



Citizens Advisory Committee (CAC) Meeting
Marion County Library Headquarters – Meeting Room C
2710 E. Silver Springs Blvd., Ocala, FL 34470
October 12, 2021
1:00 PM

MINUTES

Members Present:

Phyllis Silverman
Michelle Shearer
Richard McGinley
Steve Rudnianyn
Travis Magamoll

Members Not Present:

Clark Yandle
Davis Dinkins
Paul Marraffino
Richard Howard
Suzanne Mangram

Others Present:

Rob Balmes
Liz Mitchell
Shakayla Irby
Ji Li, City of Ocala
Tyler Burgett, FDOT

Item 1. Call to Order and Roll Call

Chairman Steve Rudnianyn called the meeting to order at 1:10pm 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 October 5, 2021. The meeting had also been published to the Star Banner meeting calendar, and the TPOs Facebook and Twitter pages.

3A. Final Draft Congestion Management Plan

Rob Balmes presented the Final Draft Congestion Management Plan to the committee.

The TPO had been undertaking a major update to the Congestion Management Process (CMP). A presentation was provided to the Citizens Advisory Committee (CAC) in August for the draft Congestion Management Plan document. The TPO also provided a 30-day open comment period for submission of feedback regarding the draft document. A summary of the comments received along with TPO responses was provided to the committee (*responses listed on pages 8-9 of this set of minutes for reference*).

Mr. Balmes gave a brief presentation and said that the most recent update to the TPO's CMP was in 2011. The purpose of the CMP was to meet state requirements (FL Statute 339.175) also the TPO was expected to become a TMA (Transportation Management Area), post 2020 Census, a CMP would be required to meet 23 C.F.R* 450.

The CMP would be updated every 5 years including:

- Developing Regional Objectives
- Defining CMP Network
- Developing Multimodal Performance Measures

Frequent Updates would include:

- Collecting Data/ Monitoring System Performances
- Analyzing Congestion Problems and Needs
- Identifying and Assessing Strategies
- Programming and Implementing Strategies
- Evaluating Strategies Effectiveness

Future steps for the CMP would include:

- Ongoing monitoring
- Online interactive CMP map
- Online CMP story map
- Integration of CMP in the LOPP
- State of System Updates (2-3 years)

There was committee discussion.

Mr. McGinley asked how to make suggestions for future roads.

Mr. Balmes responded, suggestions and comments could be given at any time on the website through the feedback form. An update to the CMP would be made every two years and there would also be opportunity for comments. All comments would be documented and kept on file and would also be sent to the respectful jurisdiction.

Ms. Shearer asked if there was a section of the document that showed what the county was currently working on or when projects were to be started/ completed for public awareness.

Mr. McGinley commented that most completion dates for projects were ever changing.

Ms. Shearer mentioned that the intent and solutions for projects should be listed.

Mr. Balmes said Marion County maintained a list of Capital Improvement Program and Transportation Improvement Program with the listing of projects by year. The TPO would give thought as to how comments could be documented in a public portal of some sort to track overtime what changes have been made to meet the needs raised in the comments.

Mr. Balmes mentioned having an annual report that would track what was being done concerning projects.

Mr. Magamoll made a motion to approve the Final Draft Congestion Management Plan.

Ms. Shearer seconded, and the motion passed unanimously.

Item 3B. Draft Scope of Services, 2045 Long Range Transportation Plan (LRTP) Modification

Mr. Balmes said the Federal Highway Administration (FHWA) Florida Division was conducting Program Accountability Results (PAR) reviews of three non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPO) in Florida.

The purpose of the PAR reviews was to assess LRTP compliance and fiscal constraint to meet federal requirements. The TPO had been selected to be part of the PAR reviews in both Fiscal Years (FY) 2021 (2040 LRTP) and 2022 (2045 LRTP).

Based upon guidance provided by FHWA to the TPO for the PAR reviews, an internal assessment was conducted by TPO staff for the 2045 LRTP. The goal was to apply the feedback from the 2040 LRTP PAR review results to the 2045 LRTP. TPO staff identified some areas of the Cost Feasible element that should be updated through a LRTP modification to help ensure expectations are met by FHWA when they conduct a full review of the 2045 LRTP in FY 2022.

The TPO proposed to work with Kittelson and Associates (2045 consultant team) to perform a modification update to the 2045 LRTP. A Scope of Services was provided to the committee that would be performed to ensure the 2045 LRTP was in full compliance and continues to demonstrate fiscal constraint when FHWA conducts an in-depth review in FY 2022.

The Scope of Services outline has been attached to pages 10-12 of this set of minutes for reference. Mr. Rudnianyn inquired about which two sections would be reviewed.

Mr. Balmes replied that Chapter 6 and Chapter 7 of the document were the focal points.

Mr. Rudnianyn asked who the consultant was.

Mr. Balmes responded, Kittelson and Associates would be the consultant.

Mr. McGinley made a motion to accept the Draft Scope of Services 2045 LRTP modification. Ms. Silverman seconded, and the motion passed unanimously.

Item 3C. Proposed 2022 Meeting Schedule

Mr. Balmes reminded the committee that during the Citizens Advisory Committee (CAC) 2022 meeting schedule discussion in September, a recommendation was made by staff to provide members a survey to solicit feedback on a preferred meeting time. In the survey, members were asked to provide their top two preferred meeting times. A total of four members participated in the survey with eight meeting time responses. The results revealed that three members selected 1:00 PM as the most preferred meeting time, followed by 1:30 PM (two members).

Based upon the results of the survey, it was recommended the CAC meetings in 2022 continue to be held at 1:00 PM on the second Tuesday of the month. The recommendation was presented for review and consideration by CAC members.

Mr. McGinley made a motion to approve the Proposed 2022 Meeting Schedule. Ms. Silverman seconded, and the motion passed with Ms. Shearer in opposition.

Item 3D. Election of Officers

Per bylaws of the Citizens Advisory Committee (CAC), a Chair and Vice-Chair shall be elected at the last regular meeting of the calendar year. Officers may be elected by a majority of the present voting members. The term shall be for one full calendar year.

The CAC Chair was Steve Rudnianyn. The Vice-Chair was Richard McGinley.

Mr. Rudnianyn nominated Mr. Richard McGinley for Chair and Mr. Travis Magamoll for Vice-Chair.

Ms. Shearer mentioned that she would like to serve as Chair or Vice-Chair.

Ms. Silverman nominated Ms. Michelle Shearer for Vice-Chair.

Mr. Rudnianyn made a motion to nominate Richard McGinley for Chair of the CAC. Ms. Silverman seconded, and the motion passed unanimously.

Ms. Silverman made a motion to nominate Michelle Shearer for Vice-Chair of the CAC. Mr. Magamoll seconded, and the motion passed with Mr. Rudnianyn in opposition.

Item 4A. Community Input and Participation Discussion

Mr. Rudnianyn said that he spoke with the TPO Director, about the public not knowing how to address road issues unless it effected them directly.

Mr. McGinley talked about giving presentations and mentioned that the CEP goes out into the community and gives presentations on certain topics. Probably less than 10 percent of the population knows about half of the road work coming up.

Mr. Rudnianyn mentioned that when the Industrial Park in Marion Oaks was announced realtors were still listing properties in Marion Oaks back up to the farm.

There was committee discussion on ways to notify the community and to receive participation, with mentions of utilizing Facebook, the local newspaper, and the Ocala Gazette.

Mr. Balmes mentioned that some peers have committee chairs that attend board meetings to give a committee report. TPO Board meetings were held the fourth Tuesday at 4pm.

Item 5. Consent Agenda

Mr. McGinley made a motion to accept the Consent Agenda. Mr. Magamoll seconded, and the motion passed unanimously.

Item 6. Comments by FDOT

Mr. Tyler Burgett provided the latest construction report to the committee. He also mentioned a notable project **441136-1 Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split.**

- Contractor: Anderson Columbia Inc.
- Estimated Start: October 26, 2021
- Estimated Completion: Summer 2022
- Project Cost: \$17.8 million

Mr. Burgett also talked about the FDOT Work Program Public Hearing on October 25-29 that could be attended virtually to hear the five year work program review. Also, an open house on October 28 at the District office in Deland. Two weeks after the public hearing was over there would be an open opportunity for public comments.

FDOT would be presenting the work program in more depth at the January committees and governing board meeting.

Item 7. Comments by TPO Staff

Mr. Balmes talked about a few items:

Safety Action Plan Update

Document for Scope of Service would be presented to the governing board for approval at the October 2021 meeting. Commissioner Stone called a meeting in September for an overview discussion of the Safety Action Plan and was soliciting partnership and a formal letter would be

sent asking for participation and involvement. Also, a continued focus would be on expanding the list for more partnerships. A formal kick-off for the Safety Action Plan had been planned for the beginning of the year.

Transportation Resilience Guidance Paper Update

The TPO was developing a guidance paper that would provide further understanding of resilience; the role of the Ocala Marion TPO and its local partners in the planning process related to resilience; a summary of major vulnerability issues to consider in Marion County; identification of available state and federal funding to address resiliency; and recommended actions to integrate resilience into the TPO/MPO planning process.

List of Priority Projects (LOPP) Process

The TPO would be looking to improve upon the LOPP process. After a meeting in late July 2021 with Secretary Perdue and Anna Taylor with FDOT, Secretary Perdue was open and flexible with the TPO going back to multiple lists.

The TPO had been talking with one of the GPC consultants to help revamp the LOPP process and would also work with TAC members on a collaborative effort with each jurisdiction.

Item 8. Comments by CAC Members

Mr. McGinley asked if a road was identified that needs to be looked at from time to time what was the process.

Mr. Balmes said for County roads the first step would be to connect with the Marion County Engineer and Mr. Balmes could help facilitate communication with the County Engineer office if needed.

Ms. Silverman asked if the TPO discussed public transportation because in Downtown Ocala there was a lack of parking. One way to alleviate parking issues would be to have off-site parking and buses that bring citizens into town.

Ms. Shearer asked if SunTran went to the Paddock Mall.

Ji Li with the City of Ocala provided a map of bus routes showing the Downtown bus routes and the bus route that went to the Paddock Mall.

Ms. Silverman said that it would be beneficial for businesses and she had presented the idea to the City Manager.

Mr. Li mentioned that the City of Ocala had been looking into options with the City of Ocala growing possibly a Downtown circulator.

Ms. Shearer said because there were a lot of new people moving to town that may not understand why some roads were two-laned or they may want to know where scenic roads are located could a list be provided via Facebook.

Mr. McGinley mentioned that the Chamber of Commerce provided a list and map of scenic roads

and information.

Mr. Magamoll mentioned that the information was on Facebook but it was up to the users to share the information.

Ms. Silverman said that the Senior Resource Foundation of Ocala would be printing directories for newcomers.

Mr. Magamoll asked if a PDF version of the directories could be provided.

Ms. Silverman responded, there would be a PDF version and they planned to have handouts for realtors to give out as well.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Chairman Rudnianyn adjourned the meeting at 2:13pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant

Draft CMP Comments Summary

Public Comments (7)

- I experience excessive traffic delays heading south out of Ocala on **SW 27th Ave (475A)**. In the late afternoon on weekdays, backup typically extends nearly to the Westbury entrance gate. The backup clears at the traffic light at 66th St. Perhaps an adjustment of that signal timing could alleviate this problem. **TPO Response: CR 484 from CR 475A to CR 475 has been identified in the CMP for future congestion study and mitigation strategies.**
- The biggest problem in Marion County is drivers not knowing how to drive on multi-lane highways. You can have 12 lane highways and if people are lined up across all lanes driving below the speed limit it creates congestion and multi-lane changes for frustrated drivers. Educating senior drivers especially would help immensely. I have witnessed seniors driving in front of emergency vehicles and not yielding. This is very dangerous. **TPO Response: Comment discussed with citizen, and he was asked to participate in the Safety Action Plan.**
- I wanted to look at the map posted, but I'm unable to pull it up on my phone. The one area that I run into daily that is congested no matter what is **SE 25th Ave and SE Ft. King St**. The turn arrows don't stay green long enough, and when turning on to Ft. King if there are trucks in opposite turn lanes you can't see around them or over them. There is going to be a fatal wreck there one day. PLEASE do something to mitigate the hazard. **TPO Response: Comment was shared with City of Ocala Engineering for their awareness, including citizen contact information.**
- Please, please, please, consider resurfacing **NE 42nd Place**. Due to the upcoming new Armstrong Homes subdivision approved by the Commissioners on 36th Ave. & 35th Street, the amount of traffic is going to be increased dramatically due to mandates to "tie in" for emergency vehicles. The west half of 42nd Place is like driving on the moon, & you have to avoid the potholes (which are full depth down to the limerock layer) by driving the road like you have a "Clown Car". Patching no longer works!! **TPO Response: Comment was passed on to Marion County MSTU, including citizen contact information.**
- On Hwy 41, North of Dunnellon, the intersections at **Hwy 40 and SW 99th PI (Winn Dixie) both need a turn signal** at their lights. This would be for people traveling South and making a left turn. When the traffic is heavy, sometimes there is no opportunity to turn when the lights are green. **TPO Response: Comment was shared with City of Dunnellon. This segment of US 41 is programmed for widening with project letting estimated July 2023. Comment will also be shared with FDOT project team through TAC.**

- I live on the southwest side of Ocala near Liberty middle school and Hammett Bowen Elementary school. This area has outgrown its current infrastructure in and around the schools. Causing major delays and traffic jams and yes sometimes accidents. Is there something that can be done to improve the congestion in this area. Specifically **95th street and 49th Avenue area** to and around the waterway subdivisions. **TPO Response: Comment shared with TAC and County staff.**
- We need a road going **north and south on the right side of I-75 for local traffic.** We have **475 on the left side of I-75** but none on the right side. Especially if you talking about doing all the construction in the SW. 475 cannot handle any more traffic as it is 2 lane road. A lot of the traffic that going to Marion oaks and west causes all the back up at I-75. It a mess all morning, afternoon and evenings. You can see people driving through store parking lots trying to get by the stop lights. **TPO Response: Comment documented as part of general awareness of the overall need for greater north-south transportation mobility west of I-75.**

Board Comments (2) on congested corridors

- **SR 464/SE 17th Avenue** corridor and at the **SE 25th intersection** needs to be assessed. Stacking and turning issues. Often takes more than one light cycle to turn at 25th.
- **CR 475A at CR 484 to SW 66th** – turning issues and stacking on 475A from intersection at CR 484 to SW 66th.

TPO Response: CR 484 from CR 475A to CR 475 and the SR 464/SE 17th at SE 25th have both been identified for future congestion study and mitigation strategies in the CMP. Both are areas of concern requiring future project solutions.

TAC Comments (2) from meeting on August 10

- Figure 17 – provide further explanation regarding the tiers of congestion by year. (extreme and congested corridors). For example, if a corridor is extremely congested in 2026, what was it in 2021? If a corridor is identified as congested in 2021 still just congested in 2026, etc. Clarifying language to help general understanding by the public.
- LOS Table additions
 - Add functional classification per corridor segment
 - Add FDOT Classes – I and II for state signalized arterials.

TPO Response: These comments were addressed in final draft document.



Ocala Marion County TPO 2045 Long Range Transportation Plan (LRTP) Modification Scope of Services

Introduction

The Federal Highway Administration (FHWA) Florida Division is conducting Program Accountability Results (PAR) reviews of three non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPO) in Florida. The purpose of the PAR reviews is to assess LRTP compliance and fiscal constraint to meet federal requirements (23 CFR 450.324, Development and Content of the Metropolitan Transportation Plan).

The TPO has been identified to be part of the PAR reviews in both Fiscal Years (FY) 2021 and 2022. The review conducted in FY 2021 involved the previously adopted 2040 LRTP. FY 2022 will involve a review of the adopted 2045 LRTP. FHWA has stated they will eventually conduct reviews of all nine non-TMA's in Florida over the next three fiscal years.

Based upon feedback provided by FHWA to the TPO in May 2021 for the 2040 LRTP PAR review, an internal assessment was conducted by TPO staff for the 2045 LRTP. The goal was to apply the feedback and recommendations provided to the TPO from the 2040 LRTP to the 2045 LRTP. TPO staff identified some areas of the Cost Feasible element that should be updated through a LRTP modification to help ensure expectations are met by FHWA when they conduct a full review of the 2045 LRTP in FY 2022.

Purpose

The purpose of this task is for Kittelson and Associates (Consultant) to support the TPO by performing an update to the 2045 LRTP through a modification process. This update will be completed to support the goal of ensuring the LRTP is in full compliance and continues to demonstrate fiscal constraint so all cost-feasible projects remain eligible to be advanced through the TPO process. This update will require a formal modification to the 2045 LRTP, pending Board approval in January 2022.

Services

Task 1: Project Management

The TPO Project Manager and Consultant Project Manager and staff will lead this task. The following tasks will be completed as part of this scope:

- Management of task, budget, invoicing, deliverable

- Coordination between the TPO Project Manager and Consultant Project Manager to maintain schedule, deliverable and participation in virtual conference call meetings, as needed.

Task 2: 2045 LRTP Updates

The Consultant Project Manager will lead this task. TPO staff will provide information as needed. The TPO will also conduct a review of the proposed LRTP updates and provide comments to the Consultant Project Manager.

Specifically, the Consultant will update Chapter 6 (Financial Revenue Forecast) and Chapter 7 (Funding the Plan) to include the following changes:

Chapter 6

- Add descriptive information regarding the first 5 years of federal and state revenues (2021 to 2025) to Chapter 6 as footnotes. This information conveys total existing committed funding as reflected in the TPO's prior Fiscal Years 2020/2021 to 2024/2025 Transportation Improvement Program (TIP).

Chapter 7

- Modify the Cost Feasible Plan tables (Tables 7-9 to 7-13) to add 10-year time-band headers. The first 10-years of the Cost Feasible includes 2026 to 2035. The second 10-years includes 2036 to 2045. This approach will more clearly demonstrate the segregation of the LRTP into 10-year planning bands as required by federal law.
- Add an aggregate cost and revenue summary table by funding source to the beginning of Chapter to more clearly display and demonstrate the fiscal constraint of the Cost Feasible Plan.
- Modify the Cost Feasible Plan tables (7-9 to 7-13) to add total cost and total revenue rows for the first five years and for both of the 10-year time-bands to clearly display fiscal constraint.
- Add further clarifying language regarding Operation and Maintenance (O&M) costs as accounted for in the State Highway System Existing Facilities estimates.
- Review all partially funded projects in current TIP to confirm whether they are properly reflected in Cost Feasible Plan to full implementation.
- Add additional supporting text as needed that summarizes the chapter updates to properly convey the aforementioned changes. Additionally, include clarifying text that further outlines the federal/state funding requirements of the Cost Feasible Plan vs. the role of local funding and locally funded projects.

Responsibilities of the TPO

TPO staff will perform the following tasks:

- Task #1 – Project Management
- Task #2 – Review of draft and final updates to Chapters 6 and 7 of the 2045 LRTP

Responsibilities of the Consultant

Consultant will perform the following tasks:

- Task #1 – Project Management
- Task #2 – Completion of updates to Chapters 6 and 7 of the 2045 LRTP

Time of Completion

The project will begin on November 1, 2021 and be completed by December 31, 2021. Any changes that are made to the project schedule will be agreed upon by both parties, including the Consultant and TPO staff.

Deliverables to be provided by the Consultant

The following final deliverables are expected:

- Updates to Chapter 6 and Chapter 7 of the 2045 LRTP.
- All corresponding files and a revised 2045 LRTP document will be delivered to the TPO electronically when completed.

Budget

Invoices will be processed monthly by the Consultant based on the percent work completed for this task. A fee sheet is included with this Scope that outlines the Consultant hours and associated cost estimates for services performed for the task.