



**Technical Advisory Committee (TAC) Meeting**

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

**February 11, 2020**

**10:30 AM**

**AGENDA**

**1. CALL TO ORDER AND ROLL CALL**

**2. PROOF OF PUBLICATION**

**3. PRESENTATION**

**A. Website/Social Media Launch**

Staff will present the newly constructed website, a social media plan, and newly developed infographics. The new website, social media plan, and infographics will be used to garner additional public feedback and better inform the public on the transportation planning processes

**B. UPCOMING TASKS**

Staff will present and discuss some of the major tasks and deliverables for the upcoming calendar year

**4. ACTION ITEMS**

**A. Election of Officers**

Each year the Technical Advisory Committee is required to elect a chairman and vice-chairman to serve a one-year term.

**B. FY 2019/20 – 2023/24 Transportation Improvement Program (TIP) Amendment**

Staff will present a request from FDOT to amend the current TIP to include additional funding towards a project within Marion County

**C. FY 2019/20 – 2023/24 Transportation Improvement Program (TIP) Amendment – Pavement, Bridge, and Travel Time Reliability Targets**

Staff will present a request from FDOT to amend the current TIP to include the pavement, bridge, and travel time reliability targets that were due to be set last fall

**D. Safety Targets**

Staff will present the TPO's recommended safety targets for the upcoming calendar year

**E. 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

**5. CONSENT AGENDA**

- A. January 14, 2020 – Minutes**
- B. October 08, 2019 – Minutes**
- C. November 12, 2019 – Minutes**

- 6. COMMENTS BY FDOT**
- 7. COMMENTS BY TPO STAFF**
- 8. COMMENTS BY TAC MEMBERS**
- 9. PUBLIC COMMENT (Limited to 2 minutes)**
- 10. 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  
March 10, 2020



**TO:           Committee Members**

**FROM:       Rob Balmes, Director**

**RE:           TPO Website, Social Media Platforms and Fact Sheets**

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The new TPO website went live with an official notice to the public on February 4, 2020. The address is [www.ocalamariontpo.org](http://www.ocalamariontpo.org). We anticipate the new website to be a resource and information hub, while improving the connections between the TPO and our citizens and partner agencies throughout Marion County.

The TPO also rolled-out a new social media platform to improve our public outreach and engagement. Please connect with the TPO via:

Facebook - [www.facebook.com/ocalamariontpo](http://www.facebook.com/ocalamariontpo)

Twitter - [www.twitter.com/ocalamariontpo](http://www.twitter.com/ocalamariontpo)

LinkedIn - [www.linkedin.com/company/ocala-marion-transportation-planning-organization](http://www.linkedin.com/company/ocala-marion-transportation-planning-organization)

Additionally, the TPO is strengthening its public engagement through a series of fact sheets and infographics. These resources will be housed on the TPO website and made available in printed format on demand. The primary goal is to help the public gain a greater understanding of the TPO and the transportation planning process in Marion County. This includes the TPO and TDLCB Boards, TAC and CAC, the Long Range Transportation Plan, transportation funding, safety and other pertinent topics. Attached to this memo are two examples of the formatting and designs – *What is the Ocala Marion Transportation Planning Organization; TPO Fast Facts 2020*. Over the next three months, the TPO will continue to publish these resource documents and notify the TAC and CAC when they are available.

If you have any questions or concerns, please contact me at 438-2631.

# What is the Ocala Marion Transportation Planning Organization (TPO)?

Established in 1981, the **Ocala Marion Transportation Planning Organization (TPO)** is a federally-mandated agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of both stakeholders and the public. Improvements to the transportation system are determined through a long-term visioning process. This process combined with short-term action steps necessary to implement the vision are developed in the TPO's core plans and programs.

The TPO is comprised of five staff and is governed by a 12-member Board of locally elected officials. The expertise of the staff and leadership of the **TPO Board** are supplemented by the **Technical Advisory Committee (TAC)**, **Citizens Advisory Committee (CAC)** and **Transportation Disadvantaged Local Coordinating Board (TDLCB)**. Collectively, these boards and committees provide guidance and policy-



making decisions for the organization. The work of the TPO is guided by state and federal legislation, including Florida Statute 339 and U.S. Code Title 23 and 49.

Throughout the United States, there are over 400 MPO/TPOs and are represented in all 50 states. Florida is home to 27, the most of any state. MPO/TPOs are required by federal and state laws in areas with a population greater than 50,000.

The core plans and programs of the TPO include:

- **Long Range Transportation Plan (LRTP)**
- **Transportation Improvement Program (TIP)**
- **Public Involvement Plan (PIP)**
- **Unified Planning Work Program (UPWP)**



# Fast Facts 2020



**301,545**  
Number of licensed drivers  
in Marion County



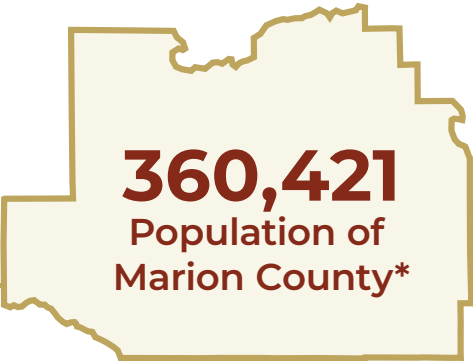
**434,448**  
Number of registered vehicles  
in Marion County



The Ocala Marion Transportation Planning Organization (TPO) is responsible for coordinating transportation projects, including highway, transit, rail, bicycle, pedestrian, and paratransit, throughout the county. The TPO allocates federal and state transportation funds and works to improve the region's transportation system by developing a variety of plans and programs.

**5,273**  
Bellevue

**1,810**  
Dunnellon



**61,549**  
Ocala

**290,747**  
Unincorporated



**77** Number of miles of bike  
lanes/shoulders in Marion County



**229** Number of miles of  
sidewalk in Marion County



**9,448**  
Total Crashes\*\*

**87**  
Fatalities\*\*

**429**  
Serious Injuries\*\*

**416,000**  
SunTran  
Passengers  
Annually

**7**  
Fixed SunTran  
Bus Routes



**87,250**  
Marion Transit  
Passengers  
Annually

**Rail Lines in  
Marion County**

**51**  
Number of miles  
of Class A rail lines

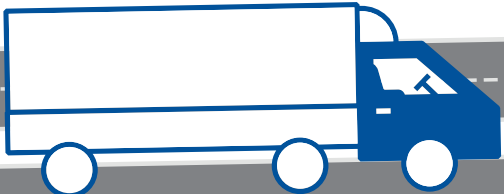
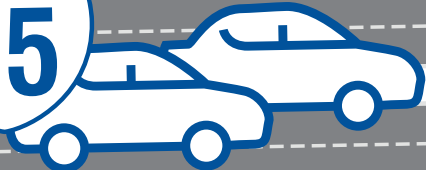


**102**  
Number of miles  
of rail lines

**Highest Average Daily Auto  
and Truck Traffic on I-75**

**80,000**  
Total Vehicles  
per Day

**20,000**  
Trucks per Day



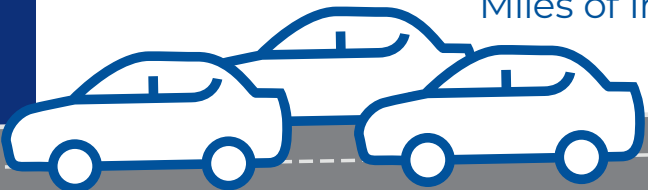
**72,217**  
Ocala International  
Yearly Operations\*\*\*

**38,690**  
Marion County  
Yearly Operations\*\*\*

**4.59 Billion**  
Total Annual Vehicle  
Miles Traveled

**38.2**  
Miles of Interstate (I-75)

**4,037**  
Miles of Roadway



Data Sources: Marion Transit, SunTran, City of Ocala, FDOT, Ocala International Airport, FLHSMV, Marion County, Bureau of Economic and Business Research (University of Florida)

\* 2019 Data; \*\* 2018 Data; \*\*\*Landings, take-offs, touch-and-go landings and fly-overs



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



2710 E. Silver Springs Blvd  
Ocala, FL 34470  
(352) 438-2630





**TO:           Committee Members**

**FROM:     Derrick Harris, Assistant Director**

**RE:           TPO 2020 Program and Project Activities**

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In calendar year 2020, the TPO will be involved in many key program and planning activities. A summary document of these activities has been developed to ensure that committee members are made fully aware as to when reviews and decision-making actions are necessary. The summary also includes due dates for submission to the Florida Department of Transportation.

If you have any questions, please contact me at (352) 438-2632 or at [derrick.harris@marioncountyfl.org](mailto:derrick.harris@marioncountyfl.org).



## **Ocala Marion TPO 2020 Program and Project Activities**

The following provides a summary of the major program and project activities undertaken by the TPO for 2020 to meet our goals, along with state and federal requirements. Each activity is accompanied by a timeframe with specific milestones or deadlines. They are listed in chronological order of TPO Board action in 2020.

### **2045 Long Range Transportation Plan (LRTP)**

Major update of the LRTP to 2045 horizon year

Timeframe: January to November 2020

Milestones: Goals and Weighting Approval (January)  
Public Workshops for Needs planning (March to April)  
Draft LRTP and 30-day public comment period (September)  
Adoption of LRTP (November)

**TAC/CAC: Presentation of Draft LRTP on September 08**

### **TPO Safety Targets and Performance Reporting**

Annual process to set safety targets to meet federal requirements for performance reporting

Timeframe: January to February 2020

**TAC/CAC: Presentation on February 11 for review**

### **TPO Public Participation Plan Update**

Update to the TPO Public Participation Plan

Timeframe: February to April 2020

Milestones: Draft Plan and begin 45-day public comment period (March 31)

**TAC/CAC: Presentation of Draft Plan on March 10**

### **Fiscal Years (FY) 2020/21 to 2021/22 Unified Planning Work Program (UPWP)**

Development of the two-year UPWP covering FY 2020/21 to FY 2021/22

Timeframe: January to May 2020

Milestones: UPWP Budget and Task Development (January to March)  
Draft UPWP and begin 30-day public comment period (March 31)  
UPWP document completion (April to May)  
Adoption of UPWP (May)

**TAC/CAC: Presentation of Draft UPWP on March 10 or April 14**

### **TPO Trends and Conditions Annual Report**

Update the Trends and Conditions Report for traffic volumes and crashes in Marion County

Timeframe: January to March 2020

Milestones: Revised report to reflect most current data and information

**TAC/CAC: Presentation of document and Interactive Map on March 10**

## **Ocala Marion TPO 2020 Program and Project Activities**

### **Fiscal Years (FY) 2020/21 to 2024/25 Transportation Improvement Program (TIP)**

Annual development of the TIP covering FY 2020/21 to FY 2024/25

Timeframe: February to May 2020

Milestones: Priority Projects Process (March to May)  
Draft TIP and 30-day public comment period (April)  
Adoption of TIP (May)

**TAC/CAC: Presentation of Draft TIP, Interactive Map and Priority Projects List on April 14**

### **Roll Forward TIP Amendment for Fiscal Years (FY) 2020/21 to 2024/25**

Present the Roll Forward TIP Amendment based on FDOT project changes for FY 2020/21 to FY 2024/25

Timeframe: September to October 2020

Milestones: Presentation of Roll Forward TIP projects (October)

**TAC/CAC: Presentation of Roll Forward TIP on October 13 for review**

### **Congestion Management Process (CMP)**

Major updates to the Congestion Management Process of the TPO, including the policy and procedures and state of system reports. The CMP is a federal requirement for MPO's designated as Transportation Management Areas (TMA) and state requirement for all MPO's. The last CMP document updates by the TPO were in 2011. The TPO is anticipated to become a TMA, post 2020 Census results (urbanized area population of 200,000 or greater).

Timeframe: TBD in mid-2020 to early-2021





**TO: Committee Members**

**FROM: Anton Schauerte**

**RE: FY 2019/20 – 2023/24 Transportation Improvement Program (TIP) Amendment**

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Per the request of the Florida Department of Transportation (FDOT), the following project is being amended to the fiscal year (FY) 2019 to 2023/2024 Transportation Improvement Program (TIP). This project may be found on pages 42, 51, and 1-3 of the TIP – Amended November 26, 2019.

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

Sponsor: FDOT

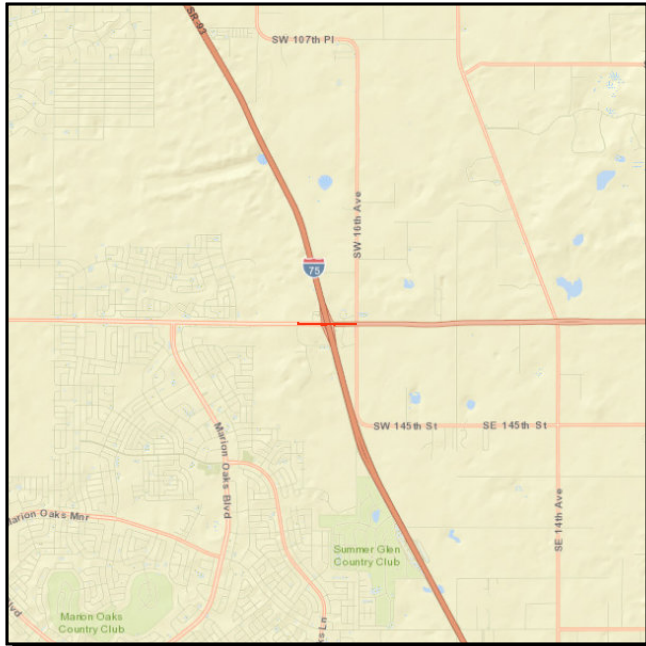
- \$1,092,411.00 is being added in FY 19/20, including 300,000.00 for Preliminary Engineering – Utility and \$792,411.00 for Construction – Utility. Previously there was no money allocated for this from ACSN.
- To be used to reimburse utility companies for the relocation of utilities.

TPO staff is requesting your review and approval. If you have any questions regarding the TIP or amended project, please contact me at 438-2635

**CR 484**

**4336511**

**Non-SIS**



**Work Summary:**

INTERCHANGE  
IMPROVEMENT

**From:**

SW 20TH AVENUE

**To:**

CR 475A

**Lead Agency:**

Managed by FDOT

**Length:**

.414

**LRTP #:**

Goal 6: Objective 1 -  
Page 2-11

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	ACSN	1,150,000	0	0	0	0	1,150,000
<b>CST</b>	<b>ACSN</b>	<b>792,411</b>	0	0	0	0	<b>792,411</b>
ROW	GFSN	650,000	0	0	0	0	650,000
<b>PE</b>	<b>ACSN</b>	<b>300,000</b>	0	0	0	0	<b>300,000</b>
ROW	SL	144,599	50,000	0	0	0	194,599
CEI	ACFP	0	746,146	0	49,995	0	796,141
ROW	SN	0	1,000,000	106,000	0	0	1,106,000
CST	SL	0	595,436	0	0	0	595,436
CST	ACFP	0	8,172,735	0	0	0	8,172,735
<b>Total</b>		<b>3,037,010</b>	<b>10,564,317</b>	<b>106,000</b>	<b>49,995</b>	<b>0</b>	<b>13,757,322</b>

**Prior Cost < 2019/20:** \$3,195,898

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$16,953,220

**Project Description:** Interchange improvements to lengthen turn bays, widen interchange on CR 484 and improve ramp access.

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>ACFP - AC FREIGHT PROG (NFP)</b>							
4336511	CR 484	0	8,918,881	0	49,995	0	8,968,876
4409002	I-75 FRAME OFF SYSTEM	1,352,911	0	0	0	0	1,352,911
<b>Total</b>		<b>1,352,911</b>	<b>8,918,881</b>	<b>0</b>	<b>49,995</b>	<b>0</b>	<b>10,321,787</b>
<b>ACNP - ADVANCE CONSTRUCTION NHPP</b>							
4356602	SR 326	1,484,963	121,550	0	0	0	1,606,513
4431701	SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	1,310,000	0	34,990,930	0	0	36,300,930
4436231	I-75 (State Road 93)	6,300,000	0	0	0	0	6,300,000
4436241	I-75 (State Road 93)	7,590,000	0	0	0	0	7,590,000
<b>Total</b>		<b>16,684,963</b>	<b>121,550</b>	<b>34,990,930</b>	<b>0</b>	<b>0</b>	<b>51,797,443</b>
<b>ACSA - ADVANCE CONSTRUCTION (SA)</b>							
4106742	SR 40	2,717,094	0	0	0	0	2,717,094
<b>Total</b>		<b>2,717,094</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,717,094</b>
<b>ACSN - ADVANCE CONSTRUCTION (SN)</b>							
2386481	US 41	500,000	0	0	0	0	500,000
4106742	SR 40	254,019	0	0	0	0	254,019
4336511	CR 484	2,242,411	0	0	0	0	2,242,411
<b>Total</b>		<b>2,996,430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,996,430</b>
<b>ACSS - ADVANCE CONSTRUCTION (SS)</b>							
4348441	CR 42	404,200	0	0	0	0	404,200
4398872	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE	165,000	0	0	0	0	165,000
4413661	SR 40	0	504,287	0	0	0	504,287
<b>Total</b>		<b>569,200</b>	<b>504,287</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,073,487</b>
<b>ACTN - ADVANCE CONSTRUCTION TALN</b>							
4261791	SILVER SPRINGS STATE PARK	650,000	0	0	0	0	650,000



**TO:** Committee Members

**FROM:** Anton Schauerte, Transportation Planner

**SUBJECT:** Performance Measure Target Setting for 4 Performance Areas (Pavement Conditions, Bridge Conditions, Performance of NHS System, Freight Movement)

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Every year, the Federal Highway Administration (FHWA) requires the Florida Department of Transportation (FDOT) and all Metropolitan Planning Organizations in Florida to adopt Performance Measure (PM) targets. Developed in 2016 as part of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, or MAP-21, the targets provide a way for the MPOs and the State to track performance measures and ultimately improve on these measures.

The TPO requests guidance from the TAC in setting targets for 2020 for nine performance measures across four performance areas. Refer to Table A for a list and description of the performance measures.

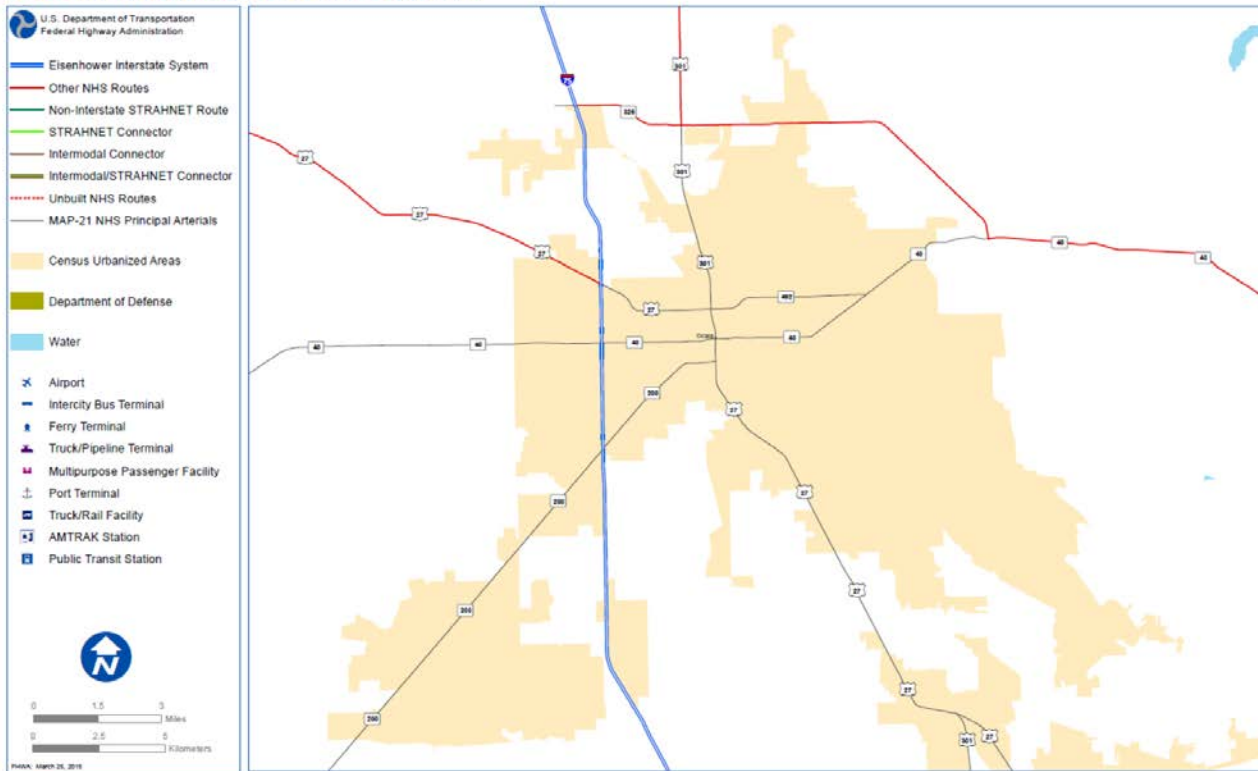
**Table A: List of Performance Areas and Measures**

Performance Area	Performance Measure
Pavement Condition	<ul style="list-style-type: none"><li>- Percent of pavements on Interstate System in Good condition</li><li>- Percent of pavements on Interstate System in Poor condition</li><li>- Percent of pavements on non-Interstate NHS in Good condition</li><li>- Percent of pavements on non-Interstate NHS in Poor condition</li></ul>
Bridge Condition	<ul style="list-style-type: none"><li>- Percent of NHS bridges classified as in Good condition</li><li>- Percent of NHS bridges classified as in Poor condition</li></ul>
Performance of NHS	<ul style="list-style-type: none"><li>- Percent of person miles traveled on Interstate System that are reliable</li><li>- Percent of person miles traveled on non-Interstate System that are reliable</li></ul>
Freight Movement	<ul style="list-style-type: none"><li>- Truck Travel Time Reliability Index</li></ul>

*\*NHS = National Highway System*

The following map shows the Interstate System and non-Interstate NHS roads in Marion County.

## National Highway System: Ocala, FL



The Ocala Marion TPO has the option to either adopt the performance measure targets established by FDOT or develop its own quantifiable performance targets. Charts B, C, D, and E (below) show the targets adopted by FDOT, as well as the most recent data in Marion County for each performance measure. All MPOs/TPOs in Florida have adopted the FDOT's targets for these performance measures.

The TPO is meeting all of the targets for all performance measures, except for the percent of Interstate pavements in good condition. The staff is recommending that the TPO adopt FDOT's targets, to be amended the current TIP.

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](mailto:anton.schauerte@marioncountyfl.org)

## Ocala Marion County Transportation Planning Organization Calendar Year Targets

**Table B: Pavement Condition Performance Measures and Existing Conditions**

<b>Performance Measure</b> <i>Pavement</i>	<b>FDOT 2-Year Target</b>	<b>FDOT 4-Year Target</b>	<b>Marion County Results (2018)</b>
% of Interstate pavements in <i>GOOD</i> condition	Not Required	≥ 60%	56%
% of Interstate pavements in <i>POOR</i> condition	Not Required	≤ 5%	0.0%
% of non-Interstate NHS pavements in <i>GOOD</i> condition	≥ 40%	≥ 40%	40.2%
% of non-Interstate NHS pavements in <i>POOR</i> condition	≤ 5%	≤ 5%	0.0%

**Table C: Bridge Condition Performance Measures and Existing Conditions**

<b>Performance Measure</b> <i>Bridge</i>	<b>FDOT 2-Year Target</b>	<b>FDOT 4-Year Target</b>	<b>Marion County Results (2018)</b>
% of NHS bridges classified as in <i>GOOD</i> condition	≥ 50%	≥ 50%	78.5%
% of NHS bridges classified as in <i>POOR</i> condition	≤ 10%	≤ 10%	0%

**Table D: Percent of Person-Miles Traveled on the Interstate That Are Reliable and Existing Conditions**

<b>Performance Measure</b>	<b>FDOT 2-Year Target</b>	<b>FDOT 4-Year Target</b>	<b>2018 Existing Conditions Ocala/Marion County TPO</b>
Interstate Reliability	75%	70%	100%
Non-Interstate Reliability	Not Required	50%	96%

**Table E: Truck Travel Time Reliability Index on the Interstate and Existing Conditions**

<b>Performance Measure</b>	<b>FDOT 2-Year Target</b>	<b>FDOT 4-Year Target</b>	<b>2018 Existing Conditions Ocala/Marion County TPO</b>
Truck Travel Time Reliability Index	1.75	2.00	1.31

## MAP-21 Performance Management

June 2018

### OVERVIEW

Between 2016 and 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) published several rules establishing performance measures and reporting requirements for State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies. This document highlights key provisions of these rules and their implications for Florida's MPOs. It also provides a timeline, reporting requirements and options for target setting.

### PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for State DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA Performance Measures (PM) rules and FTA transit rule established various performance measures required to monitor the performance of safety (PM1), bridge and pavement (PM2), system performance (PM3), and transit asset management (TAM). The rules also indicate how MPOs should set targets, report progress, and integrate performance management into their Long-Range Transportation Plans (L RTPs) and Transportation Improvement Programs (TIPs).



#### *Long-Range Transportation Plans*

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

- » Describe the performance measures and performance targets used in assessing the performance of the transportation system.
- » Include a System Performance Report that:
  - Evaluates the condition and performance of the transportation system with respect to performance targets.
  - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- » Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

#### *Transportation Improvement Programs*

MPO TIPs shall:

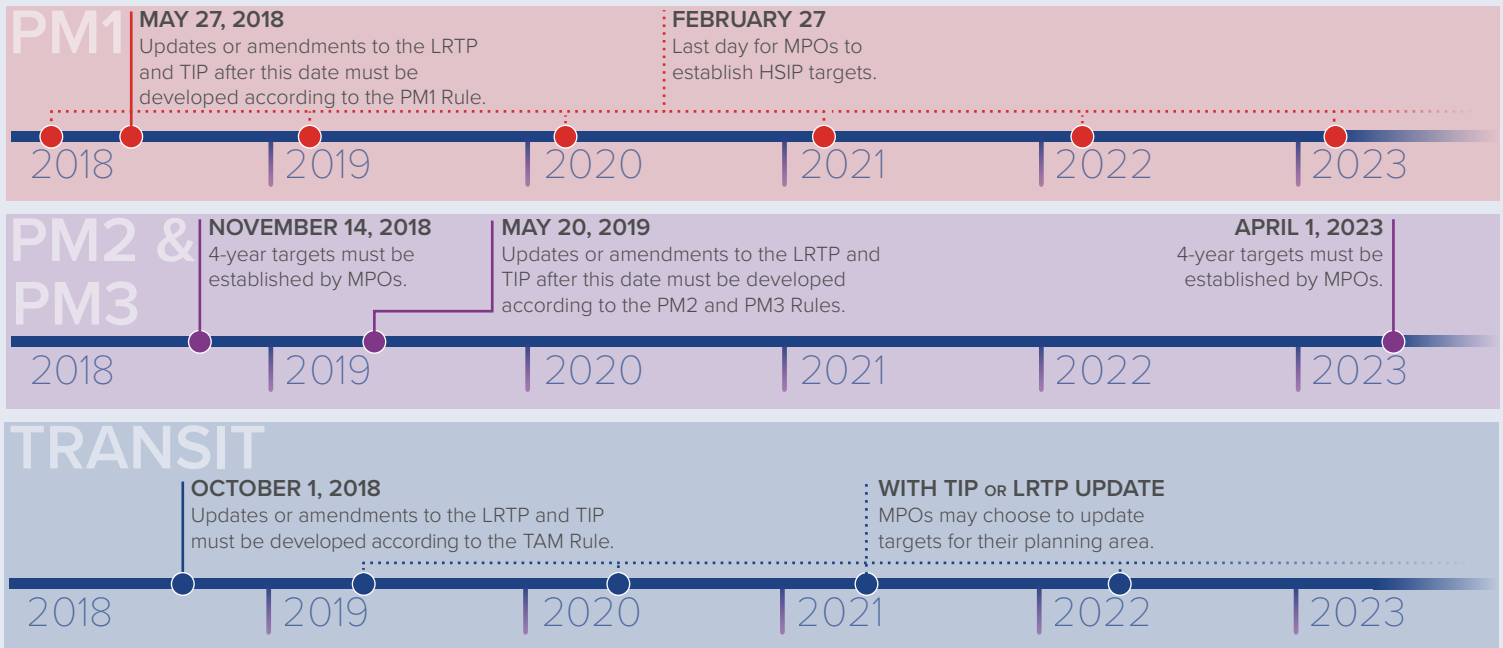
- » Reflect the investment priorities established in the current metropolitan transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

**FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs**

\*Please refer to the four accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rule.



## TIMELINE



## TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation will set their respective performance targets in coordination with one another. Each MPO will establish a target for each applicable federally required performance measure. MPOs should establish their targets through existing processes such as the TIP and LRTP update. For the TAM measures, MPOs will set their own target in coordination with transit agencies and FDOT. For the PM1, PM2, and PM3 measures, each MPO will have the option of establishing a target by one of two options:

### *Support the statewide target established by FDOT.*

If the MPO chooses to support the statewide target, the MPO should provide documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's state-wide target for that performance measure.

OR

### *Set own target, using a quantifiable methodology for MPO planning area.*

If the MPO chooses to set its own target, the MPO will develop the target in coordination with FDOT. The MPO will provide documentation to FDOT that includes the target adopted by the MPO board and when it was set.

MPOs must provide the selected option to FDOT no later than 180 days after FDOT sets its target.

## ASSESSMENT OF SIGNIFICANT PROGRESS

While FHWA will determine whether FDOT has met or made significant progress toward meeting the adopted targets, it will not directly assess MPO progress toward meeting their targets. However, FHWA will review MPO performance relative to targets as part of periodic transportation planning process reviews, including the MPO certification reviews and reviews of adopted and amended LRTPs and adopted and amended MPO TIPs.

## FOR MORE INFORMATION PLEASE CONTACT

**Mark Reichert, Administrator for Metropolitan Planning**

Mark.Reichert@dot.state.fl.us | (850) 414-4901



**TO: Committee Members**

**FROM: Anton Schauerte, Transportation Planner**

**RE: 2020 Safety Targets**

Every year, the Federal Highway Administration (FHWA) requires 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 21<sup>st</sup> Century Act, or MAP-21, the targets provide a way for the MPOs and the State to track performance measures and ultimately improve on these measures. The chart below lists and describes 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 indicate the total number of fatalities and serious injury crashes. PM #2 and #4 evaluate the fatalities and serious injuries based on traffic volumes, allowing for the standardization of data. The rates determined in PM #2 and #4 are per 100 million Vehicle Miles Traveled (VMT). The Fatality rate and Serious Injury rate allow us to compare crash severity across different geographic areas. Additionally, because crash statistics in any given year are prone to extreme fluctuations, a rolling five-year average of the data is utilized to determine trends.

The Ocala Marion TPO is 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

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“Zero” for all five (5) safety performance measures. For the past two years, the TPO has adopted its own Safety PM targets. The TPO must submit its Safety targets at the end of February 2020.

TPO staff will present the statistics and methodology for the safety targets 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](mailto:anton.schauerte@marioncountyfl.org)

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Safety Performance Measure	2011	2012	2013	2014	2015	2016	2017	2018	2019	2011-2015 Rolling Average	2012-2016 Rolling Average	2013-2017 Rolling Average	2014-2018 Rolling Average	2015-2019 Rolling Average	Annual % Change of all five 5-Year Rolling Averages	2020 Targets
#1 - Fatalities	62	66	47	55	70	70	90	85	86	60	62	66	74	80	8.4%	87
#2 - Fatalities per 100 Million VMT	1.55	1.66	1.18	1.33	1.65	1.57	1.99	1.85	1.85	1.48	1.48	1.54	1.68	1.78		1.85
#3 - Serious Injuries	367	394	320	243	310	372	362	563	392	327	328	321	370	400	5.6%	422
#4 - Serious Injuries per 100 Million VMT	9.20	9.93	8.03	5.88	7.29	8.33	8.02	12.27	8.44	8.07	7.89	7.51	8.36	8.87		8.97
#5 - Number of non-motorized (bicycle & pedestrian) fatalities and serious injuries	36	47	39	30	38	52	54	57	54	38	41	43	46	51	8.6%	55



**TO:** Committee Members

**FROM:** Derrick Harris, Assistant Director

**RE:** LRTP Metrics Methodology

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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. There are several ways to approach this topic, and we thought it would be best to write up a DRAFT of what that could possibly look like. Therefore, please find the DRAFT metrics methodology in the following pages. The plan is to discuss this with our various committees over the next few months in order to further refine and hopefully come out with a good assessment tool that everyone can agree upon. 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](mailto:derrick.harris@marioncountyfl.org) or at (352) 438-2632.

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><u>NOTES</u> 1. Factor up aggregate score to account for only having three criteria (other goals have four)</p> <p><u>DATA NEEDS</u> 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. $E+C V/C > 0.9$
	<b>DATA NEEDS</b> 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)		





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
	<b>DATA NEEDS</b> 1. School locations (3.1) 2. Crash data (3.1, 3.2, 3.5) 3. Evacuation routes (3.4)		



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
	<p><u>NOTES - na</u></p> <p><u>DATA NEEDS - na</u></p>		



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><b>NOTES</b></p> <ol style="list-style-type: none"> <li>Factor up aggregate score to account for only having three criteria (other goals have four)</li> <li>For 6.3, depending on data available from FDOT/County, can distinguish facilities by maintenance need</li> </ol> <p><b>DATA NEEDS</b></p> <ol style="list-style-type: none"> <li>ITS Master Plan project database (6.1)</li> <li>County and FDOT resurfacing/maintenance schedule (6.3)</li> </ol>		



**Technical Advisory Committee (TAC) Meeting**

Marion County Public Library  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
Meeting Room C  
October 8, 2019  
10:00 AM

**MINUTES**

**Members Present:**

Nicholas Blizzard  
Dave Herlihy  
Vickie Wyche (*Joel Graff attended on Vickie's behalf*)  
Kenneth Odom  
Lonnie Smith  
Nancy Smith

**Members Not Present:**

Steven Neal  
Bruce Phillips  
Mickey Thomason

**Others Present:**

Amber Gartner, Kimley-Horn  
Franco Saraceno, Kittelson Associates

### **Item 1. Call to Order and Roll Call**

Chairman Dave Herlihy called the meeting to order at 10:03am. Secretary Shakayla Irby called the roll. 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 October 1<sup>st</sup>, 2019.

### **Item 3a. Goals & Objectives 2045 Long-Range Transportation Plan (LRTP)**

Franco Saraceno, Associate Planner for Kittelson Associates gave a presentation on the Goals and Objectives for the 2045 LRTP and said that the TPO staff had kicked off the start to the Long-Range Transportation Plan (LRTP) 2045 Update in late May. The first part of the plan update was to identify the Goals and Objectives. Rather than a complete rebuild, the TPO decided to use the existing Goals and Objectives from the previous LRTP as a framework to build off of going into the plan update.

In July, TPO staff had begun their public involvement outreach by using a MetroQuest survey, a Facebook site, and a project specific website [www.ocalamarion2045.com](http://www.ocalamarion2045.com) to help garner participation regarding the Goals and Objectives.

In August, TPO staff held several public workshops throughout the TPO Planning Area to discuss the update as well. The presentation given by Franco highlighted all of the feedback received.

Franco asked the committee to help in ranking the Goals and Objectives by providing a survey. The Goals and Objectives set the foundation for the plan moving forward.

In addition, the Goals and Objectives would be used for ranking priority projects moving forward. Therefore, it was essential that the Goals and Objectives reflected the needs of the community.

### **Item 4a. Trail Safety, Connectivity, and Facility Plan**

Amber Gartner with Kimley-Horn gave a presentation to the committee on the Plan.

The TPO had entered into a contractual agreement with Kimley-Horn and Associates in July of 2018 for services related to a Trail Safety, Connectivity, and Facility Plan. The intent of the plan was to analyze existing trail systems throughout the TPO Planning Area, and to evaluate how they could be improved upon. Therefore, Kimley-Horn had spent the better part of a year analyzed the existing trail systems in the area, and had formulated those into the plan contained therein.

Some of the major takeaways presented by Ms. Gartner from the plan included, adding refuges such as shelters along the existing trails, providing better connectivity, and adding signage along the trails to indicate how far users were from towns, refuges, restrooms, and parking.

Ms. Smith made a motion to approve the Trails Safety, Connectivity, and Facility Plan. Mr. Odom seconded, and the motion passed unanimously.

#### **Item 4b. “Roll-Forward” Transportation Improvement Program (TIP)**

Mr. Balmes presented the “Roll-Forward” TIP and said that when the TPO’s Transportation Improvement Program (TIP) and Florida Department of Transportation (FDOT) Work Program was adopted on July 1<sup>st</sup>, there were cases in which some projects had not yet been authorized. The projects, in addition to funding changes within other projects, “roll forward” automatically into the Work Program, but not in the TPO’s TIP.

Therefore, there was a need each year to reconcile the two documents.

The following highlights were the most notable project-specific changes, including funding:

**4112565:** SR 35 (US 301) Dallas Pond Redesign – Add \$240K Construction, Right-of-Way  
**4261791:** Silver Springs State Park Pedestrian Bridges – Add \$409K Survey, Consultant  
**4302521:** ITS Countywide – Add \$1.13M  
**4306431:** I-75: N/O SR 500/US 27 to Alachua Co – Add \$221.3K, Resurfacing  
**4336521:** SR 40: SW 40<sup>th</sup> Ave to SW 27<sup>th</sup> Ave Turn Lanes – Reduce \$2.5M, Right-of-Way  
**4336611:** US 441: SR 40 to Broadway Traffic Operations – Reduce \$188K project costs  
**4354861:** Silver Springs Trail, SE 64<sup>th</sup> to Silver Spgs St. Park – NEW - \$4.5M (FY ‘24/25)  
**4356592:** SR 200 @ I-75 E & W Add turn lanes – NEW \$416K (FY ‘19/20)  
**4367561:** Dntown Ocala Trail to Silver Spgs St. Park – Moved PE \$253K ‘19/20 to ‘24/25  
**4373441:** SR 200: SW 60<sup>th</sup> to SW 38<sup>th</sup> – NEW \$783K, Resurface  
**4375962:** SR 50: NW 27<sup>th</sup> to SW 7<sup>th</sup> Sidewalk – NEW \$1.28M Tied to SR 40 Turn Lanes  
**4385621:** I-75 Rest Area Marion County – Reduce \$20.3M CST  
**4392381:** US 441: SR 25 to SR 200 – Reduce \$2.2M, Resurface  
**4431701:** I-75: Sumter Co. to SR 200 – Reduce \$2.7M, Resurface

Mr. Odom made a motion to approve the “Roll-Forward” TIP. Ms. Smith seconded, and the motion passed unanimously.

#### **Item 4c. Bylaws DRAFT**

At TAC meeting on September 10, 2019 Derrick Harris presented DRAFT Bylaws to the committee and noted some changes that the committee members wanted to see changed. The changes were listed in a strikethrough document provided by Mr. Harris for the committee to review.

Ms. Smith made a motion to approve the Bylaws DRAFT. Mr. Smith seconded, and the motion passed unanimously.



### **Item 5. Consent Agenda**

*Mr. Odom made a motion to approve the Consent Agenda. Mr. Blizzard seconded, and the motion passed unanimously.*

### **Item 6. Comments by FDOT**

Mr. Graff said that the Florida Department of Transportation (FDOT) would hold an open public information outreach meeting to present the District Five Tentative Five-Year Work Program, seek public input, and provide interested persons the opportunity to express their views on the information.

The Tentative Five-Year Work Program provided direction on where and when to build transportation system improvements, and was used to forecast funds that would be needed for improvements across all modes of transportation including: Roadway, Bicycle, Freight, Seaports, Enhancement Projects (Trails and Sidewalks), Multimodal Transit (Passenger Operations), Pedestrian, Aviation, and Space.

District Five would hold a week long virtual public hearing on the Tentative Five-Year Work Program for Fiscal years 2020/2021 through 2024/2025 on Monday, Oct. 21 through Friday, Oct. 25. This is an opportunity to learn about proposed projects in the upcoming five years and provide input to FDOT. The online public hearing would be available 24 hours a day at [www.D5WPPH.com](http://www.D5WPPH.com). On the website, informational material will be available for viewing, along with opportunities to provide comments.

### **Item 7. Comments by TPO Staff**

Mr. Balmes reminded the committee that Mobility Week was October 25<sup>th</sup> – November 1<sup>st</sup> and that on October 30<sup>th</sup> starting at 11:30am the TPO would be hosting a Cycling Savvy Course at the Marion County Growth Services Training Room. The course would focus on laws, tactics, and techniques for effective cycling.

### **Item 8. Comments by TAC Members**

*There were no comments by TAC members.*

### **Item 9. Public Comment**

*There was no public comment.*

**Item 10. Adjournment**

Chairman Herlihy adjourned the meeting at 11:13am.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant



**Technical Advisory Committee (TAC) Meeting**

Marion County Public Library  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
Meeting Room C  
November 12, 2019  
10:00 AM

**MINUTES**

**Members Present:**

Nicholas Blizzard  
Dave Herlihy  
Vickie Wyche  
Lonnie Smith  
Nancy Smith

**Members Not Present:**

Steven Neal  
Bruce Phillips  
Kenneth Odom  
Mickey Thomason

**Others Present:**

Camron Lunn  
Anthony Montalto

### **Item 1. Call to Order and Roll Call**

Chairman Dave Herlihy called the meeting to order at 10:08am. Secretary Shakayla Irby called the roll. A quorum was not 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 November 5<sup>th</sup>, 2019.

### **Item 3a. Goals & Objectives 2045 Long-Range Transportation Plan (LRTP)**

Derrick Harris, Assistant TPO Director presented the Goals and Objectives 2045 LRTP.

Mr. Harris told the committee that staff had been diligently garnering feedback, expertise, and advice regarding the Goals and Objectives (G&O's) for the update to the 2045 Long-Range Transportation Plan (LRTP) which had taken place over the summer. A nearly three month long survey had been conducted, several public workshops were held, and the G&O's had been presented to various committees along the way.

Therefore, after several months of analysis staff was ready to present the Goal weights for the 2045 LRTP. A summary of how the Technical Advisory Committee (TAC), the Citizen Advisory Committee (CAC), the 2045 LRTP Steering Committee, the public, and TPO staff weighted the goals.

In addition, staff had presented two options for discussion and possible recommendation to the TPO Board for approval. The first option was a 50/50 split with all committees, including TPO staff comprising 50 percent, and those who participated in the online survey (public) comprising the remaining 50 percent. This was completed by a simple average of the committees/TPO staff. Then, averaging it with the data from the public. The second option included an equal four way split between the TAC/CAC, LRTP Steering Committee, TPO Staff, and the public. This was performed using the same methodology.

Mr. Harris opened up for discussion of the options that were being recommended.

Ms. Smith said that she was in favor of the Option 1 because it gave more weight to the public feedback.

Mr. Herlihy said he could see the wisdom in Option 1 giving the Steering Committee and the public a more weighted input.

There was no quorum present to take action. There was a consensus with the committee members that Option 1 was the favored.

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

Rob Balmes, TPO Director presented the Fiscal Year 2019/20 – 2023/24 TIP Amendment and said that at the October Technical Advisory Committee (TAC) meeting, he had shared with members a “Roll-Forward” list received by the Florida Department of Transportation (FDOT) Work Program.

The list provided to the committees was an error that was made on behalf of the TPO. Mr. Balmes asked the committee to disregard the list provided at the October meeting.

The **correct** version of the draft ‘Roll-Forward’ Fiscal Years (FY) 2019/2020 to 2023/2024 list was provided in the back of the TIP document. The list was presented to and approved by the TPO Board on October 29.

The following list below showed notable project-specific changes and additions for FY 19/20.

**4336601:** US 441 at SR 464 – additional \$1.2M for Traffic Operations (turn lanes)

**4392381:** US 441: SR 35 to SR 200 – additional \$3.2M for Resurfacing

**4302521:** Countywide ITS – \$3.1M for regional roadways

**4383291:** Countywide Emergency Sign Repair – \$3.1M

Mr. Balmes said that additionally, an administrative modification had been made to the FY 2019/2020 to 2023/2024 TIP for project **4385621: I-75 Rest Area Marion County**. The current TIP showed a total project cost of \$46,112,878 with \$43,337,688 programmed in FY 2022/23. That had been an error also. The project was only programmed in the Work Program for the Northbound Rest Area with funding for Construction and Construction Engineering Inspection (CEI) totaling \$25,422,603.

There was no quorum present to take action.

**Item 4. Consent Agenda**

The October 8, 2019 meeting minutes would be on the next meeting agenda for approval due to lack of quorum.

**Item 5. Comments by FDOT**

Ms. Wyche told the committee if there were any work program comments to send them to the FDOT District 5 Secretary Michael Shannon.

**Item 6. Comments by TPO Staff**

Mr. Harris informed the committee that the TPO had been working diligently with a vendor to provide a new and updated TPO website and were looking to have the sight live by the end of January 2020.

Mr. Harris also mentioned to the committee about a possible change in time for the committee meetings to move the times closer and avoid such a large gap for the next committee meeting.

Mr. Harris said that the MCORES Taskforce 3<sup>rd</sup> meeting was to be held on December 18<sup>th</sup>, 2018 at the Hilton all-day and following a Wildwood Community open house on December 19<sup>th</sup>, 2018.

Mr. Harris last comment was that he had sent letters to all municipalities since the committee by laws were set to confirm committee members.

Mr. Balmes introduced Anton Schauerte the new Transportation Planner for the TPO.

#### **Item 7. Comments by TAC Members**

*There were no comments by the TAC members.*

#### **Item 8. Public Comment**

*There was no public comment.*

#### **Item 9. Adjournment**

Chairman Herlihy adjourned the meeting at 10:35am.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant



**Technical Advisory Committee (TAC) Meeting**

Marion County Public Library  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
Meeting Room B  
January 14, 2020  
10:30 AM

**MINUTES**

**Members Present:**

Vickie Wyche  
Kenneth Odom  
Lonnie Smith  
Nancy Smith  
Eric Smith (*Gary Anson attended for Eric Smith*)  
Elton Holland

**Members Not Present:**

Steven Neal  
Dave Herlihy  
Bruce Phillips  
Mickey Thomason  
Loretta Shaffer

**Others Present:**

Rob Balmes, TPO  
Derrick Harris, TPO  
Shakayla Irby, TPO  
Anton Schauerte, TPO  
Nicholas Blizzard, City of Ocala  
Tony Nosse



### **Item 1. Call to Order and Roll Call**

TPO Assistant Director, Derrick Harris started the meeting started at 10:32am. Secretary Shakayla Irby called the roll there was no 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, and Dunnellon websites on January 7<sup>th</sup>, 2020.

### **Item 3a. Election of Officers**

*Due to lack of quorum. The agenda item was deferred to the next meeting in February and no action was taken.*

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

*Due to lack of quorum. The agenda item was deferred to the next meeting in February and no action was taken.*

### **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 21<sup>st</sup> 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.

<b>Safety Performance Measures</b>	<b>Description</b>
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.

*Due to lack of quorum no action was taken.*

#### **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.

*Due to lack of quorum 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.

*Due to lack of quorum no action was taken.*

#### **Item 4. Consent Agenda**

*Due to lack of quorum no action was taken.*

**Item 5. Comments by FDOT**

*There were no comments by FDOT.*

**Item 6. Comments by TPO Staff**

*There were no comments by TPO Staff.*

**Item 7. Comments by TAC Members**

Mr. Odom reminded the committee of the Transportation Forum meeting on Thursday, January 16<sup>th</sup>, 2020 at 2pm.

**Item 8. Public Comment**

*There was no public comment.*

**Item 9. Adjournment**

*The meeting ended at 11:18am.*

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant