



**OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION**

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

**TECHNICAL ADVISORY COMMITTEE**

**Monthly Meeting  
November 10, 2009  
10:00 a.m.**

**Ocala Electric Utilities Customer Service Center  
201 SE 3<sup>rd</sup> Street, Ocala FL 34478**

**AGENDA**

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

**2. PROOF OF PUBLICATION**

**3. ACTION ITEMS**

**A. ELECTION OF CHAIR AND VICE-CHAIR**

*The committee is required to elect a Chairperson and Vice-chair on an annual basis. Rob Vilak is the current Chairman and Dave Herlihy is the Vice-chair.*

**B. PUBLIC INVOLVEMENT PLAN UPDATE**

*Under federal mandate, the TPO is required to maintain a meaningful and effective public involvement plan (PIP) to engage the primary users in the transportation decision-making process. Staff will review changes to the PIP, which was last updated in 2006.*

**C. APPROVAL OF THE FY 2009/2010-2013/2014 ROLL-FORWARD  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

*Staff will present the amended TIP. The amendments are for projects that have carried forward from the previous fiscal year as well as adjustments to existing projects.*

**4. DISCUSSION ITEMS**

**A. FDOT WORK PROGRAM UPDATE**

**5. CONSENT AGENDA**

**A. MEETING MINUTES – SEPTEMBER 8, 2009**

**6. COMMENTS BY FDOT**

**7. COMMENTS BY TPO STAFF**

**8. COMMENTS BY TAC MEMBERS**

**9. PUBLIC COMMENT (Limited to 5 minutes)**

**10. ADJOURNMENT**

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352)629-8297 forty-eight (48) hours in advance, so arrangements can be made.

*The next regular meeting of the Technical Advisory Committee will be held on  
**January 12, 2010***



## OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION

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

**November 6, 2009**

**TO: TAC/CAC Members**  
**FROM: Kenneth Odom, Transportation Planner**  
**RE: DRAFT 2009 Public Involvement Plan**

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Effective public involvement will be paramount in the development of the upcoming 2035 Long Range Transportation Plan (LRTP) as it is vital for TPO staff to develop and maintain effective communication with those that this plan is meant to benefit and serve.

The following document is the 'draft' version of the Ocala/Marion TPO's 2009 Public Involvement Plan (PIP). The PIP outlines the process and the tools that are utilized to solicit opinion, encourage participation and utilize the information that is garnered from those activities to positively affect the transportation decision making process.

Please review the 'draft' PIP and be prepared to offer your opinions and discuss this document at the November 10, 2009 meeting.

If you have any questions regarding the 'draft' version of the 2009 PIP before the meeting, please feel free to contact the TPO staff at 629-8297.

*Cooperative and comprehensive planning for our transportation needs*  
**HIGHWAY • TRANSIT • BICYCLE • PEDESTRIAN**

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**OCALA / MARION COUNTY  
TRANSPORTATION PLANNING  
ORGANIZATION**

**PUBLIC INVOLVEMENT PLAN**

**OCTOBER 2009**

**DRAFT**

**PURPOSE**

Transportation networks are primarily designed to serve the needs of the public and the public ultimately pays for them through multiple types of taxation and impact fees. In order to ensure that the primary user’s needs are adequately addressed, federal mandate declares that a meaningful and effective public participation process should be a key component in the regional transportation decision-making process. The Ocala/Marion Transportation Planning Organization’s (TPO) Public Involvement Plan (PIP) documents the framework and tools that are utilized in order to achieve the objectives of incorporating regional and community priorities such as personal and freight mobility, increasing the safety of the roadway network, increasing the area-wide economic vitality, protection of the environment and maintenance of the quality of life into all projects, plans and studies.

The process is designed to provide a transparent and open planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.

**1.0 TPO HISTORY AND STRUCTURE**

**History**

The Federal Highway Act of 1962 established legislation that mandated that any urbanized area with a population of 50,000 or more that plans to expend United States Department of Transportation funding must subscribe to a continuing, cooperative and comprehensive (‘The 3-C’) planning process.

The Ocala/Marion County TPO was established to provide a forum for the development of transportation policy and transportation planning services for the Ocala/Marion County area. The TPO was established in 1981 after the US Census Bureau determined that the urbanized population of Marion County had surpassed the threshold of 50,000 people. The Ocala/Marion County urbanized area includes the City of Ocala and the City of Belleview, their surrounding areas, and the adjoining areas between these two cities. Also included are the areas of Silver Springs Shores and Marion Oaks, the SR 200 corridor to CR 484 and the US 441 corridor from Belleview to the Lake County line east of US 301 and west of CR 25. (See Figure 1). The planning boundaries for the TPO include all of Marion County.

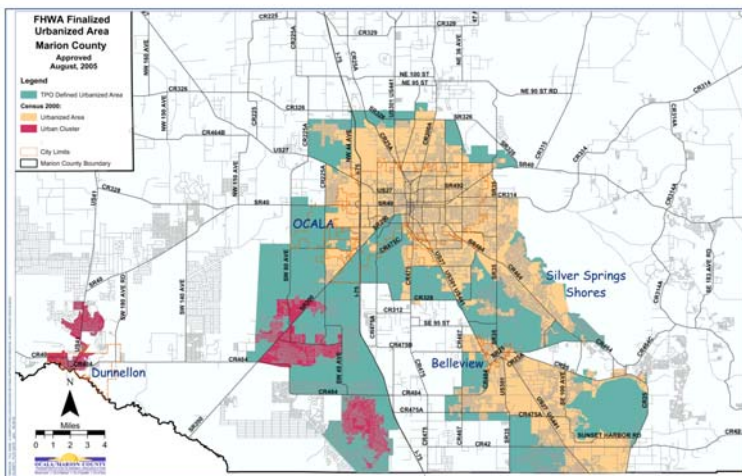


Figure 1: 2009 Ocala Urbanized Area

### **Committees/Board Structure**

The Ocala/Marion TPO is supported by a diverse subcommittee structure that provides input from a variety of sources. A description of each of the elements of this structure and the TPO Board is listed below.

#### Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) is comprised of up to 16 Marion County residents who provide input to the TPO from a citizen's point of view. Appointments to this committee are made through an application process where the candidates are interviewed by TPO staff and are then recommended to the TPO board for membership. The TPO board then votes on approval of each candidate's appointment. Considerations for appointment are based on the geographic location, interviews and overall background of each candidate. The Ocala/Marion County TPO strives to maintain a cross-section of Marion County citizens in order to provide a well-rounded review of transportation issues both geographically and professionally.

#### Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) membership is comprised of twelve members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. The TAC recommendations are based on the professional experience of the committee members.

The TAC is comprised of the representatives from the following organizations:

- The City of Belleview: Development Services
- The City of Dunnellon: Community Development
- The City of Ocala: Traffic Engineering
- The City of Ocala: Planning & Development
- Marion County Board of County Commissioners: Traffic Engineering
- Marion County Board of County Commissioners: Planning
- SunTran
- Ocala Marion County Chamber of Commerce
- Marion County Public Schools
- Withlacoochee Regional Planning Council
- The Florida Department of Environmental Protection: Office of Greenways & Trails
- The Florida Department of Transportation

#### Transit Executive Committee (TEC)

The Transit Executive Committee (TEC) serves as the administrative policy board for SunTran, the local fixed-route transit system. The TEC is comprised of one Marion County Commissioner, one Ocala City Councilman, a representative of the TDLCB, and two citizen appointees. The committee works closely with the TPO staff to develop policy and continually review the performance and efficiency of SunTran. Meetings are held as needed.

#### Technical Disadvantage Local Coordinating Board (TDLCB)

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of twelve members and is charged with oversight of the Community Transportation Coordinator (CTC). The membership is comprised of one representative each from the City of Ocala, Marion County

Public School board, the FDOT, and various health and labor not-for-profit organizations. The Commission for the Transportation Disadvantaged provides funding to the CTC to provide transportation to local residents. The TDLCB is responsible for reviewing the performance of the CTC and establishing trip priorities.

The TDLCB is comprised of representatives from the following organizations:

- Marion County Public Schools
- Child Development Services Inc.
- One Stop Workforce Connection
- The Center for Independent Living
- Commission for the Transportation Disadvantaged
- The Agency for Health Care Administration
- Marion County Department of Veteran Affairs
- TPO Board
- The Florida Department of Children & Families
- The Florida Department of Elder Affairs
- The Florida Department of Health
- The Florida Department of Transportation

#### The TPO Board

The TPO board is the final level of review and decision-making body in the TPO organizational structure. Recommendations from TPO staff and the committee substructure are reviewed, discussed and then either approved or rejected through a one member-one vote process.

The TPO Board voting membership is comprised of one representative from the City of Belleview City Commission and the City of Dunnellon City Council, five members from the city council of the City of Ocala and the five county commissioners from the Marion County Board of County Commissioners. The FDOT-District Five Secretary is also a non-voting member of the TPO Board

The public is encouraged to attend all TPO committee and board meetings. Meetings are advertised in the Ocala Star Banner in accordance with the requirements of **Florida Statute s.286.011, F.S.**

## 2.0 PUBLIC INVOLVEMENT GOALS, POLICIES & OBJECTIVES

**Goal:** The public involvement process is intended to provide accurate and timely information about ongoing or upcoming transportation planning projects.

**Policy #1:** *The TPO shall endeavor to encourage participation by all Marion County citizens in the transportation planning process.*

**The TPO shall:**

- Objective 1.1: Strive to include those citizens that are among the traditionally underserved and under-represented, including business owners and residents who are a part of but not limited to, low-income and minority households.
- Objective 1.2: Whenever possible, hold public meetings at locations that are easily accessible to potentially affected residents and business owners.
- Objective 1.3: Schedule public involvement activities, to the maximum extent possible, at key decision-making points, during the development of TPO projects.
- Objective 1.4: Assist in making arrangements, with reasonable notice of at least 48 hours, for any citizen who requires special accommodations while attending any TPO related events.
- Objective 1.5: Provide timely and comprehensive information that is easily understandable.
- Objective 1.6: Strive to continuously enhance the public awareness and knowledge of transportation related issues in an effort to foster increased trust and to maintain and continually increase credibility with the public.
- Objective 1.7: Ensure that all TPO sponsored meetings, where two or more elected officials are present, will be subject to the rules of Florida's Government-in-the-Sunshine Law.

**Policy #2:** *The TPO shall endeavor to continually notify and update the public of all upcoming and ongoing TPO transportation related activities.*

**The TPO shall:**

- Objective 2.1: Continually update the TPO website in order to ensure that the most current versions of all TPO publications are readily available to the public.
- Objective 2.2: Post notices of all upcoming meetings and hearings on the TPO website.
- Objective 2.3: Post updates on the status of upcoming and ongoing roadway projects.
- Objective 2.4: Post agendas and meeting packets of all upcoming CAC, TAC, TDLCB, TEC and TPO board meetings on the TPO website.

Objective 2.5: Maintain a contact database for mailing and electronic notification of all interested residents and organizations of upcoming meetings, hearings or projects.

Objective 2.6: Create and distribute flyers and newsletters to inform the public of upcoming projects and the status of ongoing projects.

Objective 2.7: Have staff available to address private and public organizations, as requested and with reasonable notice, about TPO or other transportation related activities.

Objective 2.8: Have staff available at the TPO office during normal business hours to provide project specific and/or general information about TPO or other transportation related activities.

Objective 2.9: Make all documentation and data available, with reasonable notice, upon public request.

**Policy #3:** *The TPO shall strive to continually identify, and where applicable, implement new methods to improve the overall public involvement process.*

**The TPO shall:**

Objective 3.1: Utilize continuing education and training courses to increase the communication, written and presentation skills of TPO staff.

Objective 3.2: Continually seek increasingly effective methods to enhance public involvement and community outreach activities.

Objective 3.3: Review all public involvement activities for continued viability.

Objective 3.4: Ensure that the most effective public outreach techniques are utilized for the appropriate tasks.

Objective 3.5: Communicate with other Metropolitan Planning Organizations (MPO) to stay informed about the status of other public involvement programs.

### **3.0 PRINCIPAL RESPONSIBILITIES**

#### **3.1 LONG RANGE ACTIVITIES**

Public participation is especially crucial in the development of any long term plan or program. The activities listed below shape the development and implementation of the transportation system over the course of several years. In order to obtain the highest level of public participation, individual participation plans are developed for each activity. The tools utilized can include large public meetings, small community or civic group meetings, interactive sessions, or displays at public events.

##### **3.1.1 Long Range Transportation Plan**

The Long Range Transportation Plan (LRTP) is the cornerstone of the transportation planning process for the Ocala/Marion County area. The LRTP serves as a twenty-year blueprint for transportation improvements for the entire county. The plan projects future population and employment and analyzes their impact on the anticipated transportation system. In addition, it includes goals, objectives and financial projections as well as estimates of future traffic. Public participation

##### **3.1.2 Transit Development Plan**

The Transit Development Plan (TDP) serves as the five-year plan for public transportation services for the area. The TPO's first TDP, adopted in March 1996, laid the foundation for the development and startup of SunTran, the area's first fixed-route, urban bus service. The TDP also reviews the paratransit system administered by Marion Transit Services (MTS). An update of the TDP was completed in March 2008 and included analysis of expansion of SunTran through additional routes and expanded hours as well as potential increases of service levels for MTS.

##### **3.1.3 Bicycle/Pedestrian Master Plan Update**

The Bicycle/Pedestrian Master Plan provides the framework for a ten-year planning horizon that identifies key bicycling and pedestrian facilities, projects and policy direction. This program is the first step in establishing a contiguous system of bicycle and pedestrian pathways throughout Marion County. The first master plan was adopted in 1997. An update to the initial document was completed in 2005 by identifying new facilities and deficiencies and updating policies.

#### **3.2 ANNUAL ACTIVITIES**

During the course of any given year, the TPO is required to produce or update a number of documents that detail various aspects of the transportation planning process. The majority of these documents are reviewed by both the CAC and TAC for recommendation and then forwarded to the TPO for final approval. While the TPO strives to keep annual activities on a consistent schedule, the timeframes listed may shift slightly from year to year. Please check the TPO website at [www.ocalamariontpo.org](http://www.ocalamariontpo.org) for the most up-to-date information regarding any activities. A brief overview of each document is as follows:

### 3.2.1 Unified Planning Work Program

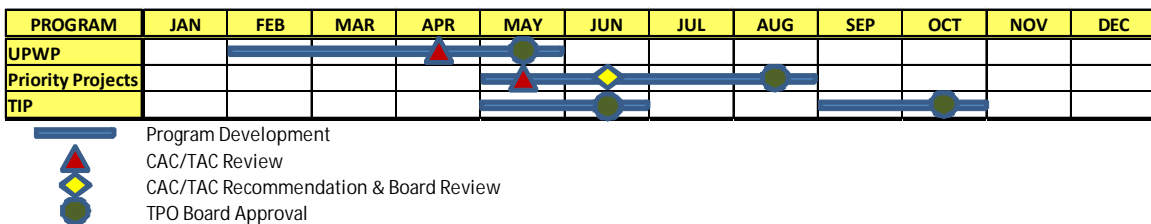
The Unified Planning Work Program (UPWP) is produced on a biennial basis and serves as the TPO’s work plan for a given fiscal year. The UPWP outlines various tasks and programs for which the TPO is responsible and lists projected expenditures. It also identifies funding sources (federal, state and local) and their contribution. The UPWP is developed over a four-month period beginning in February. The initial draft is developed by staff and reviewed by the CAC and TAC then the TPO board reviews and approves or recommends modifications to the draft version of the document. The draft is then transmitted to the FDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for review. These agencies provide comments back to TPO staff prior to final adoption. If there are substantial revisions required as a result of multi-agency comments, the final draft is again reviewed by the CAC and TAC prior to submittal to the TPO for final approval. Otherwise, the final draft is submitted directly to the TPO board in May.

### 3.2.2 Priority Project Review

Each year the TPO is required to review its Project Priorities listing. The Project Priority process is used to rank the significance of future transportation projects which establishes a preferred hierarchy for funding eligibility that is used as a guideline by the FDOT. Beginning in May, TPO staff makes recommendations to both the CAC and TAC for the current year priorities. After a 30-day review, the CAC and TAC make a final recommendation to the TPO board in June. The TPO board then reviews the listing and approves a final list for submittal to the FDOT in August.

### 3.2.3 Transportation Improvement Program

The Transportation Improvement Program (TIP) serves as the TPO’s five-year transportation budget. It lists all transportation projects and their costs for a five-year period. The TIP includes projects from all modes of transportation (highway, transit, aviation, bicycle and pedestrian) as well as maintenance and resurfacing. By federal law, the TIP must be financially feasible based on available revenues. Since the State of Florida operates on a different fiscal year than local governments (July 1 –June 30 vs. October 1 – September 30), the TIP is updated twice each year in June and October to maintain consistency with the FDOT. The June update includes federal and state projects included in FDOT Five-Year Work Program. The October “Roll-Forward” update also includes local projects adopted as part of each municipality’s respective budget process.



## **4.0 PUBLIC INVOLVEMENT TECHNIQUES**

This section defines the strategies and tools that are currently utilized to facilitate the public involvement process.

### **4.0.1 TPO Website**

The TPO website features information on current and upcoming construction projects, priority projects, committee descriptions, meeting schedules and times, TPO staff contact information and sections that allow for the download of most TPO documents such as the Traffic Count book, the Bicycle/Pedestrian Master Plan and the current version of the Interactive TIP. The website is continually updated and maintained by TPO staff.

### **4.0.2 Legal Advertisements**

Formal notifications are distributed to the print media for publication in the legal section of local newspapers to notify the public about upcoming CAC, TAC, TDLCB, TEC, and TPO board meetings and hearings.

### **4.0.2 Press Releases**

General or official notifications are distributed to different media sources to inform the public of upcoming and ongoing transportation projects or other TPO related activities.

### **4.0.3 Project Update Meetings**

Project Update Meetings are held to keep the public informed on the progress of specific projects, plans or studies. These meetings typically begin approximately midway through a project, plan or study analysis period and additional meetings are conducted until the requisite action is completed.

### **4.0.4 Community Meetings**

Community Meetings are held to solicit public opinion as related to a wide range of TPO sponsored activities. They are utilized in a variety of different planning activities from the development of individual projects all the way up to area-wide activities such as development of the LRTP. These meetings can be designed as broadly as to implore area wide attendance or specifically targeted towards individual groups such as civic organizations, homeowner's associations, special-interest groups or municipalities.

### **4.0.5 Civic Groups**

Civic Groups are specifically engaged in order to assemble diverse perspectives from groups that are organized around a common interest or in pursuit of a common cause. These groups can be composed of, but not limited to minorities, low-income citizens, the physically challenged and/or the elderly.

### **4.0.6 Newsletters**

Newsletters are used to inform the public about the activities of the TPO or provide status updates on current or upcoming projects. They can be general in nature by providing quarterly or yearly synopses of TPO activities or more project-specific by focusing on individual phases of ongoing projects, plans or studies.

#### **4.0.7 Maps**

Printed maps are used in every type of TPO public involvement activity to provide a visible reference so participants are able to more effectively relate to the data that is being presented. Maps can be as small as a sheet of paper for inclusions in hand-outs or packets, or as large or larger than 'poster-size' to be openly displayed during meetings.

#### **4.0.8 Surveys**

Surveys are a standardized and structured method of soliciting input about specific topics, plans, or projects from the public. Surveys can also be used to collect technical or quantifiable data such as travel pattern information, number of miles driven to work or average number of trips driven per day.

#### **4.0.9 Comment Forms**

Comment forms are used to solicit public input about specific topics or presentations at public workshops or meetings. They are also used to allow the public to gauge different elements of those workshops and meetings, such as the quality of the presentation, clarity of the topic, staff knowledge and professionalism.

#### **4.0.10 Posted Mail & E-Mail**

Traditional and digital mailings are utilized to notify individuals and/or organizations about upcoming meetings, hearings or the status of a specific project and to transmit agendas. Posted mail can be postcards, flyers, agendas, newsletters or letters.

#### **4.0.11 Sign-In Sheets & Contact Database**

All TPO sponsored events utilize sign-in sheets to record citizen participation and to use as a basis for the construction of a contact database that is maintained by TPO staff or contracted consultants. Contact databases are used to notify all previous participants about significant upcoming events and to distribute newsletters either by e-mail or posted mail.

#### **4.0.12 TPO Logo**

The TPO logo is included on all TPO publications to signify the origin of the document or product. Any documents produced by the TPO, or by a consultant for the TPO, will feature the TPO logo. The TPO logo was updated in April of 2005.

### **4.1 EVALUATION**

In order to ensure that the most effective and efficient tools are being utilized to engage the citizens of Marion County in any and all outreach activities, TPO staff evaluate and refine each tool each time that it is utilized as well as when outreach activities are completed for an individual project.

## **APPENDIX**

## A.1 STATUTORY REQUIREMENTS

Federal and State Law require all MPOs/TPOs to provide consideration for projects that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized uses;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration of connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

## A.2 Federal Requirements

➤ **The Intermodal Surface Transportation Efficiency Act (ISTEA)** of 1991 was landmark legislation for the future of transportation in the United States. ISTEA was unprecedented in its requirement that the “planning processes consider such factors as land-use and the overall social, economic, energy, and environmental effects of transportation decisions.” Additionally, ISTEA recognized that:

- The inclusion of public outreach practices in the planning process is of critical importance as it allows the citizens and organizations to voice concerns and recommendations for individual plans or projects;
- the Interstate Highway System is nearly complete and preservation rather than expansion is the higher priority;
- a well integrated multi-modal transportation network is more efficient at moving freight and passengers than an independent, loosely connected series of transportation modes;
- protection of the natural and human environments is important to the overall welfare of the population;
- there should be accessibility to and equity in the provision of transportation services;
- development patterns are rapidly changing, and the need to provide metropolitan planning areas with more control over their jurisdictions is paramount;

- On June 9, 1998, the President signed into law **PL 105-178 Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)**. **TEA-21** continues to build on the emphasis placed on transportation by **ISTEA**. **TEA-21** can be viewed at [www.fhwa.dot.gov/tea21](http://www.fhwa.dot.gov/tea21).
- On August 10, 2005 the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU)**. With guaranteed funding for highways, highway safety, and public transportation totaling \$286.4 billion, SAFETEA-LU represents the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)** and the **Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)**—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU continues to build on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure. SAFETEA-LU can be viewed at [www.fhwa.dot.gov/safetealu](http://www.fhwa.dot.gov/safetealu).
- “In October 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration jointly issued regulations found in **23 Code of Federal Regulations (CFR), Part 450** to guide the development of statewide, local and metropolitan plans and programs.” These regulations include the following:
  - Early and continuous public involvement opportunities throughout the planning and programming process;
  - Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
  - Reasonable access to information;
  - Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;
  - Explicit consideration and response to public comment;
  - Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
  - Periodic review of the public involvement efforts by the MPO/TPO to ensure full open access to all;
  - Review of public involvement procedures by the FHWA and FTA when necessary; and
  - Coordination of the MPO/TPO public involvement processes with statewide efforts whenever possible.

This code, in its entirety, can be accessed at [www.access.gpo.gov/uscode](http://www.access.gpo.gov/uscode).

- In January of 2003, **23 USC 135** was enacted. It provides for the reasonable access to comment on proposed plans. This code, in its entirety, can be accessed at [www.access.gpo.gov/uscode](http://www.access.gpo.gov/uscode).
- **Title VI of the Civil Rights Act of 1964** - This title declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this

policy. This title is not intended to apply to foreign assistance programs. **Title IV of the Civil Rights Act of 1964** can be accessed, in its entirety, at [www.fhwa.dot.gov/environment/title\\_vi.htm](http://www.fhwa.dot.gov/environment/title_vi.htm).

- **28 CFR 36 – The Americans with Disabilities Act** was signed into legislation in July of 1990. It requires all government programs to be accessible to people with disabilities. In addition, the Americans with Disabilities Act (ADA) requires that reasonable efforts be made to accommodate citizens with disabilities who wish to attend public meetings. **28 CFR 36** can be accessed at [www.usdoj.gov/crt/ada/adahom1.htm](http://www.usdoj.gov/crt/ada/adahom1.htm).
- In February of 1994, **Executive Order 12898 on Environmental Justice** was signed into legislation. This order addresses avoidance of actions that can cause disproportionately high and adverse impacts on minority and low-income populations. **Executive Order 12898 on Environmental Justice** can be accessed at [www.fhwa.dot.gov/environment/ejustice/facts/index.htm](http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm).

### A.3 State Requirements

- **s.339.155, F.S.**, provides for public involvement in transportation planning. It states that citizens, public agencies, and other known interested parties be given sufficient opportunity to comment on the long-range component of the Florida Transportation Plan. It also states that hearings are a required element during the development of major transportation improvements. This statute can be viewed at [www.dep.state.fl.us/cmp/federal/files/339ana01.pdf](http://www.dep.state.fl.us/cmp/federal/files/339ana01.pdf).
- **s.339.175, F.S.**, requires public involvement in the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This statute can be viewed at [www.dep.state.fl.us/cmp/federal/files/339ana01.pdf](http://www.dep.state.fl.us/cmp/federal/files/339ana01.pdf).

**s.286.011, F.S. – “The Sunshine Law”** – Founded in 1967, the Sunshine Law “establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local governmental agencies or authorities. The Sunshine Law requires that meetings of boards or commissions be open to the public, reasonable notice of such meetings be given, and minutes taken and made available to the public in a timely manner.” The Sunshine Law can be viewed, in its entirety, at [www.myfloridalegal.com/sunshine](http://www.myfloridalegal.com/sunshine).



**OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION**

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

**November 6, 2009**

**TO: TAC/CAC Members**

**FROM: Kenneth Odom, Transportation Planner**

**RE: DRAFT FY 2009/2010-2013/2014 ROLL-FORWARD TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)**

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Please find the attached list of significant changes to the 2009/2010 – 2013/2014 'Roll-Forward' Transportation Improvement Program (TIP) for your review. This document has been prepared from the latest draft of the Florida Department of Transportation's Adopted Work Program. Please review the indicated changes to the 'Roll-Forward' TIP for discussion at the upcoming committee meeting. Staff will explain the indicated changes at this meeting.

TPO staff is requesting approval of the 'Roll-Forward' TIP.

If you have any questions regarding the changes to the 'Roll Forward' TIP or any of the projects included, please feel free to contact the TPO staff at 629-8297.

*Cooperative and comprehensive planning for our transportation needs*  
**HIGHWAY • TRANSIT • BICYCLE • PEDESTRIAN**

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**DRAFT FY 2009/2010-2013/2014  
'ROLL-FORWARD' TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

FM #	PROJECT TYPE	PROJECT	FROM	TO	CHANGE	PHASE	AMOUNT	STIMULUS
<b>FEDERAL/STATE PROJECTS</b>								
2383958	WIDEN TO 4 LANES	US 441	SUMTER CL	CR 42	ADD	PE	\$400,000	NO
2386771	WIDEN TO 4 LANES	SR 35	SR 40	SR 464	REDUCE	CST	-\$26,000,000	YES
2387191	WIDEN TO 4 LANES	SR 40	CR 328	SW 80TH AVE	REDUCE	ROW	-\$1,344,491	NO
					ADD	CST	\$6,701,064	NO
2387201	WIDEN TO 4 LANES	SR 40	US 41	CR 328	ADD	PE	\$175,144	NO
4162201	OPERATIONAL IMPROVEMENTS	SR 326	AT CR 35		ADD	CST	\$594,327	NO
4195841	RESURFACING	US 41	SW 108TH PL	SR 40	REDUCE	CST	-\$503,740	NO
4233481	RESURFACING	SR 326	SR 326 REALIGNMENT	US 441	REDUCE	CST	-\$767,067	NO
4238531	BRIDGE REHABILITATION	US 441	BELLEVIEW	OVER CSX RAIL LINES	REDUCE	CST	-\$228,861	NO
4242831	LANDSCAPING	US 441	S OF CR 475		REDUCE	CST	-\$148,352	NO
4247081	SIGNAGE/AUDIBLE MARKINGS	SR 40	W OF NE 60TH CT	ASTOR BRIDGE	REDUCE	CST	-\$459,299	NO
4248851	RESURFACING	SR 35	SR 25	SE 96TH PL RD	REDUCE	CST	-\$291,934	NO
4257841	SIGNAL TIMING/SYNCHRO	SR 464	AT SE 11TH AVE AND S	MAGNOLIA AVE	NEW	CST	\$140,604	NO
4262711	RESURFACING	FORT KING ST	SE 36TH AVE	OCALA CL	ADD	CST	\$119,026	YES
4262721	RESURFACING	NW 80TH AVE	SR 40	US 27	ADD	CST	\$61,596	YES
4262791	RESURFACING	CR 484	US 41	MARION OAKS CRSE	ADD	CST	\$597,347	YES
4163551	TRANSPORTATION PLANNING	UPWP			ADD	PLN	\$362,703	NO
<b>SUNTRAN</b>								
4046151	OPERATIONS	SUNTRAN			ADD	OPS	\$645,588	NO
4241231	OPERATIONS	SUNTRAN			ADD	OPS	\$153,778	NO



**OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION**

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

**TECHNICAL ADVISORY COMMITTEE  
Ocala Electric Utilities Customer Service Center  
201 SE 3rd Street, Ocala FL 34478**

**September 8, 2009**

**Minutes**

**Members Present:**

Dave Herlihy, Vice-chair  
Jody Cone (*for Mike Daniels*)  
Jason Garcia  
Vicki Mitchell  
Justin Ryan  
Skip Harvey  
Jeff Shrum

**Members Not Present:**

Robert Vilak, Chairman  
Noel Cooper  
Harold Horne  
Steven Neal  
Mickey Thomason

**Others Present:**

Greg Slay, TPO Director  
John Voges, TPO Staff  
Ken Odom, TPO Staff  
Ann McGaffic, TPO Staff  
Kayleen Hamilton, TPO Staff  
Shakayla Pullings, TPO Staff  
Mike McCammon, FDOT

Approved –

**Item 1. Call To Order And Roll Call**

The meeting was called to order at 10:05 AM by Vice-chairman Dave Herlihy. Secretary Kayleen Hamilton called the roll. A quorum was present.

**Item 2. Proof Of Publication**

Secretary Kayleen Hamilton stated that the meeting had been published in the September 1, 2009, edition of the Ocala Star Banner.

**Item 3a. FY 2010/2011-2014/2015 Transportation Improvement Program (TIP) Amendments**

Mr. Odom presented the amendments to the Transportation Improvement Program (TIP). Mr. Odom reported that the amendments were housekeeping items that had to be processed through the advisory committees and approved by the board. Amendments to the TIP included changing the funding source for SR 35 to stimulus funds; deferring funds on SR 40 West out one year; and adding a number of smaller projects that had been missed in the initial publication of the TIP, including US 301 from the county line to CR 42.

Mr. Garcia made a motion to approve the amendments to the TIP as presented and Mr. Shrum seconded.

Mr. Shrum asked about details on the signal project, and Mr. Slay clarified that it was an annual amount for routine maintenance.

Mr. Herlihy asked about the rail project, and Mr. Odom explained that the project would create a pass-by point for upgrading existing rail lines. The project was not currently active.

A vote was called and the motion passed by unanimous consent.

**Item 4a. 2008 Traffic Counts and Trends Data**

Mr. Odom presented the traffic counts and trends data. Mr. Odom noted that staff was making some adjustments to the way the accident database was managed in the hopes of streamlining the data and reporting process. One change of note from previous counts and trends books was the transition to only long form accident forms.

Mr. Odom reviewed the changes to the trends and data book and the process used to report the data. There appeared to be a declining trend in accidents from 2005 to 2008. Fatalities showed no discernable trend. Mr. Slay noted that while traffic counts were

Approved –

down three to five percent in 2008, there was a jump in fatalities. Locations of fatalities revealed no identifiable trend.

Mr. Odom reviewed the motorcycle accidents, which had increased exponentially with the increase in motorcycle registrations. In the last six years, motorcycle registrations had almost doubled.

There was also information in the traffic counts and trends book regarding SunTran ridership growth and the number of gallons of diesel and gasoline sold in the county.

Mr. Odom reported that there had been a county-wide drop in traffic counts. Mr. Shrum asked about the counts that the FDOT was using for level of service and Mr. Ryan responded that different segments were used. Mr. Odom commented that staff received traffic counts directly from FDOT, and Mr. Slay stated that they would look into the matter.

Mr. Harvey asked about I-75, and Mr. Slay stated that there were always questions regarding counts in the interstate because of how much the counts fluctuated. Mr. Voges commented that some issues had to do with the factor station. In Marion County, local traffic between interchanges contributed to the fluctuation. There was discussion regarding the number and location of count stations used to factor traffic counts on I-75.

Mr. Harvey asked about data on traffic speeds, and Mr. Odom advised that it was not something that staff tracked. Count stations were capable of detecting speed as well as vehicle type but that information was not readily available for analysis and publication.

Mr. Herlihy asked about SunTran's annual revenue miles, and Mr. Slay advised that the transit system had added two hours of service to all its routes. There had been an increase in ridership of about five to ten percent.

#### **Item 4b. Review of the 2035 Long Range Transportation Issues/Strings & Ribbons Session**

Mr. Slay explained that the Strings and Ribbons program was an interactive public involvement tool. Strings and Ribbons served two purposes – to get input from the public on projects going into the Long Range Transportation Plan and to educate the public on the planning and prioritization process. Participants were given “money,” a county map, and a menu of project types with associated costs. Participants could then use their “money” to buy projects they were like to see.

The committee broke into two groups and participated in a Strings and Ribbons exercise.

Approved –

**Item 5. Consent Agenda**

Mr. Garcia made a motion to accept the consent agenda as presented. Mr. Shrum seconded, and the motion passed by unanimous consent.

**Item 6. Comments By FDOT**

Ms. Mitchell reported that all stimulus projects in Marion County had been given a notice to proceed. Ms. Mitchell provided cards with website information for stimulus projects and roadway projects.

**Item 7. Comments By TPO Staff**

*There were no further comments from TPO staff.*

**Item 8. Comments by TAC Members**

*There were no further comments from TAC members.*

**Item 9. Public Comment (Limited To 5 Minutes)**

*There was no public comment.*

**Item 10. Adjournment**

The meeting was adjourned by Vice-chairman Herlihy at 12:09 PM.

Respectfully Submitted By:

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Kayleen Hamilton, TPO Administrative Assistant

November 10, 2009

## **FDOT/Marion County PROJECT STATUS REPORT**

### **Construction in Progress**

1. **SR 19** - Replace Juniper Creek Bridge (FM No. 2387702). Russell Engineering, Inc. was awarded the \$4,772,222 project October 22. Work began January 12. **Working on the new bridge construction.**
2. **I-75** - Resurface 4.5 miles from SR 200 to north of US 27 (FM No. 419437). Anderson Columbia Co. was awarded the \$6,954,026 contract February 13. Work began April 13. **Still placing fiction course on the ramps and general cleanup should be completed by December.**
3. **US 301** – Four-laning of the 1.2 miles from the Sumter County line to south of CR 42 (FM No. 4112563). D.A.B. Constructors, Inc. was awarded the \$3,596,000 Contract October 18. **Project Start date is November 1, 2009**
4. **SR 35 (Baseline Road)** - Four-lane 5.6 miles from Maricamp Road (CR 464) to SR 40 (FM No. 238677). Design Build contract was awarded **CW Roberts and the notice to proceed was issued on October 13, 2009 with the first day of construction on October 21** for \$23.3 million. This project is being funded through the federal stimulus program. **Contractor began work on 10/21/2009 for clearing and grubbing for the utilities to start their relocation process.**
5. **SR 45- Pavement Marking** project for 6.989 miles from SR 40 to Levy County line ( FM No. 423124). AKCA, Inc was awarded the contract on August 18, 2009 for \$ 246,105.00. **The Contractor started construction on November 1, 2009.**