



## TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium  
601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471

**September 27<sup>th</sup>, 2016**

**4:00 PM**

### AGENDA

#### 1. CALL TO ORDER AND ROLL CALL

#### 2. PROOF OF PUBLICATION

#### 3. ACTION ITEMS

##### A. TPO DIRECTOR SELECTION COMMITTEE RECOMMENDATION

*The appointed selection committee has recommended two top candidates to be interviewed by the TPO Board. Michael Daniels, City of Ocala Planning and Kellie Smith, FDOT-District Five.*

##### B. TRANSIT SHELTER OPTIONS

*TPO Staff will present transit shelter options for consideration. Staff is recommending approval of a transit shelter design to proceed.*

##### C. SUNTRAN BUS ADVERTISING

*Follow-up information on bus wrap advertising options will be presented. Staff is recommending direction and approval of bus wrap options.*

##### D. BUS PASS REQUEST

*The Deliverance Outreach Ministries provides free healthcare, job search assistance, etc. to assist the underserved population in Marion County. Staff is recommending approval of bus passes for the short-term needs of these people.*

**E. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

*To ensure that the Transportation Improvement Program reflects the most current project information, it is periodically necessary to amend the document. Staff will present the Transportation Improvement Program amendments for review and approval.*

**F. OFF-SYSTEM FY 2022 PRIORITY PROJECTS - AMENDMENT**

*Marion County is requesting to add a sidewalk project to the Off-System Priority List. Staff is recommending ranking and approval of this request.*

**G. CITIZENS ADVISORY COMMITTEE APPOINTMENT**

*Mr. John Rudniansky II has sent in an application to be on the Citizens Advisory Committee.*

**4. DISCUSSION ITEMS**

**A. NOTICE OF PROPOSED RULEMAKING (NPRM) CFMPOA LEGISLATIVE LETTER**

*The CFMPOA and other entities have sent letters of opposition to the US Senate and US DOT Secretary Foxx opposing reapportionment and changing the governance structure of MPOs across the nation.*

**5. CONSENT AGENDA**

**A. ANNUAL SUNTRAN BUDGET**

**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 October 25th, 2016.*



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## MEMORANDUM

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SEPTEMBER 27, 2016

TO: TPO MEMBERS

FROM: JOHN VOGES, SR. TRANSPORTATION PLANNER

SUBJECT: TRANSIT SHELTER OPTIONS

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TPO staff has identified and surveys have been completed for 34 bus stop locations for transit shelter installations. Engineered drawings are also being prepared for each location as well. The next step is for the TPO Board to decide on a preferred transit shelter design. Each shelter will be 5' x 10' and installed on a concrete pad.

It's anticipated that 10 to 15 shelters will be installed initially with other locations added as funding allows.

On the following pages are various designs and associated costs for the shelters.

Staff is recommending approval of a transit shelter design to proceed.

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

# Transit Shelter Options

## Barreled Roof Shelter - \$5,000



# Transit Shelter Options

## Barreled Roof Shelter - \$6,500



# Transit Shelter Options

## Gable Roof Shelter - \$5,000



# Transit Shelter Options

## Cantilever Shelter - \$5,000





# Transit Shelter Options

## Acrylic Dome Shelter - \$5,000



# Transit Shelter Options

## Hip Roof Shelter - \$5,000



# Transit Shelter Options

## Single Slope Shelter - \$5,500





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## MEMORANDUM

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SEPTEMBER 27, 2016

TO: TPO MEMBERS

FROM: JOHN VOGES, SR. TRANSPORTATION PLANNER

SUBJECT: SUNTRAN BUS ADVERTISING

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At the August 23, 2016 TPO Board meeting, the TPO Board decided to extend the bus wrap contract with Bagen & Associates to continue to wrap five (5) buses until the end of October, 2017.

The City of Ocala had stopped the recycling bus wrap in July, 2015. The City of Ocala decided to continue wrapping a bus for Ocala Utilities. Also, Crime Stoppers indicated their desire to continue wrapping a bus. Those two (2) buses will be rewrapped in the near future.

This leaves three (3) buses unwrapped, one of which is kept unwrapped for special events, etc.

A non-profit health organization, Measure Up Marion, desires to wrap a bus to promote healthy lifestyles.

The remaining unwrapped bus(es), with the exception of one that is kept unwrapped, will be put out to bid utilizing the procurement's reverse bidding process.

Since the beginning of this contract, the TPO has been contacted by ten (10) interested parties to wrap SunTran buses (shown on next page).

Staff is asking for approval of bus wrap options to proceed. If you have any questions, please contact our office at 629-8297.

**Interested parties to wrap buses:**

Sonny's BBQ

Allen Law Firm

Sellers Funeral Home

Real Media Solutions

Bogin, Munns & Munns

Wenstrom Communications

Fakhoury Chiropractic

Ocala Realty World

One Stop Cooling and Heating

Southern Healthcare

*Cooperative and comprehensive planning for our transportation needs*

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

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## Measure Up Marion – Bus Wrap Request

Measure Up Marion is a name that comes from our county health ranking in Florida which, unfortunately, puts us at 42 out of 67 Florida counties.<sup>1</sup> Measure Up Marion is here to change that ranking. We were ranked 41st, and then we dropped another place in only one year, even before Measure Up Marion came into being.

Measure Up Marion is here for one main purpose: to help make our county raise its ranking and to do it by helping our residents live happier, healthier lives where we live, work, worship, learn and play. Our goal is to improve our ranking – to measure up.

We are working hard to make changes by:

- increasing access to healthier foods in:
  - neighborhood stores
  - vending and concession choices
  - restaurantsimproving access to, and affordability in, farmers' markets by having them accept all forms of payment
- helping children in after-school and summer recreation programs learn how to identify healthy food options
- lowering exposure to second-hand smoke and increasing tobacco free and smoke free properties in:
  - multi-unit housing
  - restaurants, especially patios and entrances
  - parks and recreational areas
  - faith community campusesincreasing the number of people who can avoid, reduce or manage chronic diseases with the help of community and clinical help by:
  - building and strengthening a community health worker network in our outlying areas
  - providing and expanding worksite wellness to area businesses and agencies
  - creating multi-disciplinary teams in clinical settings
  - utilizing current technology for accessing and sharing health information through an electronic health information exchange

Those reasons are why we're here. How we came to be here is another story.

Our partner organizations joined together and, through the Centers for Disease Control and Prevention's Partners in Community Health (PICH) award, we are able to lead an initiative in Marion County that helps improve the health of our community and prevent and reduce our rates of chronic disease.

We are proud that we are one of only four funded programs in Florida, and one of only 39 funded programs in the entire U.S.

Locally, Measure Up Marion is a partnership of Marion County community health advocates and organizations coordinated by Heart of Florida Health Center.



**I'm choosing restaurants with healthier menu options**



# What's Your STEP?

[MeasureUpMarion.com](http://MeasureUpMarion.com)

Made possible with funding from the Centers for Disease Control and Prevention.



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**MEMORANDUM**

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SEPTEMBER 27, 2016

TO: TPO MEMBERS

FROM: JOHN VOGES, SR. TRANSPORTATION PLANNER

SUBJECT: BUS PASS REQUEST

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The Deliverance Outreach Ministries of Ocala offers free healthcare, job search assistance, and government assistance application services for the underserved population in Marion County. Mr. Tyrone Oliver, the director of this non-profit organization has requested bus passes to assist in getting people to doctor appointments and other appointments necessary to assist them and to get them to this place for much needed assistance. I've attached their letter as well as their flyer that detail the services that they provide.

Mr. Oliver is requesting fifty (50) daily passes to assist in this effort.

Staff is recommending approval of this request to help these people in our community with their short-term transportation needs.

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



Date

Organization  
Address



**Deliverance Outreach Ministries**

Dear \_\_\_\_\_,

Deliverance Outreach Ministries of Ocala is a minority owned and operated non-profit organization that offers free healthcare services for the underserved population in Marion County, Florida. This particular area in Marion County is stricken by chronic disease and pockets of food deserts in underserved communities. With thousands of uninsured or underinsured residents seeking treatment with little relief, Deliverance Outreach Ministries serves as a beacon of hope to the local population. This organization provides physical, spiritual, mental and emotional care by offering medical, dental, physical therapy, and chiropractic and counseling services including mentorship on activities of daily living at no cost to the public. The organization also offers homeless services including free clothes and computer access for those without to pursue education, job searches, and applications for government assistance programs.

This mission came about when Pastor Oliver and his wife were ministering in Marion County and heard testimonials from that the locals were living in despair. Many of the local residents suffered from hypertension, high cholesterol, type II diabetes, and various cancers. Moreover, they were living in food deserts with no means of transportation or relying solely on public transportation. This in turn restricted access to health care and fresh produce, thus subjecting the residents to consume foods from fast food restaurants and corner stores. Quite noticeably, but perhaps unbeknownst to those living in these areas, these poor eating habits are the major cause for the chronic diseases that plague the low income population.

Those living in these low income communities expressed their anguish from the stressors of inner city living that directly affect their well-being. Unfortunately these income-based issues include healthcare, housing, transportation and healthy eating. Those they had spoken to explained that their health had declined due to making the difficult choice between paying rent, eating nutritious meals, and seeking medical treatment.

It is widely understood that choosing between food, clothes, shelter and health care should never be a life-altering thought. Knowing this, Pastor Oliver and his wife made it their mission to take care of God's people and sought to bridge the gap between hunger and healthcare for the homeless and less fortunate. The two developed a plan and place for people to receive care for free by commissioning the assistance of doctors and local volunteers to donate their time to the clinic.

After a year of executing this project, the clinic has seen over one hundred patients each month with the help of six providers and ten volunteers. Strategically and conveniently placed on the SunTran bus route, the organization is able to reach a multitude of people countywide, serving their healthcare needs. Now, as the organization has grown beyond its' physical capacity and more providers wish to volunteer their time and services at the clinic, Deliverance Outreach Ministries of Ocala is seeking to erect a building to house the services to those in need. With your help, this organization can continue to fulfill its faith and community-based mission, in the name of Jesus. Thank you for the opportunity to share our vision with you.

Respectfully,

Tyrone Oliver  
Deliverance Outreach Ministries, Director

821 NE 36<sup>th</sup> Terrace Ocala, FL  
Phone: (352) 261-0404  
Fax: (352) 694-2814

# Deliverance Outreach Ministries



## NON-PROFIT ORGANIZATION

821 NE 36<sup>th</sup> Terrace  
Suite 10  
Ocala, FL 34477

## Free Clinic Services:

**Medical**

**Dental**

**Physical Therapy**

**Chiropractic**

Clinic Hours

MTWF: 9AM – 4PM

Closed: 12PM – 1PM

Thursday: 9AM – 12PM

## Available Now

**Food**

**Clothing**

**Christian Counseling**

**Florida Access Services**

For more information please contact:

Pastor Tyrone Oliver

Phone: (352) 261-0404

Fax: (352) 694-2814

Tyroneoliver50@gmail.com

**OUR MISSION IS TO HELP PEOPLE WITH THEIR NEEDS AND CONDUCT HUMANITARIAN OUTREACH**

Please help our cause by donating by check to D.O.M. or at our website

[www.deliveranceoutreachministriesofocala.org](http://www.deliveranceoutreachministriesofocala.org)



September 22, 2016

**TO: TPO Board Members**  
**FROM: Kenneth Odom, Transportation Planner**  
**RE: FY 2016/2017-2020/2021 TIP AMENDMENT**

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

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

The FDOT is requesting the TIP be amended to reflect the addition of one project.

- **439887-1:** Pedestrian Lighting Bundle (Four Intersections) Add \$70K (PE) & 205K (CST)

Specific details regarding the addition of this project and the associated funding changes will be discussed at the September 27, 2016 meeting.

If you have any questions prior to the upcoming meeting, 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*

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**September 22, 2016**

**TO: TPO Board Members**

**FROM: Kenneth Odom, Transportation Planner**

**RE: Off-System FY 2022 Priority Projects - Amendment**

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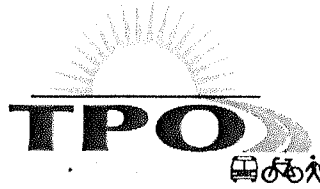
TPO staff have been asked to add a sidewalk construction project within the Marion Oaks community to the Off-System priority project list by the Marion County Engineering department. The project is intended to allow better pedestrian access to Horizon Academy and Sunrise Elementary schools. Unfortunately, a quorum was not present at either the TAC or CAC but attending members did recommend that this project be added to the list at the number seven (7) position. TPO staffing is requesting that the TPO Board review the Off-System priority list and recommend a different order or approve the recommended order.

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

Off-System Priorities

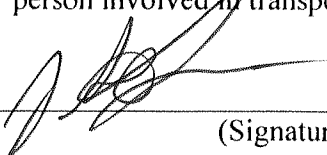
**2022 OFF-SYSTEM PRIORITIES**

Priority	Project	From	To	Length (mi)	Agency	Project Type	Phase	Phase Estimate	Notes
1	Osceola Linear Park	SE 3rd Street	NE 5th Street	0.52	Ocala	Linear Park	CST	\$ 700,000	Full remodel of the corridor to include multi-modal facilities.
2	SunTran Replacement Buses	-	-	-	SunTran	Transit	-	\$ 3,600,000	<u>Funded in FY 2019.</u> Replacement of 7 transit buses.
3	SW 49 <sup>th</sup> Avenue	SW 95th Street	Osceola Boulevard	4.1	MC	Capacity	CST	\$ 16,290,000	<u>Funded in FY 2019.</u> \$9.0M local funds, \$7.3 FDOT funds.
4	East Pennsylvania Avenue (CR 484) Bicycle Improvements	Rainbow River Bridge	US 41	0.8	City of Dunnellon	Bike Path	DES	\$ 75,000	Project to add bicycle path facilities and improved access to Blue Run Park.
5	Countywide ITS Operations & Maintenance	-	-	-	Ocala & MC	O/M	-	\$ 500,000	Annual allocation (\$250K each agency) for ITS Ops & Maintenance.
6	Sunset Harbor Road	@ US 301/441	-	-	MC	Traffic Ops	DES	\$ 150,000	Intersection operations improvements.
7	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	0.83	MC	Sidewalks	DES	\$ 325,000	Sidewalk construction.



## CITIZENS ADVISORY COMMITTEE APPLICATION

1. Name: John "Steve" Rudnianyn II
2. Home Address: 1701 SE 28th Street
3. Business Address: 2441 NE 3rd Street Suite 201
4. Home Phone Number: (352) 804-0334 Business Phone Number: 352-629-6101  
Cell: \_\_\_\_\_
5. Occupation: Realtor / Investor
6. Brief Resume of Education and Experience: See attached resume.  
\_\_\_\_\_  
\_\_\_\_\_
7. Are you a resident of Ocala/Marion County? Yes  No \_\_\_\_\_  
If so, how long? Number of years: 40
8. Are you a registered voter? Yes  No \_\_\_\_\_
9. Do you hold a public office? Yes \_\_\_\_\_ No
10. At the present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? Yes \_\_\_\_\_ No
11. Are you familiar with the Transportation Planning Organization and its function? Yes  No \_\_\_\_\_
12. Are you familiar with the current transportation issues/needs of Marion County? Yes  No \_\_\_\_\_
13. Why are you interested in serving on this Board? I am interested in participating in transportation planning in Marion County.  
\_\_\_\_\_  
\_\_\_\_\_
14. I hereby confirm that I have read and understand this application and that all information furnished by me is true and accurate. I understand that to be considered for this committee, I must be a resident of Marion County and cannot be an elected official and/or a technical person involved in transportation planning in Ocala/Marion County.

  
(Signature)

9/8/2016  
(Date)

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

**John Steve Rudnianyn II**  
2441 NE 3<sup>rd</sup> Street Suite 201  
Ocala FL 34470  
Tel: 352-629-6101 X 209  
E-mail: [SR@IPSOcala.com](mailto:SR@IPSOcala.com)

**Resume:**

**Education:** Graduate of Forrest High School 1994  
Graduate Real Estate Institute CFCC  
CFCC AA degree 1996

**Continuing Education:**

Real Estate License 1995  
CCIM candidate

**Employment:**

International Property Services Corp.  
Associate Realtor since 1995

**Professional Experience:**

Realtor  
Broker

**Affiliations:**

Marion County Board of Realtors  
Served on Board of Directors  
Chairman: Education Committee  
Chairman: YPN  
Kiwanis  
Served on Board of Directors 3 years  
Member Leadership Ocala/Marion  
Leadership Ocala Class 2001  
Sunset Rotary President 2013-2014

Steve Rudnianyn was born and raised in Ocala, FL. He has been involved in the buying, selling and development of real estate in Marion County for the past 25 years. Enjoys hunting, fishing and boating.



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## MEMORANDUM

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SEPTEMBER 27, 2016

TO: TPO MEMBERS

FROM: JOHN VOGES, SR. TRANSPORTATION PLANNER

SUBJECT: NPRM LEGISLATIVE LETTER

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The Florida Metropolitan Planning Organization Advisory Council (MPOAC), Central Florida MPO Alliance (CFMPOA), and other entities have sent letters to US DOT Secretary Foxx to oppose the Notice of Proposed Rule Making (NPRM) that would consolidate many MPOs and TPOs in the nation as well as in the State of Florida.

The Ocala/Marion TPO is in agreement with the MPOAC that this NPRM would adversely affect the local input into the transportation planning process for Marion County.

The Ocala/Marion TPO continues to coordinate regionally through the CFMPOA and sees this as the best mechanism for regional cooperation and coordination while maintaining close local coordination and cooperation with all entities in Marion County.

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





## The Florida Metropolitan Planning Organization Advisory Council

*Mayor Susan Haynie  
Chairperson*

Docket Management Facility  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Docket Number FHWA-2016-0016  
FHWA RIN 2125-AF68; FTA RIN 2132-AB28  
Notice of Proposed Rulemaking (NPRM); Request for Comments  
*Metropolitan Planning Organization Coordination and Planning Area Reform*  
As published in the Federal Register, Monday, June 27, 2016

Dear Secretary Foxx,

On behalf of the 27 member Metropolitan Planning Organizations (MPOs) of the Florida MPO Advisory Council (MPOAC), I want to thank you for the opportunity to comment on the proposed metropolitan planning organization coordination and planning area reform rules. While we agree that MPO coordination and geography are important aspects of transportation planning decision making (as demonstrated by the extensive and formalized MPO coordination efforts found in Florida), we do not believe that the proposed rules will result in improved planning decisions or more efficient processes. Rather, we believe that the one-size-fits all approach of the proposed rules will make transportation planning less accessible to the general public by increasing MPOs' size and scope. This would also mute the voice of locally elected officials in the metropolitan transportation planning process and undermine the original purpose for the creation of MPOs, which was to provide for local input in transportation decision making. We, therefore, stand strongly in opposition to the proposed metropolitan planning organization coordination and planning area reform rules and respectfully request that they be withdrawn without further action.

While we have a number of comments to the proposed rule (enumerated later in this letter), our primary concerns are the lack of a clearly defined, evidence-based "problem" with existing MPO coordination efforts and a cookie cutter "solution" which would be extremely difficult, if not impossible, to enact in Florida without creating nonsensical metropolitan planning area (MPA) boundaries.

Numerous declarative statements are made in the proposed rule regarding the believed issues with existing MPO coordination efforts across the country and the supposed improvements the proposed rule will make. However, none of those perceived problems or proposed cures are supported by objective research findings. The problems of poor coordination between existing MPOs and the necessity to "right-size" planning geography has not been the subject of conference panels,

research papers, peer-to-peer exchanges or any of the typical mechanisms used by the federal agencies (the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)) to highlight and resolve issues they see in planning practice, giving the proposed rule an “out of the blue” quality. In fact, language relating to MPO coordination and geography remained unchanged in the final metropolitan transportation planning rules issued on May 27, 2016.

The proposed “solution” to this perceived lack of coordination is to force MPOs in the same urbanized areas (UZAs) to either merge or adopt a unified plan and program. In states like Florida, increases in population density have led the US Census Bureau to consolidate formerly separate UZAs over time. However, these UZA consolidations do not take into account transportation complexity, land use patterns, economic development patterns or other factors that make a UZA the appropriate area for conducting metropolitan transportation planning and programming. In fact, in many areas of Florida, now-consolidated UZAs stretch out for miles and link areas that have limited connections to each other in any meaningful planning metric (e.g. travel patterns, culture and identity, demographics, etc.). The fact that MPAs must also include areas expected to be part of the UZA based on 20-year growth projections further exacerbates this problem. The proposed rule doubles-down on this approach by strongly encouraging consolidation of MPAs for areas where UZAs are contiguous. In Florida, where UZAs are contiguous up and down both coasts and across the I-4 corridor, identifying appropriate boundaries between MPAs will be nearly impossible and result in MPO processes that will not in any way correspond to what the local populations consider to be their metropolitan area.

We have no doubt that MPO coordination across the country could be improved, particularly between MPOs in the same urbanized area. However, we strongly believe that any proposed rules should be based on objective research and that any potential solutions should be flexible enough to fit the local planning and regulatory context of each metropolitan area. We would support voluntary, incentive-based approaches to solving any identified problems.

The concept of voluntary coordination is something that Florida MPOs have been implementing for a number of years with great success at both the state and MPO level. FHWA even recognized the successes of MPO coordination in Florida through the Every Day Counts program (EDC-3 Innovations) in 2016. The South East Florida Transportation Council (SEFTC) was highlighted as a best practice for multi-MPO cooperation and collaboration for their ongoing and formalized planning efforts that include freight planning and coordinated identification of project priorities. In fact, 22 of Florida’s 27 MPOs (all those with a neighboring MPO) have entered into written agreements to coordinate with one or more nearby MPOs on a voluntary basis. Of those, 17 are members of formal MPO alliances that include three or more MPOs (see Table 1). Many transportation planning products have been generated, including but not limited to:

- Long-range transportation policy plans covering multiple MPO areas
- Shared goals and objectives
- Collaborative Shared project priority lists

- Congestion management processes covering multiple MPO areas
- Multi-county freight plans

Table 1. MPO Regional Coordinating Efforts in Florida

Name of MPO Alliance	Number of Member MPOs	Acronym	Year Formed
<b>Regional Alliances of MPOs (three or more MPOs working together)</b>			
Central Florida MPO Alliance	6*	CFMPOA	1997
Southeast Florida Transportation Council	3	SEFTC	2005
Treasure Coast Transportation Council	3	TCTC	2006
West Central Florida MPO Chairs Coordinating Committee	6*	CCC	1992

\*Polk TPO is a member of both the CFMPOA and the CCC

Additionally, all 27 Florida MPOs belong to the Florida MPO Advisory Council (MPOAC), which is a statewide forum for collaboration and statewide transportation policy development. The MPOAC meets quarterly and provides regular opportunities for the Florida DOT, FHWA and FTA to provide updates of national and statewide significance. This voluntary collaboration demonstrates that MPOs in Florida recognize the value of speaking with a collective voice on transportation issues at a statewide level. This has been demonstrated in a variety of ways including the development of financial guidelines for MPO plans and, in partnership with the Florida DOT, an estimate of unfunded statewide transportation needs in Florida's urbanized areas. As a result, the funding allocated by the Florida legislature for transportation has been growing and exceeded \$12.2 billion for the current state fiscal year (only 25% of that is federally funded).

Clearly, Florida already recognizes the value of partnerships and collaboration. We would like to see a process where MPOs are not forced to merge or forcibly coordinate, but rather are encouraged with incentives to develop partnerships that suit their unique metropolitan areas. We are open to several ideas and would suggest that any incentives offer additional funding beyond FHWA and FTA planning funds. We would be happy to assist USDOT and other states by sharing our experiences in Florida and assisting other areas in establishing voluntary cooperative planning agreements and structures.

Additional MPOAC comments to the proposed metropolitan planning organization coordination and planning area reform rules are stated below. Chief concerns include:

**Lack of Authority in Law**

As stated in the proposed rule, the interpretation of the terms Urbanized Area (UZA) and Metropolitan Planning Area (MPA) has stood for many years. We cannot find a requirement in federal law stating that neighboring MPOs sharing a UZA need to produce joint documents (Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)) unless the definition is rewritten as proposed. In that case, we believe that the definition is being rewritten to achieve a goal that is beyond the original intent of Congress. We, therefore, contend it is an act of administrative overreach, and potentially not a legal action by USDOT. We ask USDOT to provide a legal opinion that demonstrates

Congressional intent in this area and provides authority for USDOT to undertake the actions proposed in this rulemaking.

### **Loss of Coordination Between Transportation and Other Planning Processes**

One of the primary functions of MPOs, as is clearly illustrated in federal law through the planning factors, is to coordinate transportation planning with other forms of planning. MPA boundaries in our state are frequently drawn to correspond to the same geography as other planning processes, particularly land use planning. By forcing MPO planning and programming documents to be adopted for a larger geographic area than is currently the case in many areas of Florida, this proposal will dramatically complicate the ability to coordinate transportation planning with land use, economic development and other planning processes. Any rule on MPO coordination should maintain flexibility in the designation of MPA boundaries to allow MPOs to "right size" for this important planning coordination function.

### **Complications of State Open Government Laws**

Florida has very strong and very specific open government laws that require the vast majority of transportation planning related discussions and decisions to be made during noticed meetings. These laws pertain not only to members of decision-making bodies such as MPO governing boards, but also to all MPO advisory committees (i.e. technical advisory committees, bicycle/pedestrian advisory committees, citizen/community advisory committees, freight advisory committees), most of which are comprised of local and state agency employees. As written, the proposed rule would greatly complicate coordinating decision-making processes across political boundaries in states with strong open government laws by requiring MPO planning processes to cover increasingly large areas. This would be particularly true for transit agencies that are currently covered by different MPOs, but would be covered by the same MPO under the proposed rule, dramatically limiting their ability to communicate with decision makers outside of publicly noticed meetings.

### **Loss of Local Perspective**

The original motive behind the creation of MPOs was to incorporate the local perspective into transportation decisions that up until that time were made exclusively by state DOTs. This proposal will result in fewer, but much larger, MPO areas where the decision-making process will be further removed from communities and the people for whom MPOs were originally intended to provide engagement opportunities.

### **Negative Impacts to Low-Income and Minority Communities**

MPOs are required to actively encourage the participation of transportation-disadvantaged populations and to continuously monitor and improve outreach techniques for that purpose. When larger MPOs hold meetings, they may try to either meet in a centralized location or move about the larger region. This would result in many citizens having to travel

further to engage in the transportation planning and programming process in person and will have a substantial impact on low-income and minority populations who may have limitations in terms of time, money, or mobility. We anticipate that the USDOT response will be that good public involvement will prevent this issue. We counter that participating in an MPO governing board meeting in person is more meaningful than any other form of participation. The additional travel that would result from this rule will create a barrier for low-income and minority populations to participate. We find it very concerning that USDOT would propose a rule that would potentially disengage individuals whom MPOs spend so much time and effort reaching.

### **Larger MPOs Will Not Necessarily Create Better Planning**

As discussed earlier in these comments, we believe that the result of this proposed rule will be fewer and significantly larger MPOs that will not necessarily cover a geography that makes sense from a planning or programming perspective. This, in turn, will result in fewer creative solutions to address localized issues. Small MPOs provide customized transportation planning and solutions to their areas. As MPOs grow, they become less familiar with each individual sub-area of their region and less able to fully appreciate the impacts of their transportation decisions on local communities. MPOs were created to give a local voice to transportation planning. State DOTs are not always able to fully appreciate all of the individualized urban concerns due to the fact that they operate on a much larger scale and scope than individual MPOs. This NPRM, if implemented, will create MPOs that are larger than some states due to the contiguous nature of Florida's UZAs. Florida already has five (5) MPOs with larger populations than the five (5) smallest states. This seems counter to the original purpose for creating MPOs.

### **Polycentric and Monocentric Regions: Not All UZAs are Alike**

Each UZA or group of contiguous UZAs has a specific character and nature. Some areas grew from a singular, easily-identified, urban core outward (like an amoeba) and are generally monocentric regions. These monocentric regions grew organically from a core over long periods of time and the entire area generally shares a common identity. Other areas started as individual urbanized areas, each with their own identifiable urban core, which grew together (like interlocked fingers) and now comprise a single, census-defined UZA with multiple long-established urban cores. These are polycentric regions, which are quite different from monocentric regions in a variety of ways that are important to transportation planning and programming. For example, many polycentric areas in Florida have multiple commercial airports, multiple transit agencies, multiple expressway authorities, multiple seaports and multiple intermodal logistic centers. These polycentric areas do not share an identity and, though connected through a fluke of population density, continue to behave like a series of separate areas. As such, we do not believe that a one-size-fits-all approach to transportation planning is appropriate and propose that the federal agencies promulgate rules that allow for flexible and voluntary approaches to coordinated planning and programming. Such an approach would allow polycentric regions to address transportation issues of universal concern in a collaborative manner through

visioning efforts and general policy plans that guide and inform individual MPO planning and programming processes.

### **The Term "Region" is Not Defined**

The word "region" is used repeatedly in the NPRM, but is not defined in the proposed rule or 23 CFR 450. "Region" may mean different things to different people.

### **The Proposed Rule Gives Governors "Veto" Power over MPOs**

In a case where a governor will accept nothing other than merger of existing MPOs, the proposed rule would give the governor what amounts to veto power over the decision to allow MPOs to remain separate, creating a powerful weapon for that governor. The proposed rule states that most MPOs are not meeting the federal MPA boundary requirements and presumably would have to establish a new planning boundary or face receiving a corrective action during their next Transportation Management Area (TMA) certification review for not serving the entire MPA. The MPO could not re-establish its planning boundary to correct the deficiency identified in the certification review without approval from the governor. This rulemaking would give the governor the ability to compel MPO mergers by waiting out the process until a federal certification review. The affected MPOs would be forced to choose between being de-certified by FHWA/FTA for not serving the entire MPA or going along with a coerced merger if the governor decides that is what he/she wants. This proposed rule gives undue influence to the governor in these cases.

### **Factual Statements Made in NPRM Need Verification**

As previously mentioned, a number of declarative statements are made in the proposed rule without explanation of how these statements are known to be factual. There are no citations of completed research, peer exchanges, or studies to establish the veracity of the statements, and the lack of proof leaves the reader unsure of what is actual fact. Examples include:

- A statement that economies of scale would be achieved by combining MPOs (page 41474).
- A statement that the proposed rule will correct problems that have occurred under the 2007 rule (what problems are we referring to?) (Page 41475).
- A declaration that planning has become inefficient in MPAs with multiple MPOs (page 41475).
- "However, it is the opinion of the Secretary of Transportation that there must be adequate cooperation between states and MPOs." (Page 41476).
- USDOT states that multiple separate MPOs jointly developing unified planning products should not create a large burden and in some cases reduce overall planning costs (Page 41480).
- A declaration that the costs to the affected MPOs should be minimal (Page 41480).

### **Appropriateness of Census Data and related Census Policies to set UZAs**

The proposed rule does not address how changing policies within the US Census Bureau could impact the structure and size of MPOs in the future. It is important to note that the US Census Bureau creates their data and UZA boundaries without regard to the needs and uses of the transportation community. Therefore, the results of census policies may have significant unintended impacts on transportation decision making. We note that the decennial census of 2010 did not merge any UZAs due to a policy decision that any named area identified in the 2000 census as a UZA would continue in 2010 to be an independently named UZA (please see the August 24, 2011 Federal Register, page 53041, middle column). This policy may not carry forward into future census efforts, which could cause Florida eventually to have one UZA along the entire Atlantic Coast (see Figure 1). The Atlantic Coast is a high growth area of our state, and the multiple existing MPOs will continue to have connected UZAs. It is conceivable that Florida could have one UZA that extends from Miami-Dade to Jacksonville, a distance of about 400 miles. We maintain that an MPO of this size would be nonsensical and unable to effectively or efficiently conduct a metropolitan planning process that represents local interests and engages local communities. Perhaps it is time to reconsider the census-defined urbanized area as the sole basis for MPO geography and for the necessity of an MPO process.

### **Two (2) Years to Implement Is Not Enough Time**

The proposed rule requires that this change be implemented in two (2) years. The MPOAC does not believe that this time frame is reasonable given the multiple moving parts involved in this decision. In Florida, for example, not only would multiple MPOs and the State need agree to a course of action, but changes to state law would also be required, a process completely out of the control of the MPOs and governor. Additionally, this would require negotiating membership on a combined board, merging of staffs, and presumably in some cases may require state DOTs to alter their field office/district boundaries to better align with new MPO boundaries. All of this takes time and any changes would be best aligned with new census data when the 2020 census UZA boundaries are released.

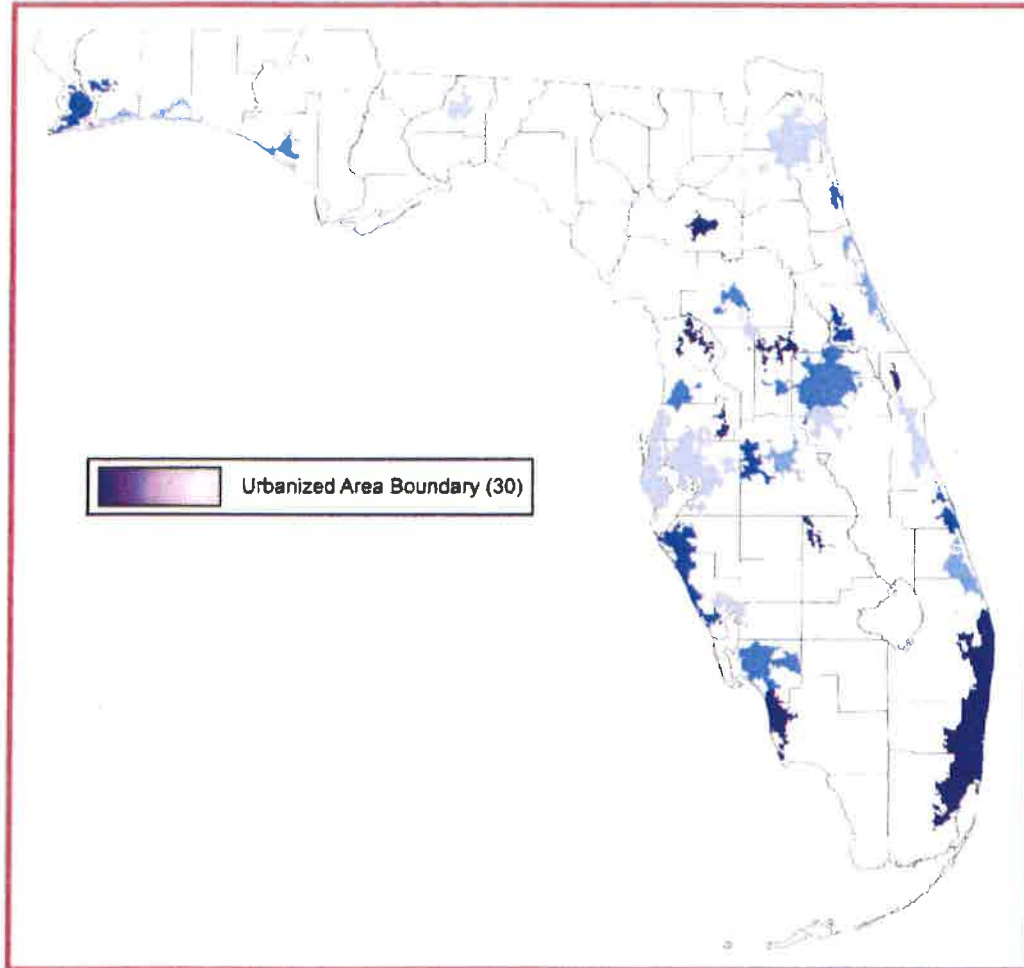


Figure 1. 2010 Florida Urbanized Area Boundaries.

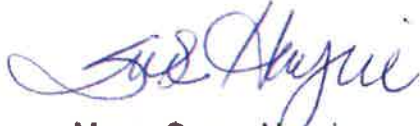
### **Establishing One Performance Target per UZA**

Establishing joint performance targets for MPOs within a common UZA ignores the fact that within a UZA there are often different priorities and characteristics among the multiple sub-areas and MPOs. In the case of a large UZA with multiple MPOs we could have an example where transit usage and the transit system is very different in one MPO than in the other MPOs. For example, the UZA that covers Southeast Florida includes four separate MPOs (Miami-Dade, Broward, Palm Beach, and Martin). Miami-Dade MPO has a well-developed transit system, with rail and bus rapid transit, whereas Martin County is much lower density and offers a smaller system with four fixed routes and paratransit services. Establishing a single performance target would be difficult because one target would not fairly represent all areas of the UZA. A low target may work well for a suburban area like Martin, but be well under the actual performance of an urban center, like Miami-Dade. Conversely, a target designed for an urban area would result in the suburban areas consistently failing to meet the target. We recommend that in the case of multiple MPOs, the UZA be allowed to set multiple targets that are specific to each MPO.




Thank you again for the opportunity to comment on the proposed metropolitan planning organization coordination and planning area reform rules. We look forward to our continued work with the FHWA and FTA and our transportation partners at the state and local levels to plan and implement our nation's transportation system. Please feel free to call me at 850-414-4062 should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Susan Haynie".

Mayor Susan Haynie  
MPOAC Chair

A handwritten signature in blue ink, appearing to read "Carl Mikyska".

Carl Mikyska  
Executive Director

## List of FHWA Comment Requests in MPO Coordination and Planning Area Reform NPRM

### II. Background

#### 1. Coordination Between States and MPOs, Page 41476.

The purpose of the Planning program is to use public funds effectively and FHWA and FTA welcome ideas to improve our planning processes. As such, FHWA and FTA seek comment on how DOT can incorporate processes to further ensure that Federal funds are used efficiently by States and MPOs. How can the Statewide and Non metropolitan and Metropolitan Transportation Planning process provide stronger incentives to States and MPOs to manage transportation funding more effectively?

**MPOAC Response:** Project readiness and completing projects that have been started are key elements to insuring that all funds are used to their highest level of effectiveness. Obviously this also best serves the taxpayers who fund the transportation improvements we are discussing. Commonly, MPOs do the planning and State DOTs handle the NEPA process. Because the NEPA process is so difficult and time intensive, most MPOs do not have the expertise in-house to take on the effort with the limited funding MPOs have available. The passing of knowledge from the MPOs to the State DOTs will minimize the number of alternatives required to be reviewed in the NEPA process because they were already considered and eliminated in the planning process.

### III. Section-by-Section Discussion

#### 2. Section 450.104—Definitions, Page 41476.

The FHWA and FTA specifically ask for comments on whether the rule ought to expressly address how States and MPOs should determine MPA boundaries where two or more MPAs are contiguous or can be expected to be contiguous in the near future. For example, should the rule provide that such MPAs must merge? Alternatively, should the rule allow the States and MPOs to tailor the MPA boundaries and the 20-year urbanization forecast to take the proximity of other MPAs into account?

**MPOAC Response:** In Florida contiguous MPAs coordinate their planning efforts and have done so for a number of years with success. This current process works well in Florida and we ask that the current process whereby multiple MPOs within one UZA be allowed to work in coordination for visioning efforts and that each MPO produce their own Long Range Plan and TIP that reflects the land use policies and other policies of their membership and area. While this may not be working in other parts of the country, Florida finds that it does work well in our state. For areas where collaboration is not occurring, we ask that these areas be addressed specifically by the field offices of FHWA and FTA rather than through a nationwide rulemaking that affects everyone instead of addressing problems explicitly where they are occurring.

3. **Section 450.226—Phase-In of New Requirements, Page 41476 and Section 450.340—Phase-In of New Requirements, Page 41479.**

The FHWA and FTA seek comments on the appropriateness of the proposed 2-year phase-in period.

**MPOAC Response:** This is clearly not enough time to actually implement changes as proposed in this NPRM. Some states have legislatively incorporated MPO requirements into their laws. Implementing this NPRM would require legislative action by the state legislature and Governor. As we are sure USDOT can understand in trying to get federal transportation bills passed in a timely fashion, this can be an unpredictable process. USDOT has allowed States to place additional requirements on MPOs and this NPRM seems to ignore that latitude and control that USDOT has given to States. MPOs are responsible for, and subject to, the previous actions and decisions of others. In this case the previous decisions and actions of both USDOT and State Legislatures combined with this proposed action by USDOT would likely render the MPOs unable to comply with both State and Federal requirements. To not comply with each set of requirements could ultimately result in funding to the MPOs being restricted. Two years is not enough time and additionally, USDOT should not allow States to place additional requirements or restrictions on MPOs.

**Section 450.306—Scope of the Metropolitan Transportation Planning Process, Page 41477.** The FHWA and FTA request comments on the proposed language, and request ideas for alternatives that might better accomplish the goals embodied in the proposal.

**MPOAC Response:** As identified in this section of the NPRM, USDOT states that the goal is to select an appropriate performance target and avoid a situation where the MPOs within a single MPA select inconsistent or conflicting performance targets. We fear that by forcing the selection of a single performance target for a large region some sub-areas will be working with a performance target that is not appropriate or realistic. In a large area with a dense core area and less dense areas at the edge, the characteristics and nature of the transportation system are likely to be quite different. The question becomes which sub-area do you set a performance target for, a high target for the dense core or a lower target for the less dense areas? Either way, the target is not doing justice to one of these areas. We can see this being particularly true for transit targets. Having individual targets for each MPO, where multiple MPOs exist in a single UZA, would be more appropriate in that each area can work on achieving something that is realistic and meaningful.

4. **Section 450.314—Metropolitan Planning Agreements, Page 41478.**

The FHWA and FTA seek comments on what, if any, exemptions ought to be contained in the rule from these requirements, and what criteria might be used for such an exemption.

**MPOAC Response:** It is the position of MPOAC and the 27 MPOs of Florida that the proposed rule should be withdrawn and therefore exemptions would not be needed. Suggesting exemptions seems as if MPOAC is signaling some form of approval to USDOT to proceed forward in the implementation of this rule. The existing process is working well in Florida and we again ask that if USDOT finds that collaboration is not working in some areas of the nation that these areas be addressed directly by the division offices of FHWA and FTA instead of creating a nationwide rule.

5. **Section 450.324—Development and Content of the Metropolitan Transportation Plan, Page 41479.**

The FHWA and FTA seek comments on what, if any, exemptions ought to be contained in the rule from these requirements, and what criteria might be used for such an exemption. The FHWA and FTA also request comments on the question whether additional changes are needed in FHWA and FTA regulations on performance measures and target setting (e.g., 23 CFR part 490) to cross-reference this new planning provision on target-setting.

**MPOAC Response:** It is the position of MPOAC and the 27 MPOs of Florida that the proposed rule should be withdrawn and therefore exemptions would not be needed. Suggesting exemptions seems as if MPOAC is signaling some form of approval to USDOT to proceed forward in the implementation of this rule. The existing process is working well in Florida and we again ask that if USDOT finds that collaboration is not working in some areas of the nation that these areas be addressed directly by the division offices of FHWA and FTA instead of creating a nationwide rule.

Additionally, in the NPRM USDOT states that the goal is to select an appropriate performance target and avoid a situation where the MPOs within a single MPA select inconsistent or conflicting performance targets. We fear that by forcing the selection of a single performance target for a large region some sub-areas will be working with a performance target that is not appropriate or realistic. In a large area with a dense core area and less dense areas at the edge, the characteristics and nature of the transportation system are likely to be quite different. The question becomes which sub-area do you set a performance target for, a high target for the dense core or a lower target for the less dense areas? Either way, the target is not doing justice to one of these areas. We can see this being particularly true for transit targets. Having individual targets for each MPO would be more appropriate in that each area can work on achieving something that is realistic and meaningful.

6. **Section 450.326—Development and Content of the Transportation Improvement Program, Page 41479.**

The FHWA and FTA seek comments on what, if any, exemptions ought to be contained in the rule from these requirements, and what criteria might be used for such an exemption.

**MPOAC Response:** It is the position of MPOAC and the 27 MPOs of Florida that the proposed rule should be withdrawn and therefore exemptions would not be needed. Suggesting exemptions seems as if MPOAC is signaling some form of approval to USDOT to proceed forward in the implementation of this rule. The existing process is working well in Florida and we again ask that if USDOT finds that collaboration is not working in some areas of the nation that these areas be addressed directly by the division offices of FHWA and FTA instead of creating a nationwide rule.

#### IV. Regulatory Analyses and Notices

7. **A. Executive Order 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures, Page 41479-41480.**

The FHWA and FTA are seeking comments on what other options affected MPOs could exercise to reduce the overlap while meeting the statutory and regulatory requirements. The FHWA and FTA expect that such responses will reduce the number of MPOs ultimately affected by these coordination requirements.

**MPOAC Response:** We are strongly opposed to the proposed rule. We find the approach taken in the NPRM to be inappropriate and respectfully ask that the Proposed Rule be withdrawn. For a national policy we ask that FHWA and FTA incentivize MPO collaboration and coordination, not mandate it. We would be supportive of a program that rewards voluntary efforts of MPOs to collaborate and coordinate on both multi-MPO and statewide levels, while at the same time not create a default punishment or exclusion from benefits for those MPOs that already have a one UZA to one MPO ratio.

8. **A. Executive Order 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures, Page 41480.**

The FHWA and FTA seek comments and available data on the costs and benefits of the proposals of this rulemaking.

**MPOAC Response:** This is an excellent question and we would like to know the answer to this as well. It is our opinion that this should have been researched by FHWA and FTA prior to launching this effort and the answers provided in the NPRM. We are aware of a previous effort by FHWA to combine the duties and staffs of the Delaware and Maryland field offices. Looking at the FHWA website, we note that the two offices appear to be separate and question why a similar approach being mandated onto the MPOs would deliver any sort of benefit that was not realized by the FHWA effort. We ask that FHWA provide information pertaining to the realized cost savings from their merger of the two field offices and explain why it was not appropriate for FHWA to continue this merger but would be appropriate for MPOs to merge. If the answer is that operationally it was not working, we would ask why it will work operationally for MPOs when it did not for FHWA? The reasons for not merging two FHWA field offices would be the same reasons for not merging MPOs.

9. **A. Executive Order 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures, Page 41480.**

The FHWA and FTA seek comments and available data on the costs and benefits of the proposals of this rulemaking.

**MPOAC Response:** This is an excellent question and we would like to know the answer to this as well. It is our opinion that this should have been researched by FHWA and FTA prior to launching this effort and the answers provided in the NPRM. It is the understanding of Florida MPOAC that two MPOs in Connecticut voluntarily merged and that effort took 4 years.



September 7, 2016

The Honorable Bill Nelson  
United States Senate  
716 Senate Hart Office Building  
Washington, DC 20510

Dear Senator Nelson:

The Central Florida MPO Alliance ("Alliance") is comprised of six metropolitan planning organizations in Central Florida representing 10 counties. The Alliance serves as a forum for coordinating regional transportation planning activities and advancing projects of regional significance.

At our recent Alliance meeting, there was a discussion about USDOT's Notice of Proposed Rulemaking (NPRM) regarding "Metropolitan Planning Organization Coordination and Planning Area Reform" (Docket Number FHWA-2016-0016) that was published in the Federal Register on June 27, 2016. Alliance members expressed their opposition to the proposed rules and it was felt that members of our Congressional delegation should be made aware of the position taken by the Alliance.

The proposed regulations, if implemented, would impact the governance structure and the nature of operations of metropolitan planning organizations. In addition, they would undermine some of the key principles that served as the basis for the federal legislation that created metropolitan planning organizations. In short, the proposed rules are felt to be unnecessary and counterproductive. Therefore, the Alliance is not in favor of the proposed rules.

The Florida MPO Advisory Council, which is comprised of the state's 27 metropolitan planning organizations, is also opposed to the proposed rules. Enclosed for your information is a copy of the comments that were submitted for the record. You should also know that the Florida Department of Transportation, the National Association of Regional Councils, the Association of Metropolitan Planning Organizations, National Association of Development Organizations and numerous other state and national organizations have gone "on record" as opposing the proposed rules.

We are hopeful that USDOT officials will give careful consideration to the points that have been raised and withdraw the proposed rules without further action.

Sincerely,

A handwritten signature in black ink that reads "Harold W. Barley". The signature is written in a cursive style with a large, sweeping "H" and "B".

Harold W. Barley  
Executive Director  
MetroPlan Orlando

Enclosure



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**MEMORANDUM**

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SEPTEMBER 27, 2016

TO: TPO MEMBERS

FROM: JOHN VOGES, SR. TRANSPORTATION PLANNER

SUBJECT: FY 2016/17 SUNTRAN BUDGET

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Attached you will find the proposed SunTran budget for FY 16/17. The budget reflects the capital items and operational costs for the upcoming year. Overall, there are no significant cost changes from the previous year. We are anticipating a 12% decrease in ADA transportation costs (\$510,000 to \$442,000) due to lower rates adopted by Marion Senior Services. The overall budget for this year is just over \$3.3 million and each jurisdiction's portion is listed as part of the budget sheet. This represents a 3% decrease over last year's budget.

Staff is requesting approval of the budget as presented. If you have any questions, please contact our office at 629-8297.

SUNTRAN FY 2016/17 BUDGET					
Capital and Capitalized Maintenance/Operations <sup>1</sup>	Federal	State	Ocala	County	
<b>Capital Purchases</b>					
Transit Vehicles					
TPO Vehicle Replacement	\$ 40,000	\$ 40,000	\$ 4,000	\$ 2,400	\$ 1,600
SunTran Service Vehicle Replacement	\$ 50,000	\$ 50,000	\$ 5,000	\$ 3,000	\$ 2,000
Shelter Program	\$ 75,000	\$ 60,000	\$ 7,500	\$ 4,500	\$ 3,000
<b>Capitalized Maintenance/Operation Expenses</b>					
<u>Repair &amp; Maintenance</u>					
ADA Improvements	\$ 75,000	\$ 60,000	\$ 7,500	\$ 4,500	\$ 3,000
Preventive Maintenance	\$ 363,447	\$ 290,758	\$ 36,345	\$ 21,807	\$ 14,538
SunTran facility maintenance	\$ 25,000	\$ 20,000	\$ 2,500	\$ 1,500	\$ 1,000
SunTran Shop Equipment	\$ 25,000	\$ 20,000	\$ 2,500	\$ 1,500	\$ 1,000
Transmission Rebuilds	\$ 12,000	\$ 9,600	\$ 1,200	\$ 720	\$ 480
Bus Refrigerant Conversion	\$ 1,000	\$ 800	\$ 100	\$ 60	\$ 40
<u>Professional Services</u>					
Americans w/ Disabilities Act Transportation					
ADA Transportation (Federal Eligible) <sup>2</sup>	\$ 242,362	\$ 201,968	\$ 20,197	\$ 12,118	\$ 8,079
ADA Transportation (Non-Federal)	\$ 200,000	\$ -	\$ 100,000	\$ 60,000	\$ 40,000
Planning					
Transit Development Plan	\$ 145,000	\$ 116,000	\$ 14,500	\$ 8,700	\$ 5,800
<b>Capital Sub-Total</b>	\$ 1,234,809	\$ 869,126	\$ 182,842	\$ 109,705	\$ 73,137
<b>Operations<sup>3</sup></b>					
Professional Services					
McDonald Transit contract	\$ 1,453,788				
Contingency	\$ 225,960				
Administrative Expenses					
Marketing	\$ 15,000				
Office Space:					
<u>Internal Services</u>					
Facilities Maintenance	\$ 30,000				
Facilities Administration	\$ 6,000				
Radio Maintenance	\$ 10,000				
IT Services	\$ 39,000				
Onboard Wifi	\$ 6,000				
Insurance	\$ 5,200				
Utilities	\$ 30,000				
Telecomm (internal allocation)	\$ 12,000				
Telephone (external service)	\$ 7,000				
Copier	\$ 5,400				
Fuel	\$ 300,000				
Personnel	\$ 225,000				
Audit	\$ 1,000				
Avail Maintenance	\$ 40,000				
Printing	\$ 15,000				
Travel & Per Diem	\$ 2,000				
Legal	\$ 1,800				
<b>Operations Sub-Total</b>	\$ 2,430,148				
<b>Program Income</b>					
Fares	\$ 325,000	\$ 162,500	\$ 81,250	\$ 48,750	\$ 32,500
Fuel Refund	\$ 30,000	\$ 15,000	\$ 7,500	\$ 4,500	\$ 3,000
<b>Operations (less program income)</b>	\$ 2,075,148	\$ 1,150,554	\$ 462,297	\$ 277,378	\$ 184,919
<b>Total Operations &amp; Capital</b>	<b>\$ 3,309,957</b>	<b>\$ 2,019,680</b>	<b>\$ 645,139</b>	<b>\$ 387,083</b>	<b>\$ 258,055</b>
<i>Percentage of expense for each jurisdiction</i>	<i>61%</i>	<i>19%</i>	<i>12%</i>	<i>8%</i>	

<sup>1</sup>Capital equipment is 100% federal, Capitalized Operations include preventative maintenance, ADA and planning - match rate is 80% federal, 10% state, 6% Ocala, 4% Marion County

<sup>2</sup>Federal portion of ADA capped at 10% of annual 5307 allocation (FY 15 Allocation - \$2,019,680)

<sup>3</sup>Operations match rate is 50% federal, 25% state, 15% Ocala, 10% Marion County



September 20, 2016

CONSTRUCTION

Financial Project No.	Description	Work Mix Description	Contractor Name	Original Amount	Original Contract	Work Begin	Status	Lane Closures
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. Working with utilities on relocation and drainage issues. Working in basin 1, 2, and 3 with drainage placement. Working on drainage basin issues with design.	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	Completed on 4/25/2016.	N/A
423391-2	Asphalt Resurfacing Various Locations: SR200, SR 464, SR 40 & US 441	MAINTENANCE	D.A.B. CONSTRUCTORS, INC.	\$488,888.00	70		Milling and resurfacing in various locations. Started on July 29th.	N/A
427280-1	US 441 (SR 25) from NW 35th to CR 25A	RESURFACING	ANDERSON COLUMBIA CO., INC.	\$8,636,536.00	340	11/29/2015	Contractor is working on milling and resurfacing and new shoulder placement and interchange at CR 25A reconstruction.	Monday, September 26th, 2016 to Saturday, October 1st, 2016 7 a.m. to 5 p.m. (Occasionally 24-hour lane closures in areas) Lane closures on US 441 and CR 25A to dress and sod inside paved shoulder, extend left turn lanes and construct a directional median opening at NW 100th Street, reconstruct the roadway at CR 25A North, and pave the mainline
428213-2	I-75 (SR 93) FROM SR 44 TO NORTH OF US 27	ITS COMMUNICATION SYSTEM	TRAFFIC CONTROL DEVICES, INC.	\$3,499,000.00	400	09/17/15	Final Testing and burn in time for the month of August.	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	Completed on 5/6/2016.	NA
429178-1	Unpaved shoulder repair (various locations)	ROUTINE MAINTENANCE	CONCEPT CONSTRUCTION AND DEMOLI	\$197,899.33	89	05/11/16	Working on shoulder repair and grassing.	Shoulder closures in various locations along SR 40 for shoulder rework and sod installation. Shoulder closures in various locations along SR 19 for shoulder rework and sod installation.
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	Started milling and resurfacing going south and north bound on the inside and middle lanes. This is completed with a dual lane closure. Working on ramp widening at CR 318 and general work at SR 326.	8 p.m. to 6 a.m. Southbound inside, outside and center lane closures from CR 318 to US 27 to pave inside and outside lanes.
430656-1	SR 40 fro NW/SW 52nd Ave to 500' East of the I-75 Bridge	RESURFACING	Masci General Contractors	\$1,793,083.65	220	2/8/2016	Working on misc. items to final.	7 p.m. to 6 a.m. Eastbound and westbound alternating lane closures from 52nd Avenue to 44th Avenue for loop installation. 7 p.m. to 6 a.m. Eastbound and westbound alternating lane closures from 52nd Avenue to 44th Avenue for striping.
432421-1	SR 40 from NE 25th Ave to West of NE 10th Street	INTERSECTION IMPROVEMENTS	Masci General Contractor	\$1,085,603.74			On hold until October. Working with City of Ocala Drainage project.	N/A
433665-1	SR 40 from US 441 to NW 1st Ave	INTERSECTION IMPROVEMENTS	Maer Homes	\$408,828.00	120	2/15/2016	Final Accepted on 7/13/2016	N/A
435466-1	Landscaping at I 75 at SR 200 and US 27	Landscaping	Gainesville Landscape Contractors	\$594,750.00	870	08/21/15	Contract in plant establishment time frame now.	N/A

TRAFFIC OPERATIONS

Financial Project No.	Description	Status
435686-1	US 441 @ SE 98th Lane	Construct left turn lanes NB & SB Directions on US 441. Design programmed in FY 2018, construction programmed in FY 2020.
436129-1	SR 200 at SW 60th Avenue Traffic Ops	Construct westbound left turn lanes design plans under review. Started on 4/18/2016, time is 60 day contract for P&S Paving (turn lane).-Complete 9/14/16. A milling and resurfacing project that ends at the intersection will pick up the eastbound dual lefts (and modifications to the southbound median), design scheduled FY 2016 and construction scheduled for FY 2019 (436879-1).
	CR 326 at US 27-change flashing beacon to full signal	The signal at US 27 & CR 326 was completed and made operational last Wednesday, 9/14/2016.
	US 41 Dunnellon pedestrian crossing RRFB's- Withlacoochee River to River Drive	Currently in the design phase, TEDS is the design firm. Waiting for the City to obtain an account with the power company for power service to the RRFB units.
	SR 40 and SW 140th Avenue - change flashing beacon to full signal	The SR 40 and SW 140th signal design is complete. The work order for construction will be issued on one of the signal pushbutton contracts as funds are available.

Contact Information:

Jamie Kersey, TPO Liaison  
386-943-5338  
[jamie.kersey@dot.state.fl.us](mailto:jamie.kersey@dot.state.fl.us)

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

For additional information please go to [www.cflroads.com](http://www.cflroads.com)



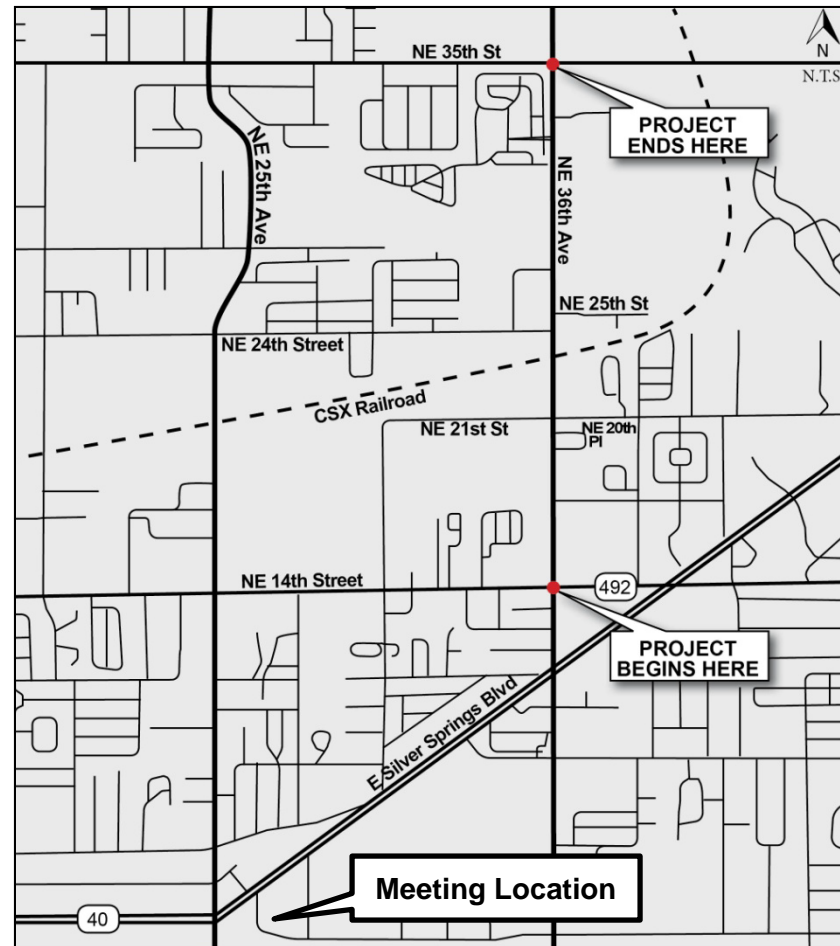
# Project Location Map

NE 36<sup>th</sup> Avenue Widening Design Project  
from SR 492 (NE 14<sup>th</sup> Street) to NE 35<sup>th</sup> Street in Ocala

Financial Project ID Numbers: 431798-2-52-01, 431798-3-52-01, 431798-4-52-01

The public meeting will be from 5:30 p.m. to 7:30 p.m. on **November 1, 2016** at Marion County Growth Services Training Room (next to the Public Library), located at 2710 E. Silver Springs Boulevard, Ocala. The meeting will be an open house format. Project information will be available for review along with a project presentation that will run on a continuous loop.

If you have questions or would like more information about the project, please contact Heather Johnstone, P.E., FDOT Project Manager, by phone at 386-943-5540 or by email at [heather.johnstone@dot.state.fl.us](mailto:heather.johnstone@dot.state.fl.us). You may also visit [www.cflroads.com](http://www.cflroads.com) to review project information.



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 by email at [jennifer.smith2@dot.state.fl.us](mailto:jennifer.smith2@dot.state.fl.us).

**NEW WEB ADDRESS:** On Friday, October 7th (after 7:00 p.m.), FDOT's web address will change from [www.dot.state.fl.us](http://www.dot.state.fl.us) to [www.fdot.gov](http://www.fdot.gov).

## Shakayla Jacobs

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**From:** Smith, Kellie <Kellie.Smith@dot.state.fl.us>  
**Sent:** Wednesday, September 07, 2016 2:27 PM  
**Subject:** Announcement - Jamie Kersey - Ocala/Marion County Transportation Planning Organization (TPO) Liaison

Good Afternoon,

I wanted to notify everyone of a change in staffing. Jamie Kersey has been selected as the Ocala/Marion County TPO Liaison.

Her contact information is:

Jamie Kersey

[Jamie.kersey@dot.state.fl.us](mailto:Jamie.kersey@dot.state.fl.us)

386-943-5338

Please let me know if you have any questions.

Thank you,

Kellie