



TPO Board Meeting

Marion County Commission Auditorium and via WebEx
601 SE 25th Avenue, Ocala, FL 34471
June 22, 2021
4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Kathy Bryant
Commissioner Jeff Gold
Mayor Kent Guinn
Councilwoman Valerie Hanchar
Councilman Brent Malever
Commissioner Craig Curry
Councilman Jay Musleh
Commissioner Michelle Stone

Members Not Present:

Councilman Justin Grabelle
Commissioner Ronald Livsey
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Maureen Merrick
Bill and Marguerite Sowder
Burt Eno
Darren Park, City of Ocala
Ji Li, City of Ocala
Oscar Tovar, City of Ocala
Sean Lanier, City of Ocala
Noel Cooper, City of Ocala

Item 1. Call to Order and Pledge of Allegiance

Chairwoman Michelle Stone called the meeting to order at 4:02pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

Shakayla Irby, Administrative Assistant called the roll and a quorum was present.

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 June 15, 2021. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

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

Item 5a. Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment

Per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended to the Fiscal Years (FY) 2020/2021 to 2024/2025 Transportation Improvement Program (TIP).

FM# 436361-1: ITS Operational Support – Marion County CMGC Contract

- Total: \$1,638,499 additional funds
- Construction and Preliminary Engineering funds added to FY 2021/22
- Capital and operational improvement for the Intelligent Transportation Systems (ITS) technology in Marion County.
- Fiber communication from Marion County office to Landfill; modernizing wireless communication

FM# 436361-2: ITS Operational Support – City of Ocala

- Total: \$756,565 additional funds
- Construction and Preliminary Engineering funds added to FY 2021/22
- Capital and operational improvement for the Intelligent Transportation Systems (ITS) technology for the City of Ocala.
- Modernize the City's video wall, enhance CCTV coverage, update incident management plan for I-75 detour routes, video detection system

The Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) had approved the amendment on May 5, 2021.

Mr. Curry made a motion to approve the Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment. Ms. Hanchar seconded, and a roll-call vote was called and the motion passed unanimously.

Item 5b. Draft Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP)

Mr. Balmes presented and said that the Draft Fiscal Years 2021/2022 to 2025/2026 Transportation Improvement Program (TIP) was made available for public review and comment on May 4.

A formal presentation of the draft TIP was provided to the Board at the May 25 meeting.

Mr. Balmes shared the comments received to date from the public, along with some initial feedback from TPO partners, in addition to the draft TIP document. The process of receiving public feedback had been through June 22. The deadline requested of TPO partners to submit feedback was by June 11.

Comments and feedback received on the Draft Fiscal Years (FY) 21/22 to 25/26 TIP are attached to this set of minutes on pages 16 through 23 for reference.

A citizen comment was highlighted concerning Project 4354842: Pruitt Trail and where the alignment of the paved portion of the trail be especially relative to the equestrian trail area.

Based on follow up work with the Office of the County Engineer and Florida Greenways some new sections of equestrian trails had been put in place that allows equestrians the option not to cross the paved trails. Equestrians should be able to ride from the Pruitt Trailhead to SR 200 without having to cross or have interface with the paved trail when it is built.

A roadway comment received via phone was highlighted concerning CR 484 and the plans near I-75 to rectify traffic backups and serious delays.

The TPO responded that the CR 484 and I-75 project was included in the TIP. Improvements to the interchange area also included turn lanes at SW 20th and CR 475A. The project was on schedule to start in 2021.

Comments by the Citizens Advisory Committee were highlighted.

The Interchange gap between SR 200 and CR 484- The existing 9-mile stretch from CR 484 to SR 200 presents a significant gap in access to/from I-75 in Marion County. Based on current and projected population growth in the part of Marion County, an interchange was needed to support future mobility and safety.

The TPO noted the comment to share with the Board and would include the comment in the public comment section of the TIP.

Mr. Balmes mentioned a comment from the Federal Highway Administration (FHWA) on how the TPO interacted with the public when comments were received.

The TPO responded that text was added on page 1-3, Public Involvement, summarizing how responses were made to public and agency comment. That included specific responses to comments as to how they would be incorporated and/or addressed in the TIP document. In some cases, follow up responses to a public comment with further information about a project or process were also described.

FHWA also wanted to know if Construction Engineering and Inspection (CEI) was included in the listed construction cost.

The TPO responded that it was the general understanding by the TPO that CEI was included with the Construction Cost phase of all applicable projects in the TIP Download files provided by FDOT District 5. Text would be added to a chart on Page 5-2 Figure 12 that defined construction and have “includes CEI” to ensure that FHWA was aware.

Mr. Balmes mentioned another comment by FHWA wanting to know if the TIP contained all regionally significant projects regardless of funding source.

The TPO responded that the CFR cited was not associated with regionally significant projects. The CFR was applicable to the LRTP. All projects within Marion County of regional significance were within the draft TIP document. The TPO included a statement also provided by FDOT in reference to 23 CFR 450.326(a). A statement was added to Page 1-1 in the Purpose section of the Introduction.

Mr. Balmes mentioned a comment from FHWA inquire about the cost of the projects listed below. Responses were listed.

- 4106742: SR 40, End of 4 lanes to East of CR 314A - Total Project Cost was listed in the TIP project page (page 5-31) – FDOT confirmed total cost (was in Project Page, Page 5-31)
- 4336521: SR 40 Intersections at SW 40th Avenue and SW 27th Avenue – FDOT confirmed total cost (added to project page) – Current total Cost is \$10.1 Million (added on page 5-34)
- 4367561: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park – City of Ocala provided total cost of \$1.25 million, and it was noted on page 5-40.
- 4367551: Indian Lake Trail from Silver Springs State Park to Indian Lake State Park – Marion County provided total project cost of \$2.85 million, and it was noted on page 5-41.
- 4408801: Marion Oaks-Sunrise/Horizon- Marion Oaks Golf Way to Marion Oaks Manor – Marion County provided total project cost of \$495,000, and it was noted on page 5-44.

Final comment from FHWA was that the TIP list major projects from the last TIP that were implemented or identified significant delays in the implementation of major projects.

The TPO responded Appendix H provided a summary of TIP major projects from the last TIP either implemented, in progress or delayed. The appendix was referenced on page 5-1. Since the draft document was released, further information was provided in the appendix as to the status of the projects. The appendix also displayed major projects and associated funding changes from the prior TIP to current TIP.

FDOT reviewed the TIP and it was in full compliance. FDOT did offer some enhancements to the document.

- Improving the Table of Contents
- Improving the Glossary of Terms and Acronyms Guide Book in the Appendix
- Ensure that text was in the document acknowledging that the TPO included all projects required federal type action and review regardless of source of funding (*added to page 1-1*)

Mr. Bethea made a motion to approve the Draft Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP). Mr. Malever seconded, and a roll-call vote was called and the motion passed unanimously.

Ms. Bryant inquired if the TIP and the List of Priority Projects (LOPP) were two separate items. Mr. Balmes answered that they were separate items however, in the final version of the LOPP, once approved would be added into the TIP document.

Ms. Bryant asked if any changes were made to the LOPP would they be included in the TIP document.

Mr. Balmes responded, yes.

Item 5c. 2021 List of Priority Projects (LOPP)

Mr. Balmes said the TPO had facilitated a process to review the annual List of Priority Projects (LOPP). The proposed 2021 LOPP had been developed in coordination with staff members from the cities of Belleview, Dunnellon and Ocala, and Marion County. The LOPP had been reviewed at TPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) meetings on May 11 and June 8, 2021.

Additionally, based on guidance received at the TPO Board meeting on May 25, the LOPP had been further refined to reflect one comprehensive list rather than separate tiers.

The draft 2021 LOPP was approved by both the CAC and TAC on June 8, 2021, including a recommendation for adoption by the TPO Board on June 22.

Ms. Bryant inquired about a pedestrian bridge for Project #21 on the LOPP- CR 484- Pennsylvania Avenue Multi-Modal Improvements and Trail, Dunnellon.

Ms. Hanchar said that the City of Dunnellon had been in a lot of contact with the TPO and the County Engineers office once the project was no longer going to be completed by FDOT. When speaking to the County it was said the bridge was giving the most “heartburn”. There was lots of engineering that had to take place to develop the bridge. The County asked if the pedestrian bridge could be a “Phase B” of the project to develop at a later time.

Ms. Hanchar said she took the discussion to the City of Dunnellon Council meeting as a walk-on agenda item and the consensus of the council was to except going forward with the project with the pedestrian bridge to be added at a later date and a letter would be sent to Marion County stating the councils’ consensus.

Ms. Hanchar said there was some concern with safety of bicycle riders across the bridge along with vehicles and an alternative was raised by Mr. Jim Couillard, Parks and Rec Director saying it was not unusual for bicyclist to be instructed to get off of their bicycles and walk across the road safely opposed to riding.

Chairwoman Stone asked if that meant the pedestrian bridge would not be included in Project #21 and the City of Dunnellon would take responsibility for future development and design of the bridge.

Ms. Hanchar said she could not say the City of Dunnellon would be in charge of the future development and design but that the city understood the pedestrian bridge would not be part of Project #21 at the time.

Ms. Bryant said she recalled a presentation several years ago about the pedestrian bridge and design.

Ms. Hanchar said that a presentation was brought to the city by she believed to be Kimley-Horn however, it was a last minute idea for the project.

Mr. Bryant said she felt some more research would need to be done and some discussion about possibly adding the pedestrian bridge back to the project.

Ms. Hanchar said that the project had been on the forefront of the TPO for many years and was ready to go when the “wind was knocked out” and it would be one of the projects that could finish off the bike trail and would put the County and Dunnellon into a great position to be the gateway and help citizens and visitors. To one more time put the project on the back burner would be postponing something that will help Dunnellon and said that parking was already taken off of the street and spent money on putting new parking in place.

Ms. Bryant said she was not suggesting to put the project on the “backburner” she was wanting to know how the bridge could be included back in the project.

Ms. Hanchar said, engineering.

Mr. Balmes said that he had learned that the project was in a great position for a “Phase A” and “Phase B” which did not eliminate the bridge but just put it into a future phase because of complexities of waterway and liability issues that could hold the entire project up if the bridge were to still be included.

Ms. Bryant said that the Phase B would need to be added to the LOPP.

Ms. Straub, County Engineer said that she became aware of the project about six years ago and when you enter an agreement with FDOT there is a window of time to complete certain portions of the project and the window is about a seven year period of time. If the agreements had been entered into back when the project was talked about there would be a “heartburn” losing the grant that was given and would ultimately affect all other grants.

Ms. Straub said the bridge was a quick add-on and it was a desired project but the funding was tremendous, the project was not fully worked out and Water and Sewer was added to the job and

the project began to get much greater than could be accomplished in the window once funding was received.

Ms. Straub said County staff had discussions with Dunnellon staff saying that you have to be prepared to go once you enter into agreements with FDOT. The bridge did not have to be dropped off the list but it did not need to be kept in with the same project #21.

There was additional board discussion on the specifics of the agreement and funding for the project.

It was decided that the Phase 2 of Project #21 on the LOPP would be added to the list based on its scoring.

Mr. Bethea made a motion to approve the 2021 LOPP accepting adding the pedestrian bridge in Dunnellon based on the scoring process to move forward. Mr. Malever seconded, and the motion passed unanimously.

Item 5d. List of Regional Priorities

In collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO was required to submit an updated list of regionally significant transportation priority projects by June 30.

Transportation Regional Incentive Program (TRIP)

The purpose of the TRIP was to encourage partnerships for transportation projects that were regionally significant. TRIP funds were awarded by the Florida Department of Transportation (FDOT) and were used to match local or regional funds up to 50% of the total project costs. The TRIP served as a matching program to leverage investments in projects with substantial local/regional commitment. There had to be a 50% match commitment and endorsement of the project by three contiguous counties to receive consideration.

In 2020, the TPO submitted two projects for submission to the CFMPOA TRIP Priority List.

- Marion Oaks Manor Extension – Marion Oaks Manor to CR 42 Flyover at I-75
- County Road 484 – SW 49th Avenue to SW 20th Avenue Road CR 475A

The TPO was seeking committee input and recommendations on updating, replacing or adding projects to the regional TRIP list.

Strategic Intermodal System (SIS) Needs

The current SIS Needs list was based on existing unfunded needs to support improvements in Marion County. Four projects were listed in Marion County.

- SR 40 – End of Four Lanes to CR 314
- I-75 Interchange at US 27
- SR 40 – from CR 314 to CR 314A
- CR 314A to Levy Hammock Road

Mr. Balmes identified a correction from CR 314A to Levy Hammock Road to **SR 40 from CR 314A to Levy Hammock Road.**

The TPO recommended to maintain the SIS Needs list until FDOT had completed their update process to the SIS Cost Feasible Plan over the next 1 to 2 years.

Tier 3 SunTrail Projects

The Tier 3 SunTrail regional projects list contained two projects in Marion County.

- Silver Springs to Mount Dora – Part of Heart of Florida Trail
- Santos to Baseline Trail – Santos Trailhead – Part of Heart of Florida Trail

The TPO recommended to maintain the two projects on the list, and add two new projects that served as part of a future regional and statewide network.

- Pruitt Trail – Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Trail
- Nature Coast Connector – Dunnellon to Chiefland – Part of the Nature Coast Trail

Ms. Bryant mentioned Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Trail said she thought there was an approved project that made the connection (the solar farm).

Ms. Hanchar said that the City of Dunnellon approved to allow for solar farms to come into Dunnellon with all regulations and it was presented that part of the property would be part of the Pruitt Trailhead.

Ms. Bryant said she thought the gap was closed.

Mr. Balmes said that the list update process would need to go before the Central Florida Metropolitan Planning Organization Association (CFMPOA).

Mr. Couillard addressed the Board and said that the City of Dunnellon approved the resolution that allowed them to modify some of the code to allow for the solar farm to include easement for the trail.

Mr. Kenneth Odom with Marion County Growth Services addressed the Board and talked about the original request for easements for 20ft and then discussed to be as wide as 100ft however, 50ft was the settled easement request.

Mr. Couillard said that the State had been working on closing the “Cannon Gap” for over thirty years and had been a very long term project. However with the solar farm it was possible to go around the bottom part of the Cannon Farm and make the connection from Bridges Road to Pruitt Trailhead.

Ms. Bryant asked if the Pruitt Trailhead still needed to be a priority or if it should be removed.

Mr. Couillard responded that he would recommend to leave the project as priority. Stating that he held the seat of Vice-Chair of the Florida Greenways and Trails Council and had been very vocal about the gap and making the connection.

Ms. Stone asked if there would need to be support from other counties.

Mr. Balmes said there was no other action but to submit the list to FDOT as a region.

Ms. Bryant made a motion to approve the List of Regional Priority Projects as presented.
Ms. Hanchar seconded, and the motion passed unanimously.

Item 5e. Fiscal Years 20/21 to 21/22 Unified Planning Work Program (UPWP) Amendment

Mr. Balmes said the TPO's new fiscal year (2022) was set to begin on July 1, 2021. For financial planning purposes, an amendment was recommended to the Fiscal Years (FY) 20/21 to 21/22 UPWP. The proposed updates were summarized as follows.

Carry Forward FHWA PL-112 Funding

In coordination with the Florida Department of Transportation (FDOT), the TPO was requesting to carry-forward a balance of \$104,333 in Federal Highway Administration (FHWA) Planning (PL-112) funding from prior year funds to FY 2021/2022. This funding was derived from a balance in FY 2019/2020 (\$16,889) and other prior year funding in reserves (\$87,444). The total amount of PL-112 balance in FY 2021/2022 would increase from \$494,973 to \$599,306.

Commission for Transportation Disadvantaged (CTD) Funding

The Transportation Disadvantaged Planning Grant Agreement outlines a total of \$27,523 in funding available to the TPO for FY 2021/2022. This amount was a net increase of \$785.00 from the prior year FY 2020/2021 funding allocation.

Cost Allocation and Insurance Liability Premiums – To Marion County

The TPO was notified in April 2021 by the Marion County Clerk of the Court regarding a 35% increase in Cost Allocation for FY 2022, which would begin on October 1, 2021. A breakdown of the FY 2022 Cost Allocation was given to the Board, which would increase from \$46,026 to \$62,074. Additionally, the TPO was notified in June 2021 regarding an increase in General Liability Insurance from \$1,816 to \$2,864.

Mr. Bethea asked what the \$90,000 reserved money could be used for.

Mr. Balmes said that the money would need to work within the UPWP budget and could be spread out amongst any of the seven tasks of the UPWP.

Ms. Bryant made a motion to approve the FY 20/21 to 21/22 UPWP Amendment. Mr. Gold seconded, and the motion passed unanimously.

Item 5f. Transportation Resilience Task Work Order

Mr. Balmes presented and said that Transportation Resiliency was the ability to adapt to changing conditions and recovery from disruptions, such as major weather events. The impacts from both natural and human-related events could have significant and unexpected impacts to the transportation system.

As part of the Fixing America's Surface Transportation (FAST) Act, TPO/MPO's had been directed to expand their focus on resiliency of the transportation system to include activities that reduced stormwater runoff and strategies to reduce the vulnerability of existing infrastructure to natural disasters. More specifically, the U.S. Code of Federal Regulations [23CFR 450.306(b)(b)] outlines the role of TPO/MPO's to *"Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation"*.

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) included resilience as an emphasis area for all TPO/MPO's in Florida.

In May 2021, Governor DeSantis signed into law Senate Bill 1954, which allocated more than \$640 million in the 2021-22 state budget to coastal and inland resiliency efforts. Of the total allocation, more than 15 percent, or \$100 million, is dedicated to the Resilient Florida Grant Program to assist local government partners with resiliency improvements. Additionally, resilience was anticipated to become an integral part of the next federal re-authorization, which was anticipated to occur by September 2021.

MPO's in Florida and state DOT's around the nation had been conducting resiliency planning and vulnerability assessments to better understand the risks to the transportation system from disruptions and major weather events. The TPO was proposing to develop a guidance paper that provided further understanding of resiliency; the role of the Ocala Marion TPO and its local partners in the planning process related to resiliency; a summary of major vulnerability issues to consider in Marion County; and recommended actions to integrate resiliency into the TPO/MPO planning process.

TPO staff was seeking approval to proceed with a task order under the current General Planning Consultant contract with Kittelson and Associates to complete a guidance paper on transportation resilience. A Scope of Work was provided to the Board for review. The total fee for the task would be \$21,470.72.

Mr. Bethea made a motion to approve the Transportation Resilience Task Work Order. Mr. Malever seconded, and the motion passed unanimously.

Item 6a. SunTran Annual Report

Mr. Ji Li, Senior Transit Planner presented the Board with an Annual Report of the SunTran and highlighted the following:

Grant Application

Cares Act

- 6.5 million acquired from FTA
- No local or state match
- Use for capital and operating expenses
- Address COVID-19 related needs

American Rescue Plan Grant (ARPG)

- \$627,007 acquired from FTA
- No local or state match
- Use for ADA Paratransit, operating assistance, and capital cost of contracting

SunTran Redesign

- 6 Routes
- 70-minute Headway
- Interlined "Figure-8" Routes
- 17 Hours a day
- Monday to Saturday service

Annual Ridership increased 192.0% from the years 2000 to 2015.
Annual Riders per Hour increased 65.1% from the years 2000 to 2015.

Pre-2018 Transit Network

- 6 Routes to 7 Routes (Silver Route added)
- “Two-Way” Service to “One-Way” Service
- Loss of coverage for some heavy transit-dependent population area
- Service Extension beyond US 200 & I-75

Some challenges faced after the SunTran Redesign in 2018 were:

- Decreasing Ridership
- Route Issues
- Declining Productivity
- Additional Locations
- Customer Complaints
 - New Locations to service
 - NW Ocala- FedEx Ground, Chewy, AutoZone, Greyhound Stations
 - W Ocala- Florida Access, the Centers
 - SW Ocala- Market Street at Heath Brook, New VA Clinic Facility

After conducting a survey of the SunTran bus riders the SunTran came up with the following conclusions:

- Reduced ridership and Productivity after 2018
- Nearly half of the passengers found less use of SunTran service after 2018:
 - Trip length
 - Transfer times
 - Bench and shelter locations
- Passengers would like to see:
 - More benches and shelters
 - Sunday service
 - Service to new destinations

Demand Management

Operational Efficiency Improvement

- “One-way” loop to “two-way” service
- Interlined service at Downtown
- Focused on serving transit-dependent populations
- Existing resources reallocation

Targeted Capital Improvement

- More benches and shelters at high passenger activity stops
- Two new electronic buses anticipated in 2022
- Administrative and Maintenance Building rehabilitation
- New restroom facility at Downtown SunTran Transfer Station

Smart Expansion

- Serve major activity points
- Serve top-requested new areas
- Coordination with local employers and advocacy groups
- Sunday service **if additional funding secured**

Mr. Li said the next steps for the SunTran would be:

- Prepare System Redesign Report
- Submit Report to City Council for Approval
- Make preparations for system changes
- Implement redesigned system by summer of 2021

Item 6b. Congestion Management Process (CMP) Update

Ms. Amber Gartner with Kimley-Horn presented and highlighted the CMP process.

The CMP process was updated every 5 years

1. Develop Regional Objectives
2. Define CMP Network
3. Develop Multimodal Performance Measures

Frequent Updates (every two year process)

4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

System Performance- Roadway Capacity Performance Measures

- Percent of VMT and Roadway Miles below adopted Level of Service Standard
- V/C Ratio
- V/MSV Ratio
- Marion County and City of Ocala Comprehensive Plan
- FDOT Quality / Level of Service Tables Generalized Service Volumes
 - Area Type (Urban, Transitioning, Rural)
 - Facility Type (Interrupted, Uninterrupted, Freeway)
 - Number of Lanes
 - Speed Limit (Interrupted Flow)
 - Presence of Turn Lanes and Passing Lanes
 - State vs. Non-State Roadways
 - LOS Standard (A, B, C, D, E)

Ms. Gartner talked about some of the other data reports that were watched closely:

- Functional Classification
- Number of Lanes
- Level of Service Standard
- System Performance
 - Number of Fatalities

- Fatality Rate
 - Serious Injuries
 - Serious Injury Rate
 - Non-Motorized Safety (Fatalities and Serious Injuries)
- Five Year Crash History
- Lane Departure Crashes
- Bicycle and Pedestrian Crashes

Ms. Gartner said that there would be continue analysis and that there would be another presentation in August.

Item 7a. Office of the Inspector General Final Audit Report

Mr. Balmes provided the Florida Department of Transportation (FDOT) Office of Inspector General (OIG) notification on June 3, 2021 regarding their completion of the audit of the TPO. The final audit report (Audit Report 201-002) was provided to the Board. The report also included official responses from the TPO and FDOT regarding the findings.

Mr. Balmes had presented a final audit report to the Board and said that nothing changed other than the message that TPO needed to continue working closely with FDOT as a great partner.

Ms. Stone thanked Mr. Balmes and staff for working closely and building a great relationship with the district.

Item 8. Comments by FDOT

Ms. Rakinya Hinson addressed the board and provided an updated construction report.

Ms. Hinson also notified the board of the High Visibility Enforcement grant program for law enforcement which was designed to increase awareness of, and compliance with, traffic laws and regulations that protect the safety of pedestrians and bicyclists on Florida's roads.

Ms. Hinson said that she would gather additional information on the High Visibility Enforcement grant program and send to the board.

Item 8. Comments by TPO Staff

Ms. Anna Taylor talked about freight funding questions that were raised at the May board meeting and provided the board a three page document that explained the criteria, timeline, and how the process moves along throughout the year.

Mr. Curry asked if the necessary actions had been taken to get in line for funding. He mentioned some intersections on I-75 that could qualify.

Mr. Balmes said that the LOPP and also working with the MPOAC Freight Subcommittee to leverage the lists could allow the communication with FDOT.

Ms. Taylor said that she could schedule a meeting with the Freight Coordinator to ensure that the TPO was on the right track to receive funding however, she believed that the TPO was on the right track.

Ms. Taylor also announced a leadership change to District Five and Ms. Loren Bobo accepted the position of Safety Administrator and Secretary Purdue had opened a new office within his off that specifically addressed safety as a whole.

Ms. Stone mentioned that the bridge in Dunnellon was a great safety project.

Item 9. Comments by TPO Staff

Mr. Balmes informed the Board that the 2021 Traffic Counts Report had been released.

The TPO continued to advertise for the Senior Transportation Planner position.

Citizens Advisory Committee (CAC) member Joe London announced his retirement from the committee after 23 years of service to the CAC.

Item 10. Comments by TPO Members

There were no comments by TPO members.

Item 10. Public Comment

Mr. Burt Eno, President of the Rainbow River Conservation (RRC) Inc. addressed the board with comments he had concerning the multimodal project on Pennsylvania Ave in Dunnellon, FL.

Mr. Eno said that the RRC had written a project in 2007 called the “Rainbow River Corridor” where a lot of properties were identified along the east side of the Rainbow River that were felt to be reservable over time. The property named Blue Run Park Dunnellon (13-acre parcel) that had been converted into a park. The proposal was written for Florida Communities Trust Grant to get funding with the County matching ten percent. \$3.2 million was spent to buy the piece of property with another million dollars through various grants spent to build the park.

Mr. Eno said that the funding would have never been received to buy and build the park if it had not been for the pedestrian walkway across the bridge. There was emphases that the park was a community park with access through the city so that anyone in the park could safely transport themselves between the park and downtown.

Mr. Eno said that it was not until several years (after 2007) later that the city came up with the idea to extend the project into the multimodal project along Pennsylvania Ave to the west and have bike and turn lanes.

Mr. Eno did not believe that Project #21 on the LOPP- CR 484- Pennsylvania Avenue Multi-Modal Improvements and Trail, Dunnellon should be split into two projects but kept as one.

Item 11. Adjournment

The meeting was adjourned by Chairwoman Stone at 5:51pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



Fiscal Years 2021/2022 to 2025/2026 Transportation Improvement Program Public and Partner Comments Summary

Public comments (5)

Non-Motorized Transportation Comments

- (May 4, 2021) “The multi-use paths are extremely exciting and I cannot wait to use them; however, there is an issue with access to the SR 200 part of the paved path. There needs to be parking at 200 or a (less wide) paved path from SR 200 to the Ross Prairie Campground. People already park at the SR200 side even though there are tons of no parking signs; folks readily accept fines to park there. A linkup to RP Campground would also provide water/real restrooms which are not avail at Pruitt.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, shared with Marion County and included in the TIP document for future planning considerations.
- (May 4, 2021) “Need more parking with restrooms and water on the paved trail starting at 49th trailhead towards 200.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, shared with Marion County and included in the TIP document for future planning considerations.
- (May 19, 2021) Project 4354842: Pruitt Trail
“Is the map of the Pruitt Paved Trail accurate? It shows it starting at SR 200 and south Greenway boundary, continues along south boundary about half way, then slowly goes north to the Pruitt Trail head. This would be a welcome change by the equestrian community in the "Horse Capital of the Word". The older maps showed the paved trail using the existing lime rock road. The lime rock road is the most popular horse and wagon trail in Pruitt and also has horse Pavilion.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record and included in the TIP document for future planning considerations. The TPO notified the citizen that based on coordination with Marion County, the trail is planned to be separated from equestrian trails as its own facility.

- (May 25, 2021, TPO Board Meeting) Project 4354842: Pruitt Trail
“The next phase after this project is completed should be to create a safe underpass connection under SR 200.”
 - **TPO Response:** Noted for public record. Comment will be documented to support priority projects process and considerations for trail projects.

Roadway Comment

- (May 13, 2021) CR 484
“What are the plans for improvements to CR 484 near I-75. Traffic backs up and causes serious delays”
 - **TPO Response:** Please see the CR 484 at I-75 project in the TIP. Improvements to the interchange area also include turn lanes at SW 20th and CR 475A. The project is on schedule to start in 2021.

Citizens Advisory Committee (CAC) comments (May 11, June 8 2021)

- **NW 27th Avenue** – Widening from US 27 to NW 35th Street to 4 lanes.
 - **TPO Response:** Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to the City of Ocala and maintain on file for future LRTP project list opportunities.
- **CR 484** – Complete full connection from SW 49th Avenue to SW 20th Avenue.
 - **TPO Response:** Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to Marion County and maintain on file for future LRTP project list opportunities.
- **CR 484** – Improvements to the turn lanes are needed at CR 475A as part of the interchange project.
- **80th Avenue** – the Future of 80th corridor. What are the plans of Marion County?
 - **TPO Response:** Noted for public record. The TPO will pass this comment on to Marion County. This project is not in the draft TIP, but part of multiple planned phases of locally-funded projects in the Marion County TIP.
- **80th Avenue** – An emphasis should be placed on widening between SR 40 to US 27.
 - **TPO Response:** Noted for public record. The TPO will include this comment in the TIP public comment section.
- **Interchange gap between SR 200 and CR 484** – The existing 9-mile stretch from CR 484 to SR 200 presents a significant gap in access to/from I-75 in Marion County. Based on current and projected population growth in this part of Marion County, an interchange is needed to support future mobility and safety.
 - **TPO Response:** Noted for public record. The TPO will include this comment in the TIP public comment section.

- **Safety on SR 40 at SW 27th Avenue** – This intersection in the City of Ocala is considered one of the most dangerous intersections involving turning movements. Additional turn lanes and safety measures are needed at the intersection area.
 - **TPO Response:** Noted for public record. A project is currently funded in the TIP through the Right-of-Way phase at this location. The project calls for dual left turn lanes at all four approaches of the intersection. The project is ranked #7 on the LOPP and the TPO will ensure this project continues to be emphasized as a priority to be fully funded through the TIP.

Federal Highway Administration (FHWA) Comments

FHWA Comments and TPO Responses

	Page #	Comment Type	Comment Description
1		Critical	Demonstration of explicit consideration and response to public input. 23 CFR 450.316(a)(1)(vi) This is found as part of the PPP but not HOW this is done.

TPO Response: Text was added on page 1-3, Public Involvement, summarizing how responses were made to public and agency comment. This includes specific responses to comments as to how they will be incorporated and/or addressed in the TIP document. In some cases, follow up responses to a public comment with further information about a project or process were also described.

2		Critical	Are significant comments addressed fully? 23 CFR 450.316(a)(2) Identified in PPP on page 37. This is just a reminder to included in comments.
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TPO Response: As outlined in Comment 1, all comments were fully addressed, including more significant comments requiring research, information gathering or follow up with FDOT or local staff members regarding projects. This information has been gathered and is included in Appendix F.

3		Other	It is not clearly stated that Construction Engineering and Inspection (CEI) is included in the listed construction cost.
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TPO Response: It is the general understanding by the TPO that CEI is included with the Construction Cost phase of all applicable projects in the TIP Download files provided by FDOT District 5.

4		Other	The TIP is required to contain all regionally significant projects regardless of funding source. Did the MPO to collect this information? 23 CFR 450.324(d)
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TPO Response: This CFR cited is not associated with regionally significant projects. This CFR is applicable to the LRTP. All projects within Marion County of regional significance are within the draft TIP document. The TPO included a statement also provided by FDOT in reference to 23 CFR 450.326(a). A statement was added to Page 1-1 in the Purpose section of the Introduction.

5		Critical	The estimated total project cost(s), which may extend beyond the timeframe of the TIP is not shown. 23 CFR 450.326(g)(2) Project with design funds did not include future cost.
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TPO Response: The following five projects were identified as requiring updates to include estimated total costs beyond the current TIP timeframe. These include projects that involve only right-of-way, design or PE, and no construction funding in this TIP.

- 4106742: SR 40, End of 4 lanes to East of CR 314A - Total Project Cost is listed in the TIP project page (page 5-31) – FDOT confirmed total cost (is in Project Page, Page 5-31)
- 4336521: SR 40 Intersections at SW 40th Avenue and SW 27th Avenue – FDOT confirmed total cost (added to project page) – Current total Cost is \$10.1 Million (added on page 5-34)
- 4367561: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park – City of Ocala provided total cost of \$1.25 million, and it is noted on page 5-40.
- 4367551: Indian Lake Trail from Silver Springs State Park to Indian Lake State Park – Marion County provided total project cost of \$2.85 million, and it is noted on page 5-41.
- 4408801: Marion Oaks-Sunrise/Horizon- Marion Oaks Golf Way to Marion Oaks Manor – Marion County provided total project cost of \$495,000, and it is noted on page 5-44.

6		Critical	Did not find the TIP list major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects. 23 CFR 450.324(l)(2)
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TPO Response: Appendix H provides a summary of TIP major projects from the last TIP either implemented, in progress or delayed. This appendix is referenced on page 5-1. Since the draft document was released, further information was provided in the appendix as to the status of the projects. The appendix also displays major projects and associated funding changes from the prior TIP to current TIP.

Florida Department of Transportation (FDOT) Comments

FDOT Comments and TPO Responses

TIP Format & Content

Does the Table of Contents show the title of each section with correct page number?

Yes ☒ No ☐

Enhancement

Bookmarks in pdf do not work, i.e.: take users directly to the page. Consider adding these links to the bookmarks.

Page Numbers: 4

TPO Response: This enhancement was made to final version of TIP document

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?

Yes ☒ No ☐

Enhancement

*Include all acronyms and abbreviations compiled in same place.
Remove comment on page 132 (in Appendix G) in FY description.*

Page Numbers: 21,
28 & 127-137

TPO Response: The Glossary of Terms and Acronyms was updated in final version of TIP document

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]

Yes ☒ No ☐

Enhancement

Specify 23 C.F.R. 450.326(a). Include statement regarding regionally significant projects regardless of funding source.

Page Numbers: 5

TPO Response: Additional text was added to page 1-1 of the Purpose section to specifically reference this requirement and consistency.

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes ☒ No ☐

Enhancement

Note LRTP to find projects in CFP

Page Numbers: 32-
108

TPO Response: Noted for future updates as enhancement to TIP