



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
August 23, 2022
4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Craig Curry
Councilmember Kristen Dryer
Councilmember James Hilty
Councilmember Barry Mansfield
Mayor Bill White

Members Not Present:

Commissioner Kathy Bryant
Commissioner Jeff Gold
Mayor Kent Guinn
Commissioner Ronald Livsey
Commissioner Michelle Stone
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Anna Taylor, FDOT
Mike McCammon, FDOT
Eric Smith, City of Ocala
Clayton Murch, Marion Senior Services
Darren Park, City of Ocala
Oscar Tovar, City of Ocala
Sean Lanier
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Ire Bethea called the meeting to order at 4:00pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

Shakayla Irby, Administrative Assistant called the roll and a quorum was not present.
Mr. Hilty made a motion to move forward with at least five voting members present to constitute a quorum. Mr. Curry seconded, and the motion passed unanimously.

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on August 16, 2022. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

Mr. Hilty made a motion to approve the Consent Agenda. Ms. Dreyer seconded, and the motion passed unanimously.

Item 5A. Fiscal Years (FY) 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment

Mr. Balmes presented and said that the Unified Planning Work Program (UPWP) is a federally required two-year document that serves as the TPO's working budget. At the regularly scheduled meeting on March 22, the TPO Board approved the de-obligation of \$175,000 in FHWA PL-112 funding from the prior FY 2020/21 to 2021/22 UPWP.

The request was coordinated with the Florida Department of Transportation and approved by the Federal Highway Administration (FHWA). Through the approval process, the TPO was eligible to re-obligate the full \$175,000 of funding to the current UPWP in year one (Fiscal Year 2022/23).

The funding would be available and authorized after October 1, 2022. Pending Board approval, TPO staff proposes to re-obligate the full \$175,000 in funding to Tasks 1, 3 and 7 of Fiscal Year 2022/23.

Mr. Balmes provided a presentation that showed the breakdown of funding according to ask.

Task 1: Administration- \$2,600

\$100 Subscriptions

\$2,500 Meeting Audio Equipment

Task 3: Long Range Planning- \$55,000

\$5,000 Salaries/Benefits

\$50,000 2050 LRTP Placeholder

Task 7: Special Projects- \$117,400

\$5,000 Salaries/Benefits

\$112, 400 Consultants

Mr. Hilty made a motion to approve the FY 2022/23 to 2023/24 UPWP Amendment.

Mr. Curry seconded, and the motion passed unanimously.

Item 5B. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment

Mr. Balmes presented and said TPO staff requested that one project be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) pertaining to the Unified Planning Work Program (UPWP) de-obligation funding.

FM# 439331-4: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

- Current Funding Amount: \$723,984
- Proposed Funding Amount: \$898,984
- Funds to be added to FY 2023: \$175,000
- Addition of Federal Highway Administration (FHWA) PL-112 Planning Funding, de-obligated in prior UPWP

Mr. Curry made a motion to approve the FY 2023 to 2027 TIP Amendment. Mr. Hilty seconded, a roll-call vote was called and the motion passed unanimously.

Item 5C. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Roll Forward Amendment

Mr. Balmes presented and said on an annual basis, the TPO worked in coordination with the Florida Department of Transportation (FDOT) to amend the Transportation Improvement Program, (TIP) through a roll-forward process. The process was undertaken because in some cases project phases that were programmed in the previous fiscal year (FY) of the prior TIP were not authorized and encumbered by June 30. The projects must then roll-forward to the new FY in July of the FDOT Work Program and be included in year one (FY 2023) the TPO's recently adopted TIP. Therefore, a TIP amendment was necessary to ensure full consistency with the FDOT Work Program.

A total of 41 projects (37 prior and 4 current) and \$37,222,430 (\$5,484,923 current) in funding had been proposed to be rolled forward to the FY 2023 to 2027 TIP. Some of the notable active projects include:

- SR 40 from East of CR 314 to East of CR 314A (Preliminary Engineering): \$6,857,570
- CR 484 from SW 20th to CR 475A (Construction, Preliminary Engineering, Right-of-Way): \$78,757 (\$73,757 + \$5,000)
- I-75 (Construction) Resurfacing from Sumter County to SR 200: \$138,300
- I-75 Dynamic Message Signs/ITS (Construction): \$559,945
- SunTran Capital and Operating Fixed Route: \$20,277,171
- SunTran Small Urban Capital: \$2,485,837 (\$1,231,367 + \$470,711 + 783,759)

Mayor White inquired about the difference between resurfacing and repaving.

Mr. Balmes said that resurfacing typically involved mill and fill where you can take off layers and resurface with fresh asphalt and could involve more in-depth work.

Mayor White said in Dunnellon there were several repaving asphalt projects that were expensive. Quotes on resurfacing seemed to be lower than repaving quotes.

Mike McCammon, Operations Engineer for FDOT approached the board and said that he would use the terms interchangeably and believed repaving usually would take off bad asphalt and replace it with good asphalt to a solid layer.

Mayor White asked if I-75 was resurfaced would there be areas that were concrete and if it was a different term to use for concrete.

Mr. McCammon said that concrete would not typically be resurfaced it would be removed and replaced however, there was not a lot of concrete pavement in Marion County.

Mr. Mansfield made a motion to approve the FY 2023 to 2027 TIP Amendment. Mr. Hilty seconded, a roll-call vote was called and the motion passed unanimously.

Item 5D. TPO Staff Position Reclassification

Mr. Balmes said that his focus was to recruit and retain a professional with a skillset requiring the ability to manage the Transportation Improvement Program (TIP), conduct database and Geographic Information Management System (GIS) analysis, coordinate with TPO committees and the Board, and support planning studies. Due to the upcoming 2050 Long Range Transportation Plan (LRTP), Mr. Balmes was seeking a professional with the ability to also manage the major TPO-led project.

The additional responsibility of managing the LRTP had prompted coordination with Marion County Human Resources to reclassify the vacant Senior Transportation Planner position to a Principal Transportation Planner. The reclassification would also help the TPO be competitive with other peer organizations in Florida with similar positions. The salary ranges for the positions were as follows:

(current) Senior Transportation Planner –\$65,126.21 to \$101,001.42

(proposed) Principal Transportation Planner –\$74,630.40 to \$115,668.80

Mr. Balmes sought board approval for the reclassification of the TPO Senior Transportation Planner to TPO Principal Transportation Planner.

Mayor White asked if raising the salary of the listed position would create compensation issues with other staff members.

Mr. Balmes said that Marion County had conducted an extensive compensation study and all staff had received adjustments due to the process.

Mr. Mansfield made a motion to approve the TPO Staff Position Reclassification. Ms. Dreyer seconded, and the motion passed unanimously.

Item 6A. SunTran Draft Transit Development Plan (TDP) Update

Mr. Steven Neal, Transportation Manager with the City of Ocala gave a presentation to the TPO board regarding the SunTran TDP Update.

Mr. Neal provided information to the board that included: Guiding Principles, Goals, Evaluation Criteria, Proposed Alternatives, Future Microtransit, Short-term Service Concept, Long-term Service Concept, Final Alternative Ranking Results, and the Preliminary 2023-2027 Year Implementation Plan.

Mr. Hilty inquired about the Microtransit and if it could accommodate a wheelchair.

Mr. Neal responded yes, and that Microtransit had a capacity of three people that is ambulatory and one passenger that is in a wheelchair.

Mr. Curry inquired if Microtransit could accommodate a bicycle.

Mr. Neal responded no, however, bicycle racks could be placed on the front or the back of the vehicle though they prefer not to place racks on the backs of the vehicles due to safety issues. If there was a passenger with a bicycle and there was no wheelchair passenger the Federal Transit Administration (FTA) said that the bicycle could be transported inside the vehicle.

Mr. Curry also inquired about the cost of the Microtransit.

Mr. Neal said that he had been working on the cost of the Microtransit.

The presentation is attached to pages 9-35 of this set of minutes for reference.

Item 6B. Marion Transit Overview

Mr. Clayton Much, Transportation Director/ Community Transportation Coordinator (CTC) with Marion Senior Services gave a presentation to the TPO board on Marion Transit.

Mr. Murch provided information that included: An explanation of Marion Transit, grant programs that provide funding for Marion Transit, Marion Transit Riders, 2021 trips by funding source, Deviated Fixed Routes, Deviated Route Ridership, and some of the Marion Transit Challenges.

The presentation is attached to pages 36-58 of this set of minutes for reference.

Chairman Bethea inquired about the two-hour window and asked Mr. Murch to expound.

Mr. Murch said that Marion Transit would come back within a two-hour window of when the passenger is ready to be picked up.

Mayor White thanked Mr. Murch for the recent visit to Dunnellon to present on the Marion

Transit service and said he would like to continue to work together to increase the knowledge of Marion Transit in the Dunnellon community and expand the ridership.

Mayor White also mentioned having meetings about the Marion Transit service with some of the major trailer parks and larger areas like Rainbow Springs.

Mr. Murch said that he was not opposed to conducting meetings to raise awareness of Marion Transit and had also been in contact with Citrus County to see how to break down the county barrier to make it accessible especially with the mall in Lecanto being closed because there was a need for shopping and other access.

Item 6C. TPO Finance Report

On a quarterly basis Liz Mitchell, Grants Coordinator for the TPO provided updated to the board to ensure they remained informed of the funding status and the financial outlook throughout the year.

The financial report is attached to pages of this set of minutes for reference. Chairman Bethea inquired about reasons for the total revenue remaining balance of \$455, 700.18 in the budget summary.

Ms. Mitchell said that the remaining balance of funds would be carried forward into the second year of the next two-year contract and the other funds listed would be ongoing.

Mr. Balmes said that the Federal Transit Administration- 5305d balance of \$145,332.50 was incumbered with the Safety Action Plan and the funding would be spent down within the next few months. Also, part of the reason for the extra balance was tied to staff vacancies and a closeout funding balance from several years ago that the FDOT worked with the TPO to close out.

7. Comments by FDOT

Ms. Anna Taylor with the FDOT provided the board with the most current construction report and highlighted two projects:

CR 484 and I-75 Interchange and Roadway Improvements- scheduled to go to construction in September 2022 and preconstruction meeting had taken place in August 2022. However, Mr. McCammon with FDOT said that the project had been delayed for a couple of months.

Resurface US 441 from State Road 35 (SE Baseline Road) to State Road 200- still working on the job and daytime and nighttime lane closures were still in effect. FDOT was actively working to resolve business access issues with some of the stakeholders along the corridor.

Ms. Taylor also informed the board of the public hearing regarding project plans for a new interchange on Interstate 75 (I-75) at NW 49th Street near Ocala that would take place August 25, 2022 at the Southeastern Livestock Pavilion – North Hall, 2232 NE Jacksonville Road, Ocala, FL 34470 between the times of 5:30 p.m. and 7 p.m. The public hearing could be attended in-person, register online at the FDOT website to access virtual or dial in by phone.

8. Discussion Item: Florida Metropolitan Planning Organization Advisory Council (MPOAC) Update

Mr. Balmes opened the discussion with a brief overview of the MPOAC and said that the Florida Metropolitan Planning Organization Advisory Council (MPOAC) was created by state statute to serve and support the 27 metropolitan planning organizations (MPO) of Florida.

The MPOAC consists of a 27-member Governing Board of local elected officials from each of the MPO's in the state, along with a Staff Directors' Advisory Committee. Representatives for the Ocala Marion TPO included Commissioner Craig Curry as the Governing Board Member, Rob Balmes as the Staff Advisory Committee Member, and Councilmember Kristen Dryer as the alternative Governing Board Member.

Mr. Curry gave a brief overview of MPOAC meeting and said that they were able to tour the FDOT material site located in Gainesville, FL. One of the goals Mr. Curry shared was that he wanted to ramp up the knowledge of the MPOAC and enthusiasm of the Ocala Marion TPO Board. He shared with the board that the MPOAC is a seat at the table.

Mr. Curry also informed the board that the MPOAC was in the process of updating its Strategic Directions Plan and all members of the MPOAC had been asked to review the Plan and provide comments to the Executive Director, Mark Reichert, prior to the next meeting on October 27, 2022.

Mr. Curry encouraged the board to review the Strategic Directions Plan and share/discuss comments at the September Board meeting. A set of comments from the TPO would then be shared with Mark Reichert.

Mr. Curry mentioned a teleconference that would take place in October 10, 2022 with the Executive Director, Mark Reichert and asked Ms. Dryer to attend that meeting also as the alternative.

Mr. Balmes said that Executive Director, Mark Reichert did have plans to visit every MPO in the state and at some point, he would come to the Ocala Marion TPO to introduce himself.

Item 9. Comments by TPO Staff

Mr. Balmes gave comments on the following:

- Stop on Red Week Community Safety Event: The event took place successfully on August 11, 2002 and special thanks was given to Chairman Bethea and District 5 Office of Safety. There was great partnership and coordination from TPO Staff and first responders.
- Commitment to Zero Safety Action Plan Update: The consultant team had been finalizing a draft Action Plan for public review. The draft Action Plan was expected to be released in August. A formal presentation would be made at the September 27th Board meeting. An important aspect of this project was public and partner involvement. The TPO had been focused on ensuring a minimum 30-day public and partner review period of the draft Action Plan. As a result, the TPO Board would not be requested to adopt the Action Plan until the November 29, 2022 meeting. TPO Board members would receive a

notification when the draft Action Plan is made available. The Action Plan may also be accessed at the project website: <https://ocalamariontpo.org/safety-plan>

- Census Urban Boundary and Functional Classification Update: At the TPO committee meetings on August 9, the FDOT District 5 team, led by Alice Giuliani, delivered an overview presentation on the Urban Boundary and Functional Classification process tied to the 2020 Census. Included with this memo is the presentation.

The entire process was anticipated to take place from 2022 to 2025. However, some important upcoming dates for the TPO are as follows:

Winter/End of Calendar 2022: Census Bureau release of 2020 Urbanized Areas

Winter/Spring of Calendar 2023: USDOT designation of Transportation Management Areas (TMAs)

The TPO Board would remain fully updated on all activities related to the Census, TMA status and Functional Classification so appropriate actions, as needed, may be taken with the US Department of Transportation and the State of Florida.

- 2045 Long Range Transportation Plan (LRTP) Amendment Update: The TPO conducted a 30-day call for 2045 LRTP Amendments on April 18, 2022. The process involved an email notification to all four jurisdictions and Florida Department of Transportation (FDOT).

A 2045 LRTP Amendment Public Hearing had been planned to take place at the TPO Board meeting on September 27, 2022, to include projects added to the Cost Feasible Element and Unfunded Needs Element. A minimum 30-day public notification would be made in advance of the hearing on August 25, 2022 per the adopted TPO Public Participation Plan (PPP).

Item 10. Comments by TPO Board Members

There were no comments by TPO Board Members.

Item 9. Public Comments

There were no public comments.

Item 10. Adjournment

The meeting was adjourned by Chairman Bethea at 5:26pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



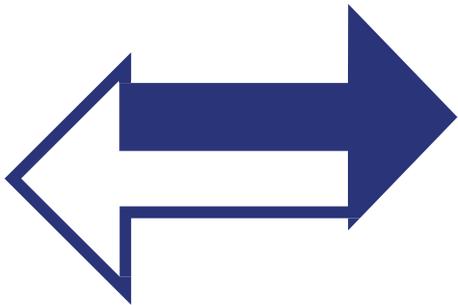
Ocala Marion County Transportation Planning Organization (TPO) Board Meeting

August 23, 2022

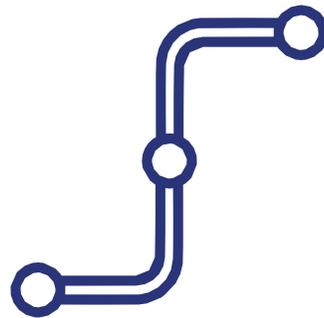
Principles



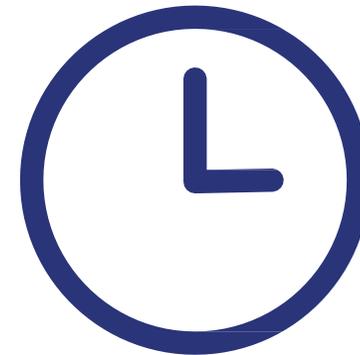
These guiding principles, and the goals on the following slide, were used to create the improvements that will promote an easy to use, rider-oriented service.



Bidirectional service



Strong anchors



Regular frequencies



Coordination

Goals



Environment and Equity

Enhance the integration of transit services to support environmental sustainability and address equity issues within the community.

Accessibility

Expand transit services to maximize access to opportunities.

Usability

Make the system more convenient and useful for residents and visitors.

Efficiency

Maximize the productivity and financial efficiency of transit operations.

Presence

Engage the community to improve service awareness and public support.

Evaluation Criteria

Evaluation Criteria



1. Meets Goals & Objectives – 50%

2. Public Engagement – 12.5%

3. Equity – 12.5%

- Low-income populations
- Minority populations

4. Markets – 12.5%

- Population & Jobs
- Activity Centers

5. Efficiency – 12.5%

- Route streamlining
- Ridership



Proposed Alternatives

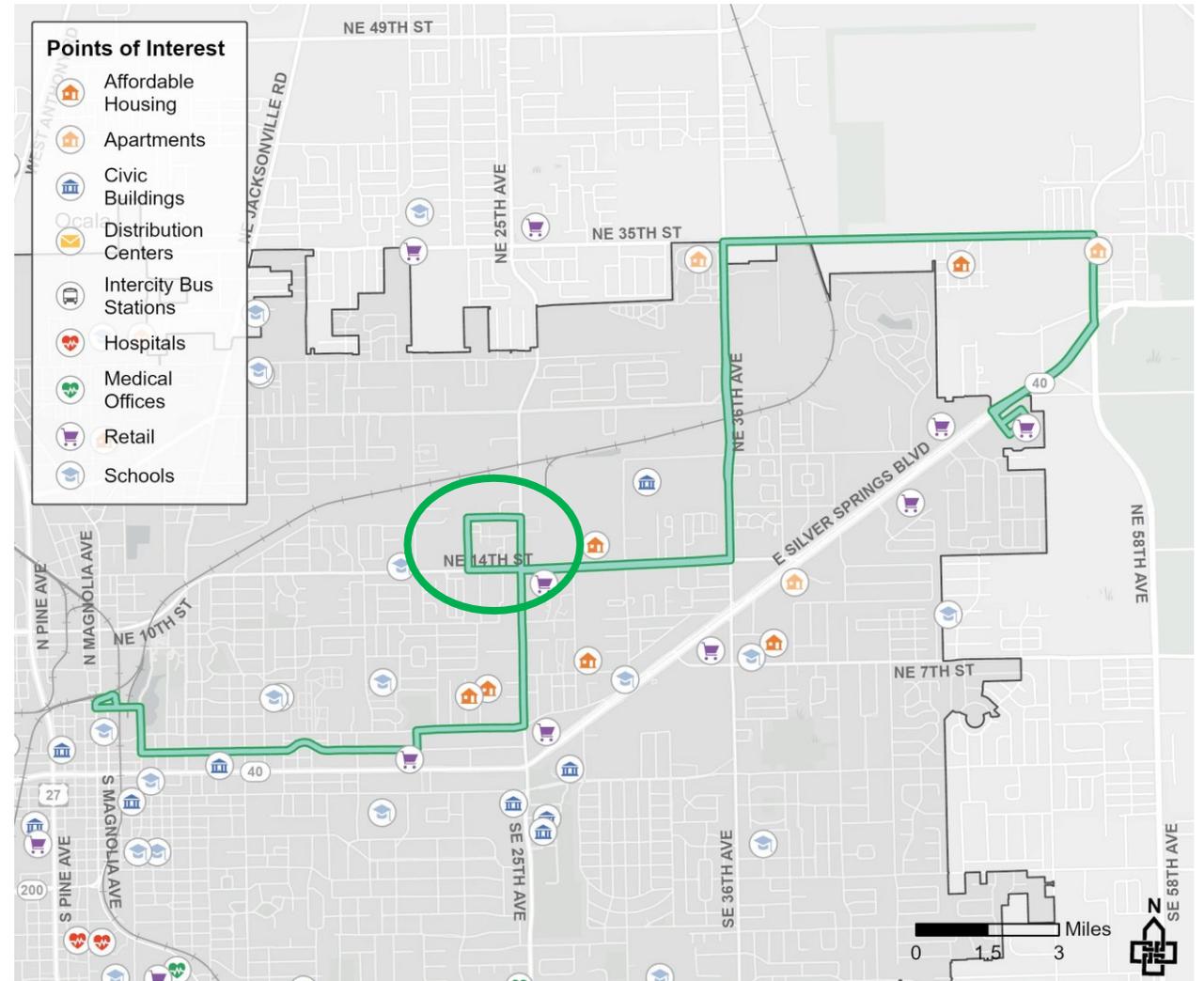
Blue-Green-Orange-Purple



Proposed Improvement

Serve the **Florida Center for the Blind** with the Green Route instead of the existing Yellow Route A.

Increase frequency on Blue-Green-Orange-Purple interline



Silver / Silver Express Routes

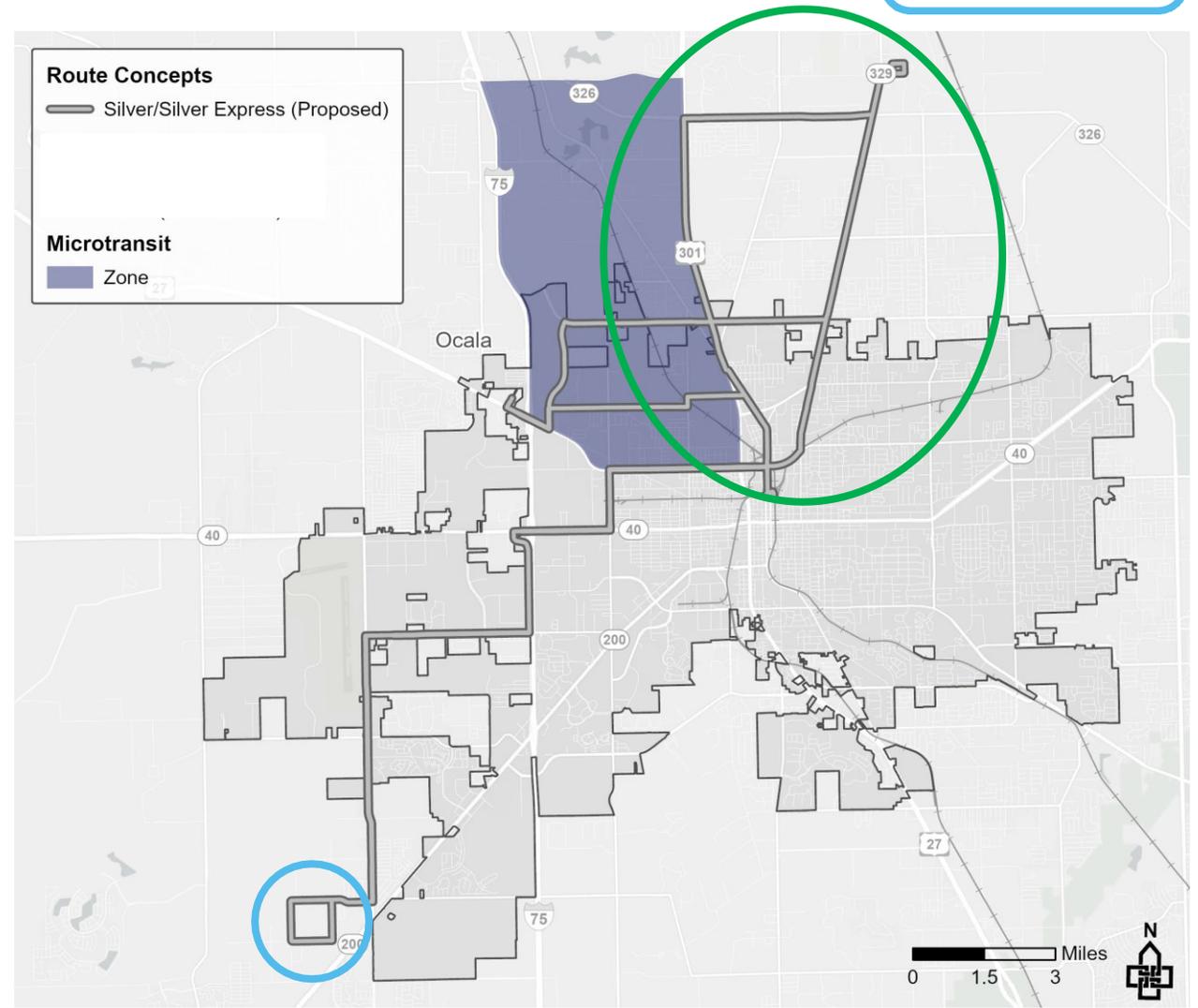


Proposed Improvement

Change the northernmost stops of the Silver Route to serve the **Compassion Food Bank and Landfair Homes on Old US Highway 301 at NE 77th Street.**

Extend the Silver Express Route to the upcoming **planned developments in the area of SR 200 and SW 60th Avenue.**

Replace Silver Route service to the Ocala Greyhound Bus Station with the Northwest Ocala **proposed Microtransit zone.**

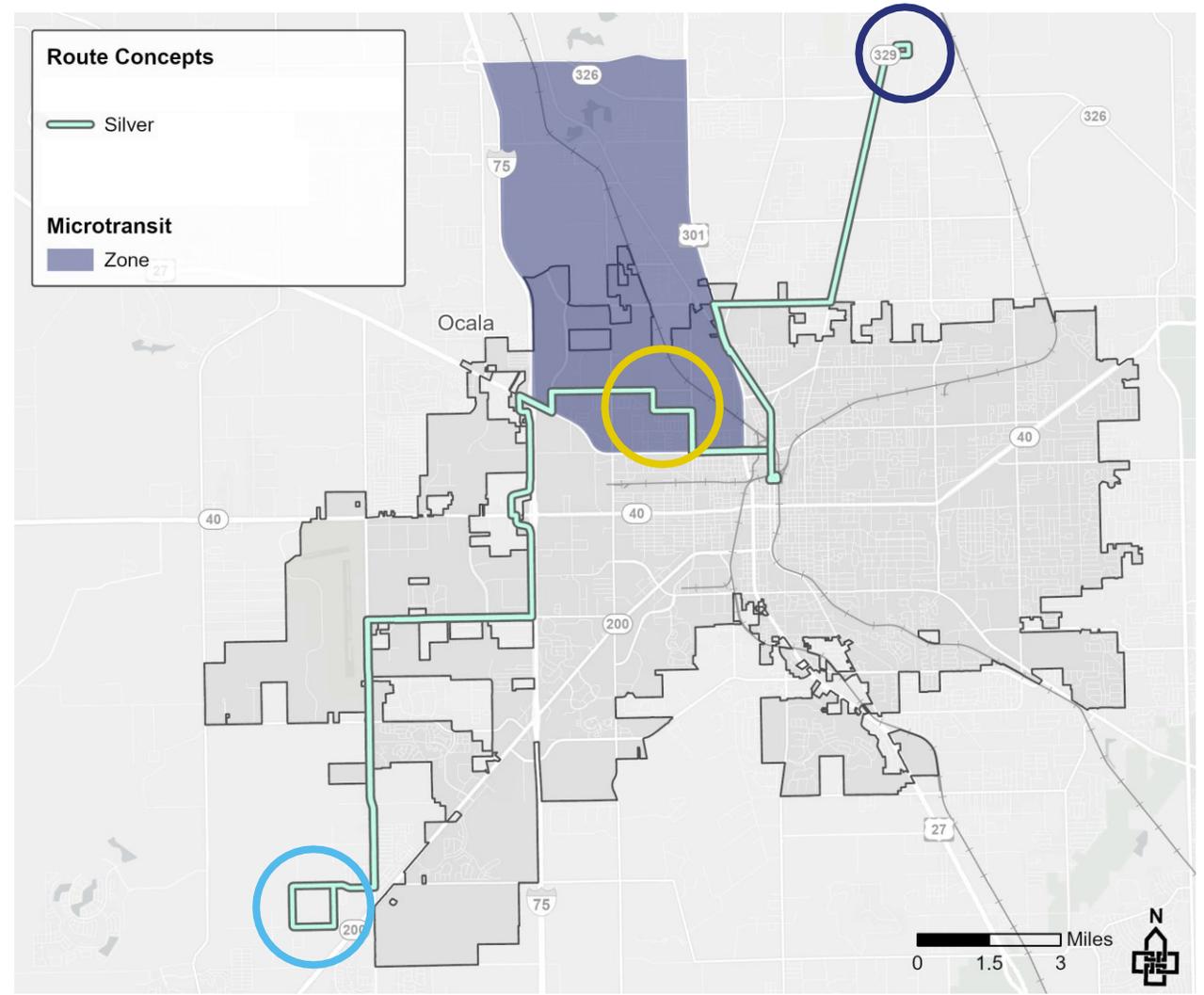


Silver / Silver Express Routes



Proposed Improvement

In the long-term, update and combine the Silver Express and Silver Routes, to serve the upcoming planned developments in the area of **SR 200 and SW 60th Avenue**, the **Mary Sue Rich Community Center**, Downtown Transit Center, and the **Compassion Food bank**. This longer-term plan would be based on the success of Microtransit in Northwest Ocala.



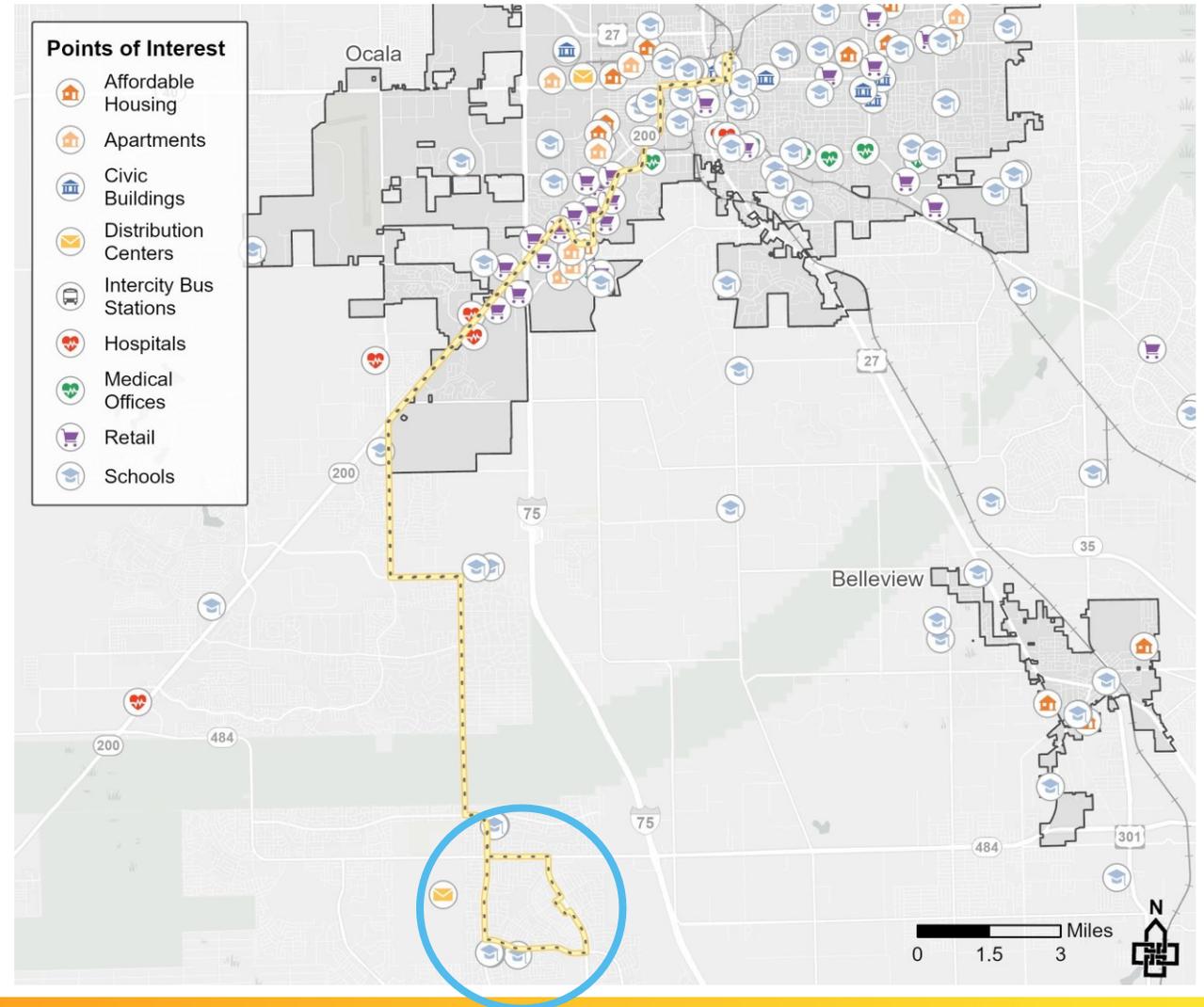
Yellow B / Marion Oaks Route



Proposed Improvement

Extend the Yellow B Route to serve **Marion Oaks**. This improvement would provide residents of Marion Oaks with a connection to Downtown Ocala.

Streamline the Yellow B route to focus more on SR-200



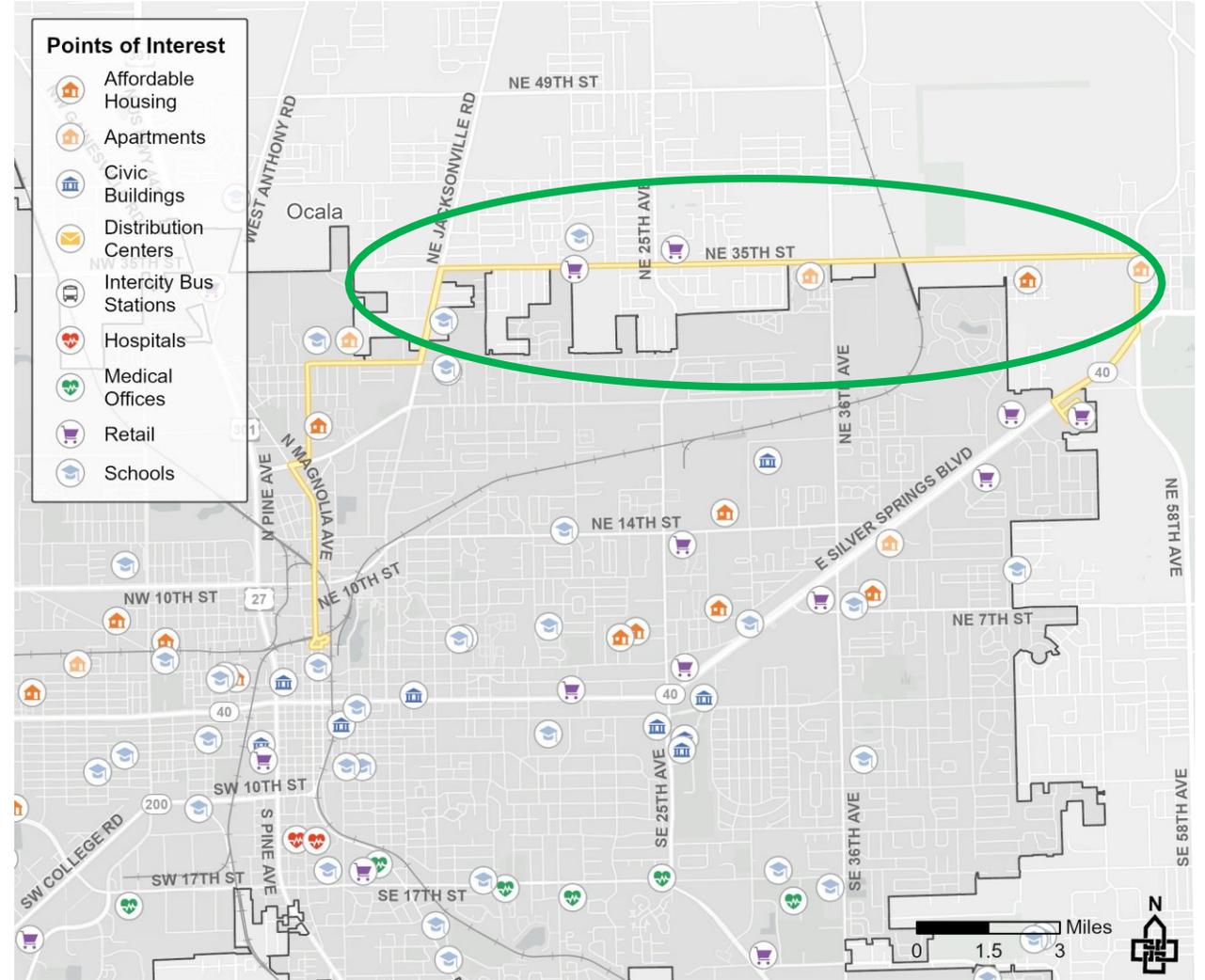
Yellow A Route



Proposed Improvement

Operate Yellow A Route along **NE 35th Street**. Currently the Yellow A Route overlaps with the Green Route on NE 14th Street and the Blue Route on E Silver Springs Boulevard. This change would focus service on the most popular segments of the Yellow A route.

Increase frequency during peak hour

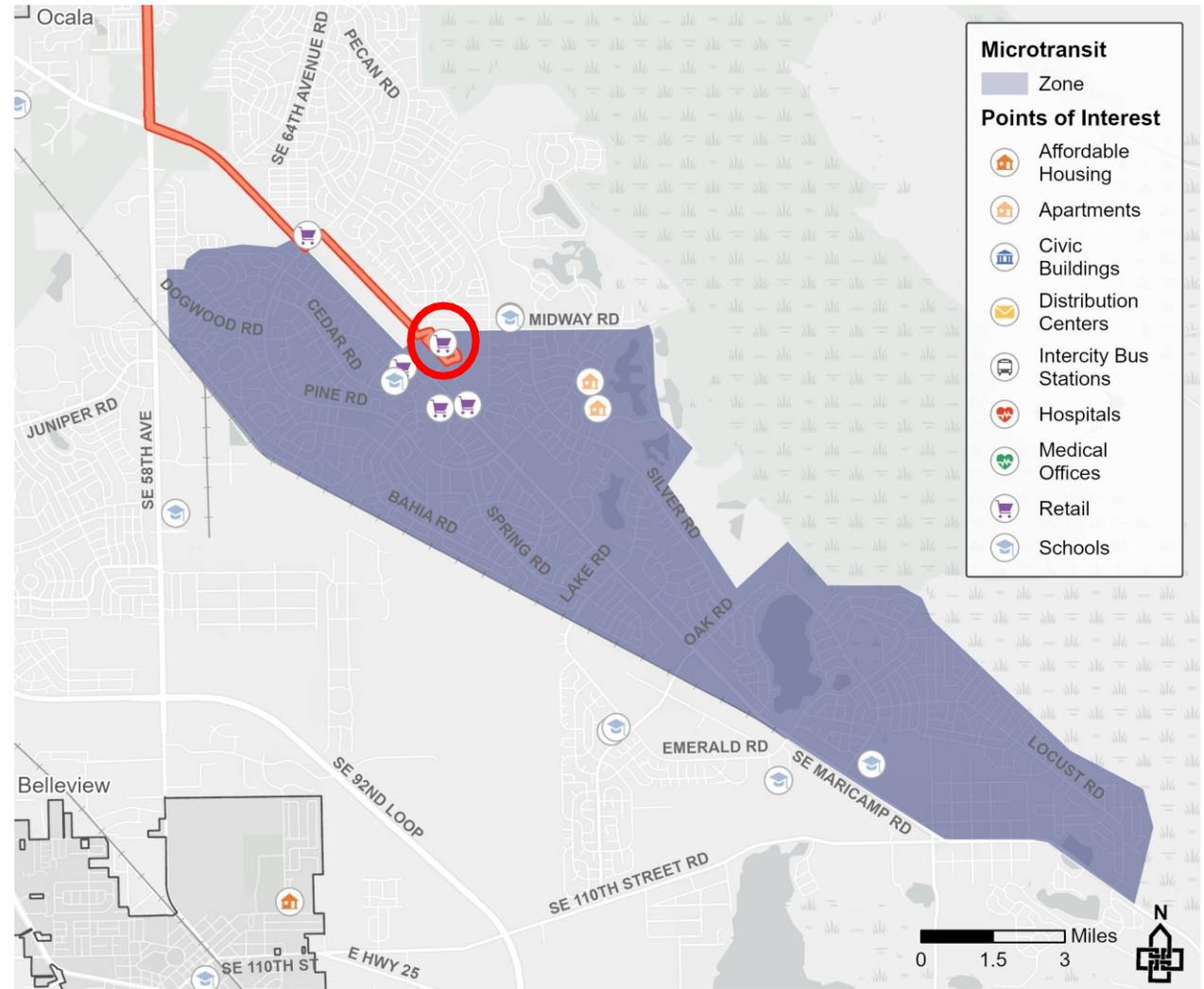


Red Route



Proposed Improvement

End service on the Red Route at the **Silver Springs Shores Walmart**, while serving the rest of the existing route with microtransit service. This microtransit area would cover Silver Springs Shores from the Walmart to SE 110th Street, providing transit options to an area with limited pedestrian infrastructure.

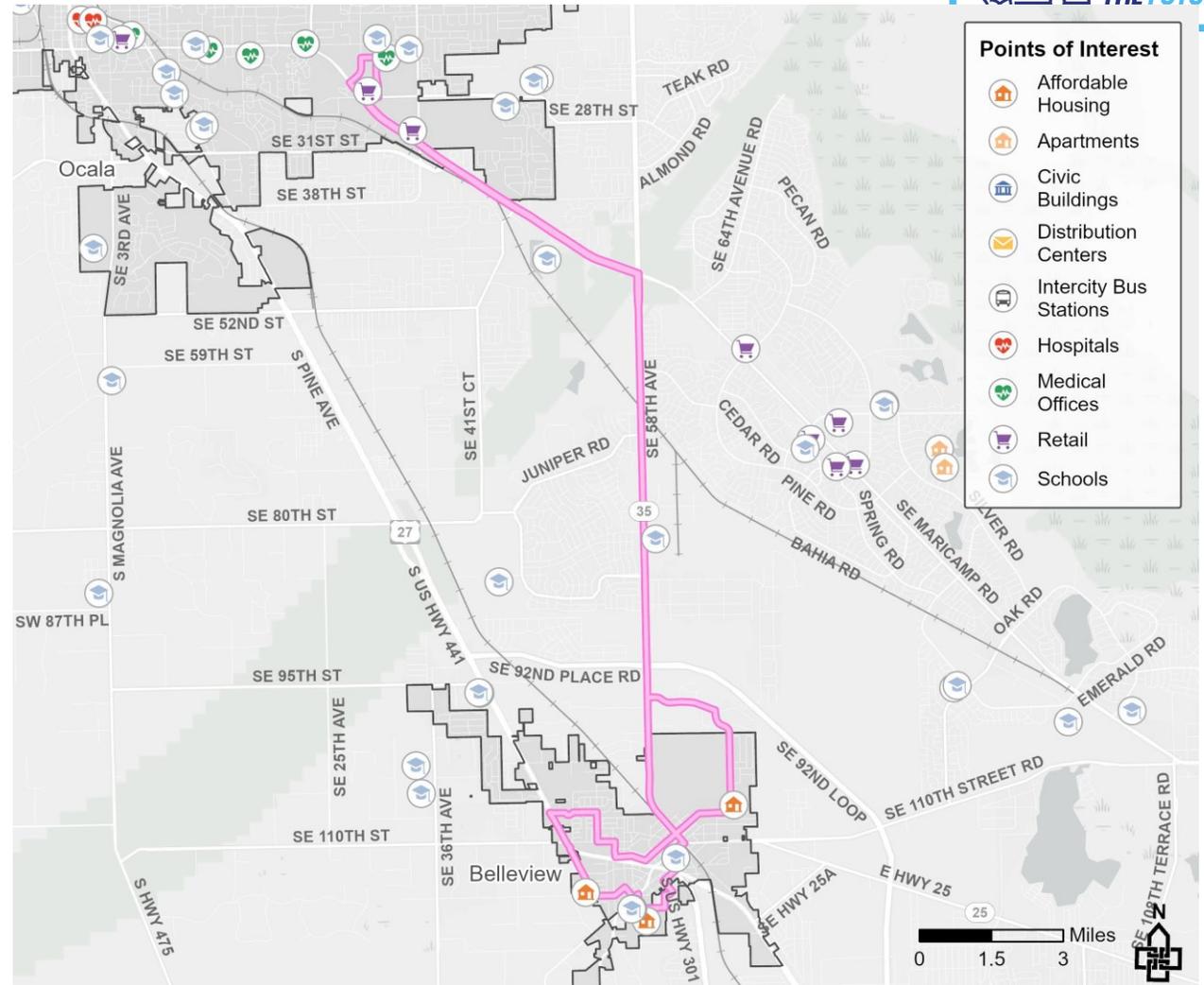


Bellevue Route



Proposed Improvement

Provide service to Bellevue along SE Maricamp Road and SE 58th Avenue, it would connect with the Blue Route at the Health Department Transfer Station. This provides the fast-developing portion of Marion County with access the City of Ocala via transit.



Microtransit



Microtransit is an on-demand transportation service that can be requested by an app and works like Uber or Lyft. Microtransit would provide an option to residents that need transit, but do not have a transit route/stop nearby and helps bring options to areas that are not easily served by the traditional bus routes for various reasons.



Microtransit



Provides service within defined zones and only to/from nearest transit stop.

Microtransit vehicle example:

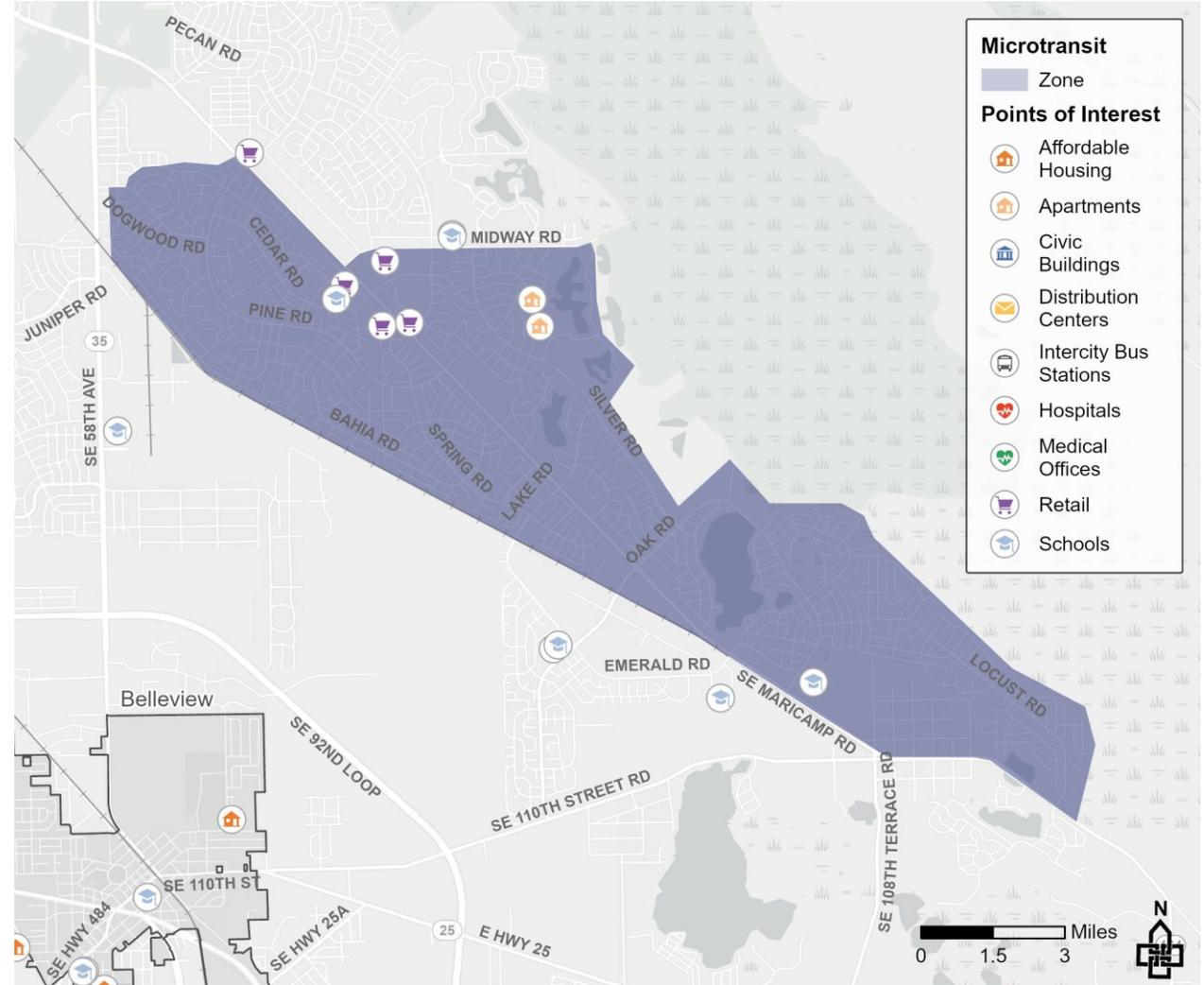


Microtransit



Proposed Improvement

Silver Springs Shores area Microtransit: Service from the Walmart to SE 110th Street, providing transit options to an area with limited pedestrian infrastructure.

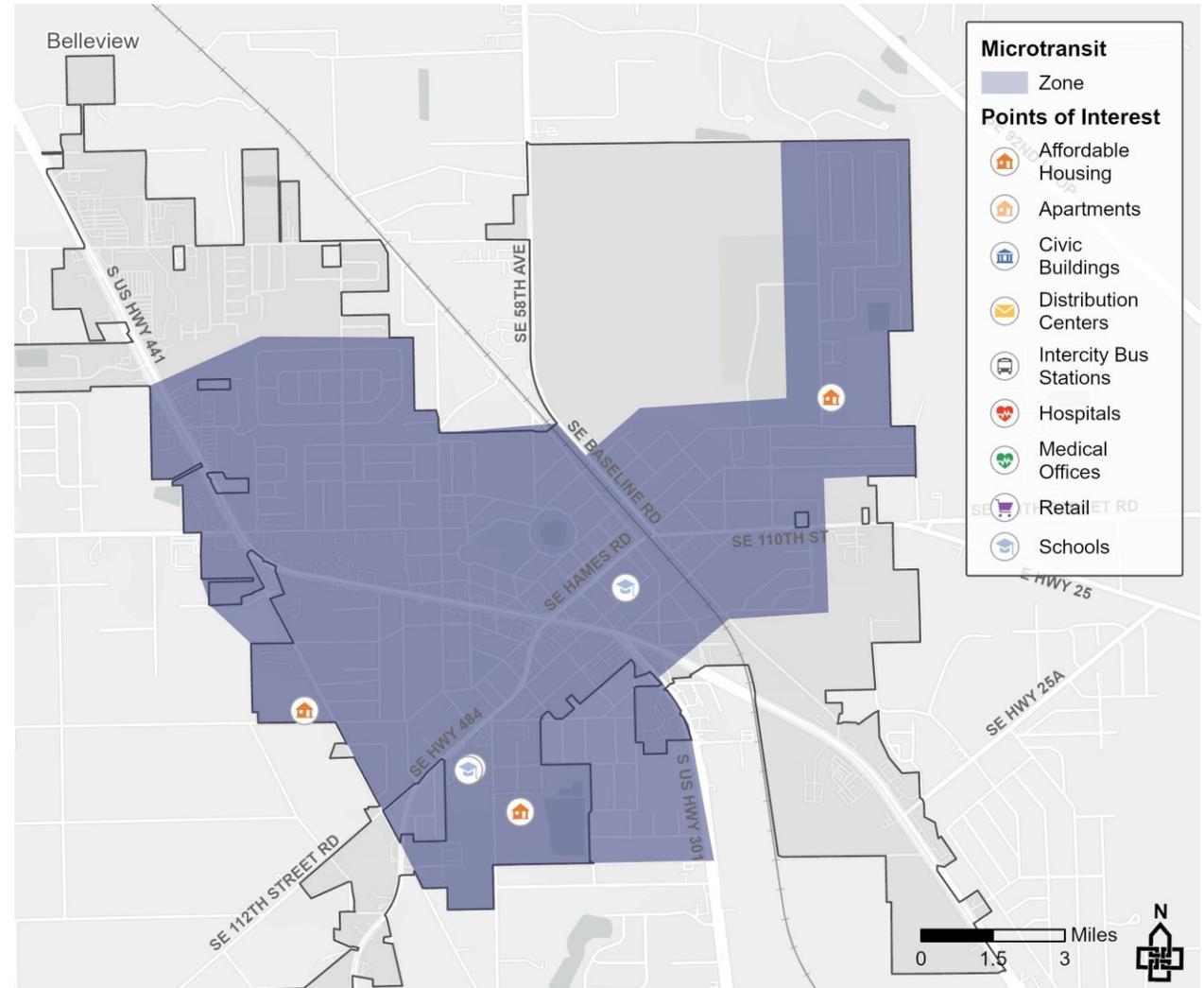


Microtransit



Proposed Improvement

Bellevue area Microtransit: Service for the City of Bellevue, surrounding neighborhoods, and the Bellevue Sports Complex.

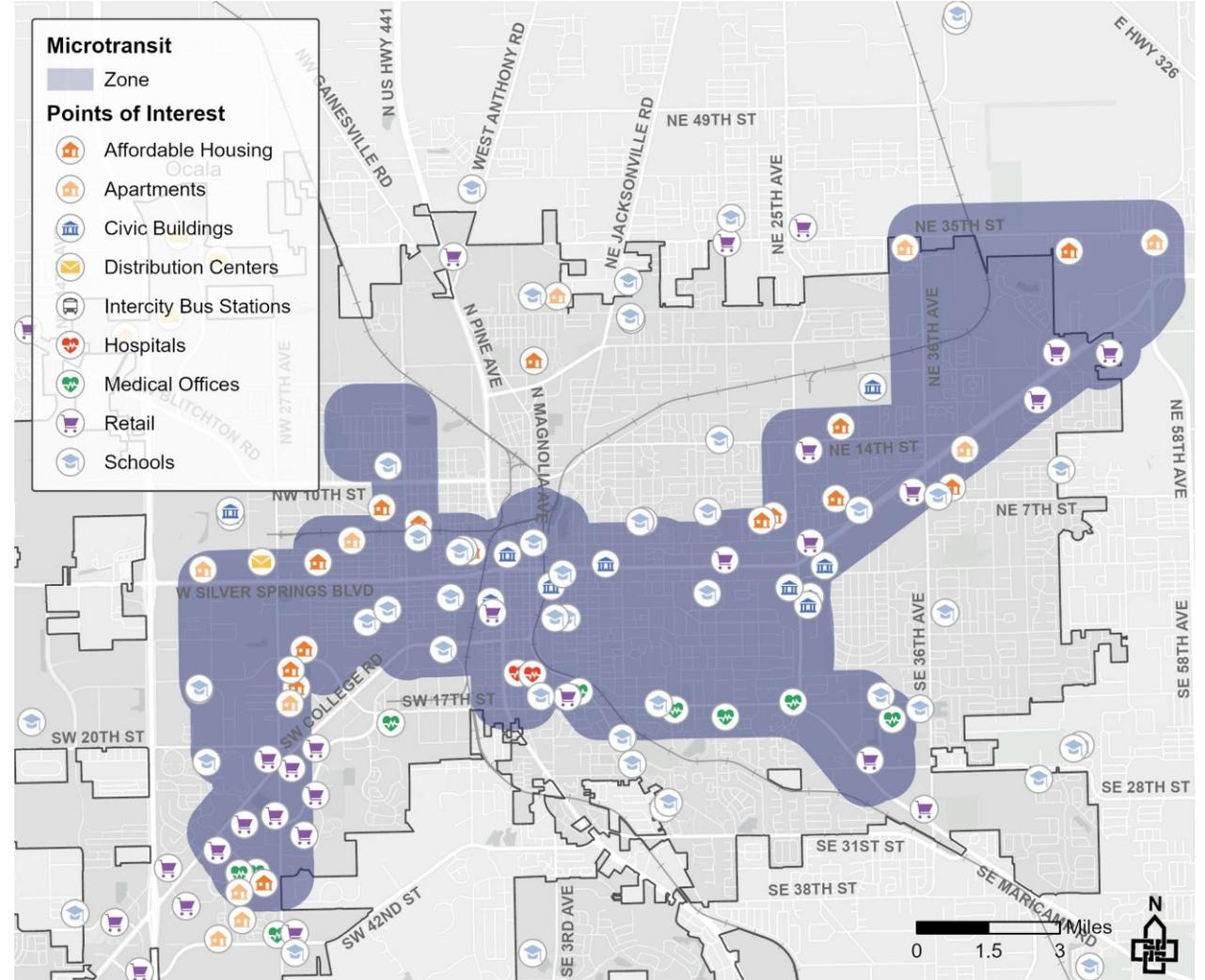


Microtransit



Proposed Improvement

Sunday service Microtransit: Service for the areas served by the Green, Blue, Orange, and Purple routes. This would ensure that SunTran riders along these routes could use transit to meet their transportation needs every day of the week.

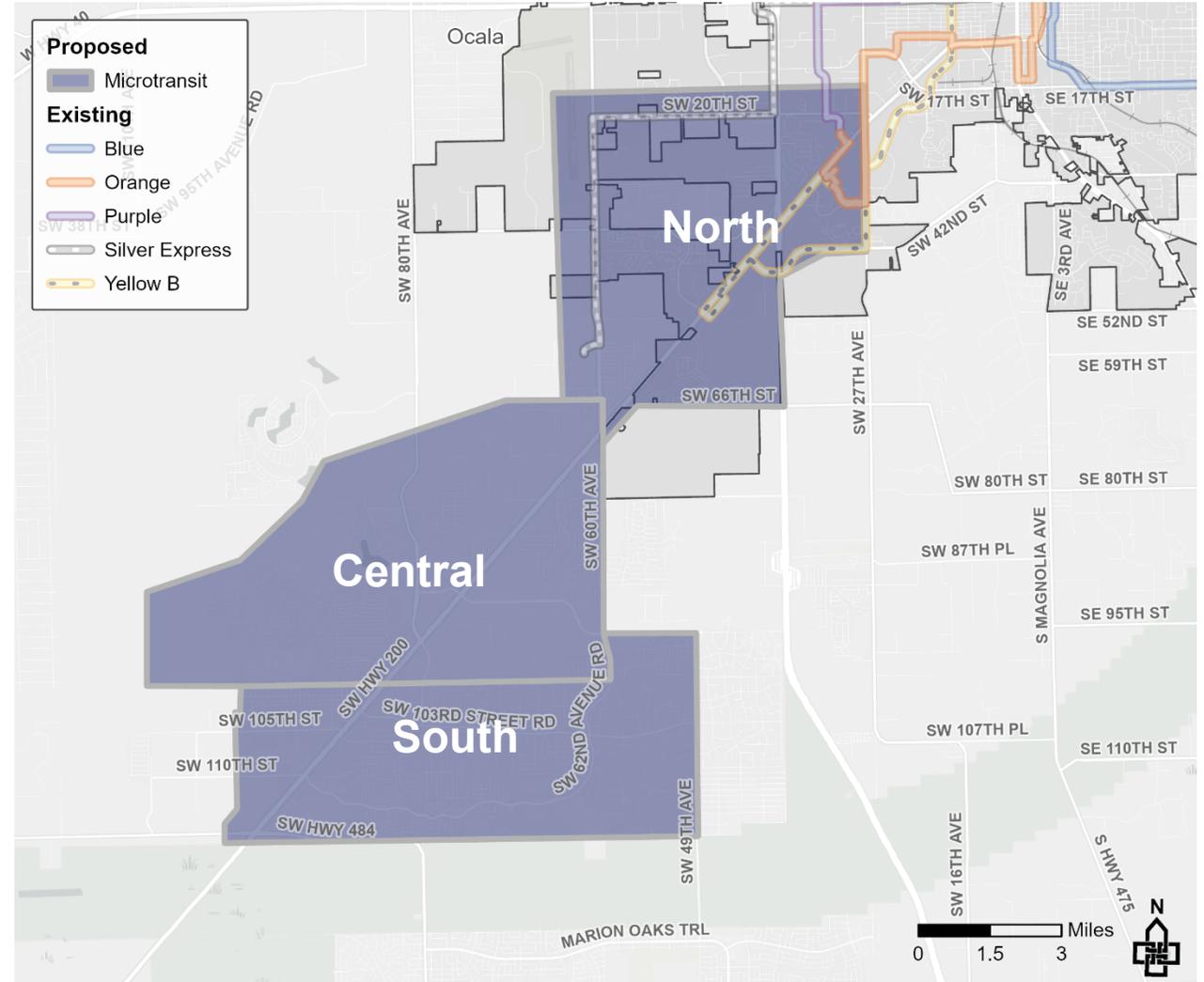


Microtransit

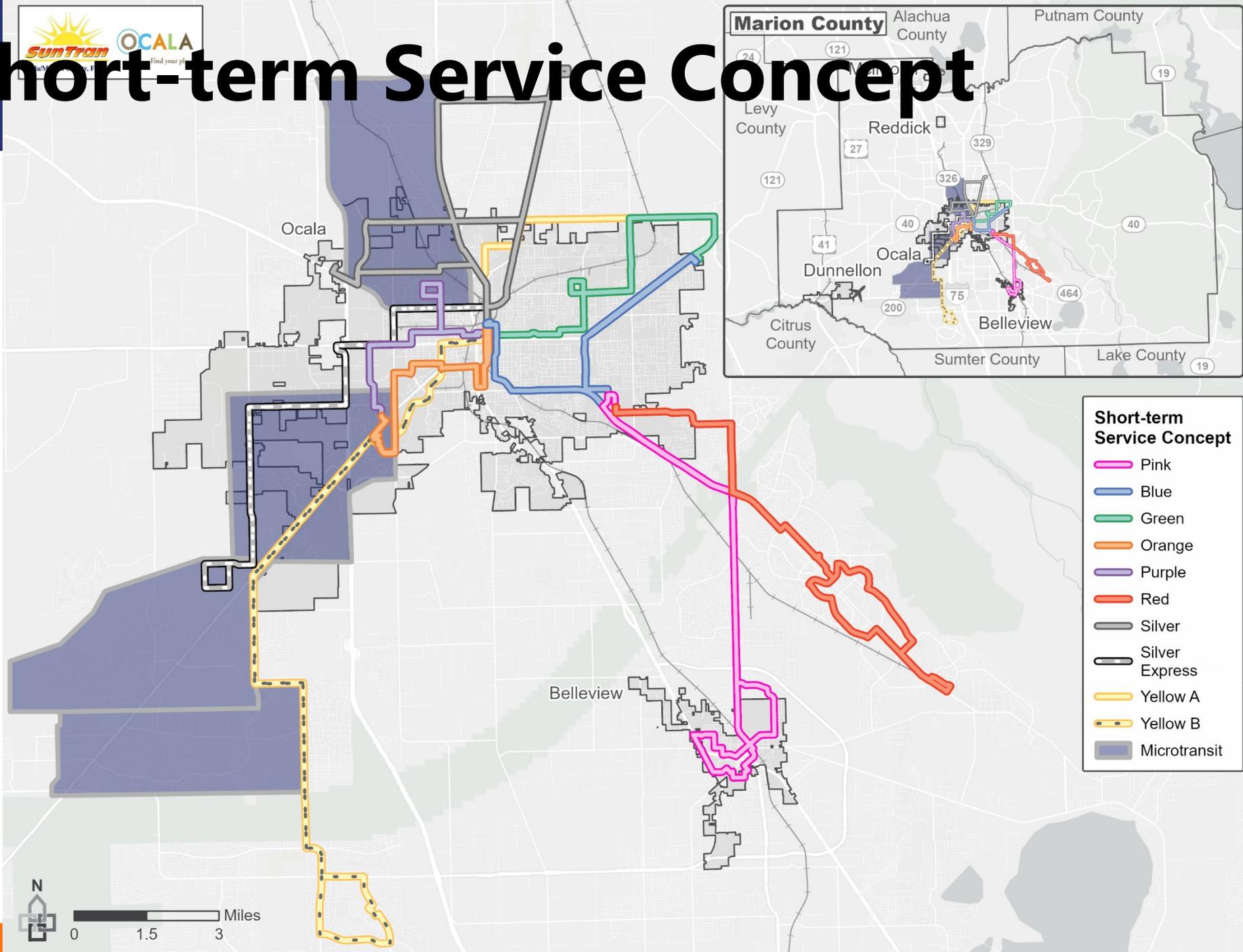


Proposed Improvement

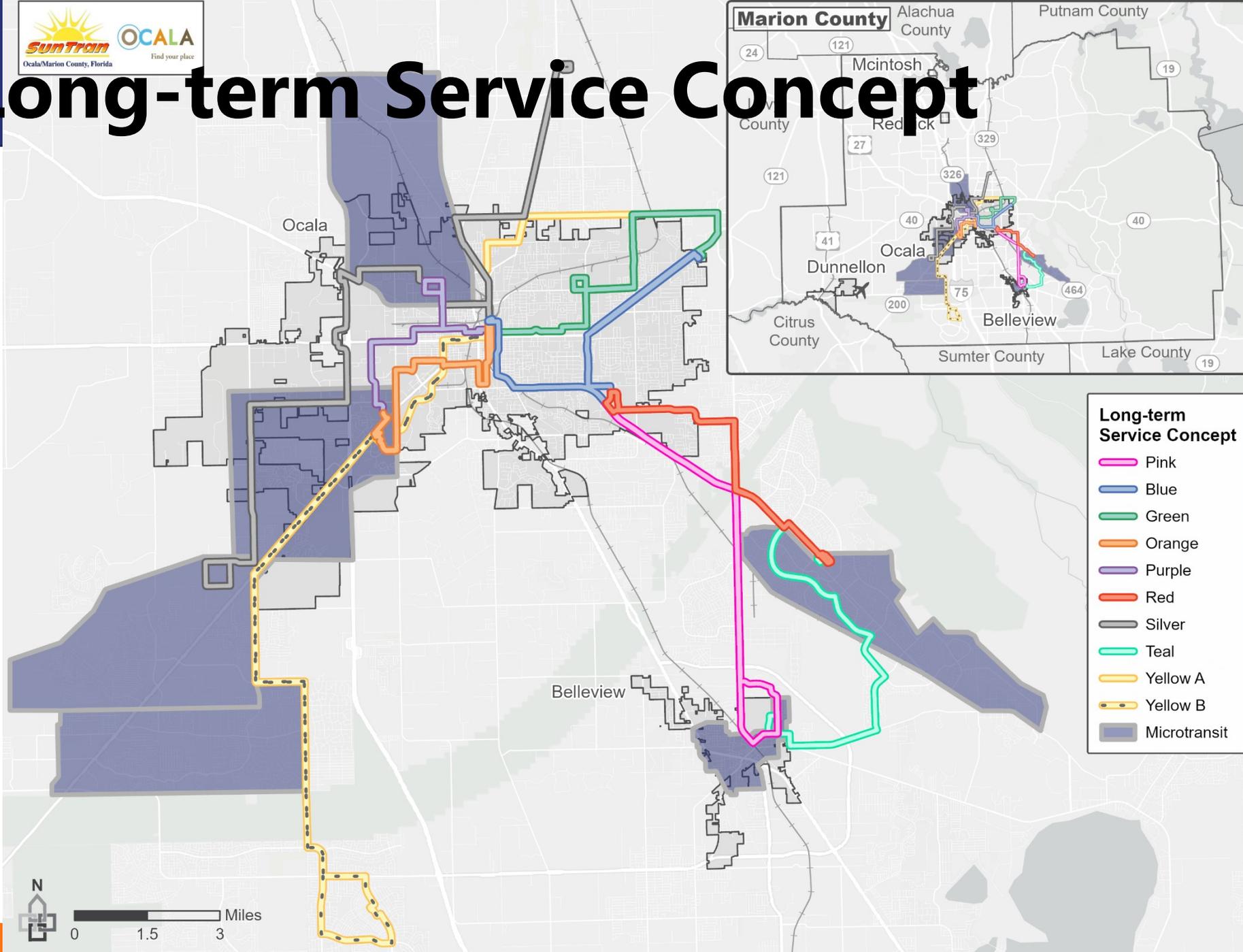
SR-200 Microtransit: Three microtransit services were proposed for areas along the SR 200, namely North, Central, and South. This would ensure that SunTran passengers have access to the larger area along the busiest corridor of Ocala. Also, on top of the world elderly community, which is going to have tremendous developments within the next few years, is served by SR-200 Central Microtransit Area



Short-term Service Concept



Long-term Service Concept



- Long-term Service Concept**
- Pink
 - Blue
 - Green
 - Orange
 - Purple
 - Red
 - Silver
 - Teal
 - Yellow A
 - Yellow B
 - Microtransit



Final Alternatives Ranking Results¹



Short Term Alternatives

Alternative	Goals & Obj (50%)	Public Input (12.5%)	Equity (12.5%)	Markets (12.5%)	Efficiency (12.5%)	Final Score
Microtransit – Sunday B	88%	100%	100%	100%	100%	92%
Blue-Green-Orange-Purple Interline frequency Imp	100%	73%	75%	90%	37%	84%
Microtransit – Sunday C	88%	100%	49%	100%	69%	84%
Microtransit – Sunday A	88%	100%	66%	63%	70%	81%
Yellow Route Improvement	88%	83%	68%	75%	19%	74%
Silver Route Revamping w/Microtransit	88%	91%	59%	47%	48%	74%
Red Route Streaming	75%	72%	68%	43%	32%	64%
Microtransit – SR 200 North	63%	N/A	51%	56%	69%	61%
Marion Oaks Service	50%	85%	56%	56%	49%	56%
Microtransit – SR 200 South	50%	N/A	50%	45%	43%	48%
Belleview Service	50%	88%	42%	41%	12%	48%
Microtransit – SR 200 Central	38%	N/A	40%	42%	40%	39%

¹ Percentages are relative to other alternatives

Final Alternatives Ranking Results¹



Long Term Alternatives

Alternative	Goals & Obj (50%)	Public Input (12.5%)	Equity (12.5%)	Markets (12.5%)	Efficiency (12.5%)	Final Score
Silver Route – Consolidate	75%	88%	57%	46%	35%	66%
Red Route Shortening plus Microtransit	75%	89%	69%	38%	27%	65%
Blue-Green-Orange-Purple interline frequency Imp	63%	N/A	75%	90%	24%	63%
Belleview Route Shortening plus Microtransit	63%	87%	43%	42%	67%	61%
Yellow B & Marion Oaks Routes – Consolidate	63%	85%	56%	56%	39%	61%
Southeast Crosstown	75%	N/A	60%	40%	14%	56%
Yellow A Route Improvements	63%	N/A	66%	63%	10%	54%

¹ Percentages are relative to other alternatives

Preliminary 2023 – 2027 Year Implementation Plan



Microtransit – Sunday A
Microtransit – Sunday B

2023

Yellow Route improvements
Blue-Green-Orange-Purple improvements

2025

Marion Oaks service

2027

2024

Microtransit – Sunday C
Silver Route revamp w/ Microtransit

2026

Red Route streamlining
Bellevue service

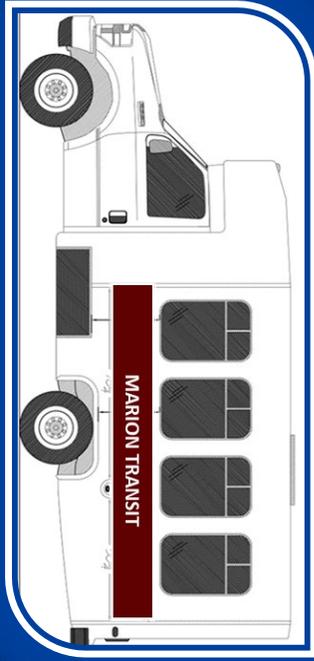
Thank You!

Todd Hemingson

Senior Transit Consultant

Todd.Hemingson@hdrinc.com





TPO Board Meeting

AUGUST 23, 2022



Who is Marion Transit?



Marion Transit - Serving Marion County, Florida since 1976

Our not-for-profit, paratransit service provides public transportation to all persons in our service area of Marion County, Florida, however, it is designated to maximize usage by “transportation disadvantaged” persons in general.

Fast Facts:

1982 - Designated as the Marion County Community Transportation Coordinator (CTC) by Florida Commission for the Transportation Disadvantaged. Marion Senior Services, Inc. dba **Marion Transit has been the CTC since the program inception.** In June 2020, we were again designated by the Florida TD Commission to serve as Marion County’s CTC for another 5-year term.

Service Area - All of Marion County Florida, 1663 square miles (larger than the state of Rhode Island).

Average number of one-way trips per day: 350-450 (Pre-COVID19)

Number of paratransit buses on the road per day: 25-35





Grant programs that provide funding for *MARION TRANSIT*

5311 – Rural Transportation (Requires 50% Local Match)

Grant is awarded by FDOT

Funds are utilized for operating expenses

5310 – Enhanced Mobility of Seniors & Individuals with Disabilities (Requires 10% Local Match)

Capital Funds to purchase buses

Grant is awarded by FDOT

Transportation Disadvantaged Trip & Equipment Grant Program (TD Grant – Requires 10% Local Match)

Grant is awarded by CTD

TDLCB approves equipment purchases. TRIP Rates are reviewed by board.

Funds are "formula" based throughout the 67 Counties.

"Other" Grants are applied for as needed.

Shirley Conroy Rural Assistance Grant

5339 for Buses & Bus Facilities, etc.

Local match funds required for these grants come primarily via budget requests made to the Marion County Board of County Commissioners, fare revenue & donations.



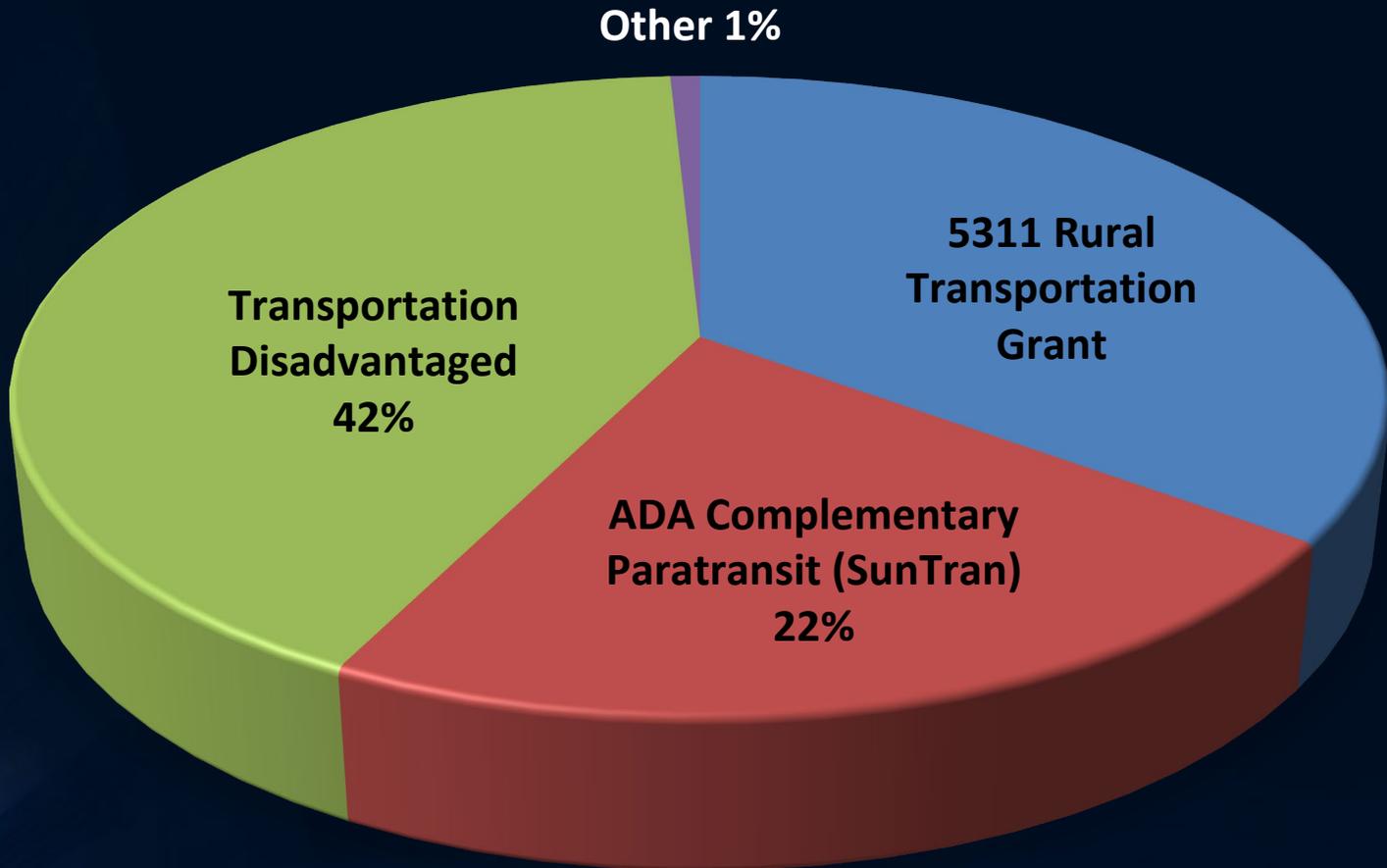


MARION TRANSIT Riders



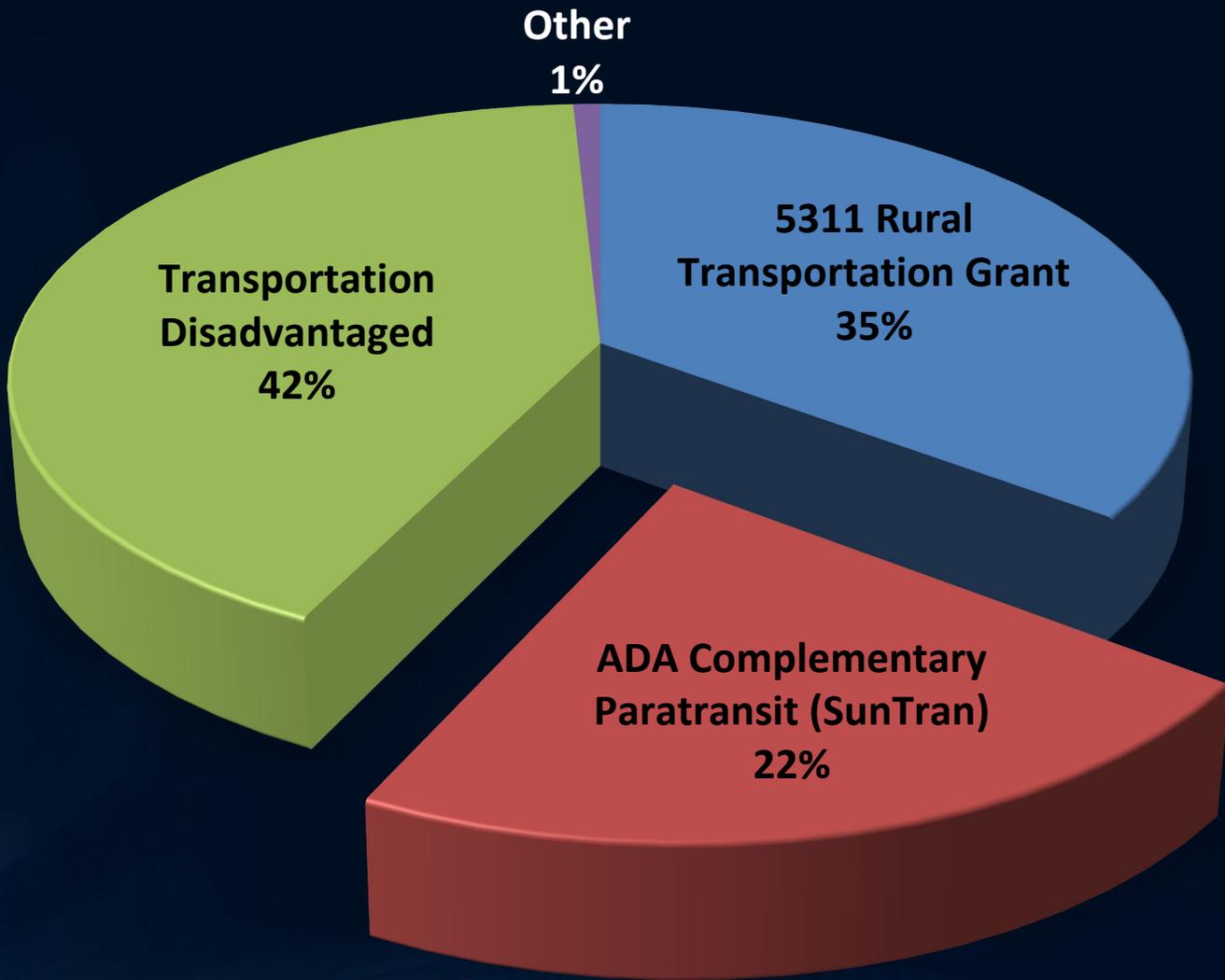


2021 Trips by Funding Source





Americans with Disabilities Act (ADA)





AMERICANS WITH DISABILITIES ACT (ADA) –

The City of Ocala is the administrative agency for SunTran and has contracted with RATP Dev to perform day-to-day operations and management of the fixed route system.

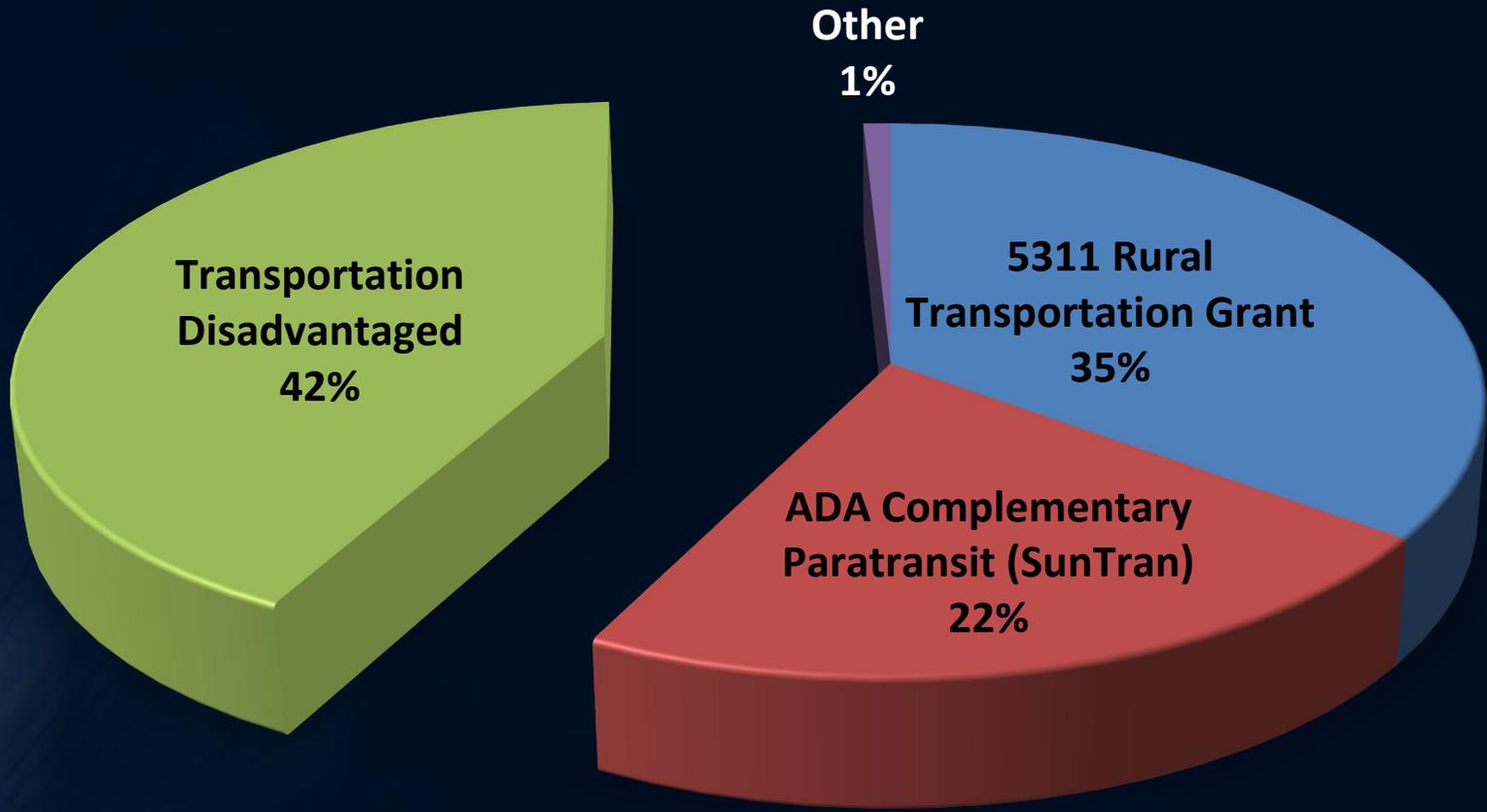
Fixed route systems are required to provide ADA complementary paratransit service to riders who live within $\frac{3}{4}$ of a mile of the fixed route system and cannot walk to a bus stop.

Marion Transit has the agreement with RATP to provide that service for them. Note: *Center for Independent Living is the designated agency who qualifies riders for MT.*





Transportation Disadvantaged (TD)





TRANSPORTATION DISADVANTAGED (TD) –

Rider eligibility is determined locally based upon Chapter 427, Florida Statutes and TD Commission Guidelines.

Currently:

No other funding available

No other means of transportation is available

Cannot utilize public transit

Physical or mental disability

Age (60+ or under 16)

Income status is a specified percent of the poverty level (150% below)

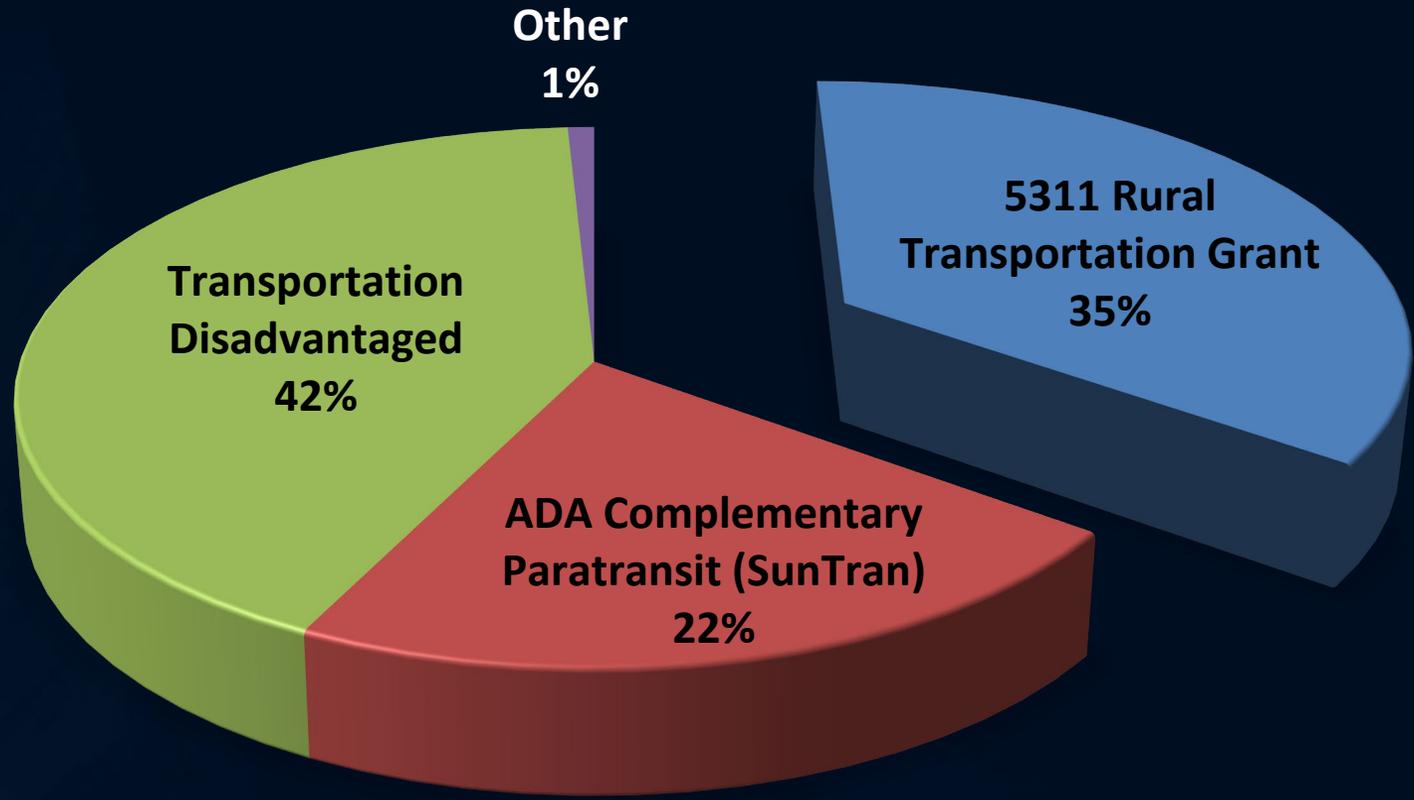
No self-declarations allowed (must show proof or provide affidavit)

Ability to pay (we offer a fare waiver for fares)





Rural Transportation (5311)





RURAL OPERATING (5311) –

Marion Transit is committed to providing “public transportation” services to all persons in our rural service area.

The service is designed to maximize usage by transportation disadvantaged persons, in general, but is open to the public during all operating hours.

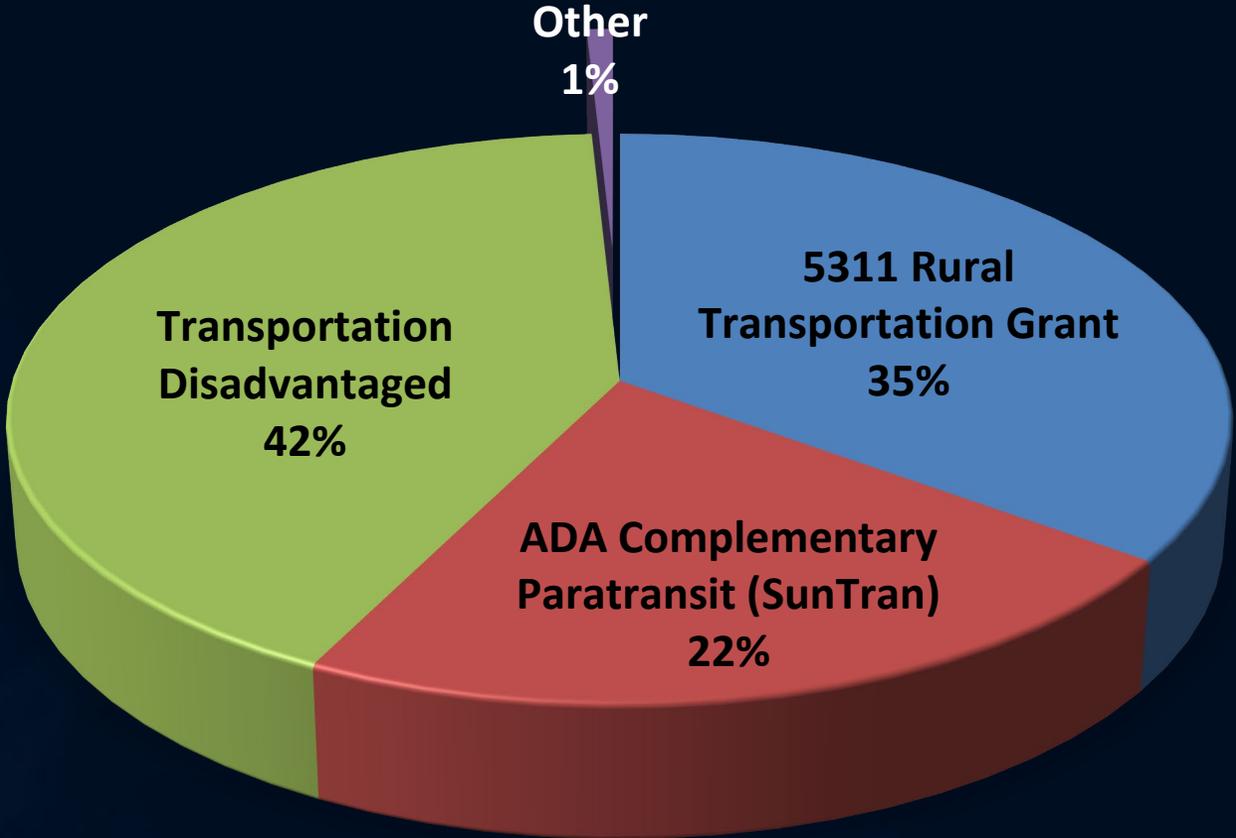
Since we are not a fixed route system, rural riders need to call for an appointment following our RSVP guidelines.

Exception – Blue & Gold Lines





Other Riders



MCPS
MARION COUNTY PUBLIC SCHOOLS

"Helping Every Student Succeed"





OTHER RIDERS –

These are agreements with MT to provide transportation for eligible riders.

In 2020 we signed an agreement with the Marion County School Board to provide homeless children rides to school until they could be scheduled on normal bus routes.

Prior agreements were with Medicaid brokers (i.e., MTM, Access2Care, etc.) providing trips such as pediatric babies to their daycares.





MARION TRANSIT Deviated Fixed Routes



BLUE LINE



MARION TRANSIT Blue Line Serving the Dunnellon Area

- Scheduled Bus Stop
- Designated Deviation Stop
Riders must call at least (1) hour prior to pick-up time. Drop offs may be made by advising the driver.
- Blue Line Route

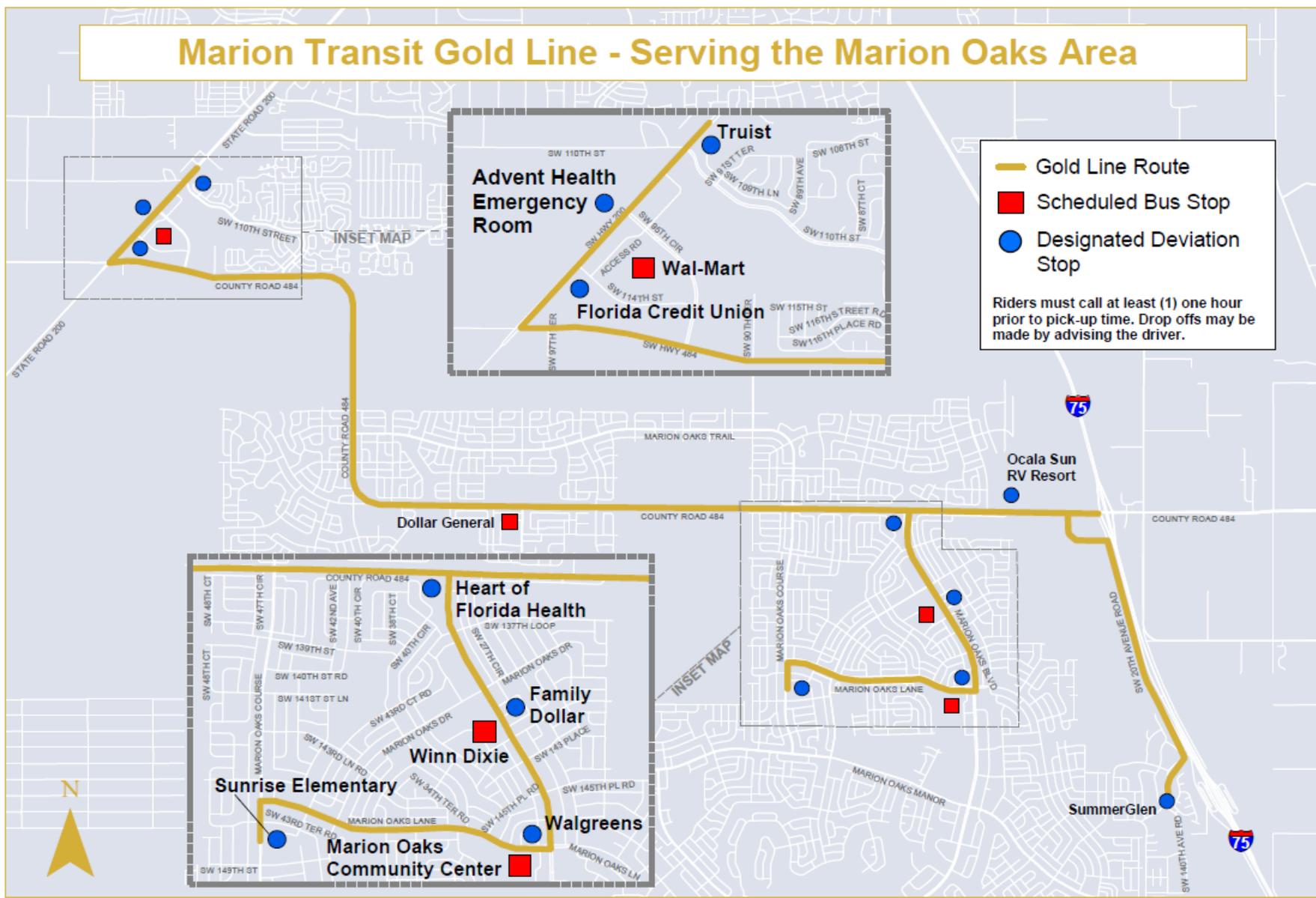
Downtown Inset Map





GOLD LINE

Marion Transit Gold Line - Serving the Marion Oaks Area



Our Mission

"Is to provide Public Transportation that offers riders a high-quality, safe, reliable, and efficient paratransit experience"

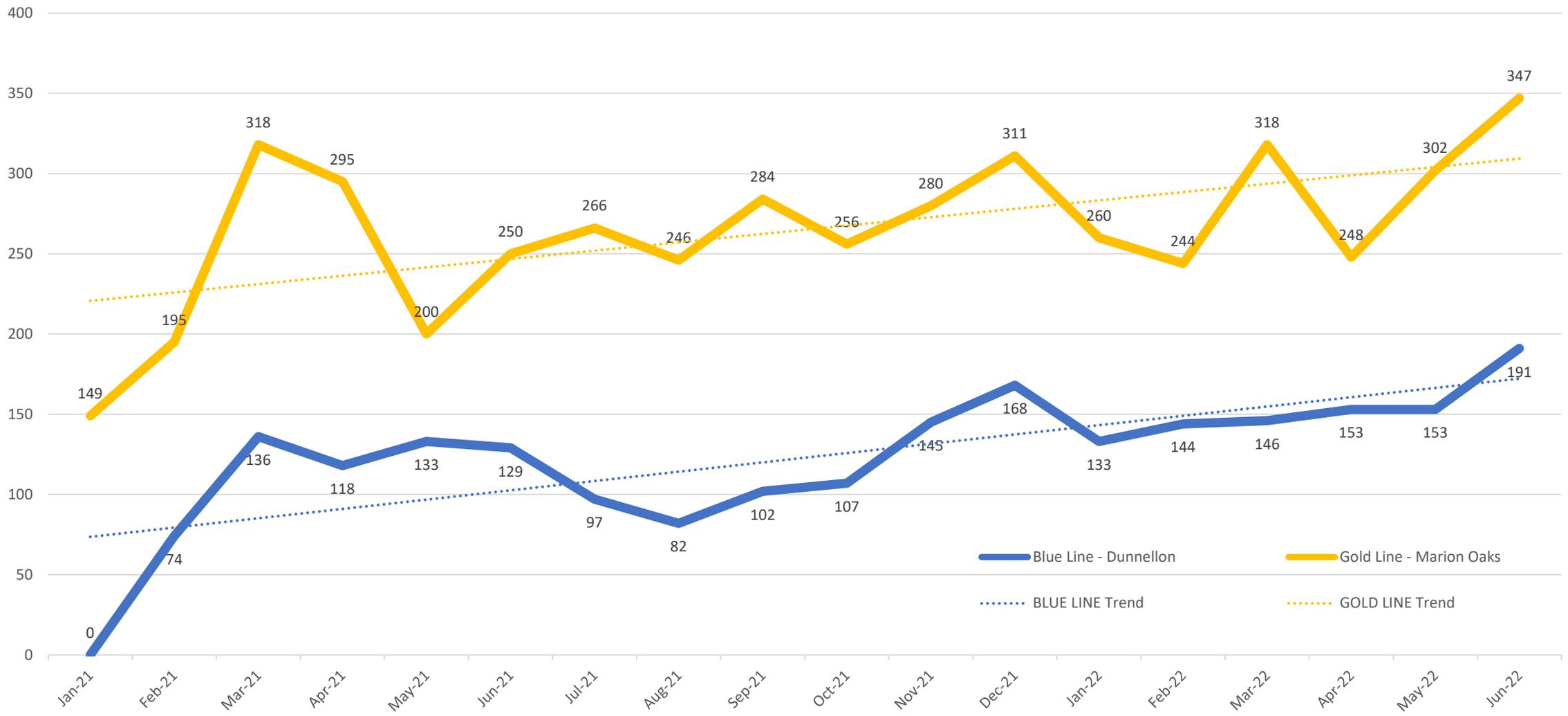
Reservations and Information:

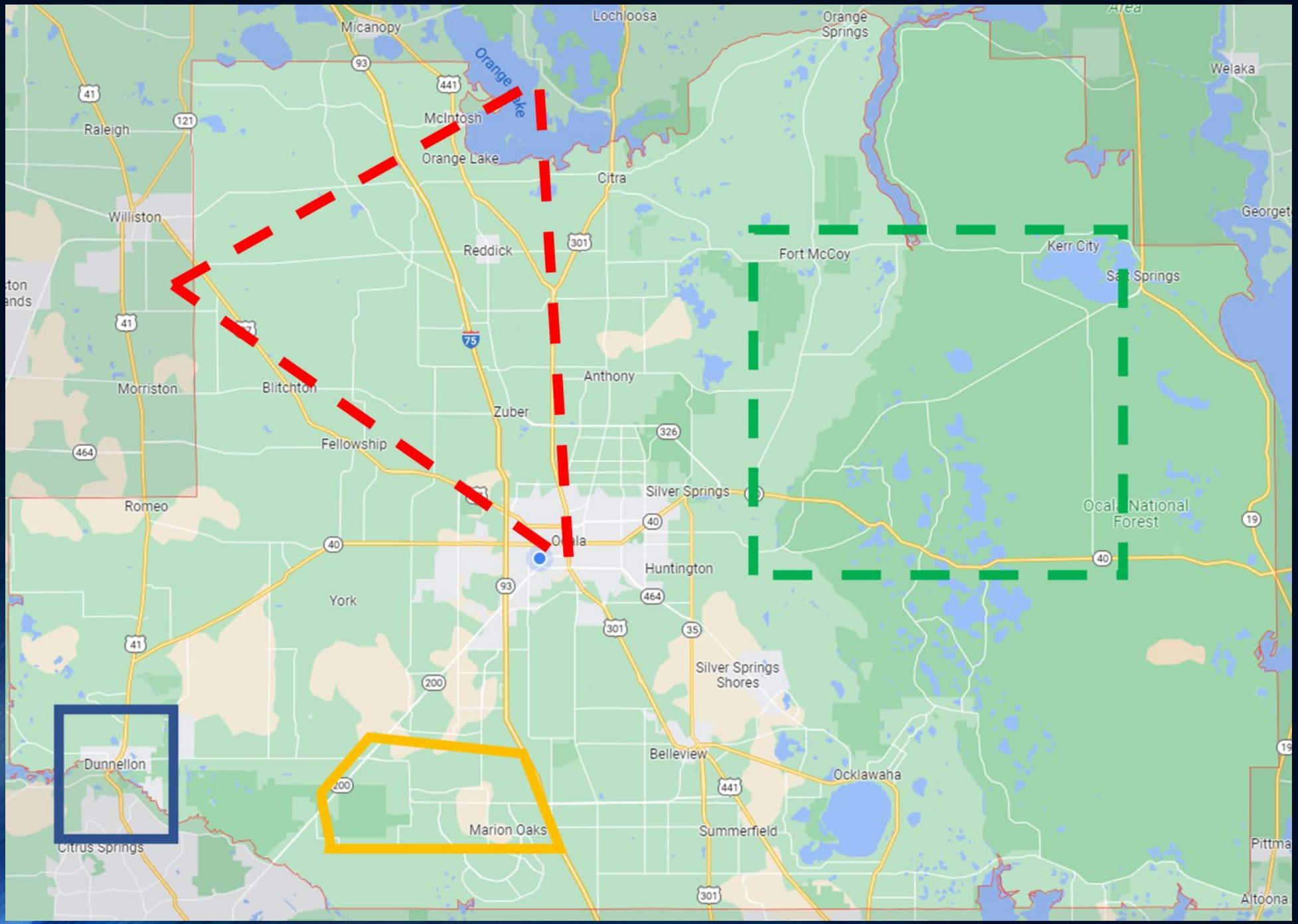
352-620-3071





Deviated Route Ridership







MARION TRANSIT Challenges





Biggest Challenges for Marion Transit?

Staffing

- Compensation in a not-for-profit environment
 - Pay has been increased from \$13.00 to \$15.00 per hour as of August 1, 2022
 - Cannot increase at this rate annually given current grant funding methodologies
 - Dependent upon funding that is awarded based on prior year(s) performance (financial & operational)
- Availability of drivers
 - Workforce has historically been comprised of retirees – now people are staying in their careers longer
 - Many other jobs available in Ocala & surrounding areas
 - Pay versus other positions in Ocala
 - Drug testing requirements versus other available positions
- Stress of the job
 - Health of clients (advanced ages - health issues = fall risks, passing away, etc.)
 - Lack of appropriate staffing levels = longer hours
 - Appointment times (2 hours +/-; 1 hour +/- for ADA)
 - Increased traffic in Ocala
 - Potential increase in exposure to viruses (COVID, Monkeypox, Flu, etc.)
 - Difficult clients
 - Parts availability contributing to assigned buses not being available





Biggest Challenges for Marion Transit?

Funding – current funding for some programs does not fully cover the cost of the programs

- Transportation Disadvantaged Grant – fixed amount allocation based on formula
 - 5% population
 - 5% centerline miles of public roads
 - 30% performance in delivering TD services (last year's performance)
 - 60% of last year's grant allocation
- Underfunding causes us to prioritize trips which in turn leads to reduced revenue (grants are paid by the trip)
- 2020 census data is expected to realign some 5311 trips to be TD trips (**GOLD** line) creating a further drain on the "fixed" TD funding – most likely outcome will be to rationalize trips

Rising costs

- Wages (to remain competitive)
- Fuel
- Buses and bus parts
- Medical & Vehicle Insurance
- Etc.





Biggest Challenges for Marion Transit?

Historical Methodology vs. Current Demands

- Currently utilize a 72-hour in advance appointment requirement – society is moving to a more on-demand model.
 - Uber, Lyft, & Microtransit technology (phone apps)
 - Many of our clients are not tech-savvy
 - Many do not have smart phones
 - Need to identify opportunities to decrease the reservation time requirement
 - Phone apps will not provide a complete solution
 - ADA clients currently call the day before
 - The 72-hour notice for other clients does not create a major benefit for MT as we are dependent upon the ADA clients to complete our scheduling anyway
- Currently utilize a 2-hour window for appointment & pickup times (1-hour for ADA)
 - Need to identify opportunities to decrease the pickup/drop off time window
 - Phone apps will not provide a complete solution
 - Feasibility of having multiple “wait stations” in strategic areas is being researched
 - Medical facilities do not schedule appointments to support transit capabilities
 - i.e. client lives 1-mile away from a facility in the Shores, but appointment is made for Ocala





Thank You

