force, joining representatives of citizens, environmental organizations, business and economic development interests, private landowners, and local, regional and state agencies. (See attached membership list)

The Task Force is scheduled to begin meeting on December 7, 2015 and will complete its work and deliver the final report to Secretary Boxold by October 1, 2016.

Celebrating 100 Years of Innovation, Mobility and Economic Development
www.dot.state.fl.us/agencyresources/anniversary/
# I-75 Relief Task Force Members

<table>
<thead>
<tr>
<th>Category</th>
<th>Member</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida Department of Transportation</td>
<td>Rich Biter, Assistant Secretary for Intermodal Systems Development (Chair)</td>
</tr>
<tr>
<td>Florida Department of Economic Opportunity</td>
<td>William B. Killingsworth, Director of Community Development (Vice-Chair)</td>
</tr>
<tr>
<td>Florida Department of Environmental Protection</td>
<td>Gary Clark, Deputy Secretary for Land and Recreation</td>
</tr>
<tr>
<td>North Central Florida Regional Planning Council</td>
<td>Scott Koons, Executive Director</td>
</tr>
<tr>
<td>Northeast Florida Regional Council</td>
<td>Brian Teeple, Executive Director</td>
</tr>
<tr>
<td>Tampa Bay Regional Planning Council</td>
<td>Avera Wynne, Planning Director</td>
</tr>
<tr>
<td>East Central Florida Regional Planning Council</td>
<td>Hugh Harling, Executive Director</td>
</tr>
<tr>
<td>Alachua County</td>
<td>The Honorable Charles Chestnut, County Commissioner</td>
</tr>
<tr>
<td>Citrus County</td>
<td>The Honorable Scott Adams, County Commissioner</td>
</tr>
<tr>
<td>Hernando County</td>
<td>The Honorable Nick Nicholson, County Commissioner</td>
</tr>
<tr>
<td>Levy County</td>
<td>The Honorable John Meeks, County Commissioner</td>
</tr>
<tr>
<td>Marion County</td>
<td>The Honorable Stan McClain, County Commissioner</td>
</tr>
<tr>
<td>Sumter County</td>
<td>The Honorable Don Hahnfeldt, County Commissioner</td>
</tr>
<tr>
<td>Environmental/Conservation</td>
<td>Charles Lee, Director of Advocacy, Audubon Florida</td>
</tr>
<tr>
<td>Environmental/Conservation</td>
<td>Janet Bowman, Director of Legislative Policy &amp; Strategies, The Nature Conservancy</td>
</tr>
<tr>
<td>Growth Management/Land Use</td>
<td>Charles Pattison, Policy Director, 1000 Friends of Florida</td>
</tr>
<tr>
<td>Business/Economic Development</td>
<td>Rebecca Bays, Owner, Insurance Resources &amp; Risk Management</td>
</tr>
<tr>
<td>Business/Economic Development</td>
<td>Kevin T. Sheilley, President &amp; CEO, Ocala/Marion County Chamber and Economic Partnership</td>
</tr>
<tr>
<td>Private Landowner</td>
<td>Todd Powell, General Manager, Real Estate, Plum Creek Timber Company, Inc.</td>
</tr>
<tr>
<td>Education/Research</td>
<td>Jane Adams, Vice President for University Relations, University of Florida</td>
</tr>
<tr>
<td>Citizen</td>
<td>Mike Sizemore</td>
</tr>
<tr>
<td>Florida Transportation Plan Steering Committee</td>
<td>The Honorable Matt Surrency, Mayor, City of Hawthorne</td>
</tr>
</tbody>
</table>