



Technical Advisory Committee (CAC) Meeting

Virtual Meeting via WebEx

August 11, 2020

10:30 AM

AGENDA

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

Loretta Shaffer Tourist Development Director from the Ocala/Marion County Visitors and Convention Bureau will present on their recent Gateway Signage project
 - B. I-75 FRAME & TSM&O**

Jeremy Dilmore, P.E., with FDOT will give a presentation on the I-75 FRAME project and on-going TSM&O matters
- 4. DISCUSSION ITEMS**
 - A. LRTP Status**

Staff will discuss the status of the LRTP and give an account of comments received from the public involvement effort that ended July 31st
- 5. ACTION ITEMS**
 - A. Traffic Count Manual**

Staff will present the DRAFT Traffic Count Manual. Currently this item is in DRAFT review and will be presented as a final version to the TPO Board after review and discussion from our committees.
- 6. CONSENT AGENDA**
 - A. May 12, 2020 – Minutes**
 - B. June 09, 2020 – Minutes**
- 7. COMMENTS BY FDOT**
- 8. COMMENTS BY TPO STAFF**
- 9. COMMENTS BY TAC 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
September 15, 2020*



TO: Committee Members

FROM: Derrick Harris, Assistant Director

RE: Gateway Signage

Loretta Shaffer from the Ocala/Marion County Visitors and Convention Bureau will give a brief presentation regarding their Gateway Signage project.

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



TO: Committee Members

FROM: Derrick Harris, Assistant Director

RE: I-75 FRAME & TSM&O

Jeremy Dilmore, P.E., with the Florida Department of Transportation (FDOT) will give a brief presentation on the I-75 FRAME project and on-going TSM&O issues, concerns, and projects.

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



TO: Committee Members

FROM: Derrick Harris, Assistant Director

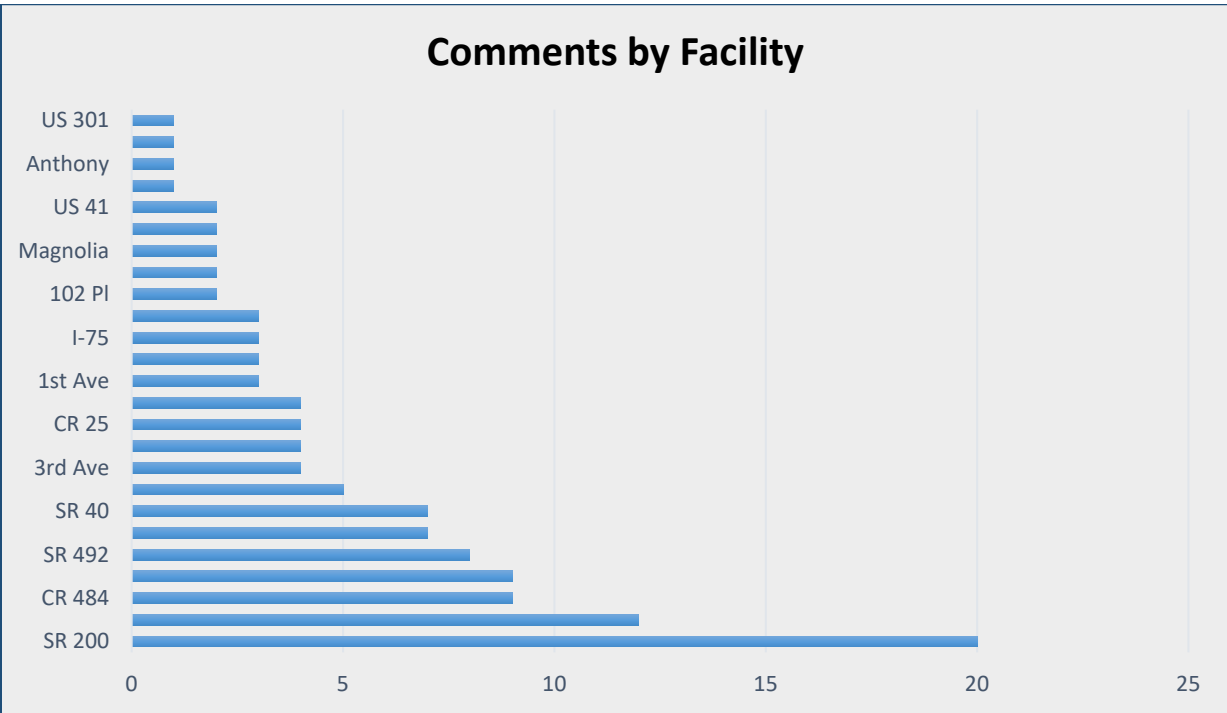
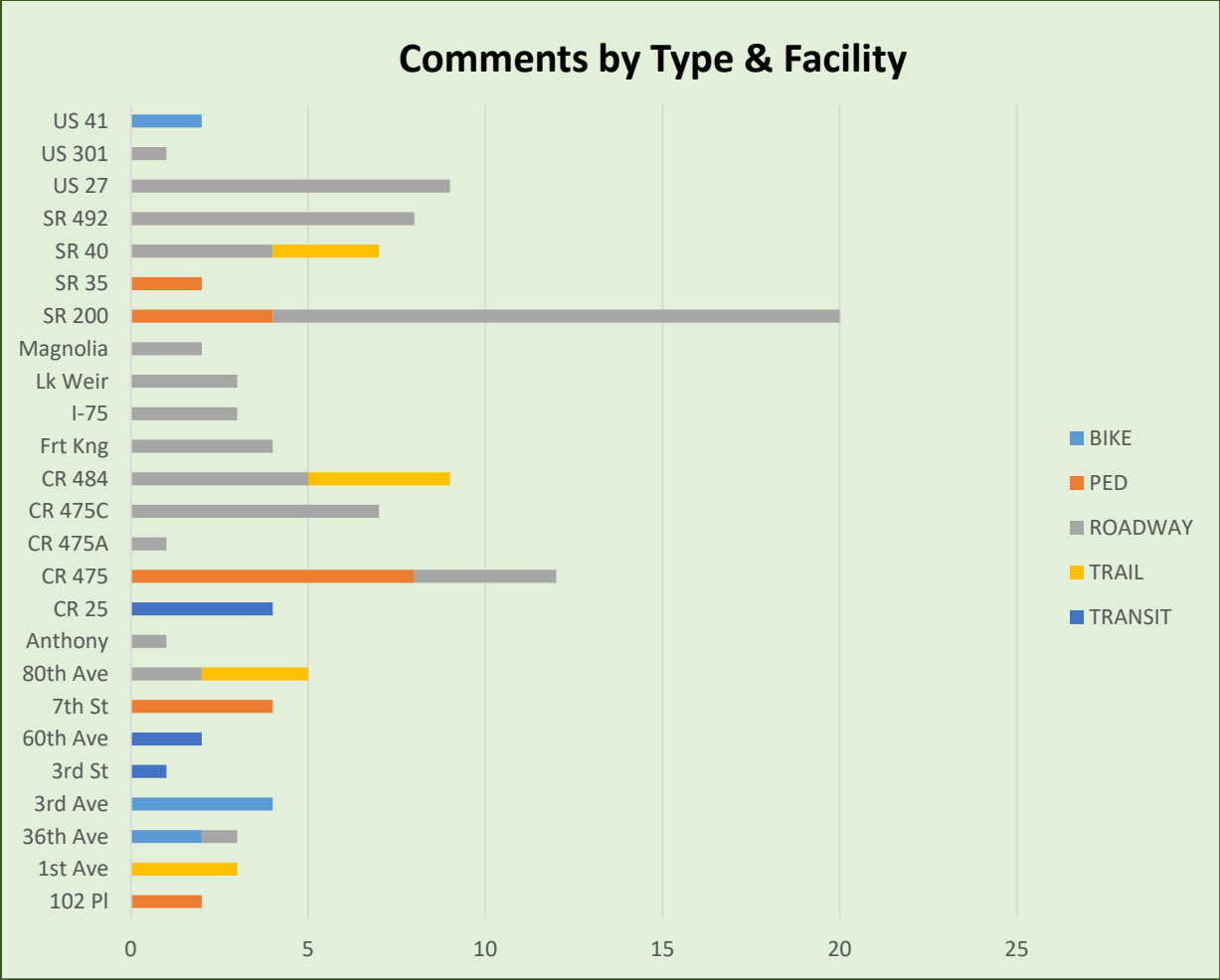
RE: LRTP Status

As many of you know, the TPO spent the majority of the summer inquiring from the public about what projects and/or improvements are needed on transportation facilities as part of the 2045 Long-Range Transportation Plan (LRTP) update. The public involvement effort was kicked off by an in-person and virtual workshop held on June 18th. Nearly 30 citizens participated either in-person at the Marion County Commission Auditorium or online through the virtual platform. The virtual workshop discussed how the TPO created the DRAFT list of needed projects and demonstrated how public feedback should be submitted. The primary way to submit feedback was through an interactive story map on a separate website. This website remained functional until August 1st, when the public involvement effort had closed. Therefore, I will present a list of the comments received and some initial plans on how to address the comments; see following pages for more information regarding the comments received. In addition, I will give a status update on the 2045 LRTP update, regarding the upcoming Cost Feasible Plan, and the adoption document.

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

Corridor	Comment
102Pl	On 102nd place in belleview there should be sidewalks from the stores Publix and Rose's going towards lake Lillian alot of families have one car or no cars and they have children the safety of families need to be looked at walking the sides of the roads
1stAve	Converting the rail line through downtown to a bike / per trail would be an economic boon to Ocala and provide alternative transportation for citizens and visitors. The Cross Florida Greenway had the greatest local economic impact of all the FLorida
36thAv	A bike lane on SE 36th Avenue would be beneficial, but I don't see how it is feasible. Maybe consider other options for bicycle connectivity in this area.
36thAv	At 36 and 8th place people cross that area of the road from apt. Complex with traffic not willing to stop and it's clearly marked to stop.it needs flashing lights or someone is going get very hurt from the elderly apt complex east of that place designe
3rdAv	Request conversion of the rail line on Osceola Avenue and south of City Hall to a bicycle/pedestrian transportation corridor to provide an alternative route for residents to access offices, retail businesses, and restaurants in downtown Ocala.
3rdSt	Being disabled bus routes that actually goes somewhere not having to still get to somewhere water Malone more bus routes haven't been any in over 10 years probably
60thAv	I would like to see a international airport in ocala. Currently, I have to drive to Orlando or Tampa for any flights. It would be nice to fly in and out locally.
7thSt	Need a sidewalk
80thAv	Include multi-use trail along roadway to connect a bicycle beltway around Ocala.
80thAv	Widening of 80th Ave is important to provide an additional N/S 4-lane corridor
Anthny	We need to stop building in the National Forest we have enough roads there
CR25	Routes need to extend down major roads; intersection of 200/484 and into Belleview,
CR475	Add sidewalk from 31st street down to shady hill elementary
CR475	Right turn lanes needed on northbound and eastbound directions
CR475A	EB to NB left turn backs up. Need more lanes in all directions.
CR475C	Traffic signal needed for safety.
CR484	Pennsylvania Avenue is a high priority for Dunnellon to support redevelopment and economic impact from trail connectivity.
CR484	The traffic from workers coming home between 4pm and 6pm creates an unnecessary back up from 475a to just after the I75 Southbound Exit 341 on County Road 484.

Corridor	Comment
FrtKng	A truck bypass east of Pine Street over towards Bonnie Heath and meet up on the east side of town
I-75	A new interchange south of SR 200 is a better alternative to one at 20th Street. I-75 is too busy between SR 200 and SR 40 for a new interchange. Focus on more capacity in adjacent north-south roadways.
LkWeir	Congestion only related to school traffic, don't think widening would be needed.
Magnol	It takes forever for the light to change and let traffic on N Magnolia through.
SR200	Add dual left turn lane
SR200	Almost every day I see pedestrians walking on the road shoulder. It is dangerous for both them and drivers.
SR200	Congested intersection.
SR200	Improve lighting for people crossing this intersection
SR200	This should be #1 priority. Traffic congestion is terrible, 2 lanes with the amount of traffic is very unsafe. How many more deaths will it take to get this stretch 4 lanes?
SR35	Lots of pedestrians walking in grass alongside road. Difficult to see at night.
SR35	Pedestrian lighting needed at intersection. Difficult to see pedestrians at night and lots of NB to EB turning traffic that do not watch for pedestrians.
SR40	Converting the rail line running through downtown Ocala to a bicycle/pedestrian alternative transportation corridor would provide a higher quality of life for city and county residents and visitors while creating tremendous economic benefit for our community
SR40	Fix mis-alignment of NW/SW 38th Avenue.
SR40	Longer EB to NB left turn lane needed. SR 40 WB volume can prevent the left turn movement and turning traffic can back up to EB traffic.
SR492	It takes forever for the light to change and let traffic on N Magnolia through.
SR492	The north side of the intersection is dangerous. Ever since the left turn lane to NE 14th St was shortened, traffic backs up and people use the right turn only lane to pass and cut over at the railroad tracks or even through the intersection.
SR492	Very congested during the PM peak hour. Not enough green time for 10th Street.
US27	Consider the need for a right turn from US 441 south onto SE 135th St. west. Section 7.4 of the FDOT driveway handbook provides guidance on this for roadways with 55 mph or above speeds
US27	Expand to 6 lanes
US301	Consider bicycle/pedestrian/trail improvements with resurfacing project to connect to Hawthorne Trail in Alachua County.
US41	This is a great addition to join up with the Levy Co path. Hope it is sooner rather than later.





TO: Committee Members

FROM: Anton Schauerte, Transportation Planner

RE: 2020 Traffic Counts Manual

TPO staff has developed the 2020 Traffic Counts Manual, which includes traffic counts conducted by the City of Ocala, Marion County, and FDOT between 2015 and 2019. The document is an update to the 2013-2017 Manual and follows the same format. TPO staff plans to develop a separate document that showcases traffic crash data/trends, similar to the 2012-2016 Manual, in the near future. TPO staff decided to separate the traffic counts and crash data/trends portions to rid the implication that traffic counts were directly linked to traffic crashes.

The 2020 Manual is organized similarly to previous iterations of the document, comprised of a series of maps and associated tables. The tables display the station location, count type, count source, map reference number, and the annual growth rate. The formula used to calculate the annual growth rate has changed slightly in this version and is explained further on page 8. Additionally, traffic count locations that had not been counted in the past five years were not included in this document.

TPO staff will present the document at the meeting. If you have any further questions or concerns feel free to reach out to me directly at (352) 438-2635 or at anton.schauerte@marioncountyfl.org



2020 Traffic Counts Manual

Board Members

Jeff Gold, Chair
Marion County

Brent Malever, Vice-Chair
City of Ocala

Ire Bethea - City of Ocala

Kathy Bryant - Marion County

Kent Guinn - City of Ocala

Justin Grabelle - City of Ocala

Valerie Hanchar - City of Dunnellon

Ronald Livsey - City of Belleview

David Moore - Marion County

Jay Musleh - City of Ocala

Michelle Stone - Marion County

Carl Zalak - Marion County

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Transportation Planner

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Nick Blizzard
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**Florida Department of
Transportation (FDOT)**
Cheryl Burke
Data Collection Manager

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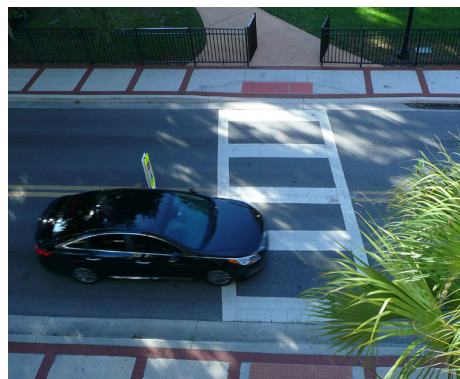
Introduction



The Ocala Marion Transportation Planning Organization (TPO) has developed this document to allow transportation engineers and planners, elected officials, real estate agencies, other organizations and the public to better understand traffic volumes throughout Marion County. Traffic counts in this report were recorded at 390 count stations for each year from 2015 and 2019. Each count also indicates the agency that collected the count, the span of time over which the count was taken, and the annual percent change.

A traffic count indicates the number of

vehicles that pass over a point on a particular section of road. By taking traffic counts at the same location over multiple years, we are able to better understand how the volume of traffic is growing or shrinking along a particular roadway or corridor. This information is necessary in order to determine where future improvements to the transportation system are needed. Additionally, this data helps inform future land-use development, transportation decisions/legislation and the TPO's Congestion Management Process (CMP). Individually, traffic counts reveal more about a roadway, and the vehicles that use it, than any other type of data.



Data Sources

The Traffic Count Manual contains traffic counts for locations in and around the cities of Belleview, Dunnellon and Ocala and throughout Marion County over a period of 24 hours. All traffic counts have been collected by one of three sources: the City of Ocala, Marion County, or the Florida Department of Transportation (FDOT). Counts collected

by the City of Ocala and Marion County are raw data, whereas data collected by FDOT are adjusted using seasonal factors and axle factors. Season factors are used to adjust data so that for counts taken at different times of the year can be compared accurately. Axle factors are used to adjust axle counts into vehicle counts.

Count Station Types

There are two main types of count station facilities that are used to record traffic volumes; 'Temporary' stations and 'Permanent' stations.

Temporary Stations

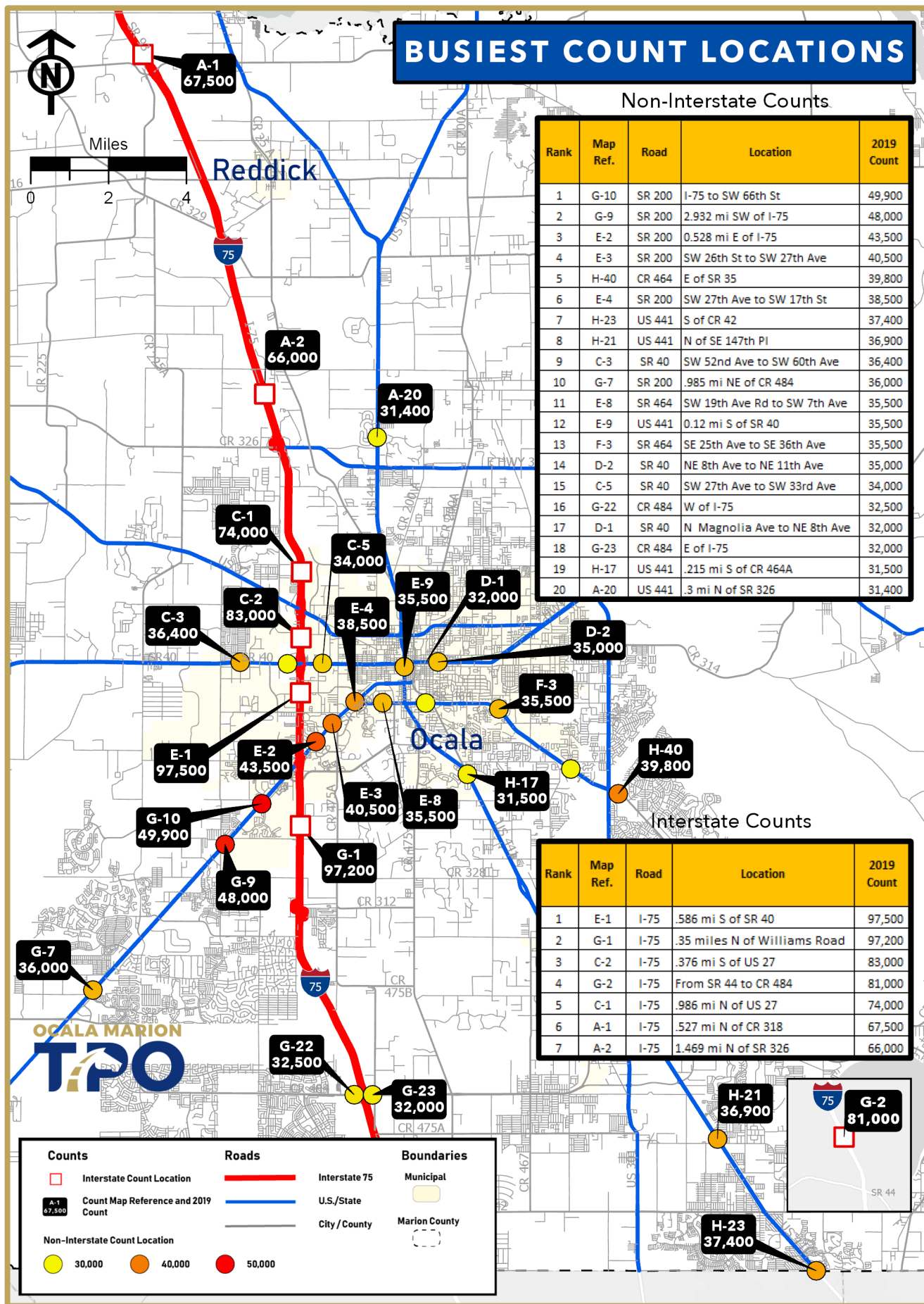


The majority of all count stations in Marion County are temporary count stations. These sites feature a portable count computer and pneumatic tubes that are taped across the roadway. When driven over, a burst of air pressure is sent through the tube to the counter. For each vehicle that passes over the tubes, the counter records the time of occurrence.

Permanent Stations



Permanent count station are sites that feature infrastructure that has been installed into the roadway surface. 'Loops' replace the use of pneumatic tubes used in temporary stations. These subsurface loops are fixed and can be connected to a portable count computer or a permanent cabinet. These stations allow for basic counts, as well as the capability to determine vehicle class and speed.



INDICATOR MAP

Map A
p. 9

Map B
p. 12

Map C
p. 15

Map D
p. 18

Map E
p. 22





Map F
p. 25

Map G
p. 29

Map H
p. 33

Map I
p. 38

Map J
p. 38

	Map Boundary
Roads	
	Interstate 75
	U.S./State
	City / County



Example Table

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
I-75									
A-01	.527 mi N of CR 318	FDOT	3	51,500	54,500	57,000	64,500	67,500	7.8
A-02	1.469 mi N of SR 326	FDOT	3	47,500	50,500	56,500	64,000	66,000	9.7
SR 40									
A-03	.15 mi W of CR 225A	FDOT	3	17,500	18,100	19,200	20,400	20,500	4.3
A-04	W of SW 60th Ave	MC	3	18,200	21,000	21,000	21,300	21,300	4.3

1

Source: Agency responsible for collecting traffic count:

FDOT = Florida Department of Transportation

MC = Marion County

OCO = City of Ocala

3

Traffic Count: Numbers are rounded to nearest 100

'NC' is indicated when there is no traffic count available due to a reporting error, the count is being phased out, or there was construction or maintenance that interfered with the counting process.

2

Count Type: Span of time over which the count was taken:

1 = **Monthly Count:** A series of 24-hour counts taken on a Tuesday, Wednesday, or Thursday once per month for a year.

2 = **Annual Three-Day Count:** The average of three 24-hour counts.

3 = **One-Day Count:** A single 24-hour count, taken Monday through Thursday.

4

Annual Growth Rate (Percent):

'N/A' is provided for count locations with only one recorded traffic count.

The growth rate is calculated by subtracting the earliest count from the most recent count. The sum is then divided by the earliest count then divided by the number of years between the earliest and most recent counts.

MAP A

Traffic Counts

- Interstate Count Location
- Non-Interstate Count Location
- Count Map Reference and 2019 Count
A-1
67,500

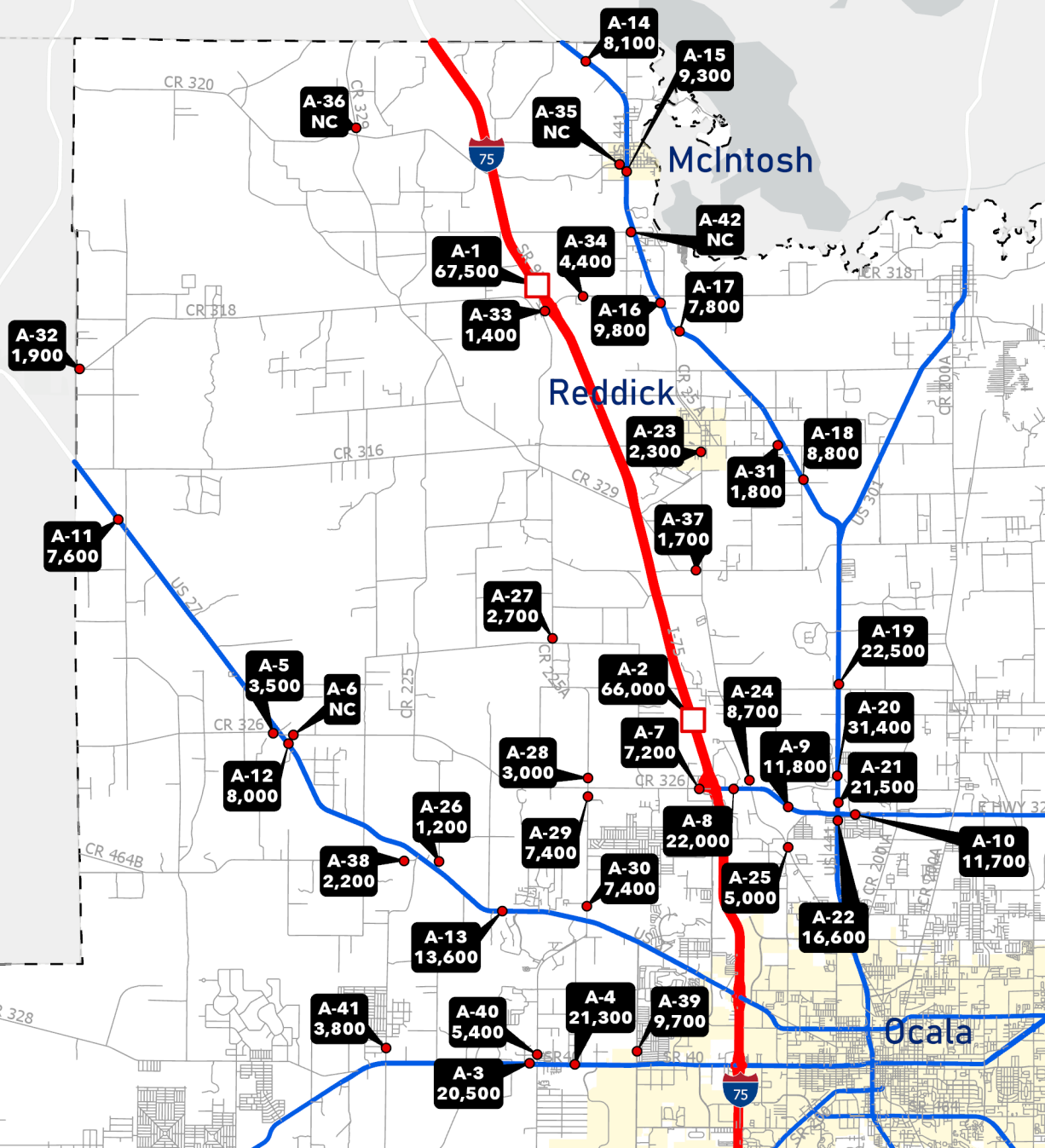
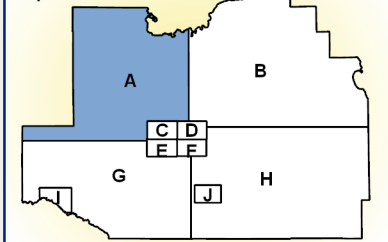
Roads

- Interstate 75
- U.S./State
- City/County

Boundaries

- Municipal
- Marion County

Map Locator



Marion County continues on p.29 (Map G)

City of Ocala continues on p.22 (Map E) Page 9

Marion County continues on p.12 (Map B)

City of Ocala continues on p.18 (Map D)



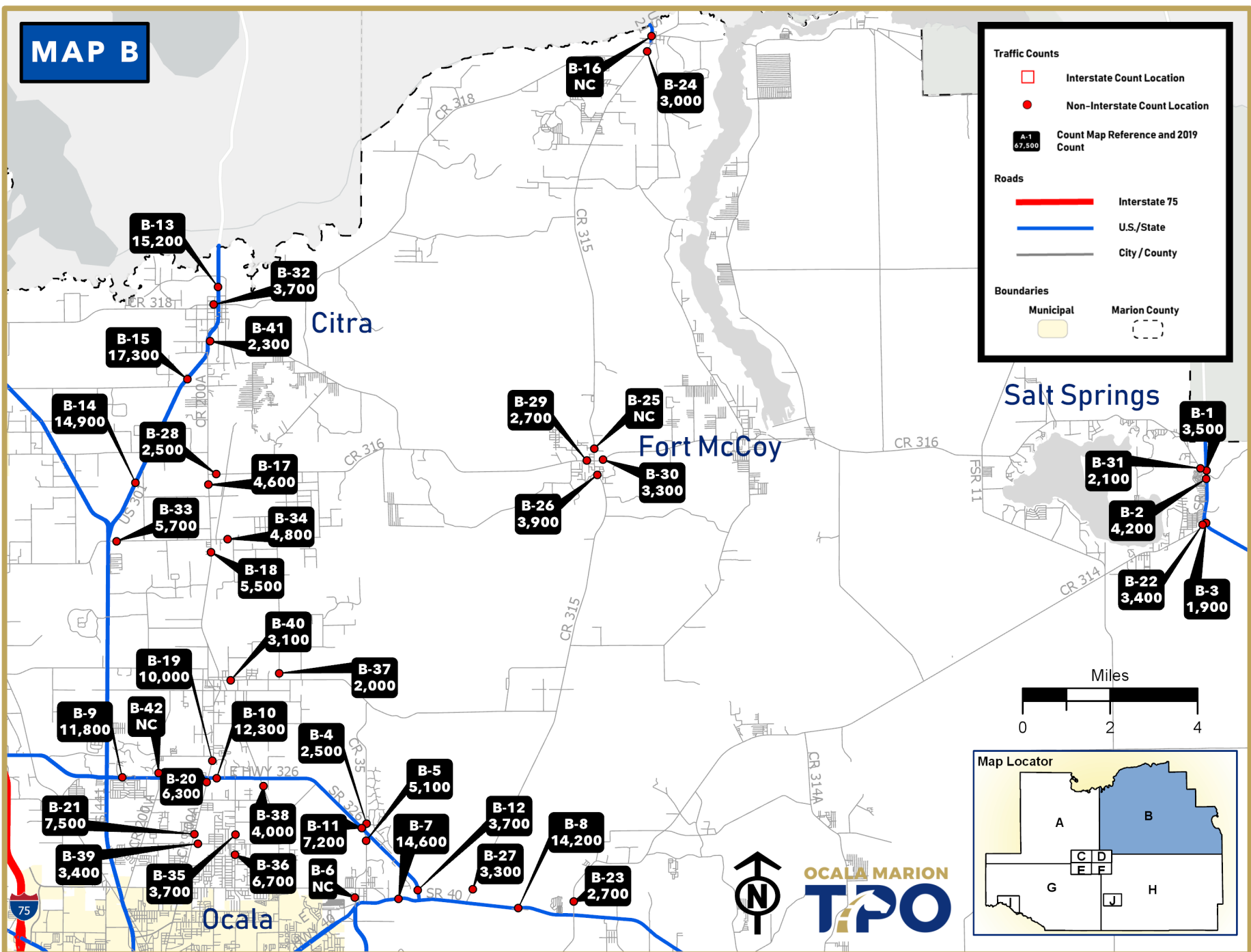
Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
I-75									
A-01	.527 mi N of CR 318	FDOT	3	51,500	54,500	57,000	64,500	67,500	7.8
A-02	1.469 mi N of SR 326	FDOT	3	47,500	50,500	56,500	64,000	66,000	9.7
SR 40									
A-03	.15 mi W of CR 225A	FDOT	3	17,500	18,100	19,200	20,400	20,500	4.3
A-04	W of SW 60th Ave	MC	3	18,200	21,000	21,000	21,300	21,300	4.3
CR/SR 326									
A-05	W of US 27	MC	2	2,900	3,000	2,900	3,300	3,500	5.2
A-06	E of US 27	MC	2	1,500	NC	NC	NC	NC	N/A
A-07	W of I-75	MC	2	6,800	6,600	6,900	7,100	7,200	1.5
A-08	.245 mi E of I-75	FDOT	3	19,500	22,200	22,500	22,000	22,000	3.2
A-09	1.019 mi W OF SR 25/ US 441	FDOT	3	10,800	11,500	10,800	12,300	11,800	2.3
A-10	E of US 441	MC	2	11,700	10,200	11,700	12,000	11,700	0.0
US 27									
A-11	W of NW 160th Ave	MC	3	7,000	7,400	7,100	7,500	7,600	2.1
A-12	.253 mi SE of CR 326	FDOT	3	7,900	7,800	8,500	7,800	8,000	0.3
A-13	E of CR 225	MC	3	11,600	11,800	13,000	13,000	13,600	4.3
US 441									
A-14	.579 mi S of Alachua CL	FDOT	3	7,500	8,000	8,200	8,000	8,100	2.0
A-15	.15 mi S of CR 320	FDOT	3	8,100	8,400	8,900	9,100	9,300	3.7
A-16	.153 mi S of CR 318	FDOT	3	8,900	9,600	9,500	9,700	9,800	2.5
A-17	.12 mi SE of CR 25A	FDOT	3	7,000	7,600	7,700	7,600	7,800	2.9
A-18	S of CR 316	MC	3	7,800	8,200	8,400	8,700	8,800	3.2
A-19	.09 mi N of NW 100th St	FDOT	3	24,500	27,400	27,500	29,000	22,500	-2.0
A-20	.3 mi N of SR 326	FDOT	1	27,500	28,700	30,100	30,600	31,400	3.5
A-21	.239 mi N of SR 326	FDOT	3	18,600	19,600	19,400	20,100	21,500	3.9
A-22	.128 mi S of SR 326	FDOT	3	17,000	17,500	18,300	18,600	16,600	-0.6
CR 25A									
A-23	S of CR 316	MC	2	2,500	2,500	2,000	2,300	2,300	-2.0
A-24	N of SR 326	MC	2	7,700	7,800	8,600	8,800	8,700	3.2
A-25	S of NW 63rd St	MC	2	4,300	4,500	4,900	4,700	5,000	4.1



Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
CR 225									
A-26	N of US 27	MC	2	900	900	900	1,200	1,200	8.3
CR 225A									
A-27	N of NW 110th St	MC	2	1,900	1,900	2,100	2,400	2,700	10.5
A-28	N of CR 326	MC	2	2,700	2,800	3,000	2,800	3,000	2.8
A-29	S of CR 326	MC	2	4,500	5,200	7,100	7,300	7,400	16.1
A-30	N of US 27	MC	2	6,200	6,800	7,100	7,100	7,400	4.8
CR 316									
A-31	W of US 441	MC	3	1,100	1,600	1,800	1,800	1,800	15.9
CR 318									
A-32	E of CR 335	MC	2	1,700	1,800	1,800	2,000	1,900	2.9
A-33	W of I-75	MC	2	2,700	2,900	1,500	1,500	1,400	-12.0
A-34	E of I-75	MC	2	3,700	4,000	4,100	4,500	4,400	4.7
CR 320									
A-35	W of US 441	MC	3	400	NC	NC	NC	NC	N/A
CR 329									
A-36	N of CR 320	MC	3	1,200	NC	NC	NC	NC	N/A
A-37	W of CR 25A	MC	2	1,500	1,400	1,600	1,700	1,700	3.3
CR 464B									
A-38	W of NW 110th Ave	MC	3	2,400	2,300	2,100	2,200	2,200	-2.1
NW 60th Ave									
A-39	N of SR 40	MC	2	7,900	8,200	9,600	9,700	9,700	5.7
NW 80th Ave									
A-40	N of SR 40	MC	3	4,200	4,500	5,300	5,400	5,400	7.1
NW 110th Ave									
A-41	N of SR 40	MC	2	3,700	3,900	4,000	4,000	3,800	0.7
NW 193rd St									
A-42	W of US 441	MC	4	400	NC	NC	NC	NC	N/A

Marion County continues on p.9 (Map A)

City of Ocala continues on p.15 (Map C)

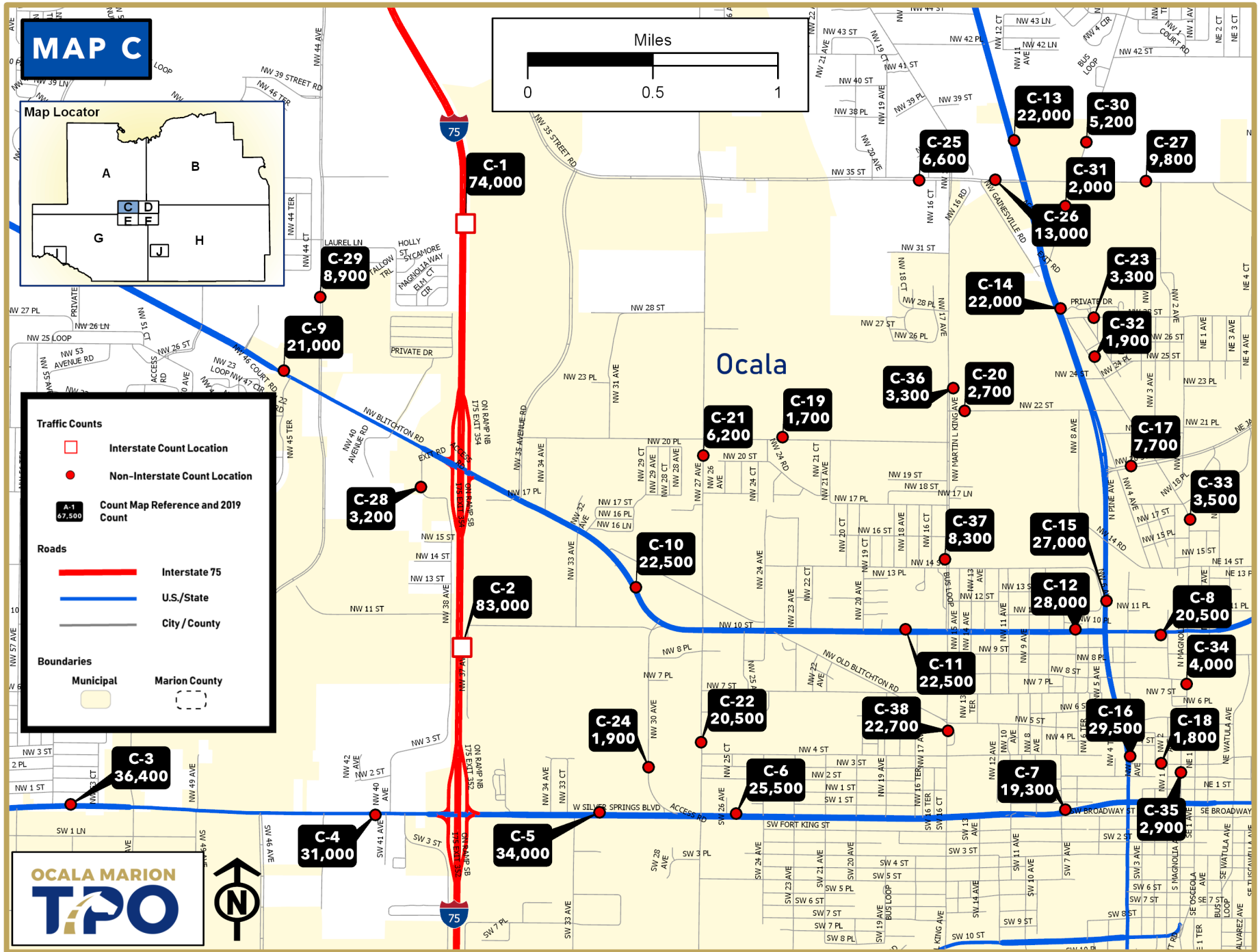


City of Ocala continues on p.25 (Map F)

Marion County continues on p.33 (Map H)

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SR 19									
B-01	.1 mi N of CR 316	FDOT	3	2,500	2,700	2,900	3,100	3,500	10.0
B-02	.08 mi S of CR 316	FDOT	3	3,500	3,700	4,000	4,200	4,200	5.0
B-03	.347 mi SE of CR 314	FDOT	3	1,700	1,800	1,900	2,100	1,900	2.9
CR/SR 35									
B-04	N of SR 326	MC	2	2,400	2,300	2,600	2,600	2,500	1.0
B-05	S of SR 326	MC	2	4,400	4,700	5,000	5,300	5,100	4.0
B-06	N of SR 40	MC	2	7,600	8,200	8,300	8,600	NC	4.4
SR 40									
B-07	.895 mi E of SR 35	FDOT	2	12,800	13,600	13,400	14,400	14,600	3.5
B-08	1.201 mi E of CR 315	FDOT	3	12,900	12,700	13,600	14,000	14,200	2.5
CR/SR 326									
B-09	.356 mi E of US 441	FDOT	3	11,000	11,600	12,100	12,400	11,800	1.8
B-10	E of CR 200A	MC	2	10,800	11,200	12,000	12,300	12,300	3.5
B-11	W of CR 35	MC	2	7,700	7,300	7,000	7,200	7,200	-1.6
B-12	N of SR 40	MC	2	3,500	3,100	3,700	3,600	3,700	1.4
US 301									
B-13	.404 mi N of CR 318	FDOT	3	11,700	13,200	13,700	14,500	15,200	7.5
B-14	.400 mi S of N Magnolia	FDOT	3	13,400	NC	13,500	13,700	14,900	2.8
B-15	.714 mi S of CR 200A	FDOT	3	14,400	16,200	15,800	16,700	17,300	5.0
CR 21									
B-16	N of CR 315	MC	3	1,000	NC	NC	NC	NC	N/A
CR 200A									
B-17	S of CR 316	MC	2	4,600	4,600	4,500	4,500	4,600	0.0
B-18	S of CR 329	MC	2	4,800	5,600	4,800	5,400	5,500	3.6
B-19	N of SR 326	MC	2	9,100	8,900	9,800	10,000	10,000	2.5
B-20	S of SR 326	MC	2	6,200	6,500	6,200	6,200	6,300	0.4
B-21	N of NE 49th St	MC	2	7,800	6,900	7,700	7,900	7,500	-1.0
CR 314									
B-22	W of SR 19	MC	2	2,800	3,000	2,900	3,200	3,400	5.4
B-23	N of SR 40	MC	2	2,800	2,800	2,800	2,800	2,700	-0.9

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
CR 315									
B-24	S of CR 21-Putnam Co Line	MC	2	2,900	2,800	3,200	3,100	3,000	0.9
B-25	N of CR 316	MC	2	3,100	NC	NC	NC	NC	N/A
B-26	S of CR 316	MC	2	3,400	3,800	4,100	4,300	3,900	3.7
B-27	N of SR 40	MC	2	3,000	3,200	3,500	3,500	3,300	2.5
CR 316									
B-28	E of CR 200A	MC	2	1,800	2,100	2,200	2,400	2,500	9.7
B-29	W of CR 315	MC	2	2,500	2,600	2,300	2,600	2,700	2.0
B-30	E of CR 315	MC	2	2,900	3,200	3,000	3,200	3,300	3.4
B-31	W of SR 19	MC	2	1,300	1,400	1,600	2,000	2,100	15.4
CR 318									
B-32	W of Citra (US 301)	MC	2	2,900	3,000	3,200	3,600	3,700	6.9
CR 329									
B-33	E of US 441	MC	3	4,400	4,900	5,400	5,600	5,700	7.4
B-34	E of CR 200A	MC	3	3,500	4,300	4,200	4,700	4,800	9.3
NE/SE 25th Ave									
B-35	N of NE 49th St	MC	2	4,100	3,400	3,600	3,800	3,700	-2.4
B-36	S of NE 49th St	MC	2	6,600	5,600	6,600	6,600	6,700	0.4
NE/SE 36th Ave									
B-37	N of NE 97th St Rd	MC	2	NC	1,700	1,800	1,900	2,000	5.9
B-38	S of SR 326	MC	2	3,600	3,700	3,900	4,100	4,000	2.8
NE 49th St									
B-39	E of CR 200A	MC	2	3,300	3,400	3,400	3,500	3,400	0.8
NE 97th St Rd									
B-40	E of NE 21st Ave	MC	2	2,700	2,700	2,800	2,900	3,100	3.7
NE 175th St Rd									
B-41	E of US 301	MC	2	2,000	2,000	2,100	2,300	2,300	3.8
W Anthony Rd									
B-42	N of SR 326	MC	2	NC	NC	5,200	NC	NC	N/A



Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
I-75									
C-01	.986 mi N of US 27	FDOT	3	65,500	61,500	76,000	78,500	74,000	3.2
C-02	.376 mi S of US 27	FDOT	3	69,500	NC	75,000	78,500	83,000	4.9
SR 40									
C-03	SW 52nd Ave to SW 60th Ave	OCA	3	28,500	NC	NC	24,300	36,400	6.9
C-04	0.318 mi W of I-75	FDOT	3	28,500	28,500	28,500	31,500	31,000	2.2
C-05	SW 27th Ave to SW 33rd Ave	FDOT	3	29,500	33,000	31,500	30,000	34,000	3.8
C-06	ML King Ave to SW 27th Ave	FDOT	3	23,000	26,700	26,500	25,500	25,500	2.7
C-07	.07 mi W of US 441	FDOT	3	23,000	22,900	22,000	20,000	19,300	-4.0
SR 492									
C-08	US 441 to N Magnolia Ave	FDOT	3	19,500	20,700	19,900	21,500	20,500	1.3
US 27									
C-09	.574 mi NW of I-75	FDOT	3	18,700	20,600	20,700	22,000	21,000	3.1
C-10	I-75 to NW 27th Ave	FDOT	3	22,000	21,600	21,500	22,500	22,500	0.6
C-11	NW 27th Ave to NW MLK Jr Ave	FDOT	3	23,000	23,900	24,500	25,500	22,500	-0.5
C-12	NW MLK Jr Ave to US 441	FDOT	3	28,000	27,100	25,500	28,000	28,000	0.0
US 441									
C-13	1.094 mi N of CR 25A	FDOT	3	18,400	20,500	19,700	20,500	22,000	4.9
C-14	West Anthony Rd to CR 25A	FDOT	3	19,300	22,700	22,000	22,000	22,000	3.5
C-15	CR 200A to US 27	FDOT	3	28,500	27,600	27,000	27,500	27,000	-1.3
C-16	.17 mi N of SR 40	FDOT	3	26,500	28,200	26,500	29,500	29,500	2.8
CR 200A									
C-17	US 441 to Magnolia Ave	OCA	2	10,200	NC	9,600	5,900	7,700	-6.1
NW 3rd St									
C-18	US 441 to Magnolia Ave	OCA	3	2,000	NC	NC	NC	1,800	-2.5
NW 21st St									
C-19	NW 27th Ave to ML King Ave	OCA	3	NC	NC	1,700	NC	1,700	0.0

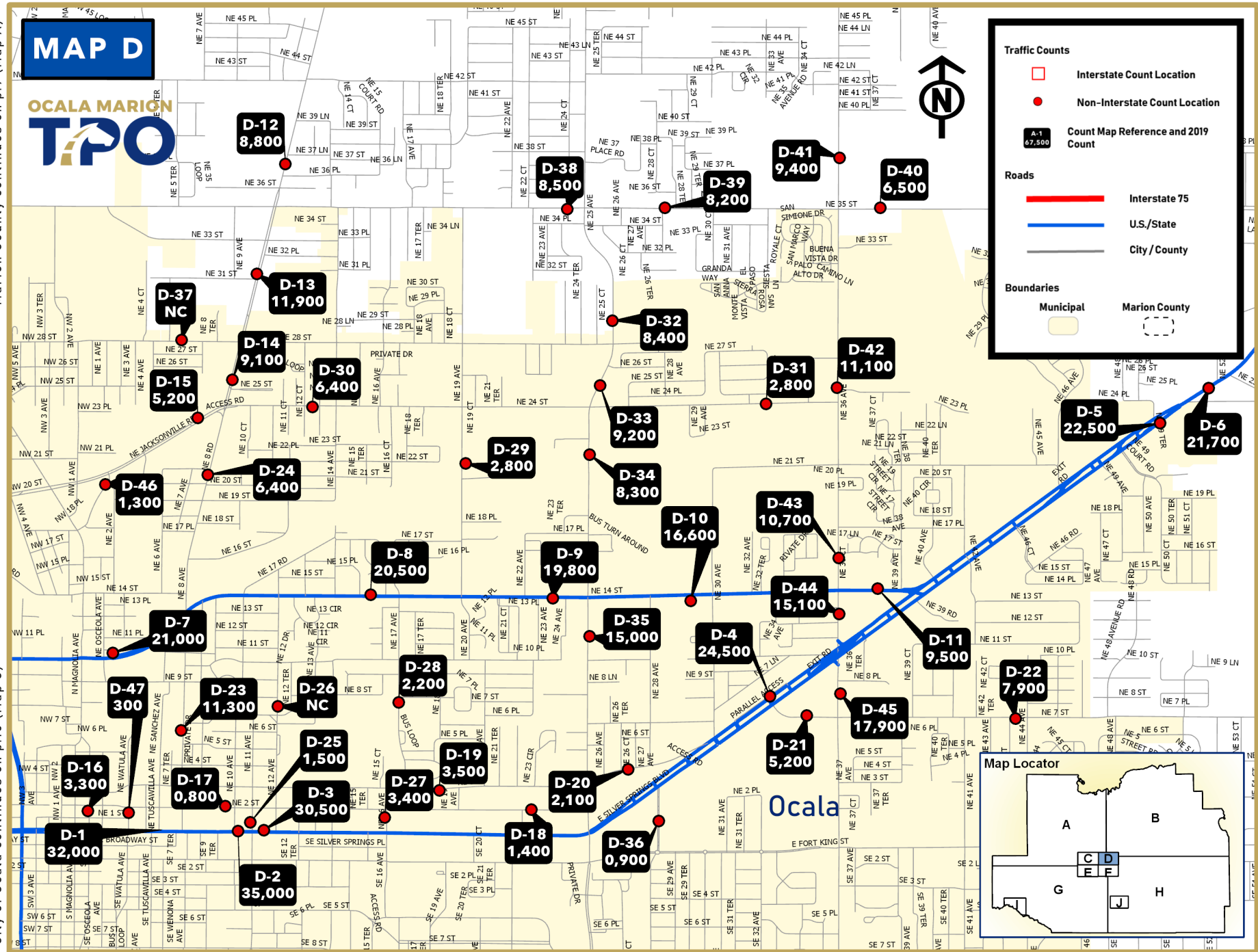
Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
NW 22nd St									
C-20	N ML King Ave to US 441	OCA	3	NC	NC	2,700	NC	2,700	0.0
NW/SW 27th Ave									
C-21	NW 21st St to US 27	OCA	3	4,300	NC	5,300	NC	6,200	11.0
C-22	US 27 to SR 40	FDOT	3	19,600	19,600	19,800	20,000	20,500	1.1
NW/NE 28th St									
C-23	US 441 to NW 2nd Ave	OCA	3	NC	NC	4,000	NC	3,300	-8.8
NW 30th Ave									
C-24	SR 40 to US 27	OCA	3	NC	NC	5,700	NC	1,900	-33.3
NW/NE 35th St									
C-25	W of NW 16th Ave	MC	2	4,500	5,900	6,300	6,400	6,600	11.7
C-26	W of US 441	MC	2	10,100	11,300	12,900	13,400	13,000	7.2
C-27	W Anthony Rd to NW 2nd Ave	OCA	3	6,100	NC	8,800	8,300	9,800	15.2
NW/SW 38th Ave									
C-28	S of US 27	MC	2	2,200	1,900	2,200	2,300	3,200	11.4
NW 44th Ave									
C-29	N of US 27	MC	2	7,900	7,700	8,900	8,800	8,900	3.2
W Anthony Rd									
C-30	N of NW 35th St	MC	2	5,100	5,400	5,200	5,300	5,200	0.5
C-31	NW 35th St to US 441	FDOT	3	2,500	2,600	2,000	2,000	2,000	-5.0
Magnolia Ave									
C-32	US 441 to CR 200A	OCA	3	NC	NC	2,800	1,100	1,900	-16.1
C-33	CR 200A to NE 10th St	OCA	1	5,200	NC	4,100	3,000	3,500	-8.2
C-34	NE 10th St to NW 6th Pl	OCA	2	NC	NC	4,900	2,500	4,000	-9.2
C-35	NW 3rd St to SR 40	OCA	3	4,100	4,000	5,200	2,600	2,900	-7.3
MLK Jr. Ave									
C-36	Ocala City Limits to NW 22nd St	OCA	3	NC	NC	6,500	NC	3,300	-24.6
C-37	NW 21st St to US 27	OCA	2	NC	NC	7,200	7,200	8,300	7.6
C-38	US 27 to SR 40	OCA	1	14,000	14,000	13,100	12,800	22,700	15.5

Marion County continues on p.9 (Map A)

City of Ocala continues on p.15 (Map C)

Marion County continues on p.12 (Map B)

Marion County continues on p.33 (Map H)





Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SR 40									
D-01	N Magnolia Ave to NE 8th Ave	FDOT	1	NC	34,700	31,000	30,500	32,000	-2.6
D-02	NE 8th Ave to NE 11th Ave	OCA	3	NC	NC	30,000	32,900	35,000	8.3
D-03	NE 11th Ave to NE 25th Ave	FDOT	3	30,000	31,600	29,500	30,000	30,500	0.4
D-04	NE 25th Ave to NE 36th Ave	FDOT	3	25,000	27,000	25,500	25,500	24,500	-0.5
D-05	NE 36th Ave to City Limits	FDOT	3	22,000	22,400	22,500	22,000	22,500	0.6
D-06	City Limits to SR 35	FDOT	3	21,000	20,900	21,000	21,000	21,700	0.8
SR 492									
D-07	N Magnolia Ave to NE 8th Ave	FDOT	3	17,800	18,700	18,400	18,600	21,000	4.5
D-08	0.512 mi W of NE 17th Ave	FDOT	3	19,000	20,500	20,500	21,000	20,500	2.0
D-09	NE 19th Ave to NE 25th Ave	FDOT	3	20,500	20,900	21,000	19,800	19,800	-0.9
D-10	NE 25th Ave to NE 36th Ave	FDOT	3	15,500	16,800	17,000	17,200	16,600	1.8
D-11	NE 36th Ave to SR 40	FDOT	3	7,300	7,900	8,600	8,800	9,500	7.5
CR 200A									
D-12	N of NE 35th St	MC	2	8,400	7,800	8,700	8,800	8,800	1.2
D-13	S of NE 35th St	MC	2	12,400	NC	11,800	11,400	11,900	-1.0
D-14	NE 28th St to NE 25th St	OCA	2	NC	NC	13,100	14,300	9,100	-15.3
D-15	NE 8th Rd to N Magnolia Ave	OCA	1	10,300	10,300	9,600	8,300	5,200	-12.4
NE 1st Ave									
D-16	SR 40 to NE 3rd St	OCA	1	2,600	2,600	2,300	NC	3,300	6.7
NE 2nd St									
D-17	NE 8th Ave to NE 11th Ave	OCA	3	NC	NC	1,500	NC	800	-23.3
D-18	NE 16th Ave to NE 25th Ave	OCA	3	NC	NC	2,300	NC	1,400	-19.6



Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
NE 3rd St									
D-19	NE 16th Ave to NE 25th Ave	OCA	1	4,200	4,200	3,100	3,500	3,500	-4.2
D-20	NE 25th Ave to SR 40	OCA	3	NC	NC	1,600	NC	2,100	15.6
NE 7th St									
D-21	SR 40 to NE 36th Ave	OCA	3	NC	NC	9,400	NC	5,200	-22.3
D-22	NE 36th Ave to City Limits	OCA	3	NC	NC	7,700	6,400	7,900	1.3
NE 8th Ave									
D-23	NE 14th St to SR 40	OCA	1	8,600	8,600	7,700	6,800	11,300	7.8
NE 8th Ave / Rd									
D-24	NE 24th St to NE 14th St	OCA	3	6,500	NC	6,400	6,400	6,400	-0.4
NE 11th Ave									
D-25	NE 2nd St to SR 40	OCA	3	NC	NC	1,300	NC	1,500	7.7
NE 12th Ave									
D-26	NE 14th St to SR 40	OCA	3	800	NC	900	NC	NC	6.3
NE 16th Ave									
D-27	NE 2nd St to SR 40	OCA	3	NC	NC	2,900	NC	3,400	8.6
NE 17th Ave									
D-28	SR 492 to NE 3rd St	OCA	2	NC	NC	NC	1,900	2,200	15.8
NE 19th Ave									
D-29	NE 24th St to NE 14th St	OCA	3	NC	NC	2,600	NC	2,800	3.8
NE 24th St									
D-30	NE 8th Rd to NE 19th Ave	OCA	1	3,600	3,600	3,200	4,400	6,400	19.4
D-31	NE 25th Ave to NE 36th Ave	OCA	3	NC	NC	2,800	2,300	2,800	0.0
NE 25th Ave									
D-32	N of NE 28th St	MC	2	8,800	9,100	8,500	8,400	8,400	-1.1
D-33	NE 28th St to NE 24th St	OCA	3	10,300	NC	8,600	5,000	9,200	-2.7
D-34	NE 24th St to NE 14th St	OCA	2	14,400	NC	NC	11,200	8,300	-10.6
D-35	NE 14th St to SR 40	OCA	1	14,600	14,600	14,800	17,700	15,000	0.7



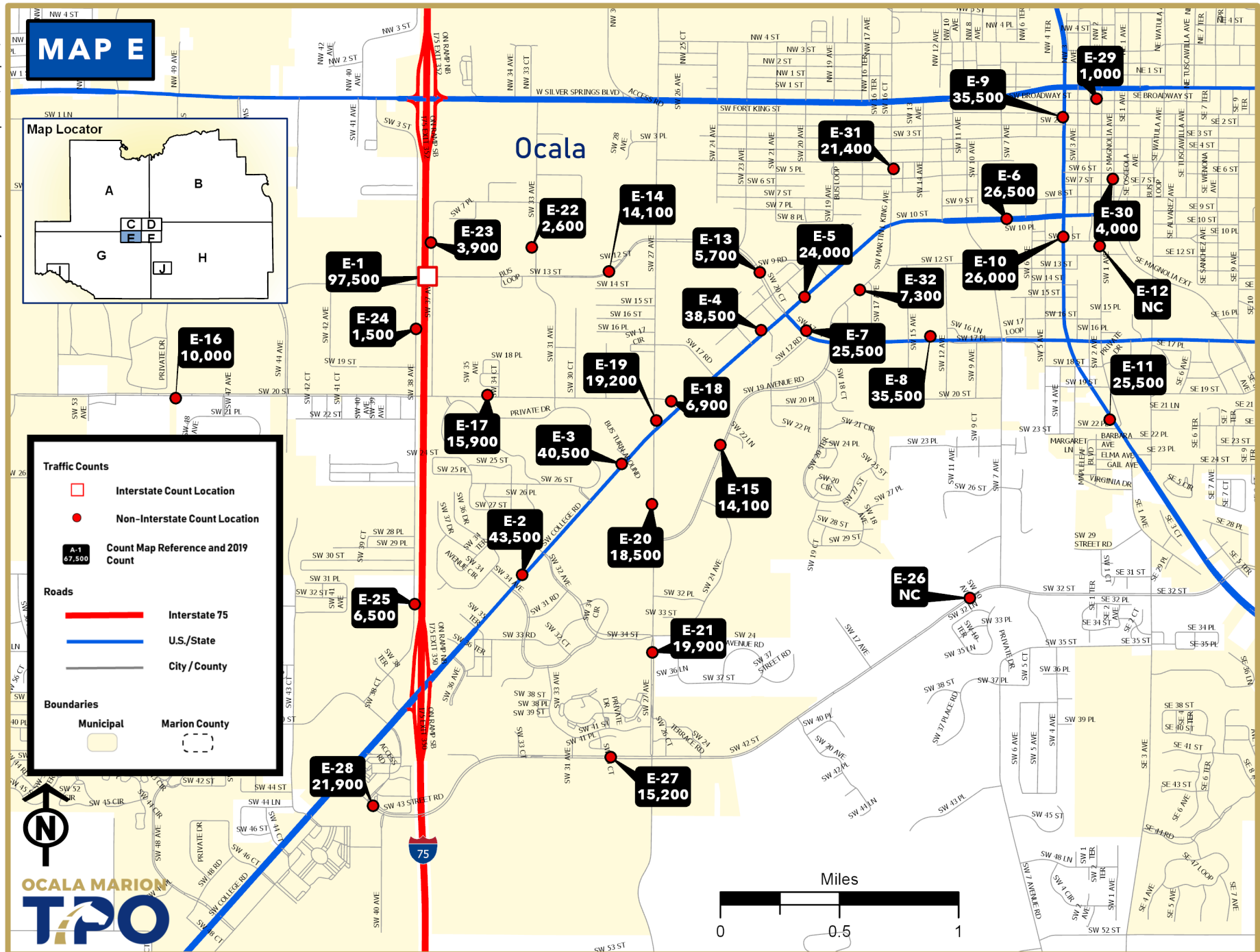
Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
NE 28th Ave									
D-36	Ft King to SR 40	OCA	3	NC	NC	1,700	NC	0,900	-23.5
NW/NE 28th St									
D-37	NW 1st Ave to Jacksonville Rd	OCA	1	4,300	4,300	4,600	5,800	NC	11.6
NW/NE 35th St									
D-38	W of NE 25th Ave	MC	2	8,200	8,500	8,300	8,400	8,500	0.9
D-39	E of NE 25th Ave	MC	2	7,300	8,000	8,100	8,300	8,200	3.1
D-40	E of NE 36th Ave	MC	2	5,700	6,100	6,400	6,500	6,500	3.5
NE/SE 36th Ave									
D-41	N of NE 35th St	MC	2	8,600	9,000	9,400	9,500	9,400	2.3
D-42	City Limits to NE 24th St	OCA	3	NC	NC	11,400	10,500	11,100	-1.3
D-43	NE 24th St to NE 14th St	OCA	1	13,200	11,700	12,100	11,500	10,700	-4.7
D-44	NE 14th St to SR 40	OCA	2	NC	NC	14,800	8,100	15,100	1.0
D-45	SR 40 to NE Ft King St	OCA	1	18,800	19,500	19,200	18,300	17,900	-1.2
NE Jacksonville Rd									
D-46	N Magnolia Ave to CR 200A	OCA	3	NC	NC	NC	1,600	1,300	-18.8
NE Watula Ave									
D-47	SR 40 to NE 3rd St	OCA	3	1,300	NC	1,100	NC	300	-19.2

Marion County continues on p.29 (Map G)

City of Ocala continues on p.15 (Map C)

City of Ocala continues on p.25 (Map F)

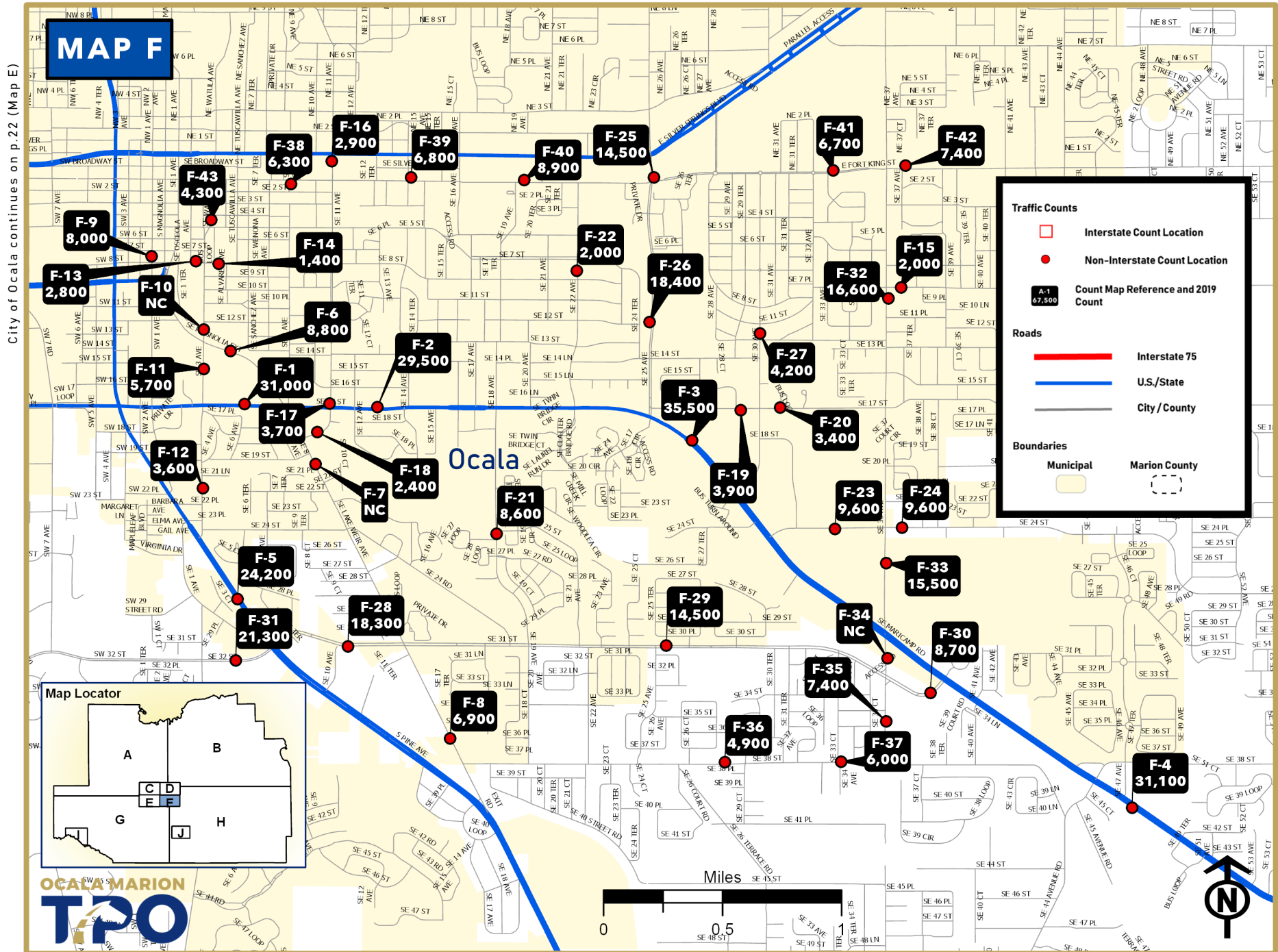
City of Ocala continues on p.25 (Map F)



Marion County continues on p.29 (Map G)

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
I-75									
E-01	.586 mi S of SR 40	FDOT	2	59,000	74,200	78,500	76,000	97,500	16.3
SR 200									
E-02	0.528 mi E of I-75	FDOT	2	43,500	43,500	47,500	38,000	43,500	0.0
E-03	SW 26th St to SW 27th Ave	FDOT	2	42,000	41,900	39,500	39,500	40,500	-0.9
E-04	SW 27th Ave to SW 17th St	FDOT	2	38,500	38,300	37,500	34,500	38,500	0.0
E-05	SW 17th St to SW ML King Ave	FDOT	2	25,000	24,500	25,000	24,000	24,000	-1.0
E-06	SW ML King Ave to US 441	FDOT	2	27,500	27,700	26,500	25,500	26,500	-0.9
SR 464									
E-07	SR 200 to SW 19th Ave Rd	FDOT	2	22,500	24,800	25,500	25,500	25,500	3.3
E-08	SW 19th Ave Rd to SW 7th Ave	FDOT	2	33,500	35,900	34,000	34,500	35,500	1.5
US 441									
E-09	0.12 mi S of SR 40	FDOT	2	33,000	34,900	35,000	36,500	35,500	1.9
E-10	0.146 mi S of SR 200	FDOT	2	30,500	28,900	29,500	26,000	26,000	-3.7
E-11	0.13 mi N of SR 464	FDOT	2	26,500	25,300	26,500	24,000	25,500	-0.9
SW 1st Ave									
E-12	SW 10th St to SW 17th St	OCA	3	5,400	NC	NC	NC	NC	N/A
SW 17th St Extension (SW 10th St & SW 13th St)									
E-13	SW 33rd Ave to SW 27th Ave	OCA	3	10,900	NC	NC	5,400	5,700	-11.9
E-14	SW 27th Ave to SR 200	OCA	3	10,900	NC	12,800	13,600	14,100	7.3
SW 19th Ave Rd									
E-15	SW 27th Ave to SW 17th St	OCA	2	19,700	19,700	22,500	NC	14,100	-7.1
SW 20th St									
E-16	SW 60th Ave to I-75	OCA	1	11,600	11,600	13,400	10,600	10,000	-3.4
E-17	I-75 to SW 31st Ave(CFCC Ent)	OCA	1	11,600	11,600	13,100	12,400	15,900	9.3
E-18	SW 27th Ave to SR 200	OCA	3	NC	NC	12,700	5,200	6,900	-22.8

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SW 27th Ave									
E-19	SW 20th St to SR 200	MC	2	21,500	20,700	21,500	NC	19,200	-2.7
E-20	SR 200 to SW 19th Ave Rd	OCA	1	NC	20,400	20,500	19,100	18,500	-3.1
E-21	SW 34th St to SW 42nd St	OCA	3	NC	NC	18,400	11,800	19,900	4.1
SW 33rd Ave									
E-22	SW 7th St to SW 20th St	OCA	3	4,800	NC	3,600	NC	2,600	-11.5
SW 37th Ave									
E-23	SW 20th St to SW 7th St	OCA	3	NC	NC	4,500	NC	3,900	-6.7
SW 38th Ave									
E-24	SR 40 to SW 20th St	OCA	3	3,500	NC	NC	3,900	1,500	-14.3
E-25	SW 20th St to SR 200	OCA	3	5,300	NC	6,100	5,900	6,500	5.7
SW 42nd St (CR 475C)									
E-26	SW 7th Ave to SW 27th Ave	OCA	2	NC	NC	18,800	NC	NC	N/A
E-27	SW 27th Ave to SW 31st Ave	OCA	1	17,700	17,700	18,900	17,600	15,200	-3.5
E-28	SW 31st Ave to SR 200	OCA	1	12,700	NC	17,600	15,900	21,900	18.1
W Broadway St									
E-29	US 441 to S Magnolia Ave	OCA	3	NC	NC	800	NC	1,000	12.5
S Magnolia Ave									
E-30	SE 3rd St to SE 8th St	OCA	1	5,400	NC	3,600	4,800	4,000	-6.5
MLK Jr. Ave									
E-31	SR 40 to SR 200	OCA	2	NC	NC	12,800	NC	21,400	33.6
E-32	SR 200 to SW 17th St	OCA	3	7,500	NC	8,900	6,200	7,300	-0.7



Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SR 464									
F-01	US 441 to SE 11th Ave	FDOT	3	32,000	35,900	32,000	30,500	31,000	-0.8
F-02	SE 11th Ave to SE 25th Ave	FDOT	2	34,000	32,300	32,500	33,500	29,500	-3.3
F-03	SE 25th Ave to SE 36th Ave	FDOT	3	33,500	37,100	36,500	35,000	35,500	1.5
F-04	140 Ft E Of SE 47th Ave	FDOT	1	30,200	30,800	30,800	30,400	31,100	0.7
US 441									
F-05	SE 23rd Pl to SE 31st St	OCA	1	23,000	23,000	22,800	22,400	24,200	1.3
CR 464A									
F-06	SW 10th Street to SR 464	OCA	1	9,000	8,700	6,900	7,100	8,800	-0.6
F-07	SR 464 to SE 31st Street	OCA	2	NC	9,900	NC	NC	NC	0.0
F-08	N of SE 38th Street	MC	2	5,900	6,300	6,900	6,600	6,900	4.2
SW 1st Ave									
F-09	SW 5th St to SW 8th St	OCA	1	NC	NC	5,900	7,500	8,000	17.8
SE 3rd Ave									
F-10	SE 8th St to CR 464A	OCA	2	5,500	NC	5,600	8,000	NC	15.2
F-11	CR 464A to SR 464	OCA	3	4,900	NC	4,900	NC	5,700	4.1
F-12	SR 464 to SE 23rd Pl	OCA	3	NC	NC	3,600	NC	3,600	0.0
SE 8th St									
F-13	SE 1st Ave to SE 3rd Ave	OCA	3	7,400	7,400	NC	3,000	2,800	-15.5
F-14	SE 3rd Ave to SE 11th Ave	OCA	3	NC	NC	2,800	NC	1,400	-25.0
F-15	SE 36th Ave to SE 45th Ter	OCA	3	NC	NC	2,100	NC	2,000	-2.4
SE 11th Ave									
F-16	SR 40 to SE Ft King St	OCA	1	2,700	2,700	3,200	2,700	2,900	1.9
F-17	SE Ft King St to SR 464	OCA	3	2,500	NC	3,200	NC	3,700	12.0
F-18	SR 464 to CR 464A	OCA	3	NC	NC	2,200	NC	2,400	4.5

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SE 17th St									
F-19	SE 25th Ave to SE 30th Ave	OCA	3	3,800	NC	3,900	4,200	3,900	0.7
F-20	SE 30th Ave to SE 36th Ave	OCA	3	NC	NC	3,600	NC	3,400	-2.8
SE 18th Ave									
F-21	SR 464 to SE 31st St	OCA	2	7,100	NC	8,200	8,400	8,600	5.3
SE 22nd Ave									
F-22	SE Ft King St to SR 464	OCA	3	1,700	NC	1,800	NC	2,000	4.4
SE 24th St									
F-23	SR 464 to SE 36th Ave	OCA	3	NC	NC	7,700	NC	9,600	12.3
F-24	SE 36th Ave to SE 44th Ct	OCA	3	NC	NC	8,500	12,200	9,600	6.5
SE 25th Ave									
F-25	SR 40 to SE Ft King St	OCA	2	NC	NC	NC	24,100	14,500	-39.8
F-26	SE Ft King St to SR 464	OCA	2	15,400	NC	18,700	17,800	18,400	4.9
SE 30th Ave									
F-27	SE Ft King St to SE 17th St	OCA	3	NC	NC	1,400	NC	4,200	100.0
SE 31st St									
F-28	US 441 to CR 464A	OCA	2	NC	17,600	17,500	18,600	18,300	1.3
F-29	CR 464A to SE 36th Ave	OCA	1	12,400	12,400	11,200	NC	14,500	4.2
F-30	SE 36th Ave to SR 464	OCA	3	NC	NC	6,400	3,700	8,700	18.0
SE/SW 32nd St									
F-31	SW 7th Ave to US 441	MC	2	16,400	19,100	21,100	NC	21,300	7.5
SE 36th Ave									
F-32	SE Ft King St to SE 17th St	OCA	1	18,000	18,000	17,300	16,900	16,600	-1.9
F-33	SE 17th St to SR 464	OCA	2	18,400	NC	16,000	13,000	15,500	-3.9
F-34	SR 464 to SE 31st St	OCA	3	NC	NC	10,600	NC	NC	N/A
F-35	SE 31st St to SE 38th St	MC	2	6,300	6,900	7,500	7,700	7,400	4.4

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SE 38th St									
F-36	CR 464A to SE 36th Ave	OCA	3	6,600	NC	7,900	NC	4,900	-6.4
F-37	W of SE 36th Ave	MC	2	5,000	5,500	5,900	5,400	6,000	5.0
Fort King St									
F-38	SE 1st Ave to SE 11th Ave	OCA	2	5,500	NC	6,300	6,300	6,300	3.6
F-39	SE 11th Ave to SE 16th Ave	OCA	1	6,300	6,300	5,900	6,300	6,800	2.0
F-40	SE 16th Ave to SE 25th Ave	OCA	3	7,900	NC	8,400	4,200	8,900	3.2
F-41	SE 25th Ave to SE 36th Ave	OCA	1	6,600	6,800	6,400	6,500	6,700	0.4
F-42	SE 36th Ave to SR 35	OCA	2	6,200	NC	7,600	3,700	7,400	4.8
SE Watula Ave									
F-43	SE Ft King St to SE 8th St	OCA	3	NC	NC	4,200	NC	4,300	1.2

MAP G

Traffic Counts

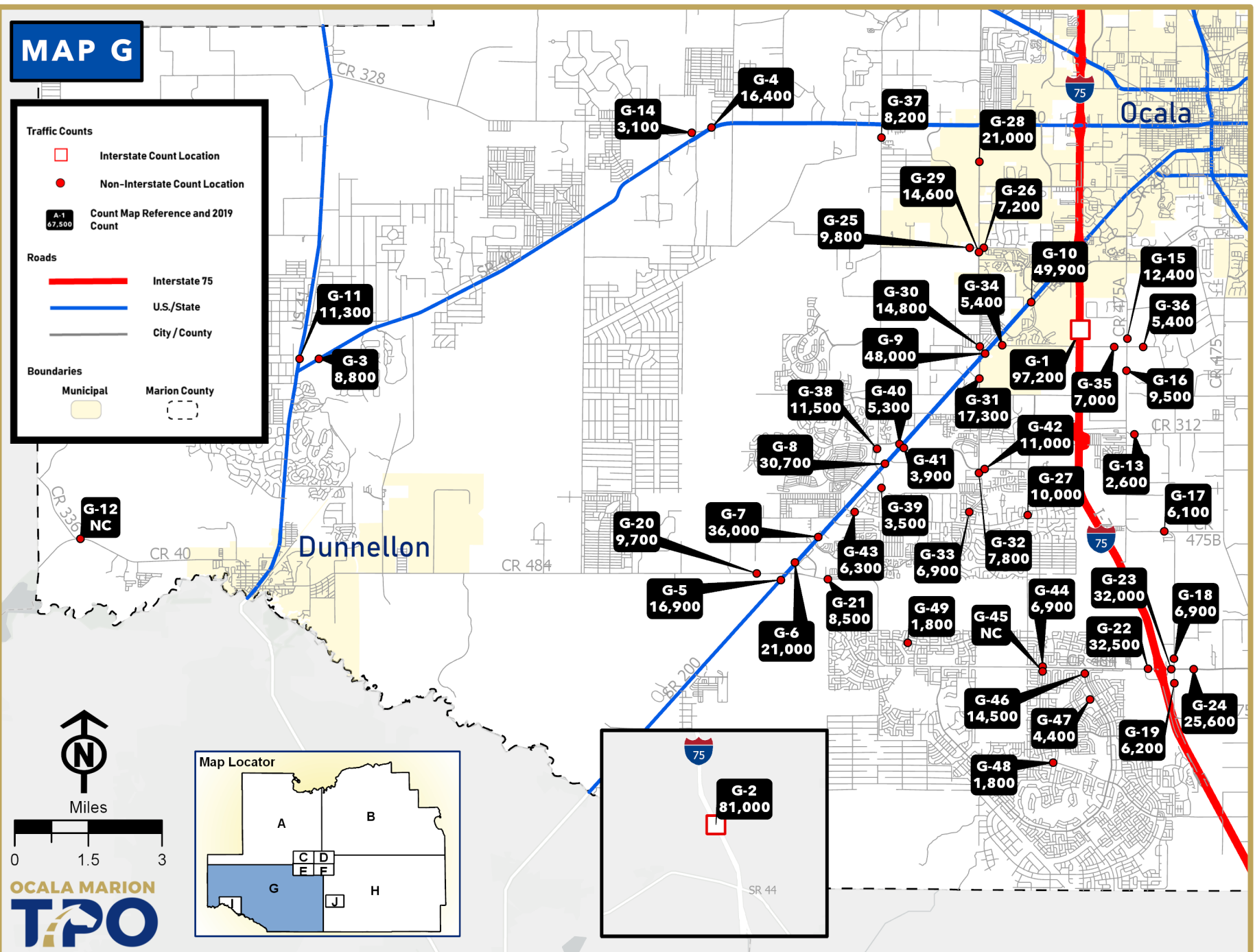
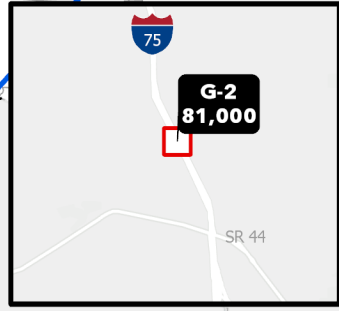
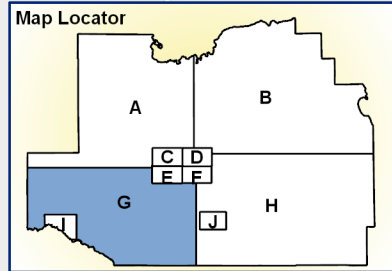
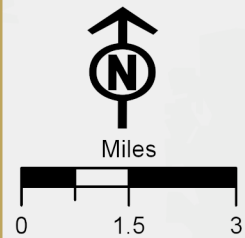
- Interstate Count Location
- Non-Interstate Count Location
- Count Map Reference and 2019 Count

Roads

- Interstate 75
- U.S./State
- City / County

Boundaries

- Municipal
- Marion County



City of Ocala continues on p.25 (Map F)

Marion County continues on p.33 (Map H)

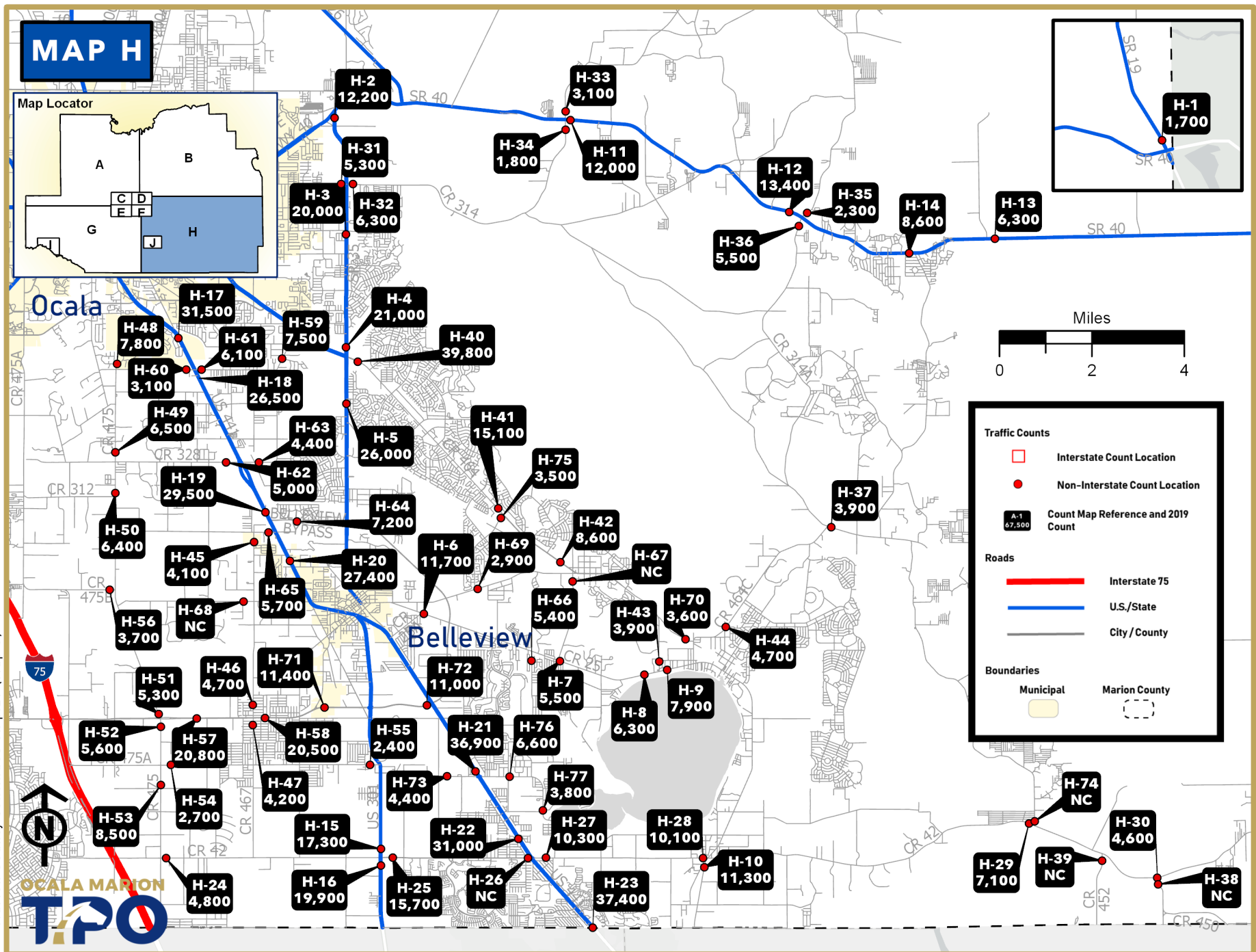
Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
I-75									
G-01	.35 miles N of Williams Road	FDOT	3	87,000	90,500	94,500	93,700	97,200	2.9
G-02	From SR 44 to CR 484	FDOT	3	75,500	72,500	78,000	80,000	81,000	1.8
SR 40									
G-03	.422 mi NE of US 41	FDOT	3	7,900	8,200	8,400	8,600	8,800	2.8
G-04	.371 mi E of CR 328	FDOT	3	14,200	15,000	15,600	15,500	16,400	3.9
SR 200									
G-05	.2 mi SW of CR 484	MC	3	14,200	15,100	15,700	16,400	16,900	4.8
G-06	.12 mi NE of CR 484	FDOT	3	19,500	19,900	21,500	22,000	21,000	1.9
G-07	.985 mi NE of CR 484	FDOT	3	33,000	34,100	38,000	35,000	36,000	2.3
G-08	S of SW 80th St	MC	3	23,500	29,200	30,400	31,800	30,700	7.7
G-09	2.932 mi SW of I-75	FDOT	3	41,500	NC	NC	47,000	48,000	3.9
G-10	I-75 to SW 66th St	OCA	1	38,500	NC	34,000	36,700	49,900	7.4
US 41									
G-11	.663 mi N of SR 40	FDOT	3	10,300	11,000	11,000	10,900	11,300	2.4
CR 40									
G-12	E of CR 336	MC	2	2,500	9,100	8,500	9,200	NC	89.3
CR 312									
G-13	E of CR 475A	MC	2	2,500	2,400	2,600	2,600	2,600	1.0
CR 328									
G-14	N of SR 40	MC	2	5,300	NC	3,100	3,100	3,100	-10.4
CR 475A									
G-15	N of SW 66th St	MC	2	12,500	12,300	12,000	12,500	12,400	-0.2
G-16	S of SW 66th St	MC	2	9,400	9,700	9,300	9,800	9,500	0.3
G-17	W of CR 475B	MC	2	5,500	5,700	5,700	5,700	6,100	2.7
G-18	N of CR 484	MC	2	5,700	6,000	6,200	6,800	6,900	5.3
G-19	S of CR 484	MC	2	5,700	5,600	5,700	6,200	6,200	2.2
CR 484									
G-20	W of SR 200	MC	2	8,500	9,500	8,900	9,400	9,700	3.5
G-21	E of SR 200	MC	2	7,500	8,100	7,700	8,400	8,500	3.3
G-22	W of I-75	MC	2	29,600	28,100	29,200	30,100	32,500	2.4
G-23	E of I-75	MC	2	25,000	26,100	27,500	30,000	32,000	7.0
G-24	E of CR 475A	MC	2	21,600	20,600	21,500	24,100	25,600	4.6

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SW 38th St									
G-25	W of SW 60th Ave	MC	2	8,300	8,000	9,700	9,800	9,800	4.5
G-26	E of SW 60th Ave	MC	2	5,800	5,900	7,200	7,400	7,200	6.0
SW 49th Ave									
G-27	N of SW 103rd St Rd	MC	2	8,100	8,100	7,500	7,800	10,000	5.9
SW 60th Ave									
G-28	SR 40 to SW 20th St	OCA	2	NC	NC	16,100	20,600	21,000	15.2
G-29	S of SW 38th St	MC	2	NC	15,100	14,500	14,600	14,600	-1.1
G-30	N of SR 200	MC	3	14,400	14,800	14,400	14,800	14,800	0.7
G-31	S of SR 200	MC	2	17,400	17,200	17,000	17,000	17,300	-0.1
SW 62nd Ave Rd									
G-32	S of SW 95th St	MC	2	6,600	7,100	6,800	7,400	7,800	4.5
G-33	N of SW 103rd St Rd	MC	2	6,200	6,100	5,900	6,400	6,900	2.8
SW 66th St									
G-34	E of SR 200	MC	2	5,000	4,900	5,200	5,300	5,400	2.0
G-35	W of CR 475A	MC	2	7,300	7,300	7,100	7,200	7,000	-1.0
G-36	E of CR 475A	MC	2	4,000	4,100	5,200	5,300	5,400	8.8
SW 80th Ave									
G-37	S of SR 40	MC	2	6,300	6,700	8,100	8,400	8,200	7.5
G-38	N of SR 200	MC	2	8,800	8,300	11,300	11,700	11,500	7.7
G-39	S of SR 200	MC	3	2,700	2,800	3,300	3,500	3,500	7.4
SW 90th St									
G-40	W of SR 200	MC	2	4,100	4,600	4,500	5,100	5,300	7.3
SW 95th St Rd/SW 95th St									
G-41	E of SR 200	MC	2	2,400	2,800	3,200	3,500	3,900	15.6
G-42	E of SW 62nd Ave Rd	MC	2	9,200	9,000	9,600	10,700	11,000	4.9
SW 103rd St Rd									
G-43	E of SR 200	MC	2	5,600	5,600	5,700	6,100	6,300	3.1
Marion Oaks Course									
G-44	N of CR 484	MC	3	8,700	9,100	9,300	9,900	6,900	-5.2
G-45	S of CR 484	FDOT	3	NC	NC	NC	6,900	NC	N/A
Marion Oaks Boulevard									
G-46	S of CR 484	FDOT	3	12,500	12,900	13,300	14,300	14,500	4.0

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
Marion Oaks Drive									
G-47	W of Marion Oaks Blvd	FDOT	3	4,300	4,500	4,700	4,400	4,400	0.6
Marion Oaks Manor									
G-48	W of Marion Oaks Dr	FDOT	3	1,600	1,700	1,800	1,800	1,800	3.1
Marion Oaks Trail									
G-49	E of SW 73rd Ave Rd	FDOT	3	1,550	1,650	1,750	1,800	1,800	4.0

City of Ocala continues on p.22 (Map E)

Marion County continues on p.29 (Map G)





Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SR 19									
H-01	.24 mi N of SR 40	FDOT	3	1,400	1,700	1,500	1,700	1,700	5.4
SR 35									
H-02	.643 mi S of SR 40	FDOT	3	12,900	14,700	14,500	14,700	12,200	-1.4
H-03	S of Fort King Street	MC	3	17,900	18,800	19,300	19,800	20,000	2.9
H-04	.41 mi N of SR 464	FDOT	3	18,300	21,200	20,500	21,000	21,000	3.7
H-05	1.053 mi S of SR 464	FDOT	3	20,300	19,800	21,500	21,500	26,000	7.0
CR 25									
H-06	E of SR 35	MC	2	12,300	13,600	12,200	12,000	11,700	-1.2
H-07	.04 mi E of SE 108th Ter Rd	FDOT	3	6,100	7,400	7,500	7,700	5,500	-2.5
H-08	W of CR 464	MC	2	5,800	5,900	6,200	6,500	6,300	2.2
H-09	E of CR 464	MC	2	6,900	7,400	7,400	7,900	7,900	3.6
H-10	S of CR 42	MC	2	8,300	8,700	10,600	11,000	11,300	9.0
SR 40									
H-11	.109 mi E of CR 314	FDOT	3	10,600	11,000	12,000	12,300	12,000	3.3
H-12	.297 mi W of CR 314A	FDOT	3	11,100	11,400	12,300	12,500	13,400	5.2
H-13	4.456 mi E of CR 314A	FDOT	3	4,000	4,300	4,900	8,400	6,300	14.4
H-14	.072 mi W of SE 183rd Ave Rd	FDOT	3	7,100	7,200	8,200	8,400	8,600	5.3
US 301									
H-15	.188 mi N of CR 42	FDOT	3	16,400	16,700	17,900	17,100	17,300	1.4
H-16	.169 mi S of CR 42	FDOT	3	19,800	19,400	26,000	21,200	19,900	0.1
US 441									
H-17	.215 mi S of CR 464A	FDOT	3	30,500	32,400	32,500	29,500	31,500	0.8
H-18	S of SE 52nd St	MC	2	25,600	26,400	26,400	26,500	26,500	0.9
H-19	.075 mi S of SE 38th Ter	FDOT	3	27,500	27,200	29,000	27,500	29,500	1.8
H-20	N of 102nd Pl Rd	MC	2	25,600	26,300	26,000	27,000	27,400	1.8
H-21	N of SE 147th Pl	MC	3	27,900	28,800	30,500	34,000	36,900	8.1
H-22	.509 mi N of CR 42	FDOT	3	30,000	29,200	29,000	31,000	31,000	0.8
H-23	S of CR 42	MC	3	33,600	34,600	35,000	37,700	37,400	2.8



Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
CR 42									
H-24	E of CR 475	MC	2	4,000	3,900	4,200	4,500	4,800	5.0
H-25	E of US 301	MC	2	12,700	13,100	14,300	15,900	15,700	5.9
H-26	W of US 441	MC	2	16,700	18,100	20,900	22,600	NC	11.8
H-27	E of US 441	MC	2	8,500	8,900	9,600	10,200	10,300	5.3
H-28	528' W of CR 25	FDOT	3	6,900	6,900	9,700	9,900	10,100	11.6
H-29	W of SE 182nd Ave Rd	MC	2	6,300	6,800	7,000	7,500	7,100	3.2
H-30	E of CR 450	MC	1	3,200	3,500	3,700	4,000	4,600	10.9
CR 314									
H-31	W of SR 35	MC	2	5,400	5,200	5,300	5,400	5,300	-0.5
H-32	E of SR 35	MC	3	5,600	6,200	6,100	6,300	6,300	3.1
H-33	N of SR 40	FDOT	3	2,800	2,800	3,100	3,100	3,100	2.7
H-34	S of SR 40	MC	2	1,400	1,500	1,600	1,700	1,800	7.1
CR 314A									
H-35	N of SR 40	MC	2	1,500	1,700	1,900	2,200	2,300	13.3
H-36	S of SR 40	MC	2	5,300	5,500	5,400	5,500	5,500	0.9
H-37	E of CR 464C	MC	2	3,200	3,500	3,700	3,800	3,900	5.5
CR 450									
H-38	S of CR 42	MC	2	1,100	NC	1,400	NC	NC	13.6
CR 452									
H-39	S of CR 42	MC	2	4,300	NC	5,600	NC	NC	15.1
CR 464									
H-40	E of SR 35	MC	2	34,600	34,200	37,800	38,600	39,800	3.8
H-41	W of Oak Rd	MC	2	12,400	13,200	13,800	14,600	15,100	5.4
H-42	W of SE 108th Ter Rd	MC	3	7,600	8,200	8,300	8,400	8,600	3.3
H-43	N of CR 25	MC	2	2,800	3,000	3,300	3,700	3,900	9.8
CR 464C									
H-44	E of SE 141st Terr	MC	2	3,800	4,300	4,400	4,600	4,700	5.9
CR 467									
H-45	S of SE 95th St	MC	2	4,100	4,400	3,300	3,700	4,100	0.0
H-46	N of CR 484	MC	2	4,500	4,500	4,300	4,500	4,700	1.1
H-47	S of CR 484	MC	2	3,800	3,700	3,800	4,100	4,200	2.6



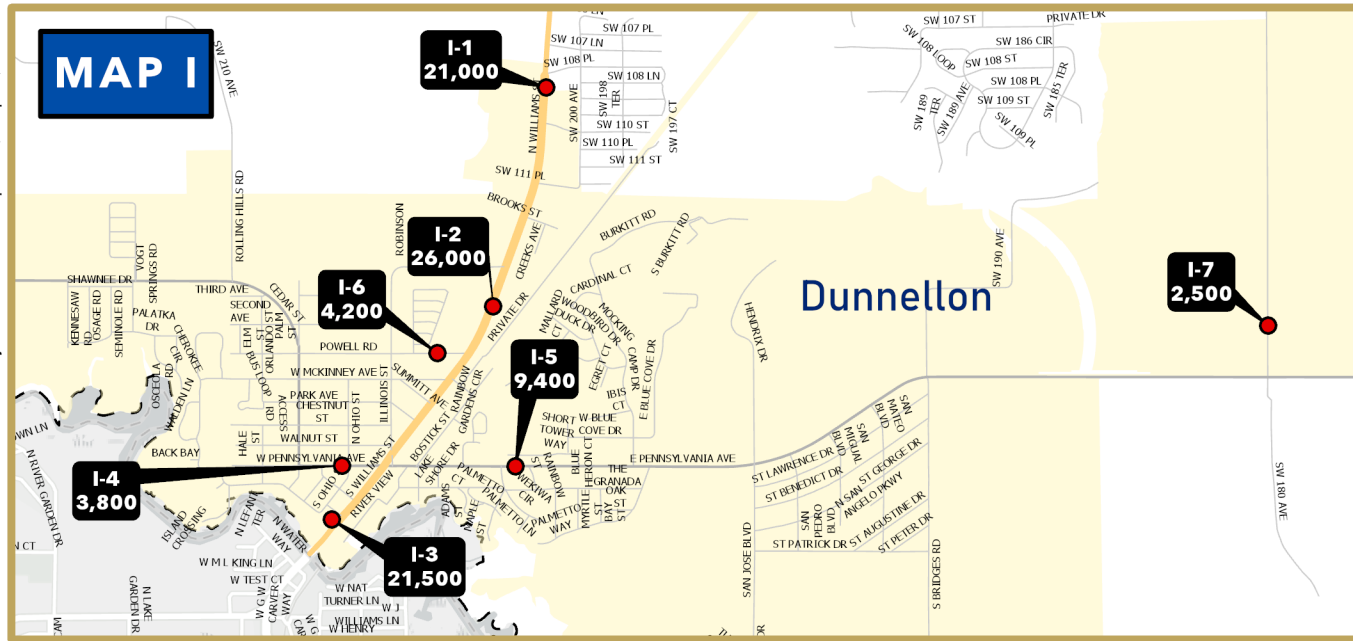
Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
CR 475									
H-48	N of SE 52nd St	MC	2	6,900	7,200	7,600	7,800	7,800	3.3
H-49	N of CR 328	MC	2	5,800	6,000	6,700	6,700	6,500	3.0
H-50	N of CR 312	MC	2	6,000	6,500	6,500	6,600	6,400	1.7
H-51	N of CR 484	MC	3	4,100	4,600	4,900	5,300	5,300	7.3
H-52	S of CR 484	MC	2	4,400	4,700	5,100	5,400	5,600	6.8
H-53	S of CR 475A	MC	3	6,900	6,800	7,500	8,100	8,500	5.8
CR 475A									
H-54	E of CR 475	MC	2	1,600	1,500	2,100	2,500	2,700	17.2
H-55	W of US 301/SR 35	MC	2	2,200	2,200	2,100	2,200	2,400	2.3
CR 475B									
H-56	W of CR 475	MC	2	2,800	3,100	3,400	3,300	3,700	8.0
CR 484									
H-57	E of CR 475	MC	2	15,700	16,400	18,300	20,400	20,800	8.1
H-58	E of CR 467	MC	2	15,900	16,600	18,000	20,000	20,500	7.2
SE 44th Ave Rd									
H-59	N of SE 52nd St	MC	2	6,800	6,900	7,200	7,300	7,500	2.6
SE 52nd St									
H-60	W of US 441	MC	2	2,500	2,700	3,000	3,200	3,100	6.0
H-61	E of US 441	MC	2	5,300	5,100	6,000	6,200	6,100	3.8
SE 80th St									
H-62	W of US 441	MC	2	4,200	4,500	4,900	5,200	5,000	4.8
H-63	E of US 441	MC	2	3,900	4,000	4,300	4,400	4,400	3.2
SE 92nd Pl Rd									
H-64	E of US 441	MC	2	5,400	5,500	5,800	7,100	7,200	8.3
SE 95th St									
H-65	W of US 441	MC	2	5,200	5,200	5,200	5,600	5,700	2.4
SE 100th Ave									
H-66	S of CR 25	MC	2	3,700	4,200	4,600	5,300	5,400	11.5
SE 108th Ter Rd									
H-67	S of SE 110th St Rd	MC	2	1,600	NC	NC	NC	NC	N/A
SE 110th St									
H-68	W of CR 467	MC	2	1,600	NC	NC	NC	NC	N/A



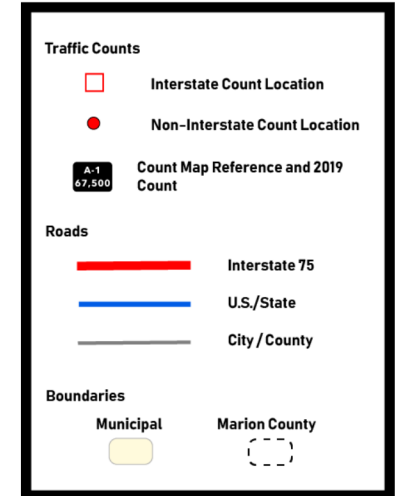
Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SE 110th St Rd									
H-69	E of Oak Rd	MC	2	2,300	2,400	2,600	2,800	2,900	6.5
SE 114th St Rd									
H-70	W of CR 464C	MC	2	3,100	3,400	3,200	3,500	3,600	4.0
SE 132nd St									
H-71	E of CR 484	MC	2	9,800	11,400	11,300	12,000	11,400	4.1
H-72	W of US 441	MC	2	8,300	9,800	9,900	10,500	11,000	8.1
SE 147th St /147th Pl									
H-73	W of US 441	MC	2	3,900	4,300	4,000	4,300	4,400	3.2
SE 182nd Ave Rd									
H-74	N of CR 42	MC	2	1,900	NC	NC	NC	NC	N/A
SE Oak Rd									
H-75	S of CR 464	MC	2	3,100	3,100	2,900	3,200	3,500	3.2
Sunset Harbor Rd									
H-76	E of US 441	MC	2	5,700	6,000	6,100	6,300	6,600	3.9
H-77	N of SE 155th St	MC	2	3,900	3,900	3,500	3,700	3,800	-0.6

Marion County continues on p.29 (Map G)

Marion County continues on p.29 (Map G)

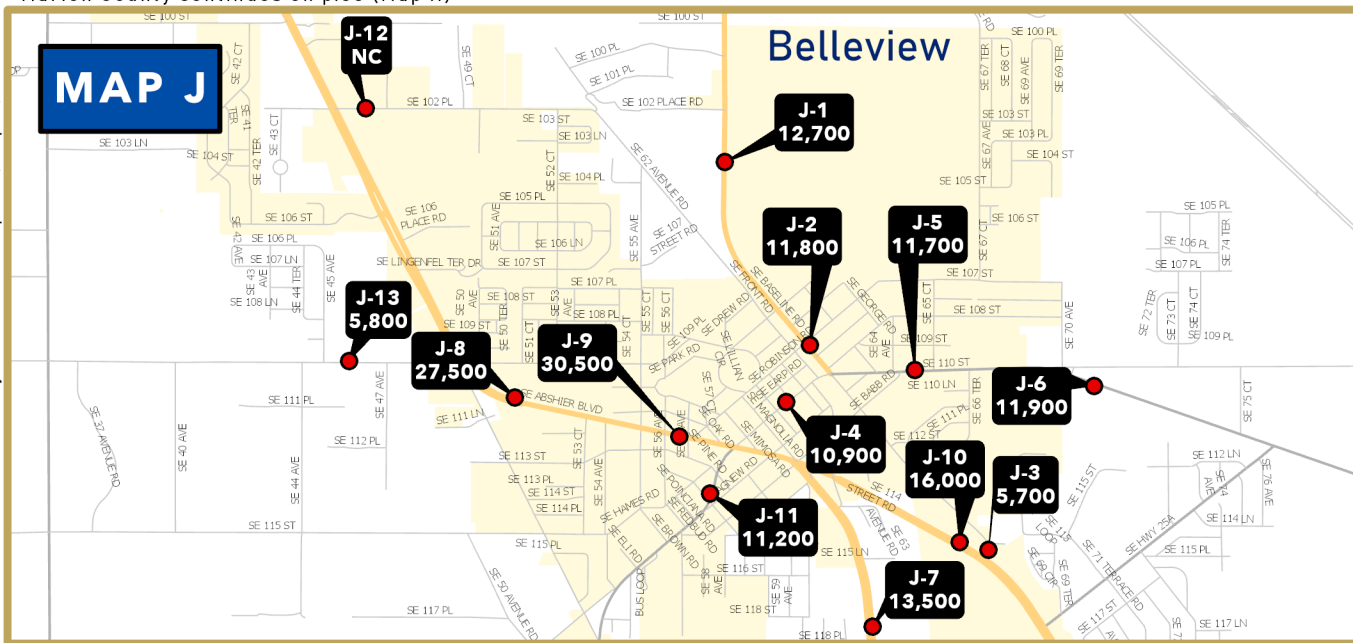


Marion County continues on p.29 (Map G)

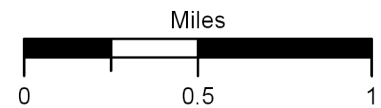
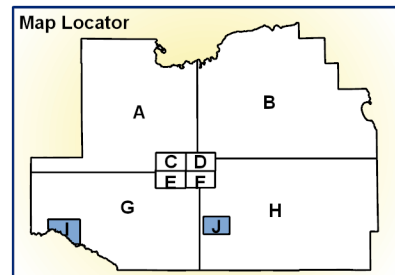


Marion County continues on p.33 (Map H)

Marion County continues on p.29 (Map G)



Marion County continues on p.33 (Map H)



Marion County continues on p.33 (Map H)



Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
US 41									
I-01	1.027 mi N of CR 484	FDOT	3	19,100	19,400	20,000	20,500	21,000	2.5
I-02	.549 mi N of CR 484	FDOT	3	24,000	24,000	25,000	25,500	26,000	2.1
I-03	.01 mi N of Citrus Co Line	FDOT	3	19,600	19,800	21,500	21,500	21,500	2.4
CR 40									
I-04	W of US 41	MC	2	2,900	3,300	3,200	3,500	3,800	7.8
CR 484									
I-05	E of US 41	MC	2	7,500	8,400	8,500	9,200	9,400	6.3
Powell Rd									
I-06	W of US 41	MC	2	3,500	3,700	4,000	4,100	4,200	5.0
SW 180th Ave Rd									
I-07	N of CR 484	MC	2	2,300	2,600	2,300	2,700	2,500	2.2

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SR 35									
J-01	S of SE 97th Place	MC	3	15,500	14,800	CST	12,200	12,700	-4.5
J-02	.104 mi N of SR 25	FDOT	3	16,200	16,500	CST	11,600	11,800	-6.8
Baseline Extension									
J-03	SE 110th St to US 441	MC	2	5,200	5,700	5,500	5,600	5,700	2.4
CR/SR 25									
J-04	W of SR 35	MC	2	12,900	12,100	11,100	10,900	10,900	-3.9
J-05	E of SR 35	MC	2	NC	13,600	12,200	12,000	11,700	-4.7
J-06	E of SE 110th St Rd	MC	2	8,800	9,600	11,100	11,600	11,900	8.8
US 301									
J-07	.043 mi N of SE 118th Pl	FDOT	3	13,600	13,800	14,000	13,700	13,500	-0.2
US 441									
J-08	.666 mi N of SR 25	FDOT	3	25,500	27,700	29,500	27,500	27,500	2.0
J-09	.152 mi NW of SR 25	FDOT	3	29,500	27,600	29,000	30,500	30,500	0.8
J-10	.542 mi SE of US 301	FDOT	3	15,500	15,800	16,600	13,200	16,000	0.8
CR 484									
J-11	W of US 441	MC	2	8,000	8,800	9,500	10,400	11,200	10.0
SE 102nd Pl									
J-12	E of US 441	MC	3	4,300	NC	NC	NC	NC	N/A
SE 110th St									
J-13	W of US 441	MC	3	5,200	5,300	5,400	5,600	5,800	2.9



Technical Advisory Committee (TAC) Meeting

Meeting Held via Cisco WebEx

10:30 AM

MINUTES

Members Present:

Steven Neal
Dave Herlihy
Vickie Wyche
Kenneth Odom
Nancy Smith
Mickey Thomason
Eric Smith
Elton Holland

Members Not Present:

Bruce Phillips
Lonnie Smith
Loretta Shaffer

Others Present:

Rob Balmes, TPO
Elizabeth Mitchell, TPO
Derrick Harris, TPO
Shakayla Irby, TPO
Anton Schauerte, TPO
Steven Schnell, HDR
Anna Taylor, FDOT
Judy Pizzo, FDOT
Karen Snyder, FDOT
Taylor Laurent, HDR
Ralph Bove, Volkert, Inc
Anthony Nosse, FDOT

Item 1. Call to Order and Roll Call

Chairman Elton Holland started the meeting started at 10:30am. Secretary Shakayla Irby called the roll there was a quorum 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, Marion County and Dunnellon websites on May 5th, 2020. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

Item 3a. Florida Transportation Plan 2020 Update

Ms. Judy Pizzo with the Florida Department of Transportation (FDOT) presented and said that the Florida Transportation Plan (FTP) was the single overarching statewide plan guiding Florida's transportation future. It was a plan for all of Florida providing direction to FDOT and all organizations that were involved in planning and managing Florida's transportation system, including statewide, regional, and local partners.

The FTP provided policy guidance and established the policy framework for allocating the state and federal transportation funds which flowed through FDOT's 5-year Work Program.

The FTP was important because it not only set a long-range vision for the future but it guided transportation decision making. It considered how to:

- Attain the goal of zero fatalities on Florida's transportation system.
- Provide a more efficient and mobile transportation system.
- Meet the needs of a growing and changing population.
- Make the economy more competitive.
- Enhance the quality of life and environment of Florida's communities.
- Increase opportunities for access to transit and other modes of transportation.
- Address emerging issues such as the rapid changes in technology.

The FTP was updated every five years. The 2020 update was being led by a diverse steering committee with over 30 members from the public, private, and civic sectors. The Metropolitan Planning Organization Advisory Council was among the organizations represented on the steering committee.

The FTP update was focused on four cross-cutting topics:

1. Technology
2. Resilience
3. State/ Interregional
4. Regional/ Local

FDOT's presentation covered the purpose of the FTP and why it mattered and shared ways to provide input on the FTP update. There would be a focus on the cross-cutting topics and obtaining responses to online polling questions.

The committee was presented with a slideshow presentation and the information was also included in the committee meeting packet. The committee was also given the opportunity to answer questions via a web-based app provided by the FDOT.

Item 3b. I-75 PD&E Study

Steven Schnell with HDR presented the I-75 PD&E Study and said that FDOT was conducting two PD&E studies to evaluate transportation improvements and upgrades to I-75 in Sumter, Marion and Alachua Counties.

Both studies would take place simultaneously. The outcomes for both studies may result in different recommendations to address transportation corridor issues for each specific area. The two PD&E study segments included:

- Southern Segment: Florida Turnpike (SR 91) to SR 200
- Northern Segment: SR 200 to CR 234

The study overview consisted of three elements:

1. Engineering
2. Environmental
3. Public Involvement

The corridor and interchange improvements to increase the capacity of I-75 within the study areas were to accommodate area growth, freight activity, traffic and safety, and hurricane evacuation.

The next steps in the schedule would be data collection, developing alternatives, evaluating alternatives, and by 2023 preparing all final reports.

Item 3c. FY 2020-2025 Transportation Improvement Program (TIP)

Anton Schauerte, TPO Transportation Planner presented the FY 2020-2025 TIP and said The TPO was in the process of updating the TIP for FY 2020/2021-2024/2025.

Mr. Schauerte provided an overview of the proposed changes from the current TIP to the draft 20/21-24/25 TIP. The purpose of the changes were to simplify the language and improve the overall readability of the document in order to improve the accessibility of the information to a wider audience and to garner more public feedback.

Major changes from the current TIP to the draft 20/21-24/25 TIP included:

- The rewriting, reorganizing, and consolidating of text throughout most sections
- Re-categorizing the way projects were classified

- Creation of county-wide project map and improve readability of individual project maps
- Inclusion of interactive online map to accompany TIP document
- Removal of Transportation Performance Measures Consensus Planning Document (per request of the Federal Highway Administration and to be adopted separately by TPO Board)

Item 3d. 2045 Long-Range Transportation Plan (LRTP)

Derrick Harris, TPO Assistant Director presented the 2045 LRTP and said that the TPO was working on an update to the LRTP. The TPO board passed the Goals and Objectives for the LRTP in February, along with the associated weights to those Goals and Objectives. TPO staff coordinated the Goals and Objectives and their weights with our LRTP consultant. The final document had been published.

Also, the TPO was anticipating having a great deal of public outreach where staff would go out to various locations in the community and discuss any transportation needs the public had. However, with the global pandemic staff decided that it would not be wise to have public meetings.

Therefore, staff planned on setting up virtual meetings and an interactive map.

The tools would replace what would have been in person public meetings. The virtual meetings would include short presentations, documents, and an overall explanation on how to submit comments and transportation needs to staff directly. The interactive map would be a visual representation of the needs that have been demonstrated in other local plans, including the current LRTP. It was hoped to have the meetings take place around the last week or two in May.

TPO staff had developed a DRAFT needs plan with a corresponding interactive map that was included in the committees packet.

Item 4a. List of Priority Projects (LOPP)

Mr. Harris presented the LOPP and said that at the May 2019 TPO Board Meeting, staff received direction regarding how to formally proceed with ranking of LOPP. It was determined that staff should use a ranking system that was developed by TPO staff.

The ranking criteria developed was grouped into the following six categories:

1. **Multimodal:** The ranking criteria looked at whether a project incorporated different modes of transportation into the project or was it multimodal. Therefore, if a project incorporated bike lanes, sidewalks, transit options, or offered a new alternative, such as a trail, it received one point for being multimodal.
2. **Performance Measure:** Based on the latest federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, which required MPO/TPOs to measure the performance of projects. This was done by measuring projects on safety, system performance, pavement/bridge condition, and transit asset management. Therefore, the LOPP gave weight to any project that met one of the performance measures, and an

additional point if the project met two. Note: most projects could only obtain one point for a performance measure, as most performance measures required a project to either be on or demonstrate how it would improve the performance of a corridor on the National Highway System (NHS). Therefore, most projects that obtained two points in the category were a part of the NHS.

3. Project Development: The ranking criteria looked at where the projects were in their development.

For example, if a project was in the Project Development & Environmental (PD&E) stage it would receive one point, and it received an additional point for each stage the project was in up until construction, which would be four points. Note: projects could only qualify for one of the phases, with one to four points possible.

4. Funding Availability: FDOT had mentioned on several occasions, funding is limited. Therefore, if a project had a lower cost associated with it, and/or a lower cost needed for completion, the project could receive one additional point.

5. Local Revenue/Funding Source: An additional category that staff thought was pertinent to the ranking system was local revenue. Therefore, if a project had local revenue being added to the project it received an additional point.

6. Local Partnership: The ranking criteria considers whether a project had a formal partnership between two agencies. For example, a project could be a Local Agency Program (LAP) project, or a project that FDOT managed or helped manage for another jurisdiction. In the case, the project would receive an additional point.

The ranking criteria developed by TPO staff was based on several discussions with FDOT, various staff from local municipalities, and internal discussions. These discussions helped create a ranking criteria that was narrowed down based on the adopted 2040 LRTP and Objectives. The Goals from the 2040 LRTP which was focused on were Multimodal Choices (Goal #1), Economic Development and Growth (Goal #2), Safety and Security (Goal #3), Cooperation (Goal #4), and System Preservation (Goal #6).

Mr. Odom gave the following comments:

- #9 change from 4 points construction to 2 points design (Santos to Baseline Trail)
- #16 change from 3 points ROW to 2 points design (Pruitt Trail from Trailhead to Bridges road)
- #17 delete due to being already under construction (NE 36th Avenue bridge)

Ms. Smith asked why there were projects that were already funded still on the list.

Mr. Harris said it depends on where the project is in terms of funding because all projects are not completely funded.

Mr. Odom made a motion to approve the LOPP with the corrections that were sited. Ms. Smith seconded, and the motion passed unanimously.

Item 4b. TIP Amendment (Walk-on Item)

Mr. Harris said the TIP Amendment was part of the CARES act and was a relief package for the Corona Virus and would add additional funding of \$2,668,689.00 to Marion Transit for operational purposes.

Ms. Smith approved the TIP Amendment. Mr. Thompson seconded, a roll-call vote was called and the motion passed unanimously.

Item 5a. Consent Agenda

Mr. Odom made a motion to approve the Consent Agenda. Mr. Thompson seconded and the motion passed unanimously.

Item 6. Comments by FDOT

Ms. Wyche said that she would have the construction report at a later time due to a shortage of staff in the office. LAP applications needed to submit through the LAP app.

Item 7. Comments by TPO Staff

Mr. Balmes said that there had been discussion at Federal, State, and Local/ Regional levels regarding potential federal stimulus dollars for transportation and a request was made for 50 billion dollars to replace lost funds during the pandemic.

Carl Mikyska had been in contact and said to put together a list of projects that might be thought to be delayed or cancelled as a result of the pandemic that had received federal funding and Carl would put together a letter to lobby Congress and also take to Tallahassee with multiple projects across the state that were of concern.

Item 8. Comments by TAC Members

There were no comments.

Item 9. Public Comment

There were no comments.

Item 10. Adjournment

The meeting was adjourned by Chairman Holland at 11:52am.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



Technical Advisory Committee (TAC) Meeting

Meeting Held via Cisco WebEx

June 09, 2020

10:30 AM

MINUTES

Members Present:

Vickie Wyche
Nancy Smith
Mickey Thomason
Elton Holland
Lonnie Smith

Members Not Present:

Steven Neal
Eric Smith
Dave Herlihy
Kenneth Odom
Bruce Phillips
Loretta Shaffer

Others Present:

Rob Balmes, TPO
Liz Mitchell, TPO
Derrick Harris, TPO
Anton Schauerte, TPO
Shakayla Irby, TPO
Tony Nause, FDOT

Item 1. Call to Order and Roll Call

Chairman Elton Holland called the meeting to order at 10:30am and called the roll there was not a quorum 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, Marion County, and Dunnellon's websites on June 2nd, 2020. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

Item 3. FY 2020 – 2025 Transportation Improvement Program

Anton Schauerte Transportation Planner for the TPO gave a brief presentation on the FY 2020 – 2025 Transportation Improvement Program (TIP). Anton mentioned that the TIP had been noticed on various social media sites (Facebook, LinkedIn, and Twitter), TPO Website, and the Ocala Star Banner. The TIP had also been shared via e-blast to the following local, state, and federal agencies: Federal Transit Administration (FTA), Federal Highway Administration (FHWA), United States Forest Services (USFS), Florida Department of Economic Opportunity (DEO), Florida Commission for the Transportation Disadvantaged (FCTD), St. Johns River Water Management District (SJRWMD) and the Florida Department of Transportation (FDOT). Anton mentioned that in addition to the making the TIP available for the mentioned local, state, and federal agencies, it was also presented to the Technical and Citizen Advisory Committees as well as the TPO Board during the month of May. Also, a presentation to Dunnellon and Belleview's City Council meetings during the month of June.

Anton mentioned that the comments received from FHWA were pretty minor. They wanted the TPO to show how public comments would be incorporated and addressed. In addition, they wanted the TPO to ensure that the USFS was contacted about the TIP. Lastly, they wanted TPO staff to have a Transportation Performance Measures Consensus Document approved separately. Anton explained that the TPO did receive a few comments from the City of Ocala regarding the way in which 5307 federal funds and state block grant funds were displayed that directly affect the City of Ocala's fixed transportation system, Suntran. Anton mentioned that these changes had been made.

Chairman Holland inquired about what exactly was TPO staff asking of the committee today. Anton mentioned that since there wasn't a quorum present, if the committee could give an official recommendation that would be presented to the TPO Board at the end of the month.

TPO Assistant Director Derrick Harris mentioned that since the document was still under the public comment period up until the TPO Board Meeting on the 23rd of this month, TPO staff was looking to take a recommendation to the board. Therefore, the official recommendation from the committee would be dependent on whether or not TPO staff received any major comments that would require substantially revising the TIP document.

Lonnie Smith asked a question about the inserting of the List of Priority Projects into the TIP document. He wanted to know if there was still room for the projects to be moved around. Anton explained that the List of Priority Projects were approved at the previous month's TPO Board Meeting and would just be inserted due to the fact that they had already been approved.

Nancy Smith made a motion to recommend the TIP to the TPO Board for approval. The motion was seconded by Lonnie Smith. The motion approved unanimously. There wasn't a quorum present.

Item 4. Consent Agenda

Consent agenda was tabled until the next meeting where a quorum would hopefully be present.

Item 5. Comments by FDOT

Vickie Wyche mentioned that there was a new format for the construction reports and it was included in the agenda packet.

Item 6. Comments by TPO Staff

TPO Assistant Director Derrick Harris mentioned that the List of Priority Projects was approved at the previous TPO Board Meeting in May. Mr. Harris explained that due to the update of the Long-Range Transportation Plan that is ongoing it can get a little confusing about which project list TPO staff is asking for comments on. Mr. Harris asked that committee members reach out if they have any questions about any of the ongoing project lists. Also, he mentioned that on June 18th TPO staff would be kicking off a public involvement period for the upcoming needs project list for the LRTP update.

Item 7. Comments by TAC Members

There was no comments.

Item 8. Public Comment

There was no comments.

Item 9. Adjournment

The meeting was adjourned by Chairman Holland at 10:55 am.

Respectfully Submitted By:

Derrick Harris, TPO Assistant Director