



**Technical Advisory Committee (TAC) Meeting**  
Marion County Library Headquarters – Meeting Room C  
2710 E. Silver Springs Blvd., Ocala, FL 34470  
October 12, 2021  
10:30 AM

**MINUTES**

**Members Present:**

Ji Li  
Anna Taylor (*Tyler Burgett arrived at 10:36am*)  
Kenneth Odom  
Nancy Smith  
Mickey Thomason  
Eric Smith  
Loretta Shaffer  
Elton Holland

**Members Not Present:**

Dave Herlihy  
Bob Titterington

**Others Present:**

Rob Balmes  
Liz Mitchell  
Shakayla Irby

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

Chairman Elton Holland called the meeting to order at 10:31am 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 Technical Advisory Committee (TAC) 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 7-8 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. Odom commented that at 484 intersection and at SW 66<sup>th</sup> intersection were problematic areas.

Mr. Balmes said that he would speak with Kimley-Horn to take a look at the area before the CMP was finalized.

Mr. Odom said anything heading south on 475A and anything heading east on 66<sup>th</sup> during peak hours was really problematic times and 484 and 475A was a nightmare.

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

Mr. Thomason 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 9-11 of this set of minutes for reference.*

Ms. Shaffer made a motion to accept the Draft Scope of Services 2045 LRTP modification.

Mr. Odom seconded, and the motion passed unanimously.

### **Item 3C. Proposed 2022 Meeting Schedule**

Mr. Balmes reminded the committee that during the 2022 meeting schedule discussion in September, it was generally agreed upon by members to maintain TAC meetings on the second Tuesday of the month. Per the request of membership, a survey was provided 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 seven members participated in the survey with 14 meeting time responses. The results revealed that four members selected 3:30 PM as a preferred meeting time. Four other time slots were each selected by two members.

Citizens Advisory Committee (CAC) members were also provided the same survey with only afternoon options per their request. Three of the four total participants selected 1:00 PM to remain as their preferred meeting time.

Based upon the results of the surveys, it was recommended the TAC meetings in 2022 be held at 3:30 PM. The option would also avoid potential morning and early afternoon conflicts discussed at the September meeting. The recommendation was presented for review and consideration by TAC members.

Ms. Smith made a motion to approve the 3:30pm time for the second Tuesday of each month for the TAC meetings. Mr. Thomason seconded, and the motion passed unanimously.

### **Item 3D. Election of Officers**

Per bylaws of the Technical Advisory Committee (TAC), a Chair and Vice-Chair should 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 would be for one full calendar year.

The current TAC Chair was Elton Holland, Office of County Engineer. The current Vice-Chair was Nancy Smith, City of Ocala Growth Management.

Ms. Smith nominated Mr. Mickey Thomason for Chair.  
Mr. Odom nominated Mr. Elton Holland for Vice-Chair.

Ms. Shaffer made a motion to accept the nominations for Chair and Vice-Chair of the TAC. Mr. Odom seconded, and the motion passed unanimously.

### **Item 4. Consent Agenda**

Ms. Smith made a motion to approve the Consent Agenda. Ms. Shaffer seconded, and the motion passed unanimously.

### **Item 5. 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.

Mr. Balmes mentioned that Anna Taylor would be providing a highlight of the work program at the governing board meeting for October 2021.

Ms. Smith inquired about Baseline Road enhancements.

Mr. Burgett said that he had to confirm the location but the FDOT Ocala office did confirm that landscaping would be happening.

Mr. Odom mentioned that SR 464 was due for resurfacing.

Mr. Balmes showed the SR 464 resurfacing project on the Transportation Improvement Program (TIP) on page 63.

Description: “Resurfacing of SR 464 (SE 17th Avenue, SE Maricamp Road), including traffic signal upgrades, Americans with Disability Act (ADA) improvements, intersection street lighting, bus stop improvements, sidewalk installation and addition of bike lanes and paved shoulders.”

Funding for 2022/23

#### **Item 6. 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 committee members on a collaborative effort.

### **TPO Staff Update**

The TPO was still undergoing the process of looking for a Transportation Planner. The position was listed as open until filled and the TPO would keep the committee informed.

### **Item 7. Comments by TAC Members**

Mr. Thomason informed the committee that on the very northern edge of Citrus County the tunnel under 41 had been installed and the temporary road that was created to complete the tunnel had been removed. The connector between the southern Dunnellon trailhead in northern Citrus County on CR 39 just east of 41 and the connector between the north end of the Withlacoochee State Trail about a mile and a half to the SW was scheduled to be done and linked up by January according to the District 7 construction schedule.

### **Item 8. Public Comment**

*There was no public comment.*

### **Item 9. Adjournment**

Chairman Holland adjourned the meeting at 11:27am.

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.