



**Technical Advisory Committee (TAC) Meeting**  
Marion County – Library Headquarters, Meeting Room B  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
3:30 PM

**MINUTES**

**Members Present:**

Ji Li  
Bob Titterington  
Kenneth Odom  
Mickey Thomason  
Noel Cooper  
Loretta Shaffer (*Jessica Heller attended as alternate*)  
Eric Smith  
Rakinya Hinson

**Members Not Present:**

Dave Herlihy  
Elton Holland

**Others Present:**

Rob Balmes  
Shakayla Irby

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

Chairman Kenneth Odom called the meeting to order at 3:32pm and Secretary Shakayla Irby called the roll. There was a quorum present.

### **Item 2. Proof of Publication**

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on March 7, 2023. The meeting had also been published to the TPOs Facebook and Twitter pages.

### **Item 3. Consent Agenda**

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

### **Item 4a. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment #5**

Mr. Balmes presented to the committee and said that per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP).

The projects (FM#443623-1, #443624-1) had received federal highway planning grant funding to support activities of the I-75 Master Plan. The types of work the funding would support included community engagement, alternative concept identification and traffic analysis and modeling.

The projects would also assist future project phases as the Master Plan identified specific projects and segments moving forward into the Project Development and Environment (PD&E) phase.

#### **FM# 443623-1: I-75 (SR 93) from Turnpike (SR 91) to SR 200**

- Length: 22.50 miles
- Funding: \$2,500,000 (Federal)
- FY 2023, PLN Phase
- Total TIP Funding: \$2,500,000

#### **FM# 443624-1: I-75 (SR 93) from SR 200 to CR 234**

- Length: 25.28 miles
- Funding: \$1,783,543 (Federal)
- FY 2023, PLN Phase
- Total TIP Funding: \$1,783,543

Chairman Odom asked when the public involvement meetings would be taking place.

Ms. Rakinya Hinson with FDOT said there were no updates on a meeting schedule at the time but would keep the committee informed as information became available.

Mr. Cooper made a motion to approve the FY 2023 to 2027 TIP Amendment #5.

Mr. Thomason seconded, and the motion passed unanimously.

**Item 4b. Performance Management 2023 Pavement and Bridge (PM2), System Performance (PM3) Targets**

Mr. Balmes presented and said that Federal law required State DOTs and TPOs/MPOs to conduct performance-based planning by setting data-driven targets linked to specific measures.

In 2017, the Federal Highway Administration (FHWA) published the Pavement and Bridge Condition Performance Measures (PM2) and the System Performance Measures (PM3) Final Rules. The rules established performance measures to assess conditions and reliability for the National Highway System (NHS).

On December 16, 2022, the Florida Department of Transportation (FDOT) established new statewide two and four-year targets for Pavement and Bridge condition and System Performance. As a result, all MPO/TPO’s in Florida were required to set targets, with the option to support the FDOT statewide targets or establish specific targets for their planning areas.

Targets had to be adopted by the TPO Board no later than June 14, 2023. The TPO was required to include the respective targets and annual results in the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).

Mr. Balmes explained the Pavement and Bridge (PM2).

The PM2 measures represented the percentage of lane-miles on the Interstate and non-Interstate NHS pavement and bridges (by deck area) that were in good or poor condition.

FHWA set a threshold for each metric to establish good, fair, or poor condition. Pavement sections that were not good or poor would be classified as fair. Bridges are classified as either good or poor.

The following charts were provided to display the new Pavement and Bridge performance measures and respective targets set by FDOT on December 16, 2022.

**PM2: State Pavement and Bridge Performance Measures and Targets**

<b>Pavement Condition</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of Interstate pavements in <b>Good</b> condition	60.0%	60.0%
Percent of Interstate pavements in <b>Poor</b> condition	5.0%	5.0%
Percent of Non-interstate NHS pavements in <b>Good</b> condition	40.0%	40.0%
Percent of Non-interstate NHS pavements in <b>Poor</b> condition	5.0%	5.0%

  

<b>Bridge Condition</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of National Highway System (NHS) bridges classified as in <b>Good</b> condition by deck area	50.0%	50.0%
Percent of National Highway System (NHS) bridges classified as in <b>Poor</b> condition by deck area	10.0%	10.0%

Mr. Balmes explained the System Performance (PM3).

The PM3 measures represented the percentage of miles traveled on the Interstate and non-Interstate NHS that are reliable for all vehicles, and a specific measure for truck reliability. Travel time reliability compared to the worst travel times on a road against the travel time that was typically experienced.

In general, road miles with a ratio of less than 1.5 were considered reliable.

The following charts were provided to the new System Performance measures and respective targets set by FDOT on December 16, 2022.

**PM3: System Performance Measures and Targets**

System Performance	2023 Target	2025 Target
Percent of Person-Miles Traveled on the Interstate that are Reliable	75.0%	70.0%
Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable	50.0%	50.0%
Truck Travel Time Reliability (TTTR) Index	1.75	2.0

Two options were available:

- A. Support the FDOT statewide two and four-year targets for Pavement and Bridge and System Performance
- B. Establish two and four-year targets specific to the TPO Planning area for Pavement and Bridge and System Performance

Mr. Balmes mentioned that the last cycle when targets were required to be set by FDOT in 2018, all MPO/TPOs in Florida agreed to support the statewide targets.

The PM2: State Pavement and Bridge Performance Measures, Targets and TPO Results were provided.

**PM2: State Pavement and Bridge Performance Measures, Targets and TPO Results**

Pavement Condition	2023 Target	2025 Target	TPO Target Results (2021)
Percent of Interstate pavements in Good condition	60.0%	60.0%	64.0%
Percent of Interstate pavements in Poor condition	5.0%	5.0%	0.0%
Percent of Non-interstate NHS pavements in Good condition	40.0%	40.0%	51.5%
Percent of Non-interstate NHS pavements in Poor condition	5.0%	5.0%	0.3%

Bridge Condition	2023 Target	2025 Target	TPO Target Results (2021)
Percent of National Highway System (NHS) bridges classified as in Good condition by deck area	50.0%	50.0%	59.2%
Percent of National Highway System (NHS) bridges classified as in Poor condition by deck area	10.0%	10.0%	0.0%

**PM3: System Performance Measures, Targets and TPO Results**

System Performance	2023 Target	2025 Target	TPO Target Results (2021)
Percent of Person-Miles Traveled on the Interstate that are Reliable	75.0%	70.0%	100%
Percent of Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable	50.0%	50.0%	95.9%
Truck Travel Time Reliability (TTTR) Index	1.75	2.0	1.74

Ms. Rakinya Hinson with FDOT made a comment regarding the 100% reliability of the Interstate and said she would add the term “reliably congested”. The targets were telling that even though congestion was not desirable as travelers there was however a reliability that the Interstate would be congested. Also, travel times may vary depending on the amount of congestion on different days of the week.

Mr. Thomason made a motion to accept Option A: Support the FDOT statewide two and four-year targets for Pavement and Bridge and System Performance. Mr. Cooper seconded, and the motion passed unanimously.

**Item 5a. Santos to Baseline Trail Project**

Mr. Thomason said the Santos to Baseline Trail project (Paved Trail Connector between Santos Trailhead and the west side of 441) had been a high priority of the TPO for many years.

In preparation for the upcoming List of Priority Projects (LOPP) process, Mr. Thomason wanted the project to be discussed at the meeting.

Mr. Thomason talked about some of the challenges that had been faced with the project and said that the project could be resubmitted for SunTrail or a new separate application would have to be submitted if the original plans for the project were revisited.

The committee engaged in discussion.

Chairman Odom made a comment that he would stay with a safe route and close the gap at another time because he did not anticipate the tracks being there forever.

After discussions, the committee was in support of the current delineation of the trails.

**Item 5b. FDOT Strategic Intermodal System (SIS) Letter**

Mr. Balmes said that every five years, the Florida Department of Transportation (FDOT) District 5 coordinated with Central Office to complete a series of Strategic Intermodal System (SIS) planning documents which included three tiers or lists of future capacity improvement projects. The SIS lists contained projects programmed (FY 2024-2028), planned to be funded (FY 2029-2033), and considered financially feasible based on projected State revenues (FY 2033-2050).

On January 27, the FDOT District 5 submitted a set of draft SIS project lists to the TPO and requested comments as soon as possible. A follow-up virtual overview meeting was requested with the TPO Director and TPO Chair on February 8. FDOT District 5 staff explained they required to submit comments to Central Office no later than February 28.

Based on the limited timeframe for reviewing and submitting comments to District 5, TPO Chairman Curry requested a meeting with staff representatives of the Cities of Belleview, Dunnellon, Ocala and Marion County to coordinate and submit one set of comments. A coordination meeting was held on February 15, 2023 at the Marion County Office of County Engineer and included: Rob Balmes, TPO; Elton Holland, Marion County; Sean Lanier, City of Ocala; Bob Titterington, City of Belleview; Troy Slattery, City of Dunnellon; Chad Ward, City of Dunnellon.

The letter that was sent on behalf of the TPO from Chairman Curry to FDOT District 5 Secretary John Tyler was provided in the agenda packet. The content of the letter was developed at the February 15 local coordination meeting, and outlined specific comments from the TPO and local government partners regarding the SIS projects lists. The TPO Board ratified the letter at the TPO Board meeting on February 28, 2023.

An overview presentation of SIS projects in Marion County shared by FDOT staff at the February 8 virtual meeting was provided in the agenda packet for the committee to view.

Chairman Odom inquired about East SR 40.

Mr. Balmes said the project was currently in the 2030.

Chairman Odom and gave a comment that the project had been 25 years in the making and should not have been pushed out.

### **5c. 2023 MPOAC Freight Priorities Program (FPP)**

Mr. Balmes said the Florida Metropolitan Planning Organization Advisory Council (MPOAC) Freight and Rail Committee worked annually with the TPO/MPO's to develop a freight priority project list. In the past, the process has focused exclusively on submission of projects by TPO/MPO's for projects located on the National Highway Freight Network (NHFN). For Marion County, that included: I-75 (and interchanges); US 27 from I-75 to US 301; and US 301 from SR 200 to Alachua County.

In 2022, the MPOAC Freight and Rail Committee expanded the process to include projects that support freight mobility on the State Highway System (On-System) and Off-System (Local). An emphasis was also placed on truck parking projects. Overall, projects had to already be programmed or underway through at least PD&E and ready to receive federal National Highway Freight Program funding for construction.

Provided to the committee in the agenda packet was the FDOT two-page Call for Projects to further explain the program. The call for projects expansion had taken place with an assumption the freight network in Florida would be extended in the future to potentially include other corridors on the state and local networks.

Discussions were taking place at the national state levels tied to the Bipartisan Infrastructure Law (BIL), calling for a modest increase to the NHFN.

However, as the National Highway Freight Program stands today, funding to projects by FDOT had been invested only on the NHFN. Also provided to the commit was a screenshot of the projects funded in 2022 and 2021.

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

Ms. Rakinya Hinson provided a construction report was also provided in the committee meeting agenda packet and reminded the committee that they could view updates on projects by visiting [www.cflroads.com](http://www.cflroads.com).

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

Mr. Balmes talked about the TPO 101 Board Workshop to be held on March 28 at 1:30pm at the Marion County Board of County Commission Auditorium. The TPO Board Chair, Commissioner Craig Curry, led the organization of a TPO 101 Workshop to focus on the form and function of Metropolitan Planning Organizations, including core work products and responsibilities.

The invitation to attend the workshop was extended to the committee.

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

Mr. Titterington inquired about adding 102<sup>nd</sup> to the US 441/301 Resurfacing and companion sidewalk and shared trail project plan.

The committee had discussion about the plans for the project.

Ms. Hinson said that she would find out more information on the project and get back to the committee.

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

Mr. Steven Neal, with the City of Ocala wanted to know how to access crash information in Marion County.

Mr. Balmes asked for a submitted request of the locations needed for the crash information and said that he would work with Mr. Ji Li on the gathering the information needed.

Also, Mr. Neal mentioned that he heard of possible trucks being parked on SR 200 by 484 and wanted to know if a small portion of parking could be used for micro transit buses and a charging station.

Ms. Hinson said she was not aware of a truck parking area in the location.

Chairman Odom said that the County had parking and stations that could possibly be utilized and told Mr. Neal he could inquire with County.

TAC Meeting Minutes – March 14, 2023  
Approved – April 11, 2023

**Item 10. Adjournment**

Chairman Kenneth Odom adjourned the meeting at 4:30pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant