



TRANSPORTATION PLANNING ORGANIZATION

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

September 22, 2015

4:00 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL
2. PROOF OF PUBLICATION
3. ACTION ITEMS
 - A. LONG RANGE TRANSPORTATION PLAN PRESENTATION
 - GOALS AND OBJECTIVES
 - FINAL NEEDS ASSESSMENT
 - DRAFT COST FEASIBLE PLAN
4. CONSENT AGENDA
 - A. UNIFIED PLANNING WORK PROGRAM AMENDMENT
 - B. MEETING MINUTES – AUGUST 25, 2015
5. COMMENTS BY FDOT
6. COMMENTS BY TPO STAFF
7. COMMENTS BY TPO MEMBERS
8. PUBLIC COMMENT (Limited to 5 minutes)

9. 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 **October 27, 2015.***



MEMORANDUM

SEPTEMBER 18, 2015

TO: TPO MEMEBERS

FROM: GREG SLAY, DIRECTOR

SUBJECT: 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

- Draft Goals, Objectives and Performance Measures
- Draft Cost Feasible Plan (Highways, Transit, Trails)
- Revenue Projections

Attached you will find the 2040 Needs Assessment and Recommended Cost Feasible Plan for Highways, Transit, and Multi-Use Trails illustrated in maps and tables. Along with this information the Goals and Objectives developed for the 2040 LRTP and the revenue assumptions used for developing the Cost Feasible Plan have been included.

2040 Cost Feasible Plan

Building on the Needs Assessment presented in August, the Cost Feasible Plan funds approximately 40% of the needed highway projects identified in the LRTP. Costs used in the plan are consistent with those developed as part of Marion County's recent Transportation Impact Fee Update. The projects left unfunded are primarily on the State Highway System and the Interstate specifically – 83% of the unfunded needs are on the State Highway System. What is funded however includes the all of the interchange operational improvements along I-75 as well as the two new interchanges with SW 95th Street and NW 49th Street.

In addition to the highway projects included in the Cost Feasible Plan, reduced headways on the highest performing SunTran routes and an annual allocation for bus shelter improvements have been included. Using the flexible provision of the Federal Transportation Management Area (TMA) funds, all of the TPO priority Multi-Use Trails are funded in the 2040 Cost Feasible Plan.

Revenue Projections

For this draft of the Cost Feasible Plan, all project costs and revenues are listed in Present Day Cost (PDC). To meet the Federal requirements for the LRTP, costs and revenues will have to be shown in the final plan in future year or Year of Expenditure (YOE) format. Using the YOE format, in theory, provides a more realistic estimate of the revenues likely to be available and a more clearly reflects the cost of future transportation projects. The revenue projections include in this packet have been developed following the series of assumptions that are listed at the back of this item.

Staff is requesting the Board open up the formal public comment period for the 2040 LRTP beginning October 1. The information presented today and previous presentations and documents will be placed both on the TPO's website as well as PlanOcalaMarion.com, a website established specifically for the LRTP. We will also conduct an online community meeting as well as 3-4 workshops around the county in late October/early November to review the draft plan and receive public input.

If you have any questions or would like to discuss this information further, please contact our office at 629-8297.

Cooperative and comprehensive planning for our transportation needs

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

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

2040 Long Range Transportation Plan Vision

“Develop a transportation system that provides safe, convenient, and accessible options in order to support the built environment and preserve the natural environment.”

Goal 1 - Provide a transportation system that encourages the use of all modes by offering travel choices that are accessible to County residents, visitors, and businesses.

Objective	Performance Measure
Increase transit ridership by providing more frequent and convenient service.	# routes with 45 minute or less headway
Increase bicycle and pedestrian travel by providing sidewalk, bike lanes and multi-use trails throughout the county.	Miles of new bike lanes Miles of new sidewalks Miles of new trails
Provide safe and reasonable access to transportation services and facilities for the transportation disadvantaged (TD).	Miles of transit routes with sidewalks.
Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.	Miles of new bike lanes in EJ Areas Miles of new sidewalks in EJ Areas

Goal 2 - Provide for efficient transportation that serves local and regional needs and stimulates economic development and growth.

Objective	Performance Measure
Improve access to and from areas identified for employment development and growth.	Number of Projects providing access to designated employment areas.
Foster greater economic competitiveness through enhanced, efficient movement of freight.	% of travel meeting LOS criteria on roadways providing access to activity centers
Support transportation projects that promote economic development and job creation.	Centerline miles of roadways widened within 2 miles of employment center

Goal 3 - Improve the safety and security of the multimodal transportation system for motorized and non-motorized users.

Objective	Performance Measure
Provide safe access to and from schools.	miles of new sidewalks within 2 miles of public schools
Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.	# of safety projects implemented from CMP and other safety studies
Increase the accessibility and mobility of people and freight within the region and to other areas.	% of roadway centerline miles that are severely congested
Improve safety and security by enhancing the evacuation route network for natural events and protecting access to military assets.	% of evacuation route centerline miles that are congested
Reduce the number of fatal and severe injury crashes	% of crashes reduced over a 5 year time period

Goal 4 - Ensure that the transportation system reflects the needs of the community, including the traditionally underserved, through public engagement, community participation and intergovernmental cooperation

Objective	Performance Measure
Provide opportunities to engage citizens, particularly the traditionally underserved populations, and other public and private groups and organizations.	Number of participants engaged in the public participation process and from traditionally underserved populations.
Support community education and involvement in transportation planning.	Number of techniques used to provide information to the public.
Coordinate with local government to consider local land use plans when identifying future transportation projects.	Consistency of transportation projects with community growth strategy in comprehensive plan.
Collaborate with various agencies including the FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel on creating strategies for developing a multimodal transportation system.	Attendance and participation by representative agencies on advisory committees. Total number of stakeholder attendance and participation in LRTP

Goal 5 - Create quality places through coordination of transportation and land use planning between the County and cities that facilitates healthy, active living and protects natural resources through proactive environmental stewardship.

Objective	Performance Measure
Limit impacts to existing natural resources, such as parks, preserves, and protected lands.	Number of projects screened through ETDM that identified potential impacts
Avoid or minimize negative impacts of projects and disruption to residential neighborhoods.	Number of participants engaged in the public participation process Number of transportation projects consistent with community growth strategies in comprehensive plan.
Support community social values by developing facilities that are user-friendly, multimodal, and encourage healthy and active lifestyles.	Miles of new bike lanes Miles of new sidewalks Miles of new trails % of population with 1/4 mile of transit

Goal 6 - Optimize existing revenues by emphasizing preservation of the existing transportation system and selection of cost-effective projects.

Objective	Performance Measure
Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other management and operational improvements.	Number of intersection projects included from CMP Number of intersection projects completed from CMP Percent of intersections with ITS capabilities
Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.	Dollars allocated to roadway maintenance (resurfacing)
Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.	Average age of transit fleet Dollars allocated to roadway maintenance (resurfacing) Number of lane miles improved by resurfacing

2040 LRTP Goals and MAP-21 Planning Factors

<div style="text-align: right; padding-right: 10px;">MAP-21 Planning Factors</div> <div style="text-align: left; padding-left: 10px;">2040 LRTP Goals</div>	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration and Connectivity	System Management and Operation	System Preservation
(1) Multimodal Integration.								
(2) Economic Development and Growth								
(3) Safety and Security								
(4) Cooperation								
(5) Create Quality Places								
(6) System Preservation.								

L RTP Report Plan Report Card

System Measures	Existing	2040 Needs	2040 Cost Feasible
Cost of Needs Improvements	Dollars		
Vehicle Miles Traveled (VMT)	Miles		
Delay	Hours		
Transit Measures	Existing	2040 Needs	2040 Cost Feasible
Jobs within ¼ miles of transit	Number of Jobs		
Population within ¼ miles of transit	Number of People		
Miles of Transit Routes with Sidewalks	Miles		
Daily Transit Ridership	Daily ridership		
Multi-Use Trails Measures	Existing	2040 Needs	2040 Cost Feasible
Jobs within ¼ miles of trails	Number of Jobs		
Population within ¼ miles of trails	Number of People		
Miles of Multi-use trails	Miles		
Miles of Bike Lanes	Miles		
Miles of Sidewalks	Miles		
Highway Measures	Existing	2040 Needs	2040 Cost Feasible
Miles of roadways widened	Miles		
Miles of safety or complete street treatments	Miles		
\$ allocated for safety/CMP projects	Dollars		
Percent of Roadway miles congested	Miles		
Percent of Emergency evacuation route miles congested	Miles		

Transportation Improvement Program

The TPO's adopted Transportation Improvement Program (TIP) includes the current status of transportation projects funded through 2020. Developed in coordination with the LRTP, the TIP becomes the funding and implementing document for the TPO's priority projects. These projects include committed funding for transportation from federal, state, and local revenues that will be taken into consideration with identifying future funding through 2040.

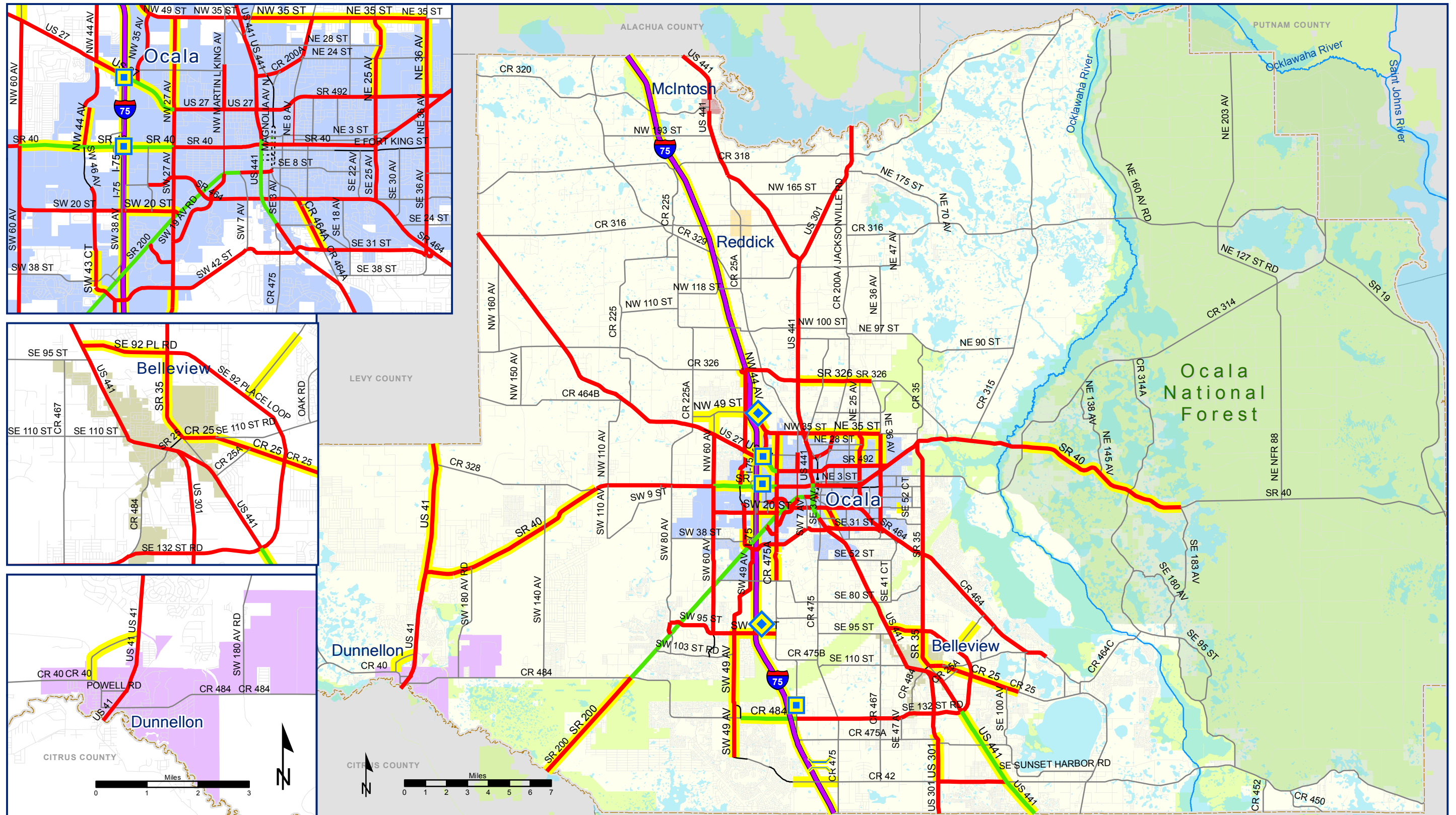
Table 1 includes the list of projects from the adopted FY 2015/2016 – 2019/2020 TIP that have funding commitments.

Table 1 TIP Project Funding			
Project Number	Project Limits	Project Description	Funding
4352091	I-75 @ NW 49 th Street	New Interchange	PD&E – FY 2018
4317971	NE 25 th Ave from NE 14 th St to NE 35 th St	Widen to 4-lanes	PE – FY 2016
4317984	NE 36 th Ave from NE 14 th St to NE 35 th St	Widen to 4-lanes	PE – FY 2106
4317983	NE 36 th Ave from NE 20 th Place to NE 25 th St	Construct grade separated rail crossing	PE – FY 2016 ROW – FY 2017 to 2020 CST – FY 2019
2386511	SR 200 from Citrus County to CR 484	Widen to 4-lanes	ENV – FY 2016
2386931	SR 35 from SE 92 nd Place to CR 464	Widen to 4-lanes	ROW – FY 2016 DSB – FY 2018
2387191	SR 40 from CR 328 to SW 80 th Ave	Widen to 4-lanes	CST – Underway
4106742	SR 40 from NE 60 th Court to CR 314	Widen to 4-lanes	PE – FY 2016 ROW – FY 2016 to 2019 CST – FY 2020
4106743	SR 40 from CR 314 to CR 314A	Widen to 4-lanes	PE – FY 2016

Table 1 TIP Project Funding

Project Number	Project Limits	Project Description	Funding
4336521	SR 40 @ I-75 (SW 27 th Ave to SW 40 th Ave)	Interchange Operational Improvements	ROW – FY 2018 to 2020
2386481	US 41 from SW 111 th Place Lane to SR 40	Widen to 4-lanes	PE – FY 2016 to 2017 ROW – FY 2016 to 2018 CST – FY 2019
4367561	Downtown Ocala to Silver Springs Trail	Multiuse Trail	PE – FY 2020
4354861	Silver Springs Bikeway	Multiuse Trail	PE – FY 2016 CST – FY 2018

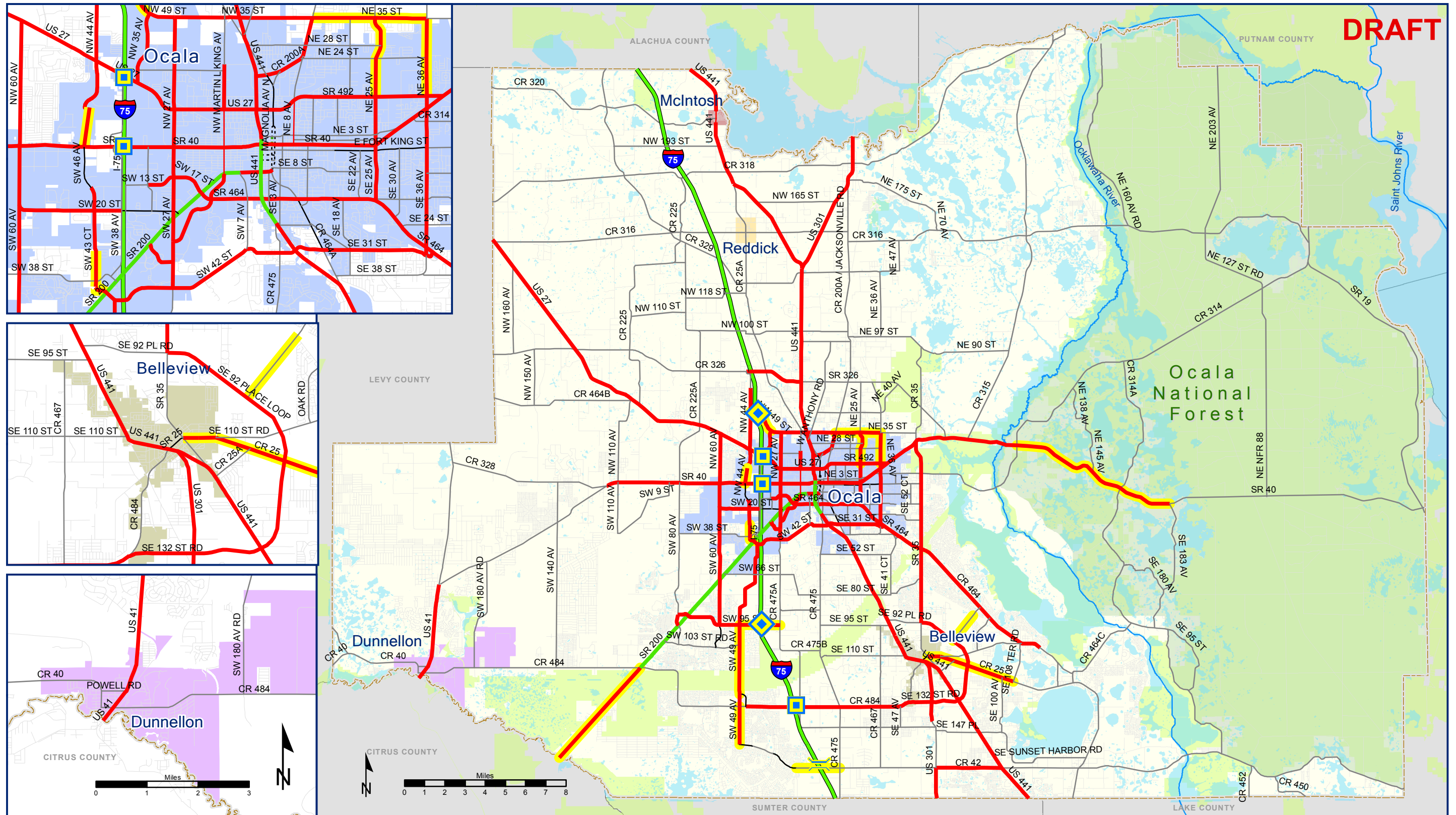
Notes: PD&E – Project Development and Environment; PE – Preliminary Engineering; ENV- Environmental Mitigation; ROW – Right-of-Way; DSB – Design-Build; CST – Construction



Map 1
Ocala/Marion TPO 2040 LRTP: 2040 Needs Assessment Number of Lanes/Road Type, Alternative 1

- | | | |
|----------------------|----------------------|--|
| — 2 Lanes, Undivided | — 4 Lanes, Undivided | — 2021-2040 Improvement |
| — 2 Lanes, Divided | — 3 Lanes, One-way | ◆ New Interchange |
| — 2 Lanes, One-way | — 4 Lanes, Divided | ◆ Interchange Operational Improvements |
| | — 6 Lanes, Divided | — New Overpass |
| | — 8 Lanes, Freeway | |





Map 2
Ocala/Marion TPO 2040 LRTP: 2040 Cost Feasible Number of Lanes/Road Type

- 2040 Needs Plan Lanes/Type**
- 2 Lanes, Undivided
 - 2 Lanes, Divided
 - 2 Lanes, One-way
 - 4 Lanes, Undivided
 - 4 Lanes, Divided
 - 3 Lanes, One-way
 - 6 Lanes, Divided
 - 6 Lanes, Freeway
 - CF

- New Interchange
- Interchange Operational Improvements
- New Overpass



**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 2: 2040 Cost Feasible Highway Projects**

Roadway	From	To	Roadway Data			2013		2040		Cost Estimate (PDC)
			Length	# of Lanes	SIS* RS**	Traffic Count	Congestion Level	Congestion Level	Improvement	
STATE ROADS										
PRIORITY 1 (2021-2025)										
I-75 (Interchange)	SR 40 ¹		-				-	-	Operational Improvements	\$5,500,000
SR 40	CR 314	CR 314 A	5.8	2	SIS	12,300	Low	High	Add 2 Lanes	\$107,600,000
PRIORITY 1 (2026-2030)										
SR 200 ¹	Citrus County Line	CR 484	6.0	2	RS	13,200	Low	Severe	Add 2 Lanes	\$35,000,000
PRIORITY 1 (2031-2040)										
I-75 (Interchanges)	US 27		-				-	-	Operational Improvements	\$13,000,000
	CR 484		-				-	-	Operational Improvements	\$12,500,000
SR 40	CR 314A	Levy Hammock Rd	2.7	2	SIS	10,800	Low	High	Add 2 Lanes	\$59,600,000
US 301 ³	CR 42	SE 143 rd Place	2.3	2	RS	14,500	Low	Severe	Add 2 Lanes	\$16,400,000
UNFUNDED										
I-75 (Mainline)	Sumter County Line	SR 326	21.5	6	SIS	77,000	Low	High	Add 2 Lanes	
		SR 326	10.2	6	SIS	54,100	Low	Severe	Add 2 Lanes	
		CR 318	5.9	6	SIS	62,400	High	Severe	Add 2 Lanes	
Intelligent Transportation System (ITS)/Corridor Management (2021-2025)										
SR 200	CR 484	I-75	8.9	6	RS	38,700	Low	High	ITS/Corridor Management	\$1,800,000
	I-75	US 441 ²	3.5	6	RS	41,400	Low	High	ITS/Corridor Management	\$2,200,000
US 301	Sumter County Line	CR 42 ²	1.5	4	RS	18,800	Low	High	ITS/Corridor Management	\$200,000
	SE 143 rd Place	US 441 ²	3.3	4	RS	13,300	Low	Low	ITS/Corridor Management	\$400,000
US 441	SE 132nd Street Rd	US 301 ²	2.5	4	RS	21,500	Low	Low	ITS/Corridor Management	\$600,000
	US 301	CR 475 ²	9.3	4	RS	27,000	Low	Low	ITS/Corridor Management	\$2,200,000
	CR 475	SR 200 ²	1.1	6	RS	28,900	Low	Low	ITS/Corridor Management	\$400,000
	SR 200	CR 25A ²	2.6	4	RS	35,100	Low	High	ITS/Corridor Management	\$1,800,000
SR 326	I-75	US 441	2.6	4	SIS	19,400	Low	Low	ITS/Corridor Management	\$600,000
Intelligent Transportation System (ITS)/Corridor Management (2026-2030)										
US 27	NW 27th Avenue	US 441 ²	1.6	4	RS	25,000	Low	Low	ITS/Corridor Management	\$400,000
	SW 27 th Avenue	SR 35 ²	7.4	4	RS	30,700	Low	High	ITS/Corridor Management	\$3,600,000
SR 35	SE 92 nd Place Rd	SR 464	3.7	4	RS	18,900	Low	Low	ITS/Corridor Management	\$600,000
	SR 464	SR 40	5.4	4	RS	15,600	Low	Low	ITS/Corridor Management	\$1,000,000
SR 464	SR 200	SR 35	7.2	4	RS	34,000	High	High	ITS/Corridor Management	\$3,800,000
US 41	Citrus County Line	SW 111th Place Ln ²	1.3	4	RS	21,500	Low	High	ITS/Corridor Management	\$600,000
	4 lanes by 2020	SW 111th Place Ln	3.6	4	RS	18,500	High	Low	ITS/Corridor Management	\$800,000
¹ Construction Only - all other phases complete										
² Constrained Corridors										
³ Funded through Right-of-Way only										

**Ocala/Marion County TPO
2040 Long Range Transportation Plan
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Roadway	From	To	Roadway Data			Traffic Count	2013	2040		Cost Estimate (PDC)
			Length	# of Lanes	SIS* RS**		Congestion Level	Congestion Level	Improvement	
PRIORITY 2										
UNFUNDED										
US 441	Sumter County Line	CR 42	2.0	4	RS	30,000	Low	Severe	Add 2 Lanes	
	CR 42	SE 132nd Street Rd	4.0	4	RS	26,800	Low	High	Add 2 Lanes	
SR 326	US 441	CR 200A	2.3	2	SIS	10,200	Low	High	Add 2 Lanes	
	CR 200A	NE 36 th Avenue	1.2	2	SIS	10,100	Low	High	Add 2 Lanes	
US 27	NW 44th Avenue	I-75	0.6	4	RS	18,400	Low	Low	Add 2 Lanes	
	I-75	NW 27th Avenue	1.2	4	RS	20,500	Low	High	Add 2 Lanes	
SR 35	CR 25	SE 92 nd Place Rd	1.8	2	RS	15,700	High	High	Add 2 Lanes	
SR 40	US 41	SW 140 th Avenue	3.9	2	RS	7,800	Low	Low	Add 2 Lanes	
	SW 140 th Avenue	CR 328	2.0	2	RS	10,800	Low	High	Add 2 Lanes	
	SW 60 th Avenue	I-75	2.1	4	RS	30,400	Low	High	Add 2 Lanes	
	I-75	SW 27 th Avenue	1.0	4	RS	30,400	Low	High	Add 2 Lanes	
US 41	SR 40	Levy County Line	7.1	2	RS	10,400	High	Severe	Add 2 Lanes	
									<i>Priority 1 Total</i>	\$270,600,000
									<i>Priority 2 Total</i>	\$0
									<i>State Road Total</i>	\$270,600,000
² Constrained Corridors										
LOCAL ROADS										
Impact Fee District 1 (West)										
Priority 1 (2021-2025)										
NW 49 th Street Ext.	NW 44 th Avenue	NW 35 th Avenue	0.8	-				Low	New 4 Lane	\$7,300,000
	Interchange at I-75		-						New Interchange	\$38,000,000
Priority 1 (2026-2030)										
SW 44 th Avenue	SR 200	SW 20 th Street	1.8	-		-	-	-	New 4 Lane	\$4,900,000
	SR 40	NW 10 th Street	0.8			-	-	-	New 4 Lane	\$6,800,000
Priority 1 (2031-2040)										
SW 49th Ave	SW 95th Street	Marion Oaks Trail	3.4	2		7,900	Low	High	Add 2 Lanes	\$20,400,000
	Marion Oaks Trail	CR 484	0.7	-		-	-	-	New 4 Lane	\$6,000,000
	CR 484	Marion Oaks Manor	1.9	-		-	-	-	New 4 Lane	\$17,400,000

**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 2: 2040 Cost Feasible Highway Projects**

Roadway	From	To	Roadway Data			2013		2040		Cost Estimate (PDC)
			Length	# of Lanes	SIS* RS**	Traffic Count	Congestion Level	Congestion Level	Improvement	
Priority 2 (2031-2040)										
Marion Oaks Manor Ext	SW 18th Avenue Rd	CR 475	2.4	-		-	-	-	New 2 Lane	\$15,100,000
	Overpass at I-75			-		-	-	-	New Overpass	\$14,800,000
SW 95th Street	SW 60 th Avenue	I-75	1.0	2		0	Low	Low	Add 2 Lanes	\$6,000,000
	Interchange at I-75								New Interchange	\$39,000,000
	I-75	CR 475A	1.0	-		-	-	-	New 4 Lane	\$9,000,000
UNFUNDED										
CR 484	SW 49 th Avenue	SW 20 th Avenue Road	2.4	4		25,300	Low	High	Add 2 Lanes	
	SW 20 th Avenue Road	CR 475A	0.6	4		25,300	Low	High	Add 2 Lanes	
NW 49th Street	NW 80th Avenue	NW 44th Avenue	2.5	-		-	-	-	New 2 Lane	
NW 60th Avenue	US 27	NW 49th Street	1.1	-		-	-	-	New 2 Lane	
NW 44 th Avenue	NW 60 th Street	SR 326	1.4	2		6,500	Low	Low	Add 2 Lanes	
Dunnellon Bypass	CR 40	US 41	1.3	-			-	Low	New 2 Lane	
Impact Fee District 2 (East)										
Priority 1 (2021-2025)										
NE 36 th Avenue	NE 14 th Street	NE 20 th Place	0.5	2		13,400	High	Severe	Add 2 Lanes	\$6,100,000
	NE 25 th Street	NE 35 th Street	0.7	2		12,100	High	High	Add 2 Lanes	\$7,700,000
Priority 1 (2026-2030)										
NE 25 th Avenue	NE 14 th Street	NE 35 th Street	1.6	2		11,200	High	Severe	Add 2 Lanes	\$36,000,000
Priority 1 (2031-2040)										
NE 35 th Street	W Anthony Rd	CR 200A	1.2	2		7,000	Low	High	Add 2 Lanes	\$9,200,000
	CR 200A	NE 25th Avenue	1.2	2		8,100	Low	High	Add 2 Lanes	\$9,400,000
	NE 25th Avenue	NE 36th Avenue	1.0	2		6,500	Low	Low	Add 2 Lanes	\$7,000,000
Emerald Road Extension	SE 92 nd Loop	Emerald Rd	0.5	2			-	Low	New 2 Lane	\$3,200,000
CR 25	SR 35	SE 92 nd Loop	1.5	2		11,100	Low	High	Add 2 Lanes	\$8,700,000
	SE 92 nd Loop	SE 108 th Terrace Rd	3.0	2		12,700	Low	High	Add 2 Lanes	\$17,700,000
Intelligent Transportation System (ITS)/Corridor Management (2021-2025)										
NW/SW 27th Avenue	SW 42nd Street	SR 200	1.4	4		20,800	Low	High	ITS/Corridor Management	\$800,000
	SR 200	SR 40	1.4	4		20,400	Low	Low	ITS/Corridor Management	\$600,000
	US 27	NW 35th Street	1.8	2		3,800	Low	Low	Corridor Enhancement	\$750,000
CR 464	SR 35	Midway Rd	2.2	4		29,400	Low	High	ITS/Corridor Management	\$800,000
	Midway Rd	Oak Rd	2.7	4		11,800	Low	Low	ITS/Corridor Management	\$1,200,000

**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 2: 2040 Cost Feasible Highway Projects**

Roadway	From	To	Roadway Data			Traffic Count	2013	2040		Cost Estimate (PDC)
			Length	# of Lanes	SIS* RS**		Congestion Level	Congestion Level	Improvement	
Priority 2 (2026-2031)										
SW 20th Street	SW 60 th Avenue	I-75	2.0	4		11,600	Low	Low	ITS/Corridor Management	\$800,000
UNFUNDED										
SW 20th Street	I-75	SR 200	1.1	2		11,600	Low	High	Add 2 Lanes	
SE 92 nd Place Rd	US 441	SR 35	1.7	2	RS	5,100	Low	High	Add 2 Lanes	
Lake Weir Avenue	US 441	SE 31st Street	0.8	2		6,300	Low	Low	-	
	SE 31st Street	SR 464	1.1	2		10,900	Low	High	Add 2 Lanes	
SE 17 th Street	SE 44 th Avenue	SE 47 th Avenue	0.3	-			-	-	New 2 Lane	
CR 475A	SW 66 th Street	SW 42nd Street	1.8	2		12,700	Low	High	Add 2 Lanes	
									<i>IF 1 District Total</i>	\$184,700,000
									<i>IF 2 District Total</i>	\$109,950,000
									<i>Local Road Total</i>	\$294,650,000
									<i>Total Needs Project Costs</i>	\$565,250,000

Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 3: 2040 Cost Feasible Plan - Transit Improvements

Project Description	Implementation Year	Capital Costs (PDC*)			Operating Cost (PDC*)	Total Cost (PDC*)
		Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure		
Continue Existing Fixed-Route Service	Ongoing	\$9,438,000	\$0	\$0	\$52,911,782	\$62,349,782
Continue Existing Paratransit Service (ADA)	Ongoing	\$780,000	\$733,200	\$0	\$9,953,525	\$11,466,725
Green Route (45 Minute Frequency)	2033	\$0	\$429,000	\$0	\$3,160,920	\$3,589,920
Blue Route (45 Minute Frequency)	2038	\$0	\$429,000	\$0	\$1,185,345	\$1,614,345
Purple Route (45 Minute Frequency)	2038	\$0	\$429,000	\$0	\$1,185,345	\$1,614,345
Orange Route (45 Minute Frequency)	2038	\$0	\$429,000	\$0	\$1,185,345	\$1,614,345
Red Route	N/A	\$0	\$0	\$0	\$0	\$0
Yellow Route	N/A	\$0	\$0	\$0	\$0	\$0
Intercity Connector	N/A	\$0	\$0	\$0	\$0	\$0
Marion-Ocala Express	N/A	\$0	\$0	\$0	\$0	\$0
SR 200	N/A	\$0	\$0	\$0	\$0	\$0
SR 200 North Circulator	N/A	\$0	\$0	\$0	\$0	\$0
SR 200/Marion Oaks Circulator	N/A	\$0	\$0	\$0	\$0	\$0
East Ocala Circulator	N/A	\$0	\$0	\$0	\$0	\$0
Belleview Circulator	N/A	\$0	\$0	\$0	\$0	\$0
South Ocala Circulator	N/A	\$0	\$0	\$0	\$0	\$0
Bus stop Infrastructure Improvement	Ongoing	\$0	\$1,500,000	\$0	\$0	\$1,500,000
Total		\$10,218,000	\$3,949,200	\$0	\$69,582,262	\$83,749,462

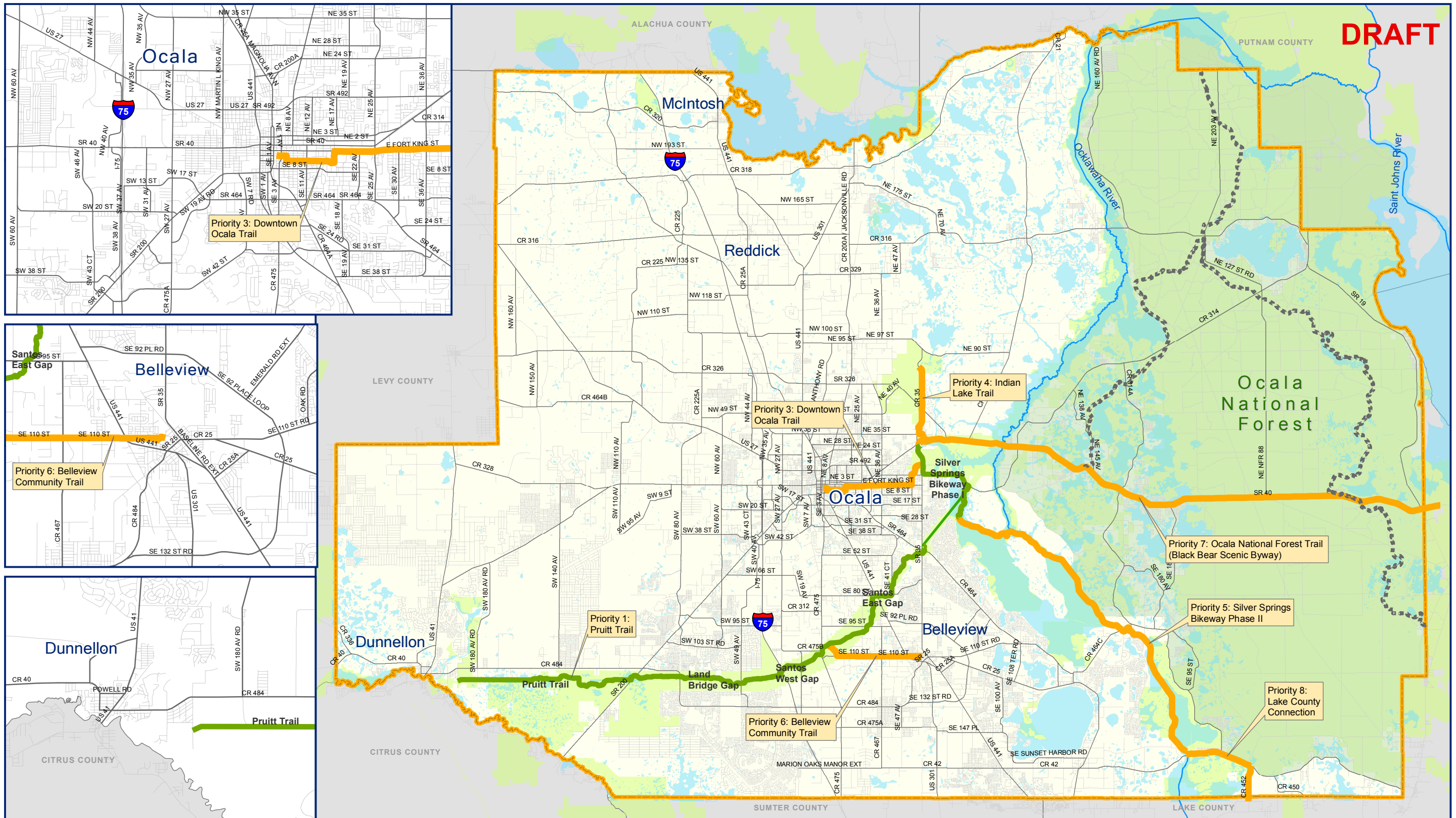
* PDC = Present Day Costs (Future costs have been deflated to current year)

Notes:

1. Transit improvements are funded by a mixture of local, state, and federal revenue sources. Fare revenues are only used to cover operating expenses.
2. Local sources for operating include local general revenues as matching funds for Federal Section 5307 and FDOT Block Grants.
3. For Capital, Federal Section 5307 and Federal Transportation Management Area (TMA) Funds have been used
4. State sources for operating include FDOT Block Grant, Urban Corridor, and Service Development Grants while no state funds are assumed for transit capital projects.

Transit Revenue Summary

Source	2021-2025	2026-2030	2031-2040	Total
Operating				
Federal Section 5307	\$9,771,567	\$10,322,835	\$17,544,400	\$37,638,802
FDOT Block Grant	\$3,321,590	\$3,321,590	\$6,643,180	\$13,286,360
Local Match for Block Grant	\$3,321,590	\$3,321,590	\$6,643,180	\$13,286,360
Farebox	\$2,539,758	\$2,539,758	\$6,164,977	\$11,244,494
Capital				
Federal Section 5307	\$1,493,000	\$0	\$2,382,800	\$3,875,800
Transfer from Federal TMA	\$0	\$4,496,000	\$5,795,400	\$10,291,400



MAP 4
Ocala Marion TPO 2040 LRTP: 2040 Cost Feasible Plan Multi-Use Trails

- E+C Trails
- Existing Multi Use Trails
- TPO Needs Trails
- - - - - Existing Hiking Trail, Unpaved



**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 4: 2040 Cost Feasible - Multi-Use Trails Projects**

Trail Name	From	To	Miles	Total Costs (PDC)
<i>TPO Trail Needs (Funded through 2040)</i>				
Downtown Ocala Trail	Ocala City Hall	Silver Springs State Park	6.0	\$3,300,000
Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	5.0	\$2,200,000
Silver Springs Bikeway - Phase II	Baseline Paved Trail - North Trailhead	CR 42	18.5	\$5,700,000
Belleview Greenway Trail	Lake Lillian Park	Cross Florida Greenway	5.3	\$3,300,000
Ocala National Forest Trail	Silver Springs State Park	Wildcat Lake Boat Ramp, 1 mile East of SR 19	27.0	\$11,600,000
Lake County Connection	Final alignment TBD along SE HWY 42 and SE HWY 452		4.8	\$2,000,000
<i>Cost Feasible Trails Sub-total</i>				\$28,100,000

Opportunity Trails	From	To	Miles	Total Costs (PDC)
<i>DEP Future Opportunity Trails (Unfunded)</i>				
Cross Florida Greenway Gap	Silver Springs Bikeway	E HWY 40	3.7	\$2,300,000
Chiefland to Dunnellon Corridor	Levy County Line	Citrus County Line	8.6	\$5,400,000
Cross Florida Greenway Corridor	East HWY 40	Putnam County Line	32.5	\$20,500,000
Gainesville to Ocala Corridor	Alachua County Line	NE 58th Ave	26.5	\$16,700,000
Lake to Cross Florida Greenway Corridor	Santos Gap Trail	Sumter County Line	12.7	\$8,000,000
Orange Creek Corridor	Alachua County Line	Ocklawaha River	24.0	\$15,100,000
Silver River to Bronson Corridor	Levy County Line	NE 58th Ave	27.7	\$17,500,000
Williston to Orange Creek Corridor	Levy County Line	McIntosh at the Alachua County Line	12.1	\$7,600,000
<i>Unfunded Needs Trails Sub-total</i>				\$93,100,000

* Project Costs shown in Current Year dollars (2015); Future (YOE) costs will be determined based on implementation priorities

Total Cost \$121,200,000

**Ocala/Marion County TPO
2040 Long Range Transportation Plan
Table 5: LRTP Revenue Projections - Ocala/Marion**

Jurisdiction	Funding Source	Eligible Uses					Total 2021-2040 (2015 dollars)
		Roadway Capacity	Roadway Maintenance	Transit Capital	Transit Operating	Bike Lanes, Sidewalk, Trails	
Existing Revenue for Highway Projects							
State	Strategic Intermodal System	X					\$87,780,000
State	Other Arterial & Construction ¹⁰	X					\$166,524,000
County	Transportation Impact Fees (East Zone) ²	X					\$125,336,000
County	Transportation Impact Fees (West Zone) 2	X					\$141,337,000
Local	Fuel Tax ^{3, 4, 5, 6, 7}		X				\$161,488,000
Local	Fuel Tax (remaining after debt service obligation) ^{3, 4, 5, 6, 7}	X					\$68,400,000
Total for Highway Projects							\$750,865,000
Existing Revenue for Transit Projects							
Federal	Section 5307			X	X		\$35,150,000
State	FDOT Block Grant			X	X		\$10,386,000
Local	Match for Block Grant			X	X		\$10,386,000
Local	Farebox Revenue				X		\$9,669,000
Total for Transit Projects							\$65,591,000
Existing Revenue for Alternative Mode Projects(Bike Lanes, Sidewalk, Multi Use Trails)							
Federal	Transportation Alternatives Program			X		X	\$10,299,000
Existing Flexible Revenue for All Projects							
Federal	Transportation Management Area ⁹	X		X		X	\$95,000,000
State	Transportation Regional Incentive Program	X		X			\$3,484,000
Total Existing Revenues							\$925,239,000
Alternative Revenue Options							
Local	Local Discretionary Sales Surtax (1/2 penny) ⁸						\$404,002,675

**Ocala/ Marion County TPO
2040 Long Range Transportation Plan**

2021 to 2040 Revenue Projection Assumptions (as of August 21, 2015)

1. **General Assumptions:**
 - a. All revenues are shown in present day value (2015 dollars)
 - b. Average annual population growth rate from 2010 to 2040 is 1.31%
 - c. Fuel efficiency deflation adjustment is -3.0%
2. **Transportation Impact Fees** - Phased implementation based on 2015 Transportation Impact Fee Study. Assumes adoption percentage of 50% will be in place by 2021; 75% will be in place by 2026; and 100% will be in 2031.
3. **Constitutional Fuel Tax (FT)** - 30% of revenues dedicated to roadway operations & maintenance of functionally classified collector roads and above; 70% to roadway capacity.
4. **County FT** - 90% of revenues dedicated to roadway operations & maintenance of functionally classified collector roads and above; 10% to roadway capacity.
5. **1st Local Option FT** - 90% of revenues dedicated to roadway operations & maintenance of functionally classified collector roads and above; 10% to roadway capacity. Revenue remains in place through 2040 LRTP planning horizon.
6. **2nd Local Option FT** - 100% of revenues dedicated to roadway capital. Revenue remains in place through 2040 LRTP planning horizon.
7. **Ninth Cent FT** - 90% of revenues dedicated to roadway operations & maintenance of functionally classified collector roads and above; 10% to roadway capacity.
8. **Local Discretionary Sales Surtax** – ½ penny implemented by 2021 for transportation. Revenue collection is planned through 2040 with opportunities to be renewed and updated every 10 years. Distribution is assumed to be 20% dedicated to capitalized resurfacing and 80% to roadway capacity projects.
9. **Transportation Management Area (TMA)** – Federal revenues assumed to be available following the 2020 Census designation. These revenues are allocated to Urbanized Areas with 200,000 or greater population. The assumption of this revenue is based on \$5 million annually beginning in 2022.
10. **FDOT Other Arterial & Construction** – State revenues provided to the TPO by FDOT as part of the 2040 Revenue Forecast Handbook, August 2013.
11. **Transportation Alternatives Programs** – Revenues dedicated for pedestrian and cycling related projects. This revenue is allocated to the FDOT Districts. The estimate prepared for the LRTP is based on population distribution within District 5.



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

	FY 2014/15	FY 2015/16
FHWA:		
TPO Staff:	\$40,924	\$29,429
Consultant:	\$36,068	\$13,887
Subtotal:	\$76,992	\$43,316
FDOT:		
Consultant:		
B/P Plan	\$ 125,000	
B/P Plan (Addn'l)	\$ 75,000	
SR 40 - SS	\$ 200,000	
US 441 - Belleview	\$ 250,000	
<u>CR 484 - Dunnellon</u>		\$ 20,000
FDOT Managed:		
SR 40 SS Ex	\$ 50,000	
SR 40 DT	\$ 165,000	
Subtotal:	\$ 865,000	\$ 20,000
FTA:		
TPO Staff:	\$ 9,543	\$ 5,898
Consultant:	-	-
Subtotal:	\$ 9,543	\$ 5,898
Local:	\$ 1,193	\$ 737
Total:	\$ 952,728	\$ 69,952



TRANSPORTATION PLANNING ORGANIZATION

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

August 25, 2015

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

Others Present (continued):

Oscar Tovar, City of Ocala Traffic Engineering
Don Atwell, Marion County Engineering
Tony Chau, City of Ocala Traffic Engineering
Eddie Esch, City of Dunnellon City Manager
Darren Park, City of Ocala Public Works
Wally Blain, Tindale-Oliver & Associates
Carlos Rodriguez, Metric Engineering
Nick Mora, Kimley-Horn & Associates
Michelle Shearer, Shady Greenway Conservation Alliance
Kimberly Scudder, Quality of Life Community 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

CONSTRUCTION

Financial Project No.	Description	Work Mix Description	Contractor Name	Original Amount	Original Contract Days	Work Begin	Status	Lane Closures
435466-1	Landscaping at I 75 at SR 200 and US 27	Landscaping	Gainesville Landscape Contractors	\$594,750.00	870	08/21/15	Contractor onsite on 9/15/2015 at US 27 Interchange start planting locations and clearing a grubbing.	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	Starting to work on embankment, drainage, pond construction, base and signal work.	N/A
428213-1 428213-2	I-75 (SR 93) from SR 44 to north of US 27	ITS communication system	Traffic Control Devices, Inc.	\$4,777,365.00	386	08/22/14	Pouring concrete around structures and burning in testing.	N/A
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	Working on mill and resurface from CR 326 to SW 80th Ave. Milling and correcting straight edge corrections and grading for sod placement.	Work hours: 7:00 p.m. – 6:00 a.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.
430355-3	Virtual scale and pull off on SR 40	New construction	Commercial Industrial Corp.	\$1,887,559.36	240	3/9/2015	General clean up and punch list items.	N/A
430643-1	I-75 from North of US 27 Interchange to the Alachua County Line	Resurfacing	Anderson Columbia Co., Inc.	\$26,022,554.27	520	6/27/2015	They started milling and resurfacing on 9/13/2015 going northbound on the inside lane.	N/A
238693-1	SR 35 (Baseline Road) from SE 92nd Loop to SR 464	Add lanes & reconstruct	D.A.B. Constructors, Inc.	\$17,605,644.00	850	8/28/2015	Time started on 8/28/2015 with design.	N/A
430656-1	SR 40 fro NW/SW 52nd Ave to 500' East of the I-75 Bridge	Resurfacing					Letting October 2015	N/A
433665-1	SR 40 from US 441 to NW 1st Ave	Intersection improvements					Letting October 2015	N/A
432421-1	SR 40 from NE 25th Ave to West of NE 10th Street	Intersection improvements					Letting March 2016	N/A
427280-1	NW 35th to CR 25A	Resurfacing	Anderson Columbia Co., Inc.	\$8,636,536.00	340		Letting 7/29/2015, Contract Executed 8/31/2015. Time due to start on 60th day.	N/A
Completed Projects								
429166-1	Belleview Stormdrain Pump rehabilitation	Routine Maintenance	Aqua Pure Water & Sewer Service, Inc	\$90,941.00	120	12/14/14	Final Acceptance: 7/10/15	N/A
434706-1	Districtwide Pivotal Hangers Replacement	Traffic Signals	American Lighting and Signalization	\$1,189,980.00 Districtwide	270 Districtwide	06/18/14	Final Acceptance: 8/12/2015	N/A
	US 441 at NW 42nd Place		Completed project 8/11/15. Final acceptance.					

TRAFFIC OPERATIONS

Financial Project No.	Description	Status
436129-1	SR 200 at SW 60th Avenue	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).

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

2015 Work Program Public Hearing

Thursday, October 15 from 6:00 pm to 8:00 pm
719 S. Woodland Boulevard
DeLand, FL 32720-6834

You are invited to attend the Florida Department of Transportation (FDOT) District Five Work Program Public Hearing (WPPH). The public hearing will outline tentative transportation projects for Fiscal Years 2016/2017 through 2020/2021. The doors will open at 5:30 pm and maps will be available which depict the tentative projects within the district. FDOT staff will be on site and available to receive your input. The public hearing will begin at 6:00 pm.

WPPH Satellite Locations

Ocala/Marion County Transportation Planning Organization

DATE & TIME: Tuesday, October 27, 2015, 4:00 p.m.
PLACE: McPherson Complex Auditorium
601 SE 25th Avenue, Ocala, Florida, 34471

Flagler County Board of County Commissioners

DATE & TIME: Monday, November 2, 2015, 9:00 a.m.
PLACE: 1769 East Moody Boulevard Building 2,
Board Chambers, Bunnell, Florida 32110

Lake-Sumter Metropolitan Planning Organization

DATE & TIME: Wednesday, October 28, 2015, 2:00 p.m.
PLACE: 1616 South 14th Street
Leesburg, Florida 34748

MetroPlan Orlando Board Meeting

DATE & TIME: Wednesday, November 4, 2015, 9:30 a.m.
PLACE: 315 East Robinson Street, Suite 355
Orlando, Florida 32801

River to Sea Transportation Planning Organization

DATE & TIME: Wednesday, November 25, 2015, 9:00 a.m.
PLACE: 2570 West International Speedway Boulevard,
Suite 100, Daytona Beach, FL 32114

Space Coast Transportation Planning Organization

DATE & TIME: Thursday, November 12, 2015, 9:00 a.m.
PLACE: Brevard County Government Center,
2725 Judge Fran Jamieson Way, Building C,
3rd Floor Florida Room,
Melbourne, Florida 32940

For more information, please contact:

Ms. Kellie Smith, FDOT Project Manager
386-943-5427

kellie.smith@dot.state.fl.us

**Mr. Demond Hazley,
Consultant Project Manager**

407-965-0509

dhazley@vhb.com

You may also join the conversation on social media by using #LookingAheadInD5 or by visiting the project website at <http://www.d5wpph.com>.

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 Kellie Smith, FDOT Project Manager, by phone at 386-943-5427, or via email at kellie.smith@dot.state.fl.us 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).

Información en Español también está disponible en el web del proyecto.



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