



Citizen Advisory Committee (CAC) Meeting

Marion County Public Library
2720 E. Silver Springs Blvd., Ocala, FL 34470
Meeting Room C

March 10, 2020

1:00 PM

AGENDA

- 1. CALL TO ORDER AND ROLL CALL**
- 2. PROOF OF PUBLICATION**
- 3. PRESENTATION**
 - A. Gateway & Pillar Signage**

Loretta Shaffer, Tourism Development Director for the Ocala Marion County Visitors and Convention Bureau will present the proposed Gateway and Pillar Signage project
- 4. DISCUSSION**
 - A. MPOAC Freight Priority Projects**

Staff will present a list of proposed projects to be included in the MPOAC regional/statewide freight projects to be submitted to FDOT
- 5. ACTION ITEMS**
 - A. Long-Range Transportation Plan (LRTP) Metric Methodology**

Staff will present a DRAFT version of the LRTP Metric Methodology that will be used to assess and prioritize the needs plan for the LRTP
 - B. Title VI Plan**

Staff will present a revised version of the TPO Title VI Plan
- 6. CONSENT AGENDA**
 - A. January 14, 2020 – Minutes**
- 7. COMMENTS BY FDOT**
- 8. COMMENTS BY TPO STAFF**
- 9. COMMENTS BY CAC MEMBERS**
- 10. PUBLIC COMMENT (Limited to 2 minutes)**

11. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 438-2630 forty-eight (48) hours in advance so arrangements can be made.

Pursuant to Chapter 286.0105, Florida Statutes, if a person decides to appeal any decision made by the TPO with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

*The next regular meeting of the Ocala/Marion County Transportation Planning Organization will be held on
April 14, 2020*



TO: Committee Members

FROM: Derrick Harris, Assistant Director

RE: Freight Priorities

Each year the Metropolitan Planning Organization Advisory Council (MPOAC) calls on each MPO/TPO to submit a list of regional freight priorities. This list of priorities is then voted upon at one of the MPOAC's quarterly meetings. The approved list is then transmitted to FDOT for further consideration of funding with a higher priority being placed on the projects as they have been vetted through a collaborative effort among all MPO/TPOs in the state of Florida.

Therefore, the Ocala Marion TPO is suggesting to include the following projects in this years regional freight priorities submission to MPOAC for consideration in their regional/statewide list:

- NW 49th Street Interchange
- CR 484 Interchange

In addition, we have included some informational resources in the following pages that give some background on the MPOAC's process for submitting freight projects on their regional/statewide list

If you have any questions or concerns feel free to contact me directly at derrick.harris@marioncountyfl.org or at (352) 438-2632.

Freight Priorities Program Overview

The Metropolitan Planning Organization Advisory Council (MPOAC), in partnership with the Florida Department of Transportation (FDOT), has developed the **Freight Prioritization Program (FPP)** to annually **identify and promote** high priority **freight projects** within the planning boundaries of Florida's Metropolitan Planning Organizations **for consideration in FDOT's 5-Year Work Program** and other potential funding sources. The **FPP's objective** is to **foster collaboration** among the **MPOAC's members** and its **partners to develop a critical list** of freight projects **that represent the unified input of the MPOAC**.

Why is Interfacing with Your FDOT District Freight Coordinator Important?

A critical resource that each MPO should consider in the FPP process is the knowledge and input of their **FDOT District Freight Coordinator (DFC)**. Part of each DFC's job is to **understand the federal and state funding processes** (e.g., [Work Program](#), [Freight Mobility and Trade Plan](#), [National Highway Freight Program](#), [Strategic Intermodal System](#)) that can support freight projects in Florida. **They will know which projects** within your region align well with the criteria for each program, as well as which ones **stand a better chance for funding** when the FPP list reaches higher levels of review.

It benefits each MPO to work directly with their DFC to make a more informed decision about which project(s) they should nominate for the MPOAC's FPP. **Remember that your DFC must also submit a District Priority Project list**, which Central Office will consider, so it is beneficial to know if any MPO freight priorities may also be on their list because those projects could score higher during FDOT's internal project prioritization process.

Note that **this exercise is meant to create a stronger partnership between the MPOAC and FDOT and to inform your decision-making**. We are not encouraging MPOAC members to allow FDOT to choose MPO priorities. We are simply calling for more coordination between the FPP and the DFC's District Priority Lists. Below is a checklist that can help your MPO choose which projects to submit for this year's FPP.

What to Cover when Working with your FDOT District Freight Coordinator

- Identify your MPO's assigned [District Freight Coordinator](#). If your FDOT District has a vacancy at that position, work with Holly Cohen from Central Office.
- Let your DFC know that your MPO is considering submitting a project(s) as part of this year's MPOAC Freight Priorities Program.
- Ask them to share the list of projects they are considering for their District Priority Project list that are located within your MPO's planning boundary. Note that their list may still be in development.
- Compare their list to the projects you may be considering from your MPO's products (e.g., Regional Freight Plan, Transportation Improvement Program, Long Range Transportation Plan)
- Work with your DFC to understand any differences between both lists. They might not be considering your project(s) for several reasons (e.g., ineligible for NHFP funding, ineligible for SIS funding, the project is new), or they may have projects your MPO has not considered yet.
- Choose up-to-three projects for the FPP. Note that **you do not need to choose projects that appear on your DFC's District Priority Project list** but doing so can strengthen the case for the project.
- If your project aligns with your DFC's list, work with them to define the Project Rationale for each chosen project to explain how the project advances goods movement in Florida.
- Ask your DFC if they are considering any project(s) within your MPO's planning boundary for other funding opportunities (e.g., [INFRA](#), [BUILD](#)). These can be added to your three project submissions.



TO: Committee Members

FROM: Derrick Harris, Assistant Director

RE: LRTP Metrics Methodology

As you all know, the TPO is in the process of updating the 2045 Long-Range Transportation Plan (LRTP). Currently, we are finalizing the Goals and Objectives portion of the LRTP. The next step, and a very important one, is the needs plan. With this current update we are looking at adopting a metric methodology that is based on the approved Goals and Objectives. The intent of the metrics is to assess and prioritize the needs.

Therefore, please find the DRAFT metrics methodology in the following pages. The plan is to discuss this with our committees one last time before finalization. Please note: this will be the final presentation of the metrics methodology. If we don't receive any additional feedback/comments, we will move forward with the metrics as presented. Then, after approval we will use this tool as a way to prioritize projects for the 2045 LRTP.

If you have any questions or concerns feel free to contact me directly at derrick.harris@marioncountyfl.org or at (352) 438-2632.

OCALA MARION 2045



For Project Evaluation, apply objective based criteria to score projects. For Needs Assessment, apply metrics to entire federal aid eligible network. Develop needs assessment map layers for each goal and composite across all goals.

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
1. Goal – Promote travel choices that are multimodal and accessible	Objective 1.1 – Increase transit ridership by providing more frequent and convenient service.	Project includes public transit frequency improvement 0. no 1. yes	Facility currently has transit service 0. underperforming service 1. high performing service 2. no service AND along growth corridor
	Objective 1.2 – Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county.	Project fills sidewalk gap, bike lane gap, or develops a trail 0. no 1. yes	(Non-limited access) Facility currently has sidewalk or bike lane gaps 0. no gap 1. sidewalk or bike lane gap 2. sidewalk AND bike lane gap
	Objective 1.3 – Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population.	Project fills sidewalk gap, bike lane gap, trail, or includes transit in EJ area 0. no gap	Facility traverses or is adjacent to EJ area 0. no
	Objective 1.4 – Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.	1. fills sidewalk or bike lane gap or includes transit improvement 2. fills gap near bus stop or includes transit improvement	1. yes
	<p>NOTES</p> <p>1. Factor up aggregate score to account for only having three criteria (other goals have four)</p> <p>DATA NEEDS</p> <p>1. Transit performance data (preferably cost per rider/boarding) (1.1)</p>		

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
2. Goal – Provide efficient transportation that promotes economic development	Objective 2.1 – Improve access to and from areas identified for employment development and growth.	Project is on a facility that traverses an employment growth area 0. no 1. yes	Facility traverses high employment growth area 0. no 1. yes
	Objective 2.2 – Foster greater economic competitiveness through enhanced, efficient movement of freight.	Project is on a facility that accesses a freight intensive area 0. none 1. indirect (1 turn from facility w/ direct access) 2. direct access	Facility accesses a freight intensive area 0. none 1. indirect (1 turn from facility w/ direct access) 2. direct access
	Objective 2.3 – Address mobility needs and reduce the roadway congestion impacts of economic growth.	Project is on a congested facility 0. $E+C V/C < 0.7$ 1. $E+C V/C = 0.71 - 0.89$ 2. $E+C V/C > 0.9$	Facility congestion level 0. $E+C V/C < 0.7$ 1. $E+C V/C = 0.71 - 0.89$ 2. $E+C V/C > 0.9$
<p>DATA NEEDS</p> <ol style="list-style-type: none"> 1. Employment growth data 2015-2045 (2.1) 2. Freight intensive area (Obtain data from FDOT used in Freight Mobility and Trade Plan) (2.2) 3. CFRPM E+C volumes, capacities (2.3) 4. ITS Master Plan project database (2.4) 5. Crash data (2.4) 			

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Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
3. Goal – Focus on improving safety and security of the transportation system	Objective 3.1 – Provide safe access to and from schools.	Project is on a facility in the vicinity of a school (1/2 mile) 0. no 1. yes 2. yes AND has multimodal crashes	Facility is in the vicinity of a school (1/2 mile) 0. no 1. yes 2. yes AND has multimodal crashes
	Objective 3.3 – Increase the accessibility and mobility of people and freight within the region and to other areas.	N/A (Objective 2.3 addresses mobility)	N/A (Objective 2.3 addresses mobility)
	Objective 3.4 – Improve security by enhancing the evacuation route network for natural events and protecting access to military asset.	Project is on facility designated as an evacuation route 0. no 1. yes 2. yes AND has V/C > 0.89	Project is on facility designated as an evacuation route 0. no 1. yes 2. yes AND has V/C > 0.89
	Objective 3.5 – Reduce the number of fatal and severe injury crashes for all users	Project is on a facility with a history of fatal and/or severe crashes (last 5 yrs) 0. no 1. yes severe 2. yes fatal	Facility has history of fatal and/or severe crashes (last 5 yrs) 0. no 1. yes severe 2. yes fatal
	DATA NEEDS 1. School locations (3.1) 2. Crash data (3.1, 3.2, 3.5) 3. Evacuation routes (3.4)		

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Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
4. Goal – Ensure the transportation system meets the needs of the community	Objective 4.1 – Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations.	N/A	N/A
	Objective 4.2 – Support community education and involvement in transportation planning.	N/A	N/A
	Objective 4.3 – Coordinate with local government to consider local land use plans when identifying future transportation projects.	Project is in one or more local plans 0. no 1. yes, in at least one plan 2. yes, in more than one plan	N/A
	Objective 4.4 – Collaborate with various agencies including FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel to create strategies for developing a multimodal transportation system.	N/A	N/A
	Objective 4.5 – Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.	Project traverses EJ area 0. no 1. yes 2. yes AND has multimodal crashes	Facility traverses EJ area 1. no 2. yes 3. yes AND has multimodal crashes
	<u>NOTES - na</u> <u>DATA NEEDS - na</u>		

OCALA MARION 2045



Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
5. Goal – Protect natural resources and create quality places	Objective 5.1 – Limit impacts to existing natural resources, such as parks, preserves, and protected lands.	Project encroaches on natural resource areas 0. no 1. adjacent to natural resource area 2. traverses natural resource area	N/A
	Objective 5.2 – Avoid or minimize negative impacts of projects and disruption to residential neighborhoods.	N/A	N/A
	Objective 5.4 – Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events	Project improves facilities that traverse flood prone areas 0. no 1. yes	N/A
	Objective 5.5 – Enhance access to tourist destinations, such as trails, parks and downtowns	Project is on a facility that accesses a tourist destination 0. none 1. indirect (1 turn from facility) 2. direct access	Facility provides access to tourist destination 0. none 1. indirect (1 turn from facility) 2. direct access
<p><u>NOTES</u></p> <p>1. Factor up aggregate score to account for only having one criterion (other goals have four)</p> <p><u>DATA NEEDS</u></p> <p>1. Flood prone areas (FEMA flood zones 2017, Flood Prone Areas Marion County) (5.4)</p> <p>2. Tourist attractions (get from Marion County Tourist Dvlpt Council) (5.5)</p>			

Goal	Objective	Project Evaluation Criteria	Needs Assessment Metric
6. Goal – Optimize and preserve existing infrastructure	Objective 6.1 – Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies.	Project includes operational or ITS improvements 0. none 1. operational (signal timing, turn lane, etc.) 2. ITS improvement	Facility was identified in ITS Master Plan for ITS improvement 0. no 1. yes
	Objective 6.2 – Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.	N/A	N/A
	Objective 6.3 – Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades.	Project is on facility due or overdue for resurfacing/maintenance 0. no yes	Roadway schedule for resurfacing/maintenance 0. low priority 1. medium priority high priority
	Objective 6.4 – Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network	N/A 1. (covered by metric for Objective 6.1)	N/A 2. (covered by metric for Objective 6.1)
	Objective 6.5 – Improve the reliability of the transportation system through operational and incident management strategies.	Project includes operational or ITS improvements on high crash corridors 0. none 1. operational (signal timing, turn lane) 2. ITS improvement	Facility was identified in ITS Master Plan for ITS improvement 0. no 1. yes
	<p><u>NOTES</u></p> <ol style="list-style-type: none"> Factor up aggregate score to account for only having three criteria (other goals have four) For 6.3, depending on data available from FDOT/County, can distinguish facilities by maintenance need <p><u>DATA NEEDS</u></p> <ol style="list-style-type: none"> ITS Master Plan project database (6.1) County and FDOT resurfacing/maintenance schedule (6.3) 		



TO: TAC/CAC Committee Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner/Title VI Non-Discrimination Coordinator

RE: Title VI/Non-Discrimination Plan DRAFT

The Ocala Marion TPO is committed to ensuring that no person is excluded from the transportation planning process, regardless of background, income level or cultural identity. The TPO complies with the Title VI of the Civil Rights Act of 1964, and other nondiscrimination statutes, regulations and authorities.

TPO staff will present this document to committee members and is requesting approval.

If you have any questions or concerns regarding the Title VI/Non-Discrimination Plan, please contact Liz Mitchell at (352) 438-2634.



Website: Ocalamariontpo.org

DRAFT TITLE VI PLAN



Prepared in cooperation with
Cities of Ocala, Dunnellon, Belleview
And Marion County
Florida Department of Transportation (FDOT)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)



Liz Mitchell,
Title VI/Non-Discrimination
Coordinator
liz.mitchell@marioncountyfl.org

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POLICY STATEMENT:

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The Ocala Marion TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, and other nondiscrimination statutes, regulations and authorities. The Ocala Marion TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or familial status. The Ocala Marion TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts.

COMPLAINT PROCEDURES:

The Ocala Marion TPO has put in place a concise, prompt and reasonable complaint procedure to ensure that any discrimination is investigated and eliminated. The Title VI Coordinator has direct, easy and unimpeded access to the TPO Director for the purposes of discussing nondiscrimination issues. Any person(s) who believes has been subjected to discrimination based upon race, color, national origin, sex, age, disability, religion, income or family status in any of Ocala Marion TPO services, activities, plans, programs or employment practices may file a complaint with the Ocala Marion TPO.

The complaint should be submitted in writing and contain the identity of the complainant, the basis of allegation(s) (i.e. race, color, national origin, sex, age, disability, religion income or family status) and a description of the alleged discrimination with the date it occurred (refer to Appendix B). The official complaint will need to be submitted to our Title VI Coordinator or the TPO Director. The complaint can be submitted at the following location:

Liz Mitchell, Title VI/Nondiscrimination Coordinator
2710 E. Silver Springs Blvd.
Ocala, Florida 34470
Email: liz.mitchell@marioncountyfl.org
Phone: (352) 438-2634

Ocala Marion TPO investigates complaints received no more than 180 days after the alleged incident. The Ocala Marion TPO will process complaints that are complete. Once the complaint is received, Ocala Marion TPO will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing him/her whether the complaint will be investigated by our office.

The Title VI/Nondiscrimination Coordinator has ninety (90) days to investigate the complaint. If more information is needed to resolve the case, the Coordinator may contact the complainant.

The complainant has ten (10) business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within ten (10) business days, the Coordinator can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. A LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he has seven (7) days to do so from the time he/she receives the closure letter or the LOF.

Should the Ocala Marion TPO be unable to satisfactorily resolve a complaint, the Ocala Marion TPO will forward the complaint, along with a record of its disposition to the Florida Department of Transportation (FDOT), Equal Opportunity Office. The written complaint may be submitted directly to FDOT if the complainant is unable or unwilling to complain to the Ocala Marion TPO. FDOT will serve as a clearinghouse, forwarding the complaint to the appropriate state or federal agency:

Florida Department of Transportation, Equal Opportunity Office
ATTN: Title VI Complaint Processing
605 Suwannee St. MS 65,
Tallahassee, Florida 32399

The staff of the Ocala Marion TPO will maintain a log of all complaints received by the agency. The log will include all the following information:

- 1 Name of Complainant;
- 2 Name of Respondent;
- 3 Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
- 4 Date complaint received;
- 5 Explanation of the complaint and the actions that have been taken or are proposed to resolve the issue raised in the complaint.

In addition, you can find a complaint form in **APPENDIX B** and a complaint log in **APPENDIX C**. However, to date there have been no complaints, investigations, or lawsuits regarding Title VI discrimination.

CIVIL RIGHTS CERTIFICATION AND ASSURANCE

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

The Ocala Marion TPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the recipient's Chief Executive Officer or authorized representative.
2. Issue a policy statement signed by the Executive Director or authorized representative, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in language other than English.
3. Insert the clauses of Section 4.5 of this plan into every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against the Ocala Marion TPO.
5. Participate in training offered on the Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or any other state or federal regulatory agency, take affirmative actions to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) days.
7. Have a process to collect racial and ethnic data on persons impacted by the agency's programs.
8. Submit the information required by FTA Circular 4702.1B to the primary recipients (refer to Appendix A of this plan)

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

Robert Balmes
TPO Director
Ocala Marion TPO
November 20, 2019

INTRODUCTION:

The Ocala Marion TPO was established to provide a forum for the development of transportation policy and transportation planning services for all of Marion County. The Ocala Marion County urbanized area includes the Cities of Ocala, Belleview, and Dunnellon, their surrounding areas, and the adjoining areas between Ocala and Belleview. The Title VI/Nondiscrimination Policy, Americans with Disabilities Act (ADA), Public Involvement Plan (PIP), Environmental Justice (EP), and Limited English Proficiency Plan (LEP) all work in unison to ensure that participation is solicited with specific tactics for outreach and involvement from all of the communities throughout Marion County.

COMMITTEES:

The Ocala Marion TPO has a variety of committees that work together to increase public involvement, transparency, awareness, economic vitality, and mobility. These committees are made up of an array of individuals with varying levels of expertise and backgrounds. This type of diversity helps garner greater efficiency, and effectiveness for accomplishing the transportation goals of the TPO planning area. In addition, having so many varying individuals involved in our committees helps to increase communication and awareness throughout the community. Communication, public involvement, and community awareness, are vital to the success of the transportation planning process.

THE GOVERNING BOARD:

The TPO Board is the final level of review and decision-making body in the TPO organizational structure. The Board is comprised of elected officials representing local jurisdictions. Recommendations from TPO staff and the advisory committee's substructure are reviewed, discussed and then either approved or rejected through a voting process. All meetings are conducted in an open public forum with an opportunity for public comment. The public is encouraged to attend all TPO committee and board meetings. Meeting are advertised at least seven (7) days in advance on the websites of the TPO, Marion County, and the cities of Belleview, Dunnellon, and Ocala in accordance with the Florida Sunshine Law F.S. 120.525 http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0120/Sections/0120.525.html. In addition to advertisements, meetings are also advertised on the TPO's social media platform.

The TPO Board voting membership is comprised of the following representatives:

- | | |
|---|---------------------|
| 1. City of Belleview City Commission | 1 member |
| 2. City of Dunnellon City Council | 1 member |
| 3. City of Ocala City Council | 5 members |
| 4. Marion County Board County Commissioners | 5 members |
| 5. FDOT District Five Secretary | 1 member Non-voting |

CITIZENS ADVISORY COMMITTEE (CAC):

The Citizens Advisory Committee (CAC) is comprised of 12 Marion County residents who volunteer to provide input to the TPO from a citizen's point of view.

Six (6) members at-large with representation from the following types of organizations and associations:

- One (1) representative from any trail/equine groups/associations
- One (1) representative from any cycling advocacy group/association
- One (1) representative from any springs/environmental advocacy group/association
- One (1) representative from the Governor's West Ocala Neighborhood Revitalization Council
- One (1) representative from any business community association/group
- One (1) representative from the transportation disadvantaged community

Six (6) members that are residents of the jurisdictions of the TPO area:

- One (1) representative from the City of Belleview
- One (1) representative from the City of Dunnellon
- Two (2) representatives from the City of Ocala
- Two (2) representatives from Marion County

Appointments to this committee are made through an application process where the candidates are interviewed and are then recommended to the TPO board for approval. Consideration for appointment is based on geographic location, interviews, and overall background of each candidate with an emphasis on minority participation as part of the total membership makeup. The Ocala Marion TPO strives to maintain a cross-section of professional associations, neighborhood associations, civic and community associations, and private sector individuals representing individuals with disabilities, minority groups, and geographic areas of the region. CAC members assist in identifying the needs of the public and potential outreach opportunities.

TECHNICAL ADVISORY COMMITTEE (TAC):

The Technical Advisory Committee (TAC) membership is comprised of 11 members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. The TAC recommendations are based on the professional experience of the committee members. TAC members review the Ocala Marion TPO work products and plans before they are presented to the Board. The TAC is comprised of representatives from the following organizations:

1. Two (2) representatives from Marion County
2. Two (2) representatives from the City of Ocala
3. One (1) representative from the City of Belleview
4. One (1) representative from the City of Dunnellon
5. One (1) representative from SunTran as assigned by the City of Ocala
6. One (1) representative from the Marion County School District
7. One (1) representative from Greenways and Trails
8. One (1) representative from Marion County Tourism
9. One (1) representative from Florida Department of Transportation (FDOT) –Non-voting advisor

TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB):

The Ocala Marion TPO provides staff support to the Transportation Disadvantaged Local Coordinating Board in the region and oversight to the Community Transportation Coordinator (CTC). This board coordinates transportation needs of the disadvantaged in our community, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Transportation Disadvantaged Local Coordinating Board (TDLCB) board assists the TPO in identifying local service needs and provides information, advice, and direction to the Community Transportation Coordinator (CTC) on services to be provided to the transportation disadvantaged community. Membership is comprised of one representative each from the City of Ocala, Marion County Public School Board, FDOT, and various health and labor not-for-profit organizations.

The TDLCB Board is comprised of representatives from the following organizations:

1. Marion County Board of County Commissioners
2. Marion County Department of Veteran Affairs
3. Marion County Public Schools
4. City of Ocala
5. Ocala Housing Authority
6. Centers for Independent Living
7. CareerSource Citrus Levy Marion
8. Florida Center for the Blind
9. Agency for Health Care Administration
10. Agency for Persons with Disabilities
11. Florida Department of Education
12. Florida Department of Elder Affairs
13. Florida Department of Health – Marion County
14. Florida Department of Transportation

The non-elected advisory committee's racial breakdown for the TPO is as follows:

BODY	CAUCASIAN	LATINO	AFRICAN AMERICAN	ASIAN AMERICAN	NATIVE AMERICAN	OTHER
CAC	100%	0%	0%	0%	0%	0%
TAC	91%	0%	0%	0%	0%	9%
TDLCB	47%	13%	20%	0%	0%	0%

NOTICES PROVIDED:

The Ocala Marion TPO posts notice of Title VI compliance in the reception area and on its website, as well as this plan to inform individuals regarding the Title VI policies, and procedures. The Ocala Marion TPO provides the following notice of nondiscrimination on all its plans, documents, studies, and websites as well as advertised in the local newspaper, in accordance with the notification requirements of Florida Statute s.286.011, F.S.

TITLE VI/NONDISCRIMINATION STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) complies with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964 and other federal equal opportunity laws and therefore does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in TPO programs and activities, as well as the TPO's hiring or employment practices. Title VI complaints related to the TPO can be submitted at, 2710 E. Silver Springs Blvd., Ocala, Florida 34470. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or email liz.mitchell@marioncountyfl.org.

PUBLIC INVOLVEMENT:

In order to plan for efficient, effective, safe, equitable and reliable transportation systems, the Agency must have the input of its public. The Agency spends extensive staff and financial resources in furtherance of this goal and strongly encourages the participation of the entire community. The Agency hosts an informative website that advises the public how it can access information and provide input. The Agency also holds public meetings, workshops and other events designed to gather public input on program and project planning. This includes engaging our minority and LEP populations to receive input, and working diligently to increase awareness of the planning process for all our residents throughout the planning area.

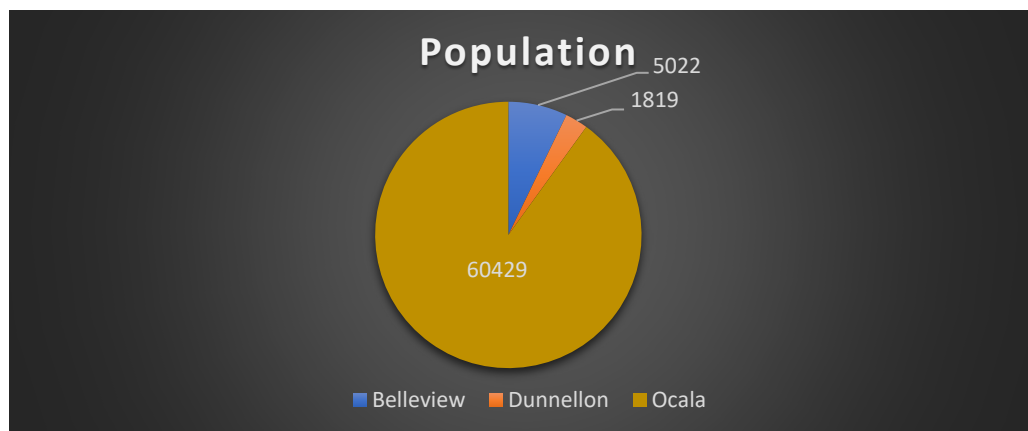
The Public Involvement Plan (PIP) for the TPO includes various goals, and objectives to increase public involvement with the transportation planning process. This encompasses various outreach strategies such as, public forums, community meetings, project specific websites, the TPO's social media platform, and updating the TPO website. The strategies include holding these outreach events, activities, and meetings in locations that are accessible to all individuals.

Therefore, meetings are held in Silver Springs Shores, Marion Oaks, City of Dunnellon, City of Belleview, as well as throughout the City of Ocala. This ensures that all communities have the chance to be involved in the transportation planning process, regardless of location. Public Involvement is highly encouraged and sought out to get a well-rounded view of the public's thoughts and concerns. The Ocala Marion TPO's PIP was approved in 2018, and updated in 2020. The update includes ways of measuring the TPO's effectiveness in public involvement, various public involvement opportunities, and strategies to increase our awareness to the citizens of Marion County. For more information regarding the PIP visit <http://www.ocalamariontpo.org>.

Further, the Agency sponsors, attends and participates in other community events to promote its services to the public. Finally, the Agency is constantly seeking ways of measuring the effectiveness of its public involvement. Persons wishing to request special presentations by the Agency; volunteer in any of its activities; offer suggestions for improvement; or to simply learn more about Agency programs and services should visit the <http://www.ocalamariontpo.org> website.

DEMOGRAPHICS FOR THE OCALA MARION TPO AREA:

The Ocala Marion TPO contains the incorporated cities of Belleview, Dunnellon, and Ocala, as well as Marion County in its entirety. Marion County has a population of 359,977, based on the American Community Survey (ACS) 1-year estimates (2017). The following chart is a breakdown of population by incorporated areas within the TPO planning area, from the Census 1 year estimates, 2017.



**Data from Census 2017 -1 year estimates*

The Ocala Marion TPO planning area (Marion County) has experienced a higher percentage increase in its total population, than the State of Florida. The TPO has had an increase in total population of 2%, and the aging population from 2000 to 2010 (Census 10-Year) to 2017 -1 year estimates have remained stable. Overall, the State of Florida, has had a total population increase of 2%, and remained at 3% for its aging population from 2000 to 2010 (Census 10-Year). The following chart highlights the population percentages mentioned above:

Marion County	65 & Older	Total Population	State of Florida	65 & Older	Total Population
2017	101,230	354,353	2017	4,215,232	20,984,400
2018	104,024	359,977	2018	4,358,784	21,299,325
Percent Increase %	3%	2%	Percent Increase %	3%	1%

Census 2017 and 2018 - 1 year estimates -2019 update

The TPO has experienced a higher percentage of growth with our total population since the year 2017, compared to the State of Florida as mentioned earlier. However, when examining the growth in greater detail, the percentage of growth is most concentrated with traditionally underserved and minority populations. Therefore, this makes the need to increase the TPOs public involvement and awareness within these communities that much greater. The following chart highlights the percentage of growth mentioned earlier:

Demographics Marion County								
	White	Black	Hispanic or Latino	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Some other race (as identified by Census)	Total Population
2017	248,339	43,989	46,672	1,531	5,945	301	1,874	354,353
2018	252,199	43,491	49,093	1,009	4,898	142	815	359,977
Percent Increase %	2%	-1%	5%	-34%	-18%	-53%	-57%	2%

Census 2017 and 2018 - 1 year estimates

Demographics State of Florida								
	White	Black	Hispanic or Latino	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Some other race (<i>as identified by Census</i>)	Total Population
2017	11,288,419	3,224,452	5,370,860	42,654	578,136	11,076	78,348	18,801,310
2018	11,344,261	3,252,558	5,562,452	41,492	580,229	9,694	81,784	21,299,325
Percent Increase %	1%	1%	3%	-3%	1%	-12%	4%	12%

Census 2017 and 2018 - 1 year estimates

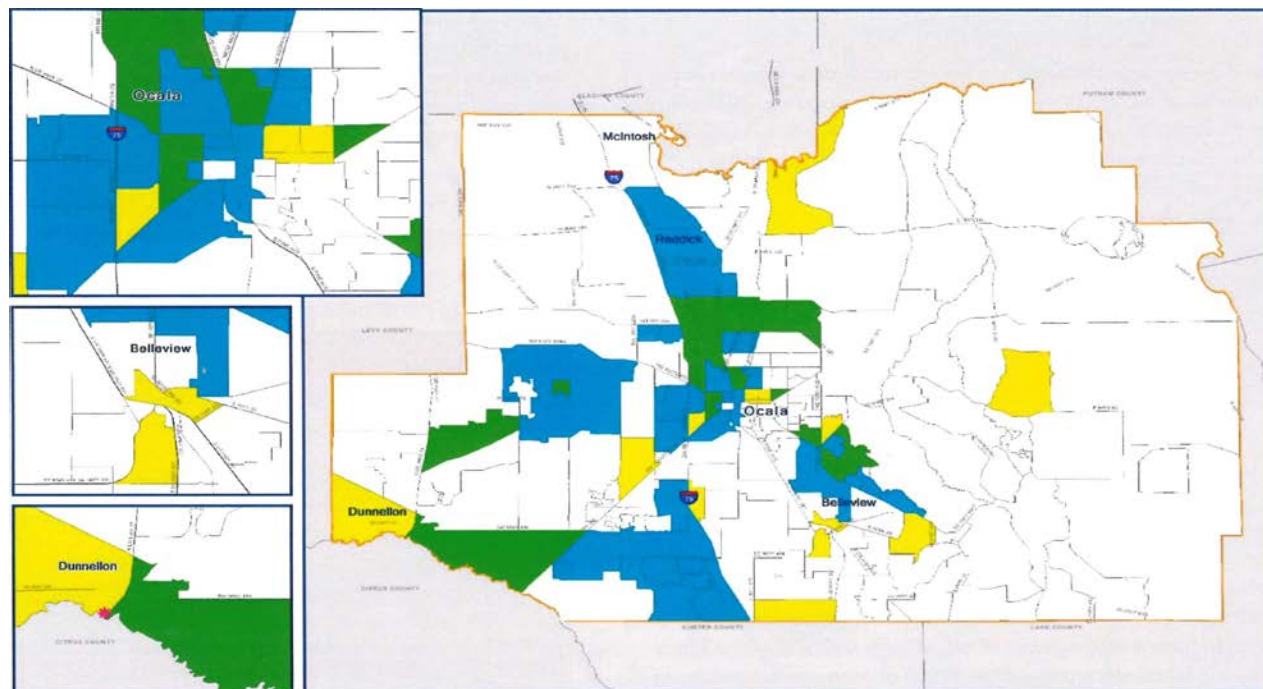
The TPO is dedicated to increasing public involvement and awareness with all our communities throughout the planning area. Staff will focus on advertising, continually updating the TPO website, and actively recruiting members from these communities to be a part of our committees, meetings, and any TPO associated activities to better serve the community. For more information regarding goals, objectives, and strategies as it relates to public involvement please see the TPOs Public Involvement Plan (PIP). The following plan can be found on the TPOs website <http://www.ocalamariontpo.org>. Feel free to reach out to TPO staff for any additional questions or concerns at (352) 438-2630.

ENVIRONMENTAL JUSTICE (EJ):

The TPO performs Environmental Justice (EJ) Analysis when developing long range plans that consider the impacts of projects over at least a 20-year horizon, to compare how those projects adversely affect high concentration of minority, low-income, and other traditionally under-served communities. Therefore, seeking public input throughout the planning process from these communities is vital for ensuring all members of the community are involved and no one Community is adversely or disproportionately affected. For the 2040 Long Range Transportation Plan, an EJ analysis was performed. To determine the EJ areas, block group data on income levels and on people who identify themselves as “minorities” from the 2013 American Community Survey (ACS) five-year estimates were used. Then, the needs plan projects were overlaid with the EJ areas to determine the proportion of projects located within or outside of the defined EJ areas. Lastly, an analysis was done to ensure that the projects didn’t disproportionately affect the identified EJ areas. The following chart and map highlights the analysis that was performed:

	EJ Areas	Non-EJ Areas	Total
Population	140,848	192,655	333,503
Percent of Population	40.4%	59.6%	100%
Cost Feasible Roadway Projects	\$142,975,000	\$278,445,000	\$421,420,000
Per Capita	\$1,015	\$1,445	\$1,264
Mileage	22.2	21.4	43.6
Interchanges/Overpasses	\$84,838,000	\$38,000,000	\$122,834,000
Unfunded Needs Roadways	\$426,760,000	\$388,311,000	\$815,082,000
Per Capita	\$3,030	\$2,016	\$2,444
Mileage	38.9	36.2	75.1
Transit Plan (All Capital and Operating Costs 2020–2040)	\$114,534,000	\$38,766,000	\$153,300,000
Per Capita	\$813	\$201	\$460
Mileage	52.0	17.6	69.6
Cost Feasible Trails (2020–2040)	\$3,406,000	\$24,693,000	\$28,100,000
Per Capita	\$24	\$128	\$84
New Trails Mileage	8	58	66
Existing Mileage, All Trails	19	19	38

2040 Long Range Transportation Plan (EJ Assessment of Transportation Projects)



2040 Long Range Transportation Plan (Environmental Justice Areas)

Legend Minority ■ Poverty ■ Poverty & Minority ■ Not EJ

Poverty status and minority data from 2013 American Community Survey 5-year estimates

LIMITED ENGLISH PROFICIENCY (LEP):

The Ocala Marion (TPO) is committed to increasing awareness and involvement with all individuals throughout the planning area, including those communities that have been traditionally underserved, and individuals that have Limited English Proficiency (LEP). In the Ocala Marion TPO service area there are residents who describe themselves as not able to communicate in English very well. The Ocala Marion TPO is federally mandated (Executive Order 13166) to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of its programs and activities for individuals who are

LEP. Any person(s) requiring special language services (free of charge) should contact Liz Mitchell, Title VI Coordinator, at least seven (7) days in advance to: Ocala/Marion TPO, 2710 E. Silver Springs Blvd., Ocala, Florida 34470, Attn: Liz Mitchell (352) 438-2634, liz.mitchell@marioncountyfl.org.

The TPO website allows translation of the site to various languages to significantly remove language as a barrier to access, and to help accommodate the navigation, and awareness of TPO related events, activities, and meetings. Also, the Title VI Statement and Complaint Procedure for filing a Title VI related complaint have been translated into Spanish and placed on the website. This allows for those individuals who are Limited English Proficient to be aware of their rights as it relates to Title VI and LEP. For more information including demographics, outreach efforts, staff training, and overall procedures please see the TPO's LEP Plan in **APPENDIX D**.

AMERICANS WITH DISABILITIES ACT/SECTION 504 OF THE REHABILITATION ACT:

The Americans with Disabilities Act (ADA) of 1990, Section 504 of the Rehabilitation Act of 1973 and related federal and state laws and regulations forbids discrimination against those who have disabilities and requires agencies and government entities to take reasonable steps to accommodate the disabled and ensure their needs are represented in transportation programs, plans, services and activities.

The Ocala Marion TPO will make every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The TPO will also make every effort to ensure that its advisory committees, public involvement activities and all other programs, services and activities include representation by communities with disabilities and disability service groups. The TPO will provide reasonable accommodation to individuals with disabilities who wish to participate in public meetings or events or who require special assistance to access facilities, programs, services or activities. Persons who require special accommodations, assistance or resources should contact Liz Mitchell, Title VI Coordinator, at least seven (7) days in advance.

APPENDIX A

General Requirements (Chapter 3) based on the FTA Circular 4702.1B are as follows:

1. A copy of the Title VI notice to the public, and a list of locations where the notice is posted.
2. Instructions on how to file a complaint, complaint procedures, and a copy of a complaint form.
3. A list of any public transportation-related Title VI investigations, complaints, or lawsuits.
4. A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI program submission.
5. A plan for providing language assistance to persons with LEP proficiency, based on the DOT LEP Guidance.
6. Must provide a table depicting the racial breakdown of the non-elected advisory committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.
7. If a facility has been constructed, shall include a copy of the Title VI equity analysis that was conducted during the planning stage with regard to the location or facility.

Requirements for Metropolitan Transportation Planning Organizations based on the FTA Circular 4702.1B (Chapter 6) are as follows:

1. All general requirements set out in section 4 of Chapter 3 (see above).
2. Demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate.
3. A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process.
4. Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data, at Census tract or block group level, and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes, including Federal funds managed by the MPO as a designated recipient
5. An analysis of impacts identified in (#4 of this section) any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.



APPENDIX B

TITLE VI/NON-DISCRIMINATION PROGRAM COMPLAINT FORM

Complainant(s) Name:	Complainant(s) Address:
Complainant(s) Phone Number:	Date of Complaint:
Complainant(s) Representative's Name, Address, Phone Number and Relationship (e.g. friend, attorney, parent, etc.):	
Names of the Individual(s) Whom You Allege Discriminated Against You (If Known):	
Name and Address of Agency, Institution, or Department Whom You Allege Discriminated Against You:	

Discrimination Because of:	<input type="checkbox"/> Race	<input type="checkbox"/> Color	<input type="checkbox"/> National Origin	Date of Alleged Discrimination:
	<input type="checkbox"/> Sex	<input type="checkbox"/> Age	<input type="checkbox"/> Handicap/Disability	
	<input type="checkbox"/> Income Status	<input type="checkbox"/> Retaliation	<input type="checkbox"/> Other	

Please list the name(s) and phone number(s) of any person, if known, that the Florida Department of Transportation could contact for additional information to support or clarify your allegation(s):
Please explain as clearly as possible HOW, WHY, WHEN and WHERE you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Additional pages may be attached if needed.

Complainant(s) or Complainant(s) Representatives Signature:	Date of Signature:
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Please submit to: **Liz Mitchell** Phone: (352) 438-2634
 Title VI Coordinator
 2710 E. Silver Springs Blvd.
 Ocala, FL 34470

Additional Pages are attached.



APPENDIX C

Complaints and Investigations Log

Date	Basis of Complaint (race, color, or national origin)	Complaint Summary	Action Taken/Status
Date	Lawsuit	Lawsuit Summary	Action Taken/Status
Date	Basis of Complaint (race, color, or national origin)	Complaint Summary	Action Taken/Status



APPENDIX D

LIMITED ENGLISH PROFICIENCY (LEP) PLAN

In order to ensure meaningful access to programs and activities, the Ocala Marion Transportation Planning Organization (TPO) uses the information obtained in a Four Factor Analysis to determine the specific language services that are appropriate for its communities. This analysis helps the TPO to determine if it communicates effectively with LEP persons and engages adequately and timely in language access planning. To complete this four factor analysis the TPO utilized the U.S. Department of Transportation LEP guidance. The results are as follows:

Factor 1: According to Census data, only 3.2% or 11,068 individuals respectively, of the population 5 years and over, speak English less than “very well.” Therefore, due to this limited number of individuals who speak English less than “very well” there has been little to no contact with LEP individuals over the years.

Language Spoken at Home	Total	Percent
Population 5 years and older	342,631	-0-
Only English	300,174	87.6
Spanish	32,568	9.5
Indo-European	6,695	2.0
Asian and Pacific Island	2,750	0.8
All Other Languages	444	0.1

*Data provided by American Community Survey (ACS) 1-Year Estimates 2017

Factor 2: Considering the small amounts of individuals that live in the planning area who have Limited English Proficiency, the probability of interaction with LEP individuals is very low. Also, the Title VI Complaint procedures and forms have been translated into Spanish and are accessible on the website. Any other language deemed necessary will be made available upon request. In addition, the TPO website www.ocalamariontpo.org, has been translated into various languages.

Factor 3: Transportation is a vital part of people’s everyday lives. It affects the roads they drive on, congestion, development, and their safety on the roadways. Therefore, increasing awareness with all individuals regarding the transportation planning process is an objective of the TPO. Bilingual information (English/Spanish) is distributed in several different manners through:

- a. Managing a bilingual website
- b. Distributing bilingual informational material
- c. Providing bilingual translators at meetings
- d. Providing bilingual customer service staff
- e. Provide "I speak cards" at meetings and events

Factor 4: With such a limited number of individuals (< 5%) contained within the Metropolitan Planning Area (MPA), it would not be cost effective to translate all documents into Spanish. In addition, the TPO website can be translated into a wide array of languages.

TRANSLATION

When and if an interpreter is needed, first a determination of what language is needed. Then, depending on the language needed the TPO will utilize all available resources to ensure that the needs of that individual(s) are met. However, as there are no translation services within the Ocala area, further assistance would be sought out from the Ocala Police Department, and the University of Florida language department.

TRAINING

All TPO staff will be provided with the LEP plan as part of the Title VI Plan in the Employee Orientation. Employees will be educated on procedures and services available under Title VI. Training topics include:

- a. Understanding the Title VI LEP program responsibilities;
- b. What language assistance is available;
- c. Documentation of language assistance requests;
- d. How to handle a complaint
- e. Availability of "I speak cards" at meetings and events

MONITORING

The TPO understands that its community profile is changing and the four factor analysis may reveal the need for more or varied LEP services in the future. As such, it will annually examine its LEP plan to ensure that it remains reflective of the changes in the community.



Citizens Advisory Committee (CAC) Meeting

Marion County Public Library
2720 E. Silver Springs Blvd., Ocala, FL 34470
Meeting Room B
January 14, 2020
1:00 PM

MINUTES

Members Present:

Paul Marraffino
Richard McGinley
Suzanne Mangram
Steve Rudnianyn
Michelle Shearer (*arrived at 1:14pm*)

Members Not Present:

Davis Dinkins
Joe London
Travis Magamoll
Clark Yandle

Others Present:

Rob Balmes, TPO
Derrick Harris, TPO
Shakayla Irby, TPO
Anton Schauerte, TPO

Item 1. Call to Order and Roll Call

Chairman Richard McGinley called the meeting to order at 1:04pm. Secretary Shakayla Irby called the roll there was no quorum present. Michelle Shearer arrived at 1:14pm and a quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated that the meeting had been published online on the TPO website, the City of Ocala, Belleview, and Dunnellon websites on January 7th, 2020.

Item 3a. Election of Officers

Mr. Harris said we currently have 9 members with a maximum of 15 and for quorum is a majority plus one with the quorum needed currently being 5 members needed. There was a potential new member for the CAC committee that was recommended by previous member Renee Blaney and the new member would have to go before the TPO board for approval.

Mr. McGinley nominated Steve Rudnianyn to be Chair. Mr. Marraffino seconded, and the motion passed unanimously.

Mr. Rudnianyn nominated Richard McGinley to be Vice-Chair. Mr. Marraffino seconded, and the motion passed unanimously.

Item 3b. Fiscal Year 2019/20 – 2023/24 Transportation Improvement Program (TIP) Amendment

Anton Schauerte presented and said per the request of the Florida Department of Transportation (FDOT), the following project was being amended to the fiscal year (FY) 2019 to 2023/2024 Transportation Improvement Program (TIP).

FM#433651-1 – County Road 484 South West 20th Avenue to County Road 475A – Interchange Improvement

Sponsor: FDOT

- \$1,092,411.00 was being added in FY 19/20, including 300,000.00 for Preliminary Engineering – Utility and \$792,411.00 for Construction – Utility. Previously there was no money allocated for this from ACSN.
- To be used to reimburse utility companies for the relocation of utilities.

Mr. Marraffino made a motion to approve the Fiscal Year 2019/20 – 2023/24 TIP Amendment. Ms. Shearer seconded, and the motion passed unanimously.

Item 3c. Safety Targets

Transportation Planner, Anton Schauerte presented the statistics and methodology for the Safety Targets. Every year, the Federal Highway Administration (FHWA) required the Florida Department of Transportation (FDOT) and all Metropolitan Planning Organizations in Florida to adopt Safety Performance Measure (PM) targets. Developed in 2016 as part of the Moving Ahead for Progress in the 21st Century Act, or MAP-21, the targets provided a way for the MPOs and the State to track performance measures and ultimately improve on the measures. The chart presented to the committee listed and described the five Safety Performance Measures established under MAP-21.

Safety Performance Measures	Description
1. Fatalities	Total number of fatalities in a motor vehicle crash
2. Fatalities (Rate)	Total number of fatalities per 100 Million VMT (Vehicle Miles Traveled)*
3. Serious Injuries	Total number of serious injuries in a motor vehicle crash
4. Serious Injuries (Rate)	Total number of serious injuries per 100 Million VMT (Vehicle Miles Traveled)*
5. Non-Motorized Fatalities & Serious Injuries	Combined number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle

Performance Measures (PM) #1, #3 and #5 indicated the total number of fatalities and serious injury crashes. PM #2 and #4 evaluated the fatalities and serious injuries based on traffic volumes, allowing for the standardization of data. The rates determined in PM #2 and #4 were per 100 million Vehicle Miles Traveled (VMT). The Fatality rate and Serious Injury rate allowed staff to compare crash severity across different geographic areas. Additionally, because crash statistics in any given year were prone to extreme fluctuations, a rolling five-year average of the data is utilized to determine trends.

The Ocala Marion TPO was provided the option to either adopt the targets established by FDOT or develop its own quantifiable safety performance targets. In 2019, FDOT adopted a target of “Zero” for all five (5) safety performance measures. For the past two years, the TPO had adopted its own Safety PM targets. The TPO’s Safety targets would have to be submitted at the end of February 2020.

There was committee discussion and a consensus that the committee liked the TPO setting their own safety targets vs the FDOT vision zero.

Mr. Marraffino asked where the records of the accidents were and who was responsible for doing the analysis to see if there were hotspots.

Mr. Harris responded, the TPO historically would publish a traffic counts and trends manual which Anton Schauerte was working on and a DRAFT version would come out within the next month or two. Signal Four Analytics did a lot of the crash analysis based out of the University of Florida and the TPO collected their data.

Ms. Mangram asked what were considered “serious injuries”.

Mr. Harris responded, an accident that required ambulatory transportation and hospitalization.

Ms. Shearer asked what “VMT” stood for.

Mr. Schauerte responded, VMT stood for vehicles miles traveled throughout the entire county and was a very large number.

Mr. McGinley said on the traffic counts I-75 south of 484 should be included and was not previously on the traffic counts report and that the counts may have to come from Sumter County.

Ms. Shearer asked about decreasing taking a road and decreasing the speed and wanted to know if Tampa saw a significant change.

Mr. Balmes, said he would have to follow-up with staff.

Ms. Shearer said that usually when she talks about decreasing the speed it is said that drivers will still go the speed they want to go. However, Ms. Shearer said “you are more conscious when the speed limit maybe 25mph you wouldn’t want to go 75mph”.

Mr. Rudnianyn made a motion to approve the Safety Targets formula that the TPO presented.

Ms. Shearer seconded, and the motion passed unanimously.

Item 3d. Goals and Objectives Update

Assistant TPO Director, Derrick Harris gave a brief Goals and Objectives update and said the TPO was in the process of updating the 2045 Long-Range Transportation Plan (LRTP). The TPO was currently finalizing the Goals and Objectives portion of the LRTP. The next step and very important one was the needs plan. With the current update staff was looking at adopting a metric methodology that was based on the approved Goals and Objectives. The Goals and Objectives would be taken to the TPO board.

No action was taken.

Item 3e. Long Range Transportation Plan (LRTP) Metric Methodology

Mr. Harris spoke briefly about the LRTP Metric Methodology and said the intent of the metrics was to assess and prioritize the needs. There are several ways to approach and presented a DRAFT metrics methodology for the committee to view. The plan was to discuss with the TPO’s various committees over the next few months in order to further refine and hopefully come out with a good assessment tool that everyone could agree upon. Then, after approval staff would use the tool as a way to prioritize projects for the 2045 LRTP.

No action was taken.

Item 4. Consent Agenda

Ms. Shearer had a correction to the October 8th, 2019 minutes under the Trails Safety Connectivity and Facilities Plan the minutes stated the motion “passed unanimously” and she had opposed because of identifying the horse crossings on the paved trails and having wording on the trails.

The minutes would be corrected to identify Ms. Shearer’s opposition and comments.

Mr. Marraffino made a motion to approve the minutes with the modification requested by Michelle Shearer. Mr. Rudnianyn seconded, and the motion passed unanimously.

Item 5. Comments by FDOT

There were no comments by FDOT.

Item 6. Comments by TPO Staff

Mr. Harris said staff was able to recruit one member for the CAC and will continue to recruit for the remaining 5 seats.

Ms. Shearer asked if there was an application to join the CAC committee.

Mr. Harris responded, there was an application on the TPO website which would be changing to the new revamped website soon.

Mr. Harris said the TPO would also be kicking-off a new social media campaign also.

Anton Schauerte had been working on the traffic counts and trends and were hoping to have a DRAFT by February or March.

Mr. Harris said he would be sending out a follow-up email on the metrics and methodology and would be accepting comments to be addressed at the next meeting.

Mr. Balmes said that the TPO would be rolling out the new TPO website in February and social media platform as well and that the TPO would do a press release to notify the public.

Item 7. Comments by CAC Members

Ms. Shearer said the County used to put out final traffic counts in June and wondered if that had changed.

Mr. Harris responded, he remembered previous TPO staff saying the counts were getting delayed due to staff turnover and said the County may have started during the summer and would get finalized counts by November.

Mr. Marraffino said that he and his wife had been attending the Task Force meetings for the northern turnpike extension and said being from Dunnellon there was a certain level of anxiety that Dunnellon is in the target zone and he and his wife wrote emails to the task force to say not to go across the Rainbow River. There would be another task force meeting mid-February.

Item 8. Public Comment

There was no public comment.

Item 9. Adjournment

The meeting ended at 2:10pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant