



Citizens Advisory Committee (CAC) Meeting

Green Clover Hall
319 SE 26th Terrace, Ocala, FL 34470
1:00 PM

MINUTES

Members Present:

Matt Fabian
Michelle Shearer
Richard Howard
Richard McGinley
Steve Rudnianyn (*arrived 1:50pm*)
Travis Magamoll

Members Not Present:

Davis Dinkins
Brandon Cave
Chris Arroyo
Suzanne Mangram

Others Present:

Rob Balmes
Shakayla Irby
Rakinya Hinson, FDOT

Item 1. Call to Order and Roll Call

Chairman Richard McGinley called the meeting to order at 1:02pm 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 September 6, 2022. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 3a. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment

Mr. Balmes presented the Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) Amendment and said that per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended to the FY 2023 to 2027 TIP, pending approval of an amendment to the 2045 Long Range Transportation Plan (LRTP) at the TPO Board meeting on September 27, 2022. The projects to be added were:

FM# 435547-3: NW 44th Avenue Extension from SR 40 to NW 11th Street

- Total: \$9,000,000
- Funds to be added to FY 2023
- Construction funds (CST) for roadway extension project

FM# 450918-1: Dunnellon Trail from River View to Rainbow River Bridge

- Total: \$2,537,000
- Funds to be added to FY 2023
- Preliminary Engineering (PE) and CST funds for the trail project

Mr. Magamoll made a motion to approve FY 2023 to 2027 TIP Amendment. Ms. Shearer seconded, and the motion passed unanimously.

Item 4a. 2045 Long Range Transportation Plan (LRTP) Update

Mr. Balmes provided an update to the committee regarding the 2045 LRTP. The TPO was expected to hold a public hearing on September 27, 2022 at 4:00pm at the Marion County Commission Auditorium, located at 601 SE 25th Avenue, Ocala, FL 34471. The public hearing would be for an amendment to the 2045 LRTP.

The amendment was being proposed based on local/state requests, state appropriations, project updates, and to ensure appropriate consistency between the Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) and the 2045 LRTP. The Florida LRTP Amendment Threshold document was used as a reference to guide the process.

Mr. Balmes provided a slideshow presentation that provided TIP Consistency, Proposed, and Project Changes. The presentation is included on pages 6-29 for reference.

Ms. Shearer inquired about the NE 8th Avenue from SR 40 to SR 492, Roundabouts project and asked if there were plans for a two lane or single lane road.

Mr. Balmes responded, the road had been narrowed to accommodate a single lane in each direction.

The committee had some discussion about the roundabout project at SR 40 at SR 35 Intersection.

Mr. Magamoll said it would be hard to imagine a roundabout at such a busy intersection and did not believe that making a roundabout would help with traffic.

Ms. Shearer made a comment that double lane roundabouts could cause a lot of crashes and it seemed that single lane roundabouts worked better.

Mr. McGinley made a comment that NW 27th Avenue should be four-laned.

Mr. Balmes said that the four-laning of NW 27th Avenue could be added to the Needs lists for the future, however the City of Ocala would have to add the project.

Mr. Magamoll made a motion to approve the 2045 LRTP Update. Mr. Howard seconded, and the motion passed unanimously.

4b. SunTran Transit Development Plan (TDP) Update

Mr. Balmes presented on behalf of Mr. Steven Neal.

SunTran had been in process of conducting a major update to the 10-year Transit Development Plan (TDP) for Ocala/Marion County. As part of the update process, the project team was developing and reviewing various alternatives to improve service, along with identifying the design of rider-oriented service such as Microtransit.

SunTran had five main goals: Environment and Equity, Accessibility, Usability, Efficiency, and Presence.

A slideshow presentation was shown to the committee that included proposed improvements, microtransit proposals, short and long term concepts, alternative ranking results, and the Preliminary 2023-2027 Year Implementation Plan timeline.

The slideshow presentation is included on pages 30-56 of this set of minutes for reference.

Mr. Balmes took the following questions from committee members to relay to Mr. Neal for answers:

- What is Blue-Green-Orange-Purple route for the slide involving the FL Center for the Blind?
- What is the role of the FL Center for the Blind?
- For the Microtransit – is there emphasis placed on also supporting schools?
- Reddick – Can this area be served by SunTran?

- How many riders typically can fit in a Microtransit vehicle?
- Can bicycles be accommodated on Microtransit?
- Are discounts and/or free passes available for Seniors? – Bus and Microtransit?
- What is the long-term vision for Microtransit in the community?
- What is the timeframe for implementing the improvements and changes in the TDP?

Item 5. Consent Agenda

Mr. Rudniansky made a motion to approve the Consent Agenda. Mr. Howard seconded, and the motion passed unanimously.

6. Comments by FDOT

Ms. Hinson with FDOT provided the committee with an up to date construction report.

Ms. Hinson also informed the committee that FDOT had been meeting with local partners to discuss upcoming projects submitted to the Work Program office for funding. FDOT had been waiting to receive the State allocation.

Ms. Hinson said depending on what the allocation for the State would look like some projects may have to be deferred.

7. Comments by TPO Staff

Mr. Balmes gave comments and updates to the committee.

Commitment to Zero Safety Action Plan Update: The draft of the Commitment to Zero Safety Action Plan will be released for a 30-day public review on September 20, 2022. A presentation of the draft Action Plan will be provided by the TPO's consultant Benesch to the TPO Board on September 27.

A formal presentation will be provided by Benesch to the TAC and CAC at the November 8 meetings. The TPO Board will then be requested to adopt the Safety Action Plan at the regularly scheduled meeting on November 29.

A notification will be sent to all committee members on September 20. The Action Plan will be available on the project website: <https://ocalamariontpo.org/safety-plan>.

Mr. Balmes also told the committee that he and TPO Board Chairman Ire Bethea had a great meeting with Secretary Tyler discussing the Ocala Marion TPO top priorities.

Item 8. Comments by CAC Members

Ms. Shearer made a comment that Microtransit use and/or bus passes should be provided for a free or discounted rate for seniors.

Mr. McGinley commented that Mr. Neal should have some time on the next CAC committee meeting agenda to address questions and take comments from the committee concerning public transit.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Chairman Richard McGinley adjourned the meeting at 2:07pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant

OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN

Amendment #1

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION



The TPO amendment is proposed based on:

- **Local, State Requests**
- **State Appropriations**
- **Project Updates and**
- **Planning-level consistency with FY 2023 to 2027 Transportation Improvement Program**

- **30-day Public Notice – August 25**
- **TAC and CAC Presentations – Sept. 13**
- **TPO Board Public Hearing**
 - **September 27, 2022**

Proposed Changes

- Chapter 7 – Funding the Plan
- Revenue/Cost Balance Table Changes

TABLE 7.12: COST FEASIBLE PLAN REVENUE/COST BALANCE TABLE (IN MILLIONS YOY \$)

	2021-2025 ¹			2026-2030			2031-2035			2036-2040			2041-2045			Total 2026-2045		
Funding Source ²	Revenue	Cost	Balance ³	Revenue	Cost	Balance ³	Revenue	Cost	Balance ³	Revenue	Cost	Balance ³	Revenue	Cost	Balance ³	Revenue	Cost	Balance ³
State/Federal																		
Other Roads ⁴	\$78.40	\$78.40	\$0.00	\$175.30	\$182.25 \$185.53	-\$6.95 -\$10.23	\$189.20	\$194.60 \$180.90	-\$5.40 \$8.30	\$196.80	\$188.00 \$199.03	\$0.93	\$196.80	\$192.18	\$4.62	\$758.1	\$757.1 \$757.6	\$1.0 \$0.0
SIS	\$141.83	\$141.83		\$185.30	\$185.30	\$0.00	\$730.43	\$730.43	\$0.00	\$349.89	\$349.89	\$0.00	\$56.86	\$56.86	\$0.00	\$1,322.5	\$1,322.5	\$0.0
Total	\$78.40 \$141.83	\$78.40 \$141.83	\$0.00	\$360.60	\$367.55 \$370.83	-\$6.95 -\$10.23	\$919.63	\$925.11 \$911.33	-\$5.49 \$8.30	\$546.69	\$537.89 \$548.92	\$8.80 -\$2.23	\$253.66	\$249.04	\$4.62	\$2,080.6	\$2,079.6 \$2,080.1	\$1.0 \$0.5

Proposed Changes

FY 2021 to 2025 LRTP Timeband
State Appropriation Projects
FY 2023 to 2027 TIP Consistency

State Appropriations

Dunnellon Trail (\$2,537,000)

- **From River View to Rainbow River Bridge**
- **Fiscal Year (FY 2023)**

NW 44th Avenue (\$8,000,000)

- **SR 40 to NW 11th**
- **Fiscal Year (FY 2023)**

CR 484 at Marion Oaks (\$536,625)

- **Intersection Improvements**
- **Fiscal Year (FY 2023, 2024)**

CR 484 at SW 135th (\$458,310)

- **Intersection Improvements**
- **Fiscal Year (FY 2023)**

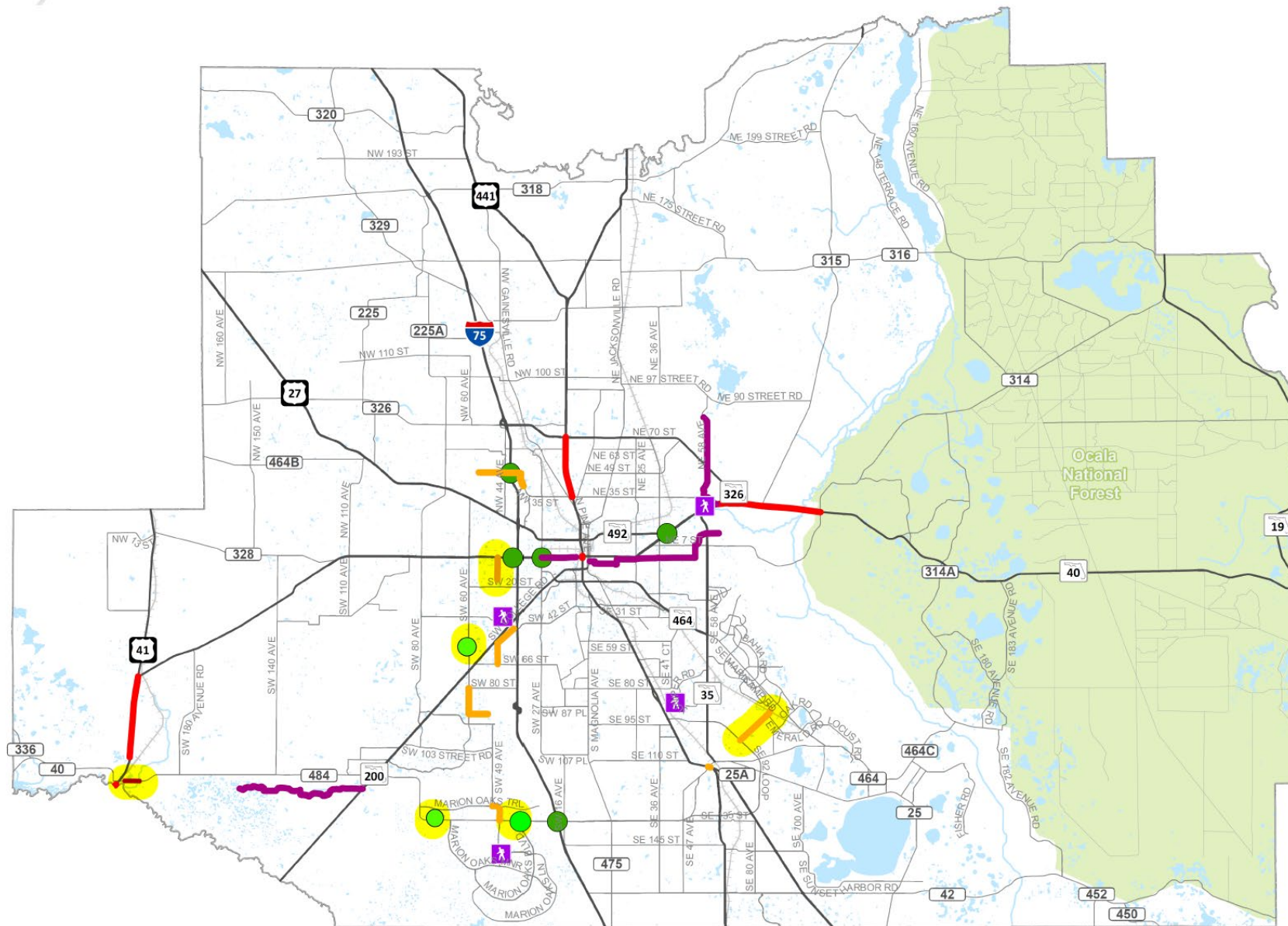
Emerald Road Extension (\$9,650,000)

- **New Roadway**
- **Fiscal Year (FY 2023)**

SW 60th from SW 54th to SECO (\$247,061)

- **Intersection Improvements**
- **Fiscal Year (FY 2023, 2024)**

FIGURE 7.2: 2021-2025 PROJECTS



Legend

- Local Road Intersection
- Local Roadway Projects
- State Road Intersection
- State Roadway Projects
- Sidewalk Projects
- Trail/Sidewalk Projects



Proposed Changes

FY 2026 to 2030 LRTP Timeband
FY 2023 to 2027 TIP Consistency
Project Cost, limits changes

TIP Consistency, Project Changes

NE 8th Ave, SR 40 to SR 492 (\$4,452,000)

- Roundabouts
- Fiscal Year (FY 2027)

SW 44th from SR 200 to SW 20th

- Widen to 4 lanes
- \$2,550,000 'Other Roads' Funding

TIP Consistency, Project Changes

SW 44th from SW 20th to SR 40

- Widen to 4 lanes
- \$4,000,000 'Other Roads' Funding

SR 40, SW 40th to SW 27th

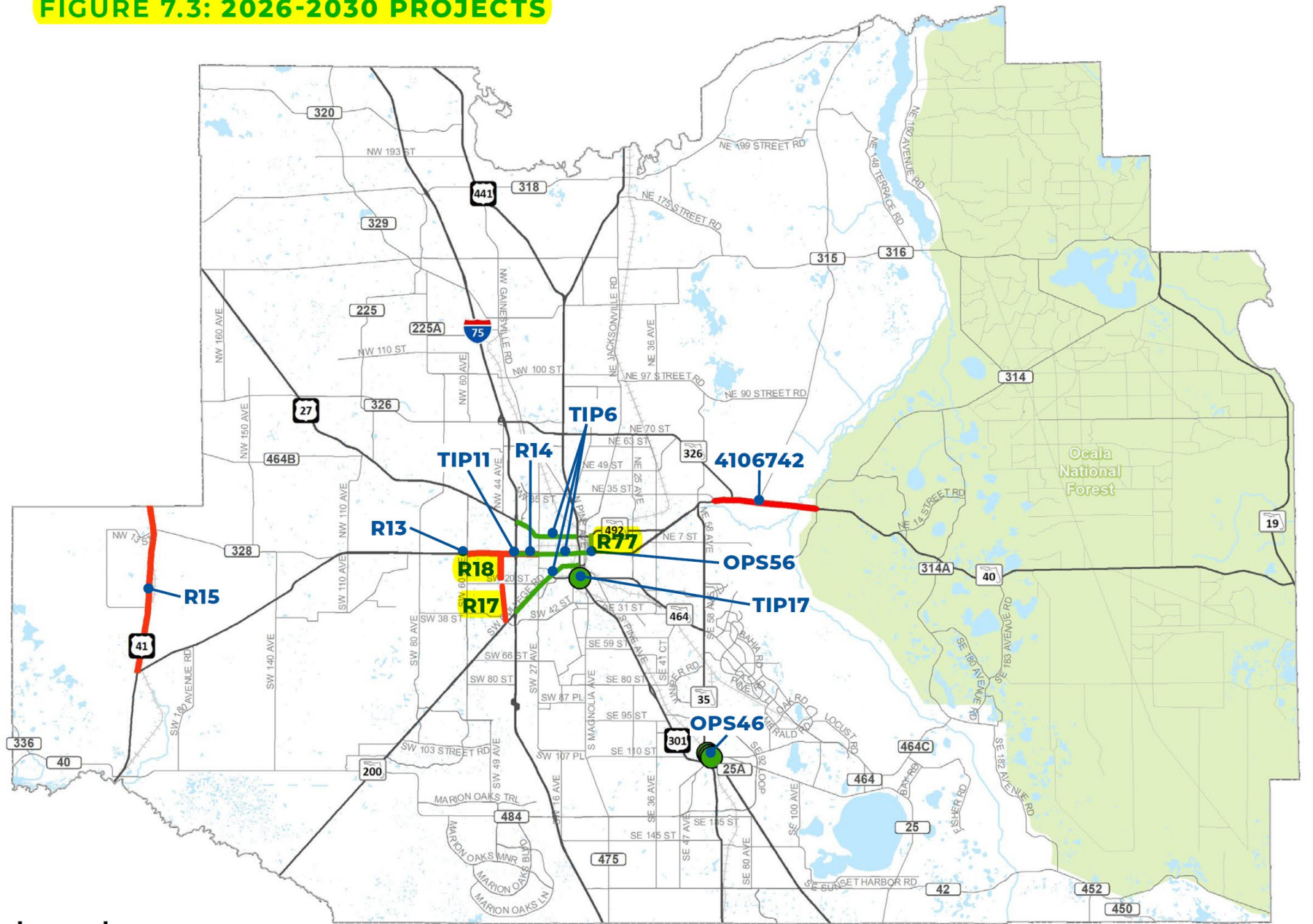
- Turn Lanes
- \$5,500,000 'Other Roads' Construction

TIP Consistency, Project Changes

US 441 at SR 464 Intersection

- **FY 2025, 2026, 2027**
- **\$3,277,000 'Other Roads' Funding**

FIGURE 7.3: 2026-2030 PROJECTS



Legend

- State Road Intersection
- State Roadway Projects



Proposed Changes

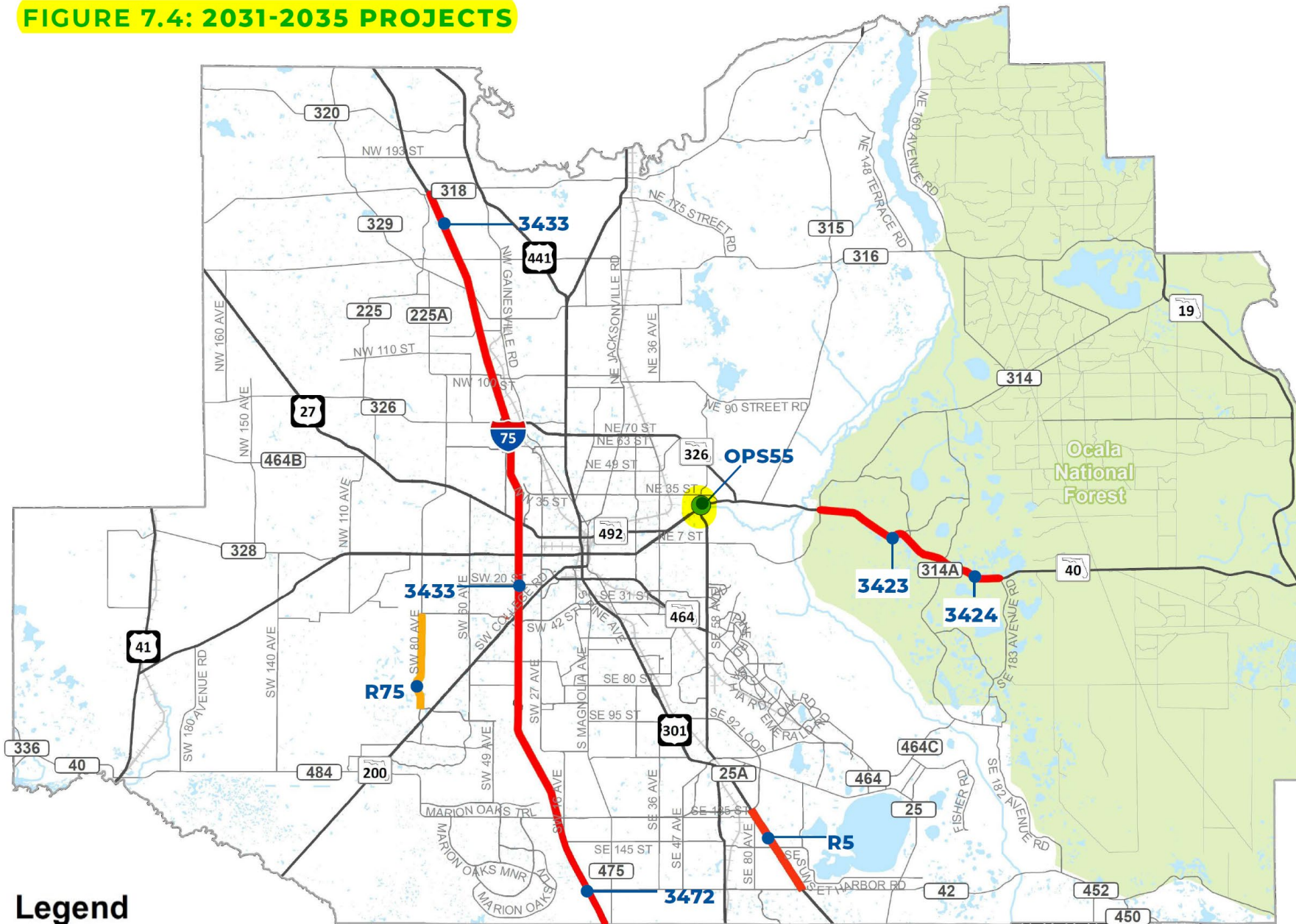
**FY 2031 to 2035 LRTP Timeband
Project Cost, Improvement changes**

TIP Project Changes

SR 40 at SR 35 Intersection

- Intersection/Roundabout
- \$9,350,000 'Other Roads' Funding

FIGURE 7.4: 2031-2035 PROJECTS



Legend

- State/Fed Funded Operational ● Local Funded Operational
- State/Fed Funded Capacity — Local Funded Capacity
- State/Fed Funded Operational — Local Funded Operational



0 5 10 Miles

Proposed Changes

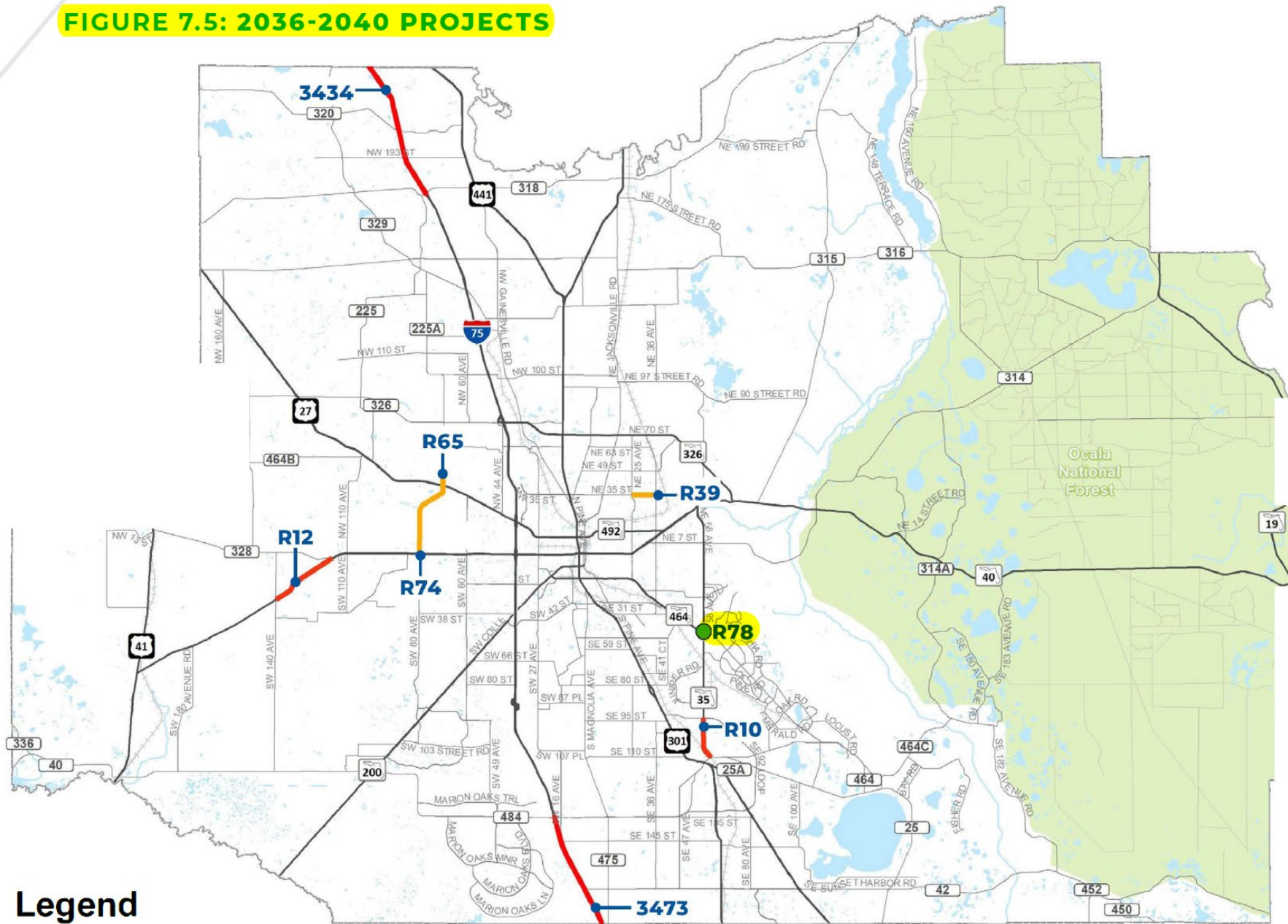
FY 2036 to 2040 LRTP Timeband
Addition of Project

Project Changes

SR 35/58th (Baseline) at CR/SR 464

- Intersection/Flyover
- \$35,050,000 'Other Roads' Funding

FIGURE 7.5: 2036-2040 PROJECTS



Legend

- State/Fed Funded Operational ● Local Funded Operational
— State/Fed Funded Capacity — Local Funded Capacity
— State/Fed Funded Operational — Local Funded Operational



0 5 10 Miles

Proposed Changes

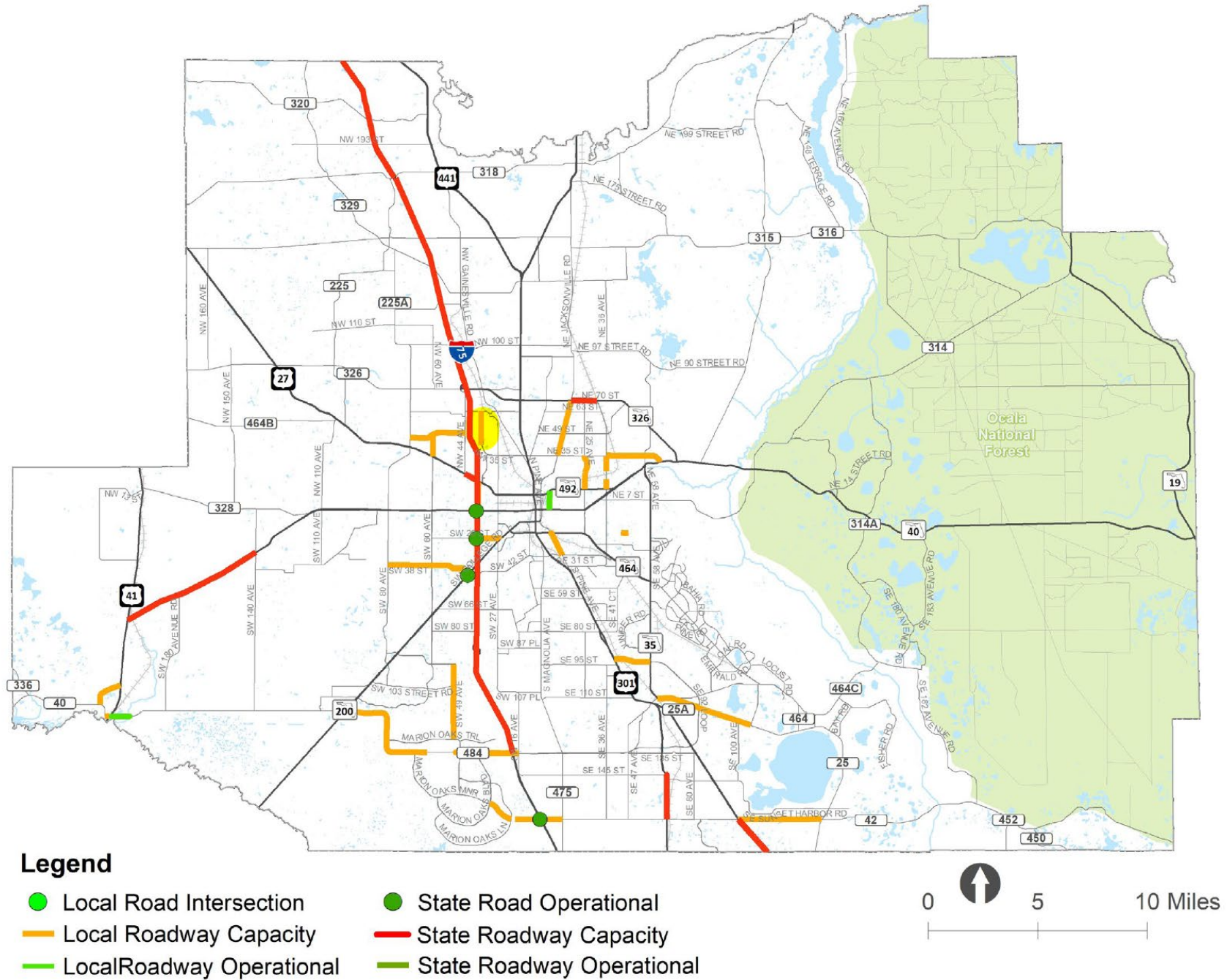
2045 Unfunded Needs Project Addition

Project Changes

NW 35th Avenue, NW 49th/35th to NW 63rd

- **New 4 Lane**

FIGURE 7.9: UNFUNDED ROADWAY PROJECTS

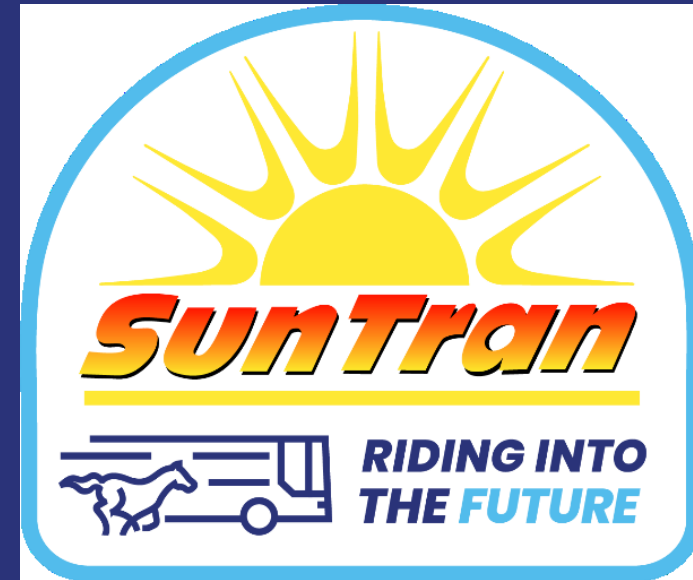


Questions or Comments?

OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION





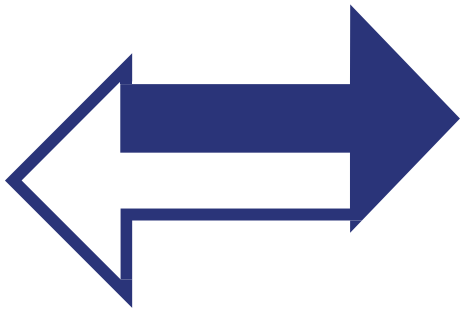
Ocala Marion County Transportation Planning Organization (TPO) Committee Meetings

September 13, 2022

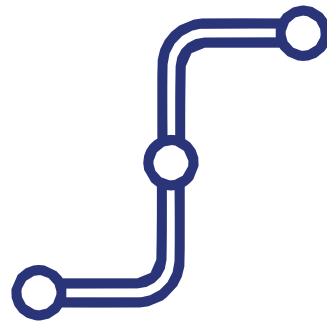
Principles



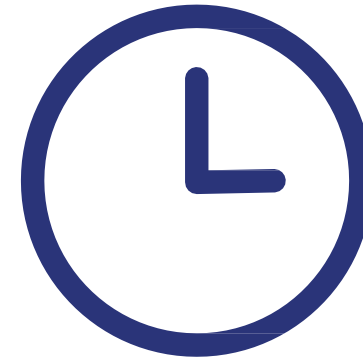
These guiding principles, and the goals on the following slide, were used to create the improvements that will promote an easy to use, rider-oriented service.



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

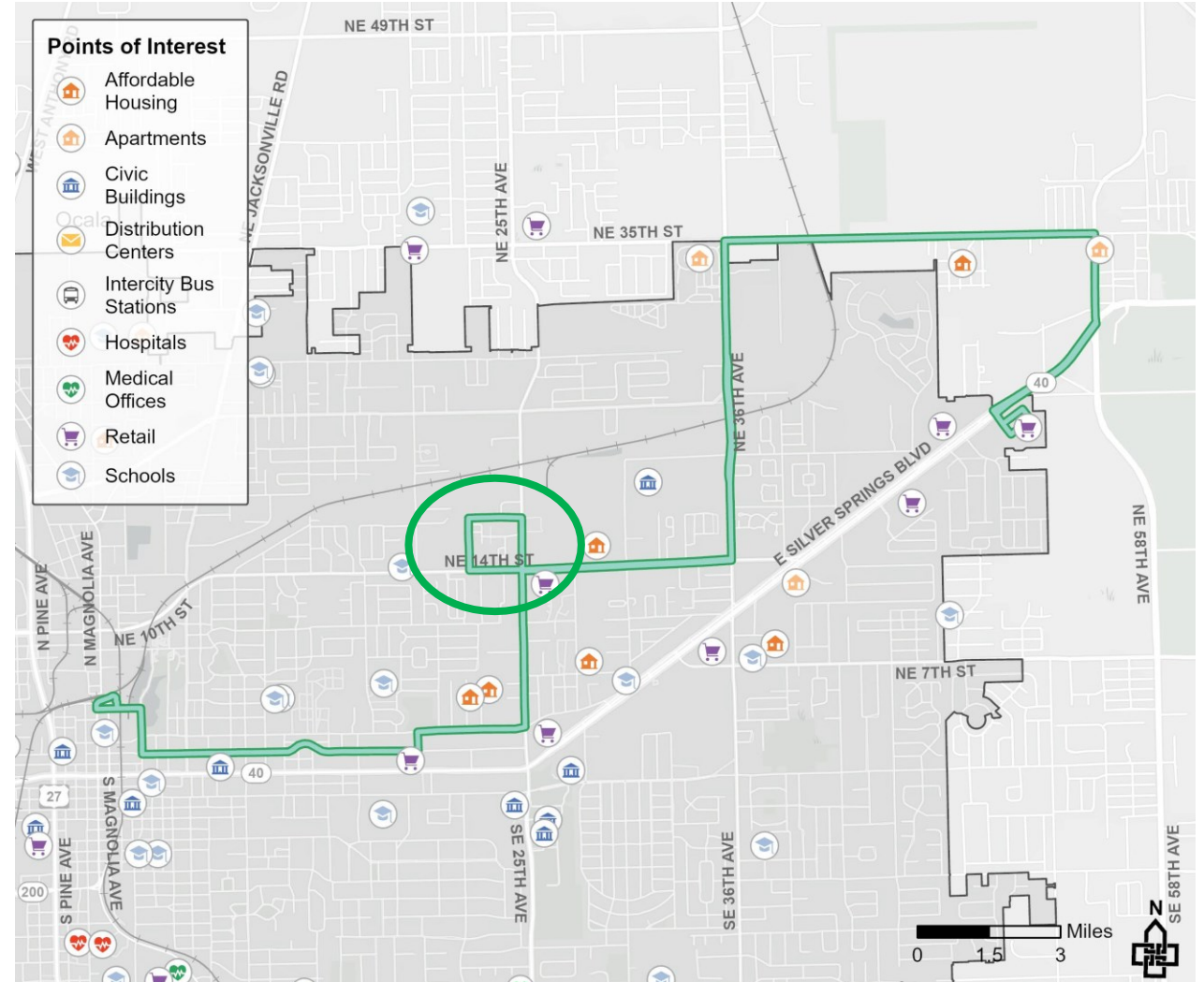
Blue-Green-Orange-Purple



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

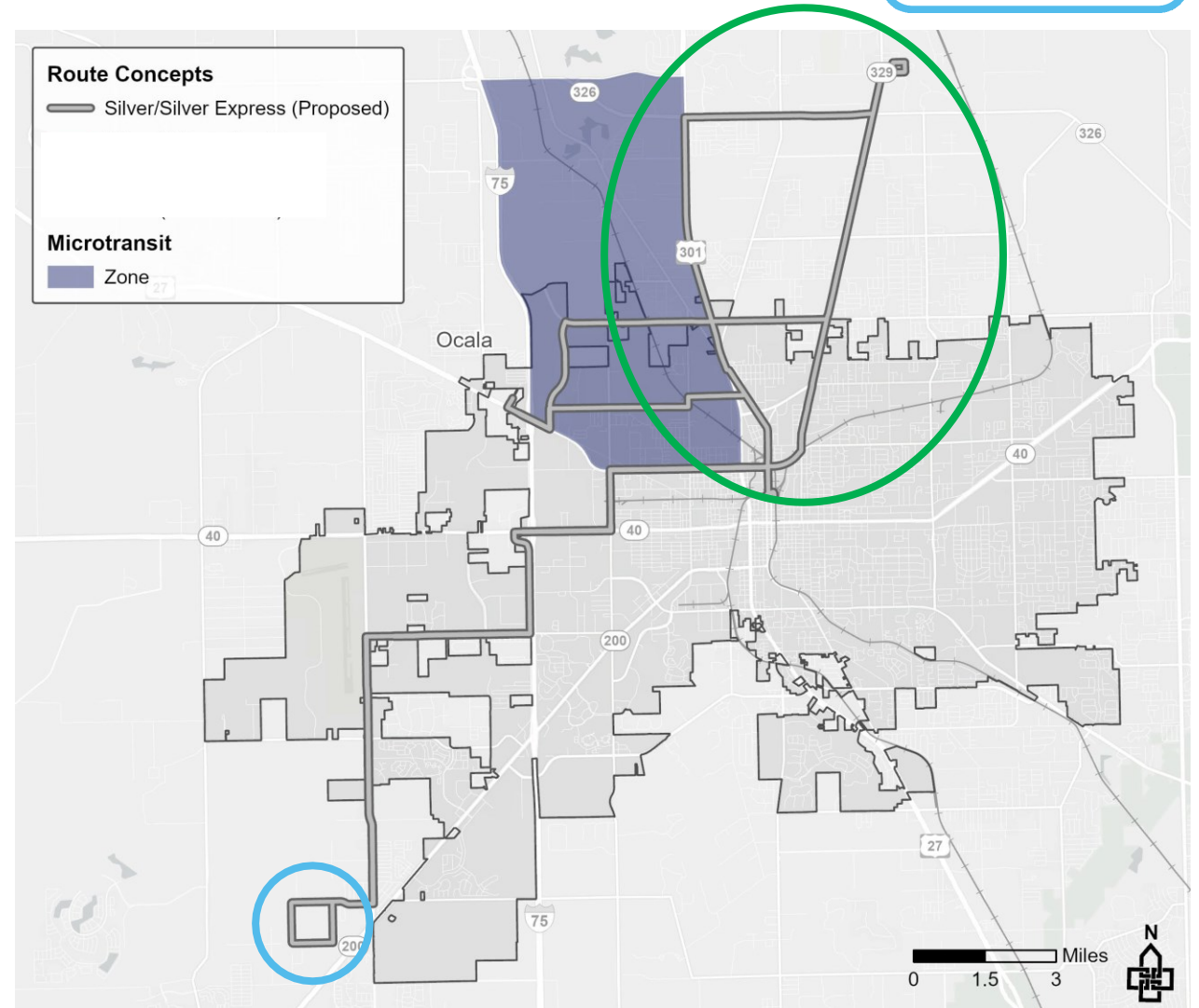


Proposed Improvement

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.**

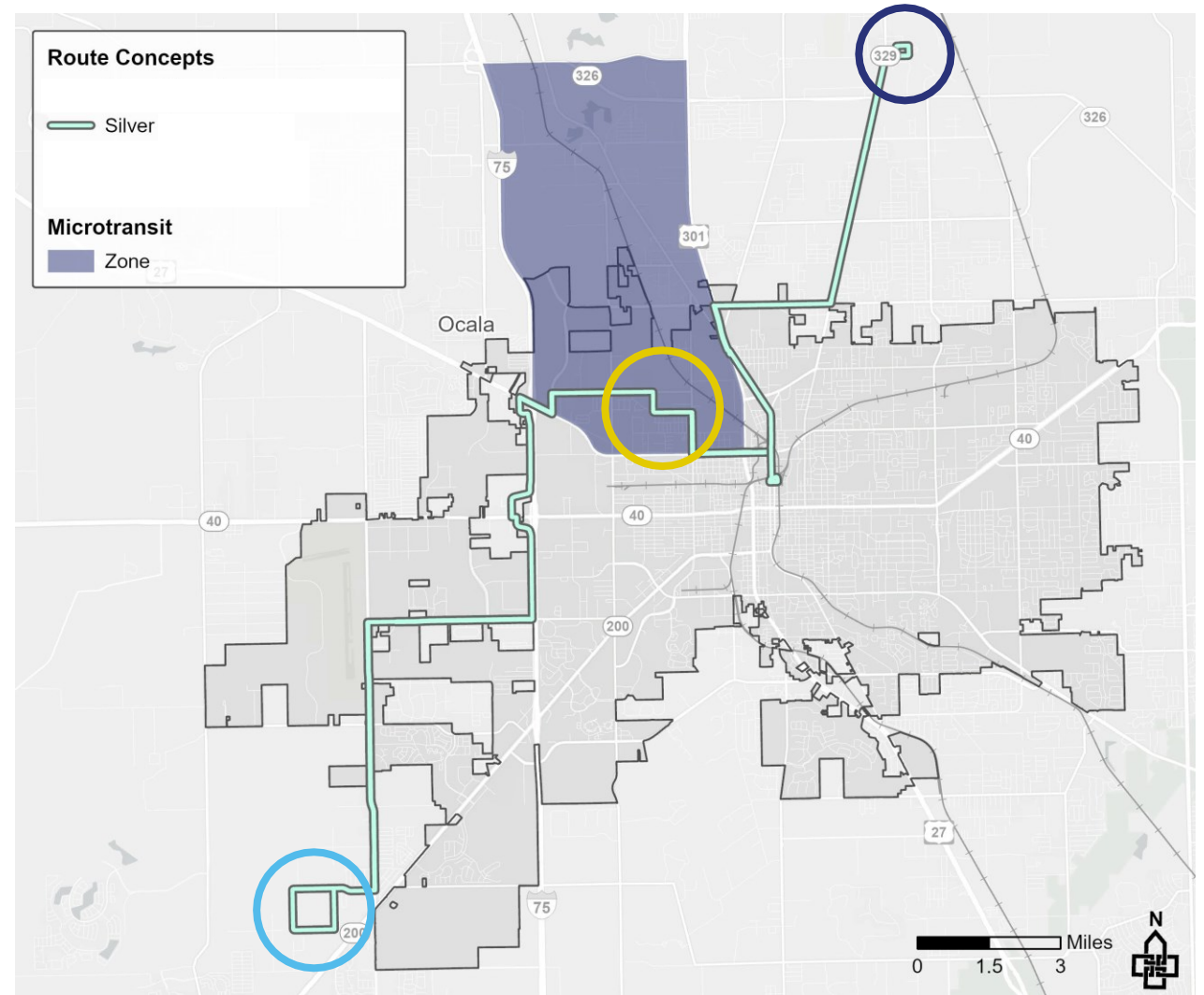


Silver / Silver Express Routes



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.



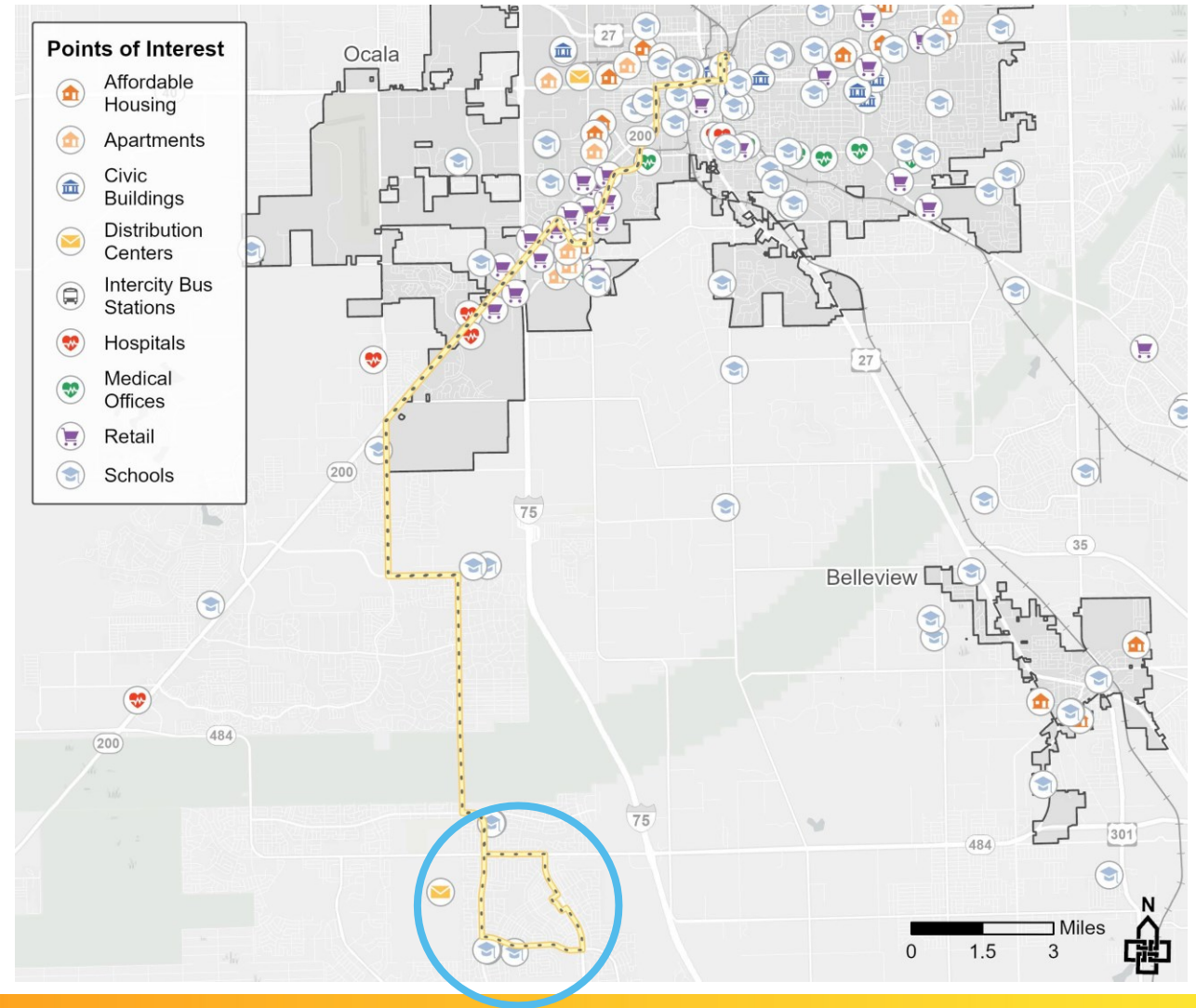
Yellow B / Marion Oaks Route



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



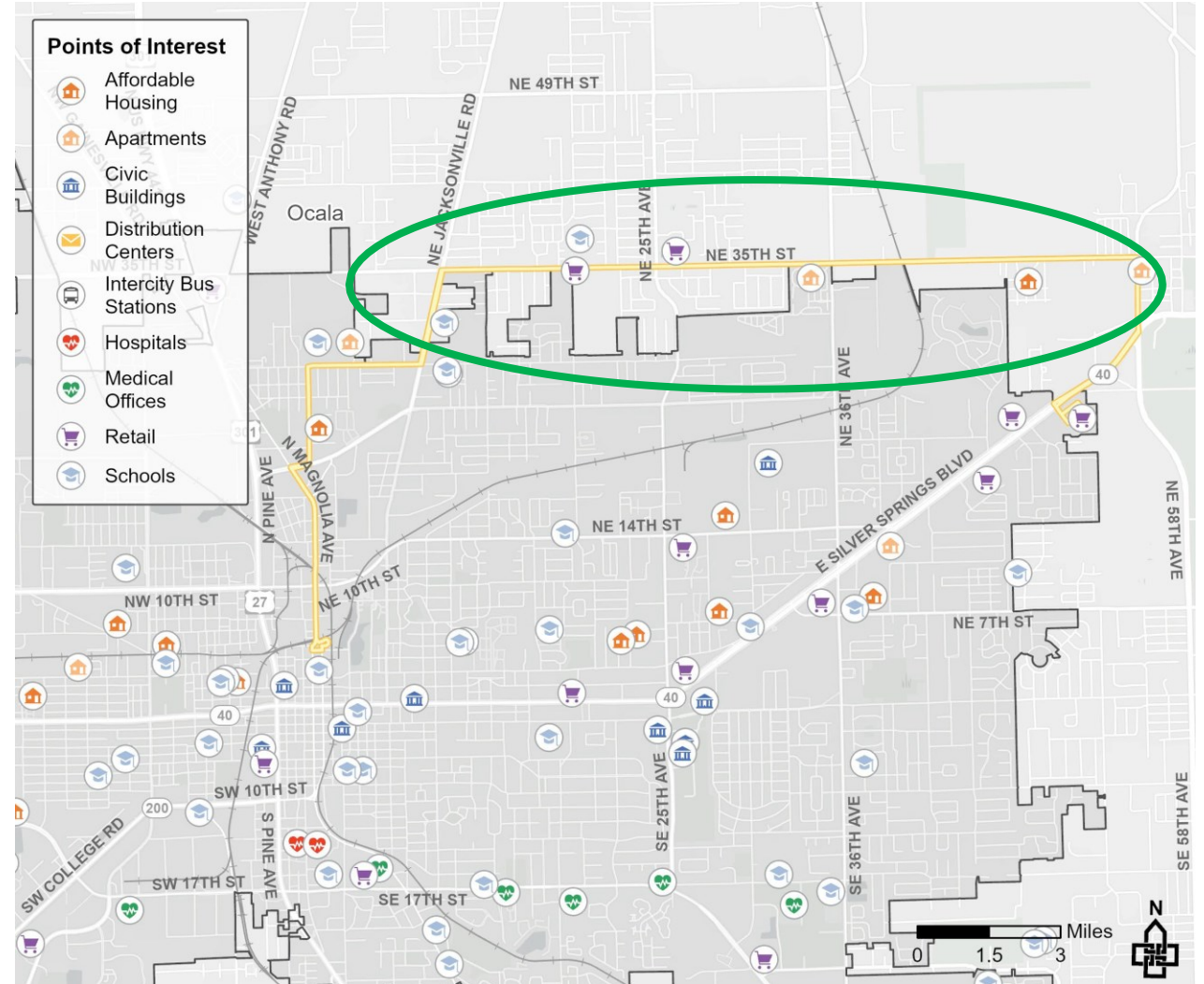
Yellow A Route



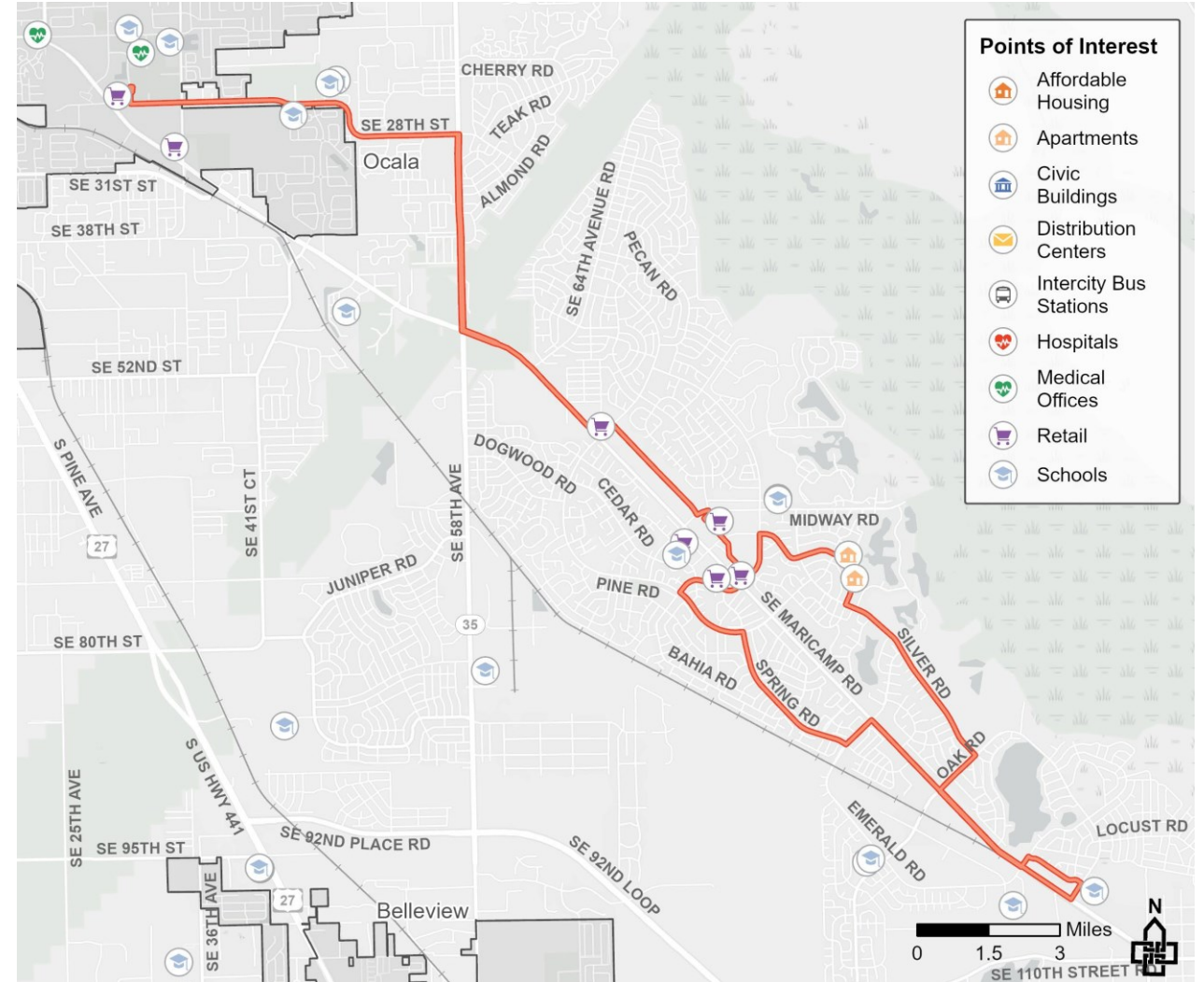
Proposed Improvement

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



Update the Red Route by removing service along SE Maricamp Road between Baseline Road and SE 24th Street. This would make service easier to use and more focused on the most popular segments of the route. Service along SE Maricamp Road would be maintained by the Bellevue Route.

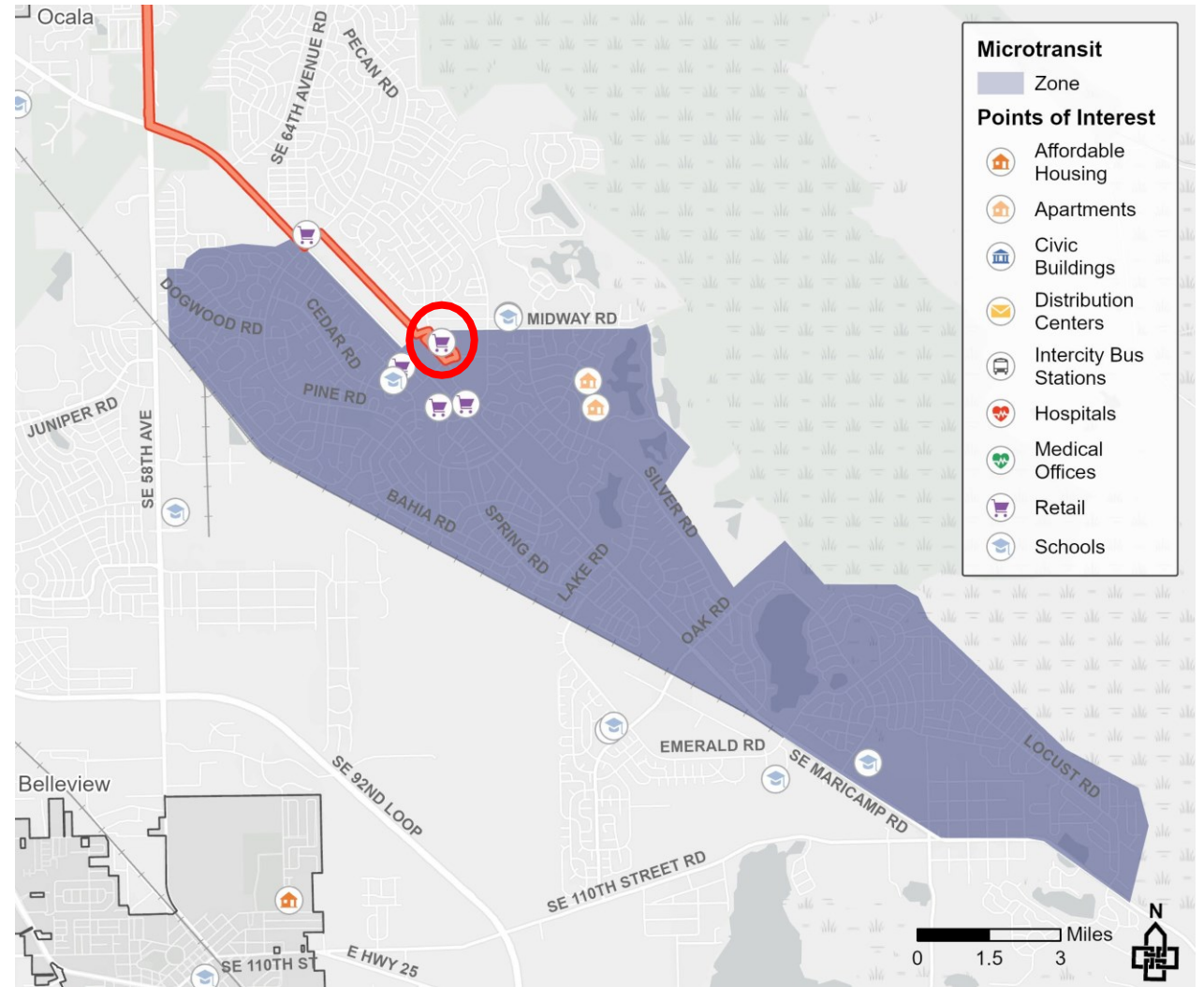


Red Route



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.

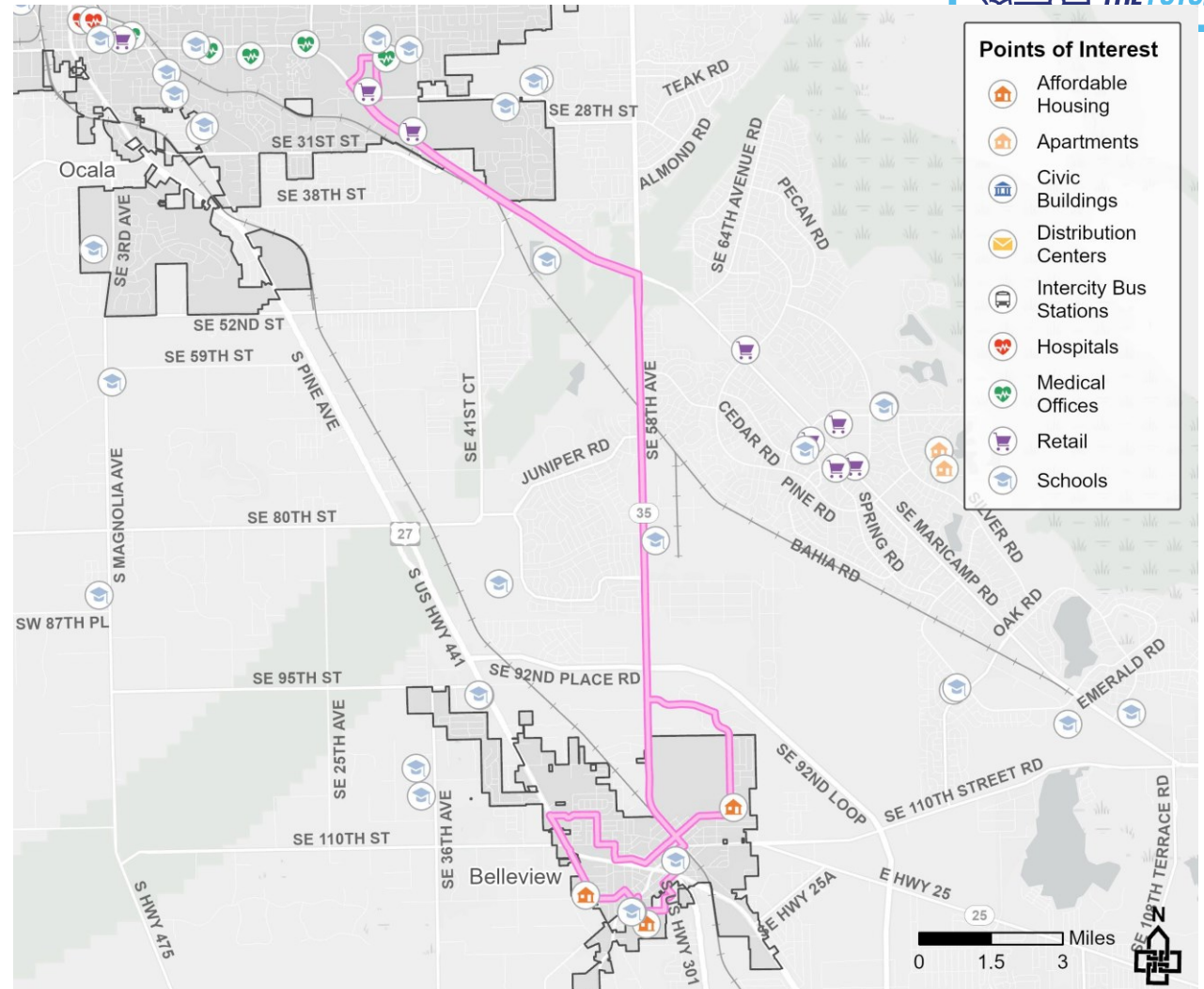


Bellevue Route



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

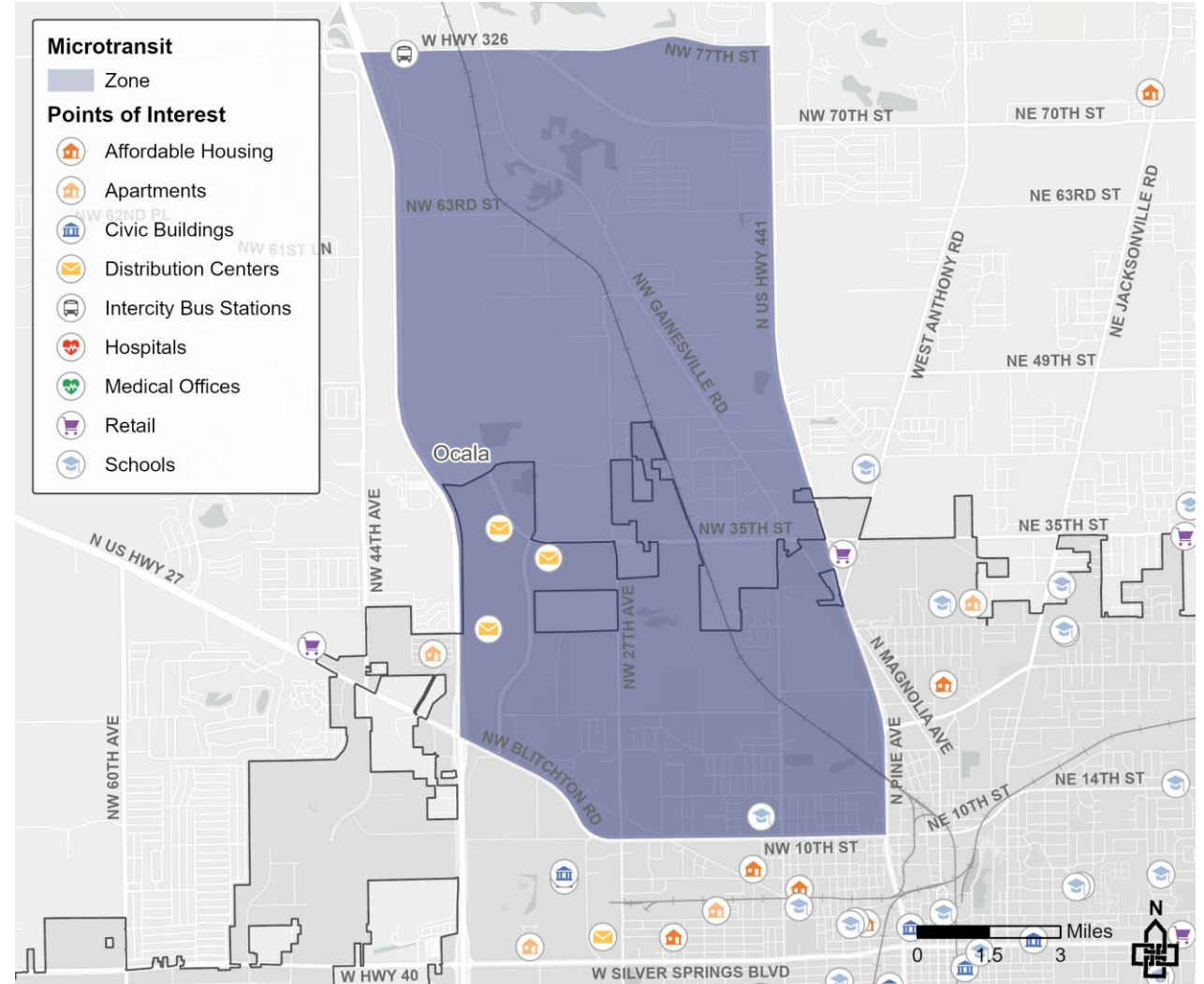


Provides service within defined zones and only to/from nearest transit stop.

Microtransit vehicle example:



Northwest Ocala Microtransit: Service for area between Highway 326 to the north, I-75 to the west, SR 326 to the south, and US 301/441 to the east. This less-populated microtransit zone would serve to connect residents with jobs at the distribution centers along NW 35th Avenue, as well as with the Ocala Greyhound Bus Station.

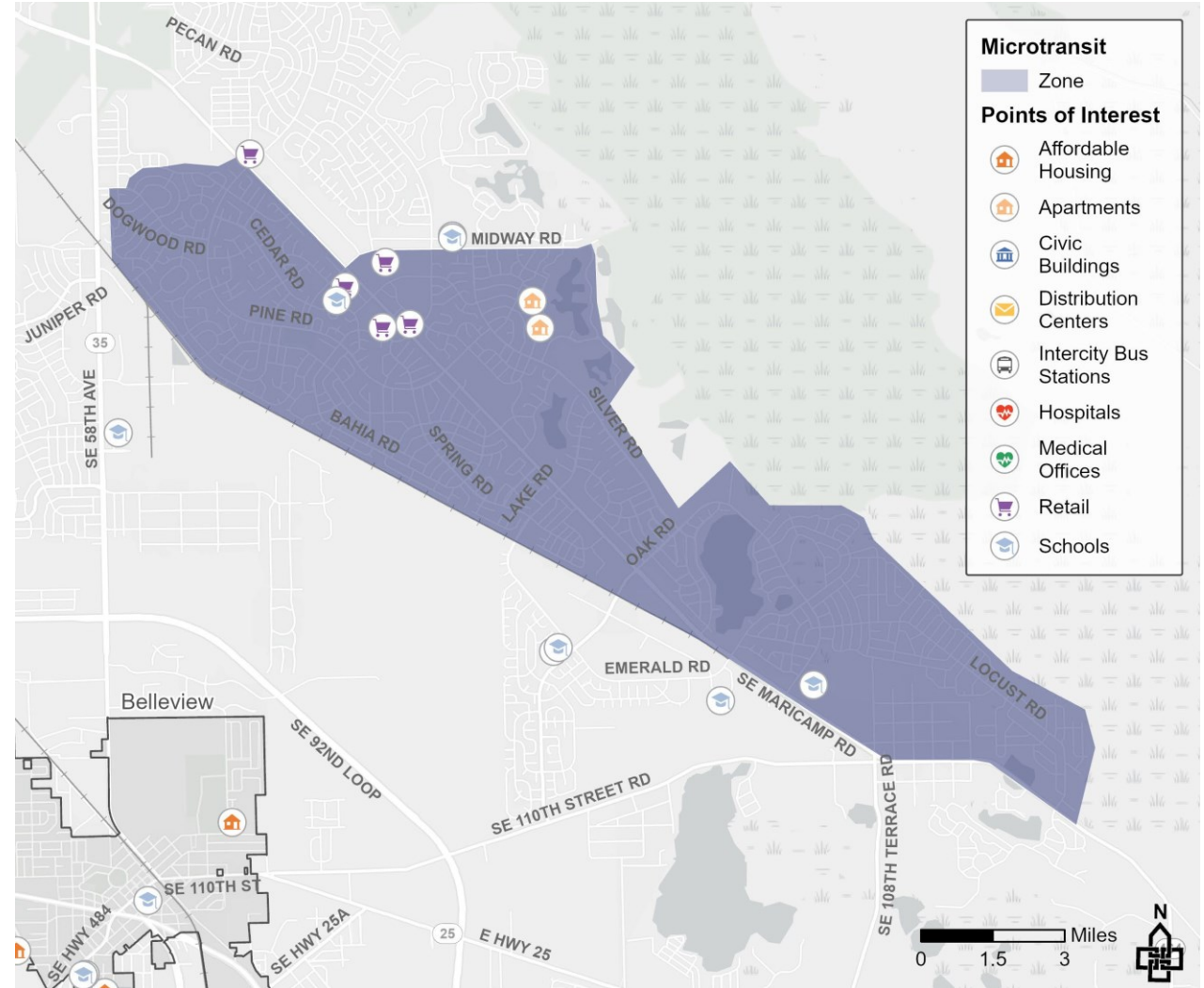


Microtransit



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.

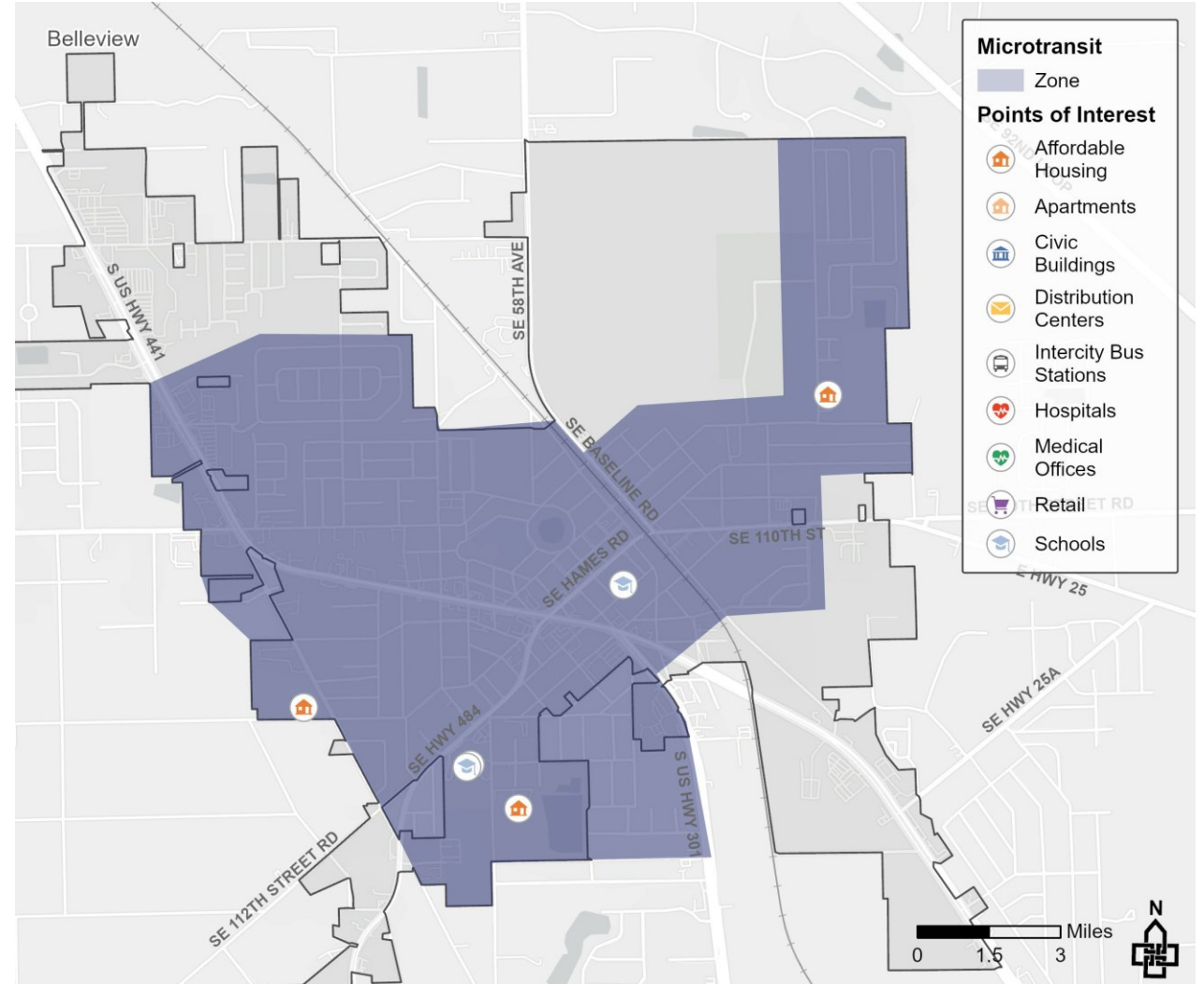


Microtransit



Proposed Improvement

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

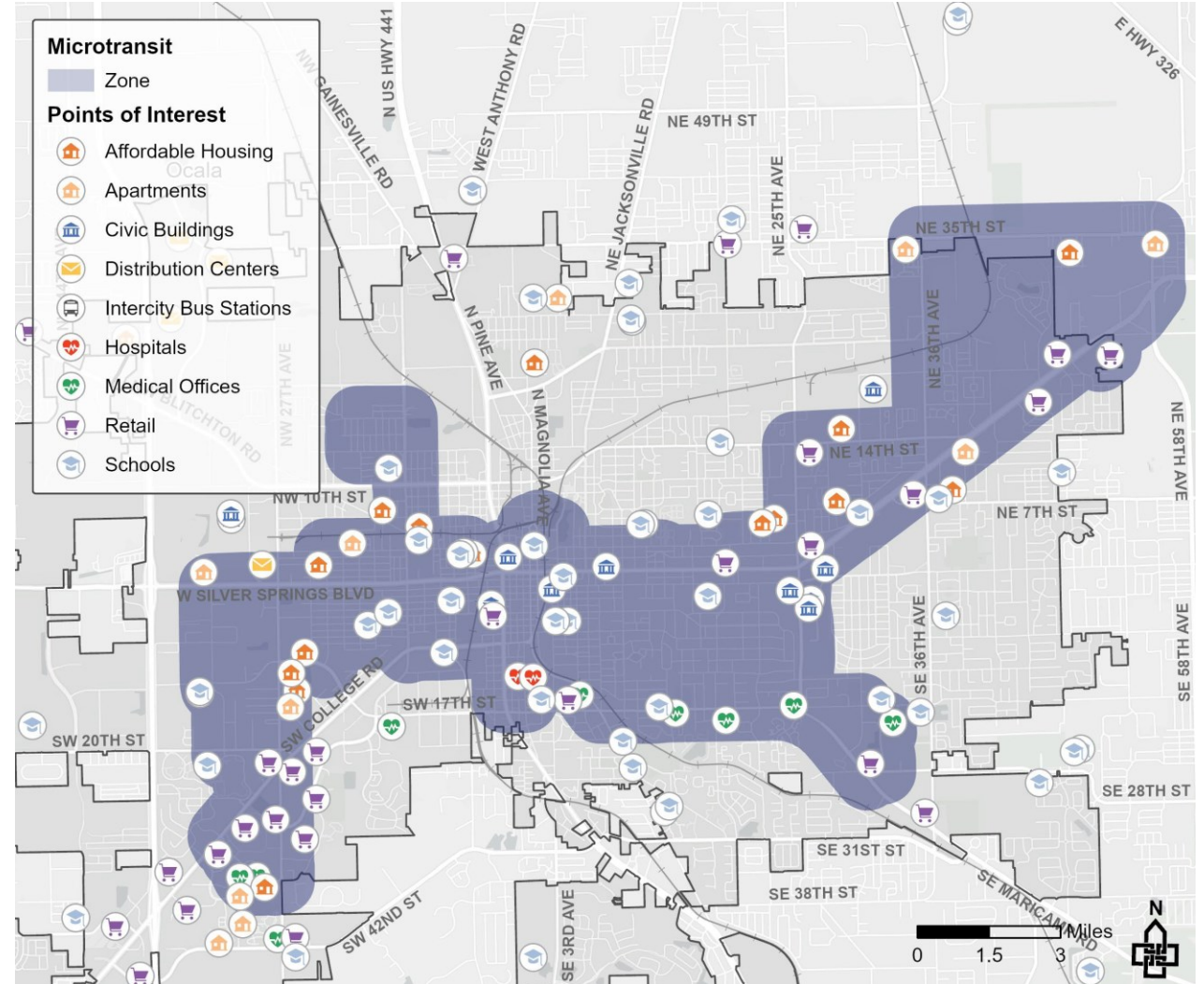


Microtransit



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.

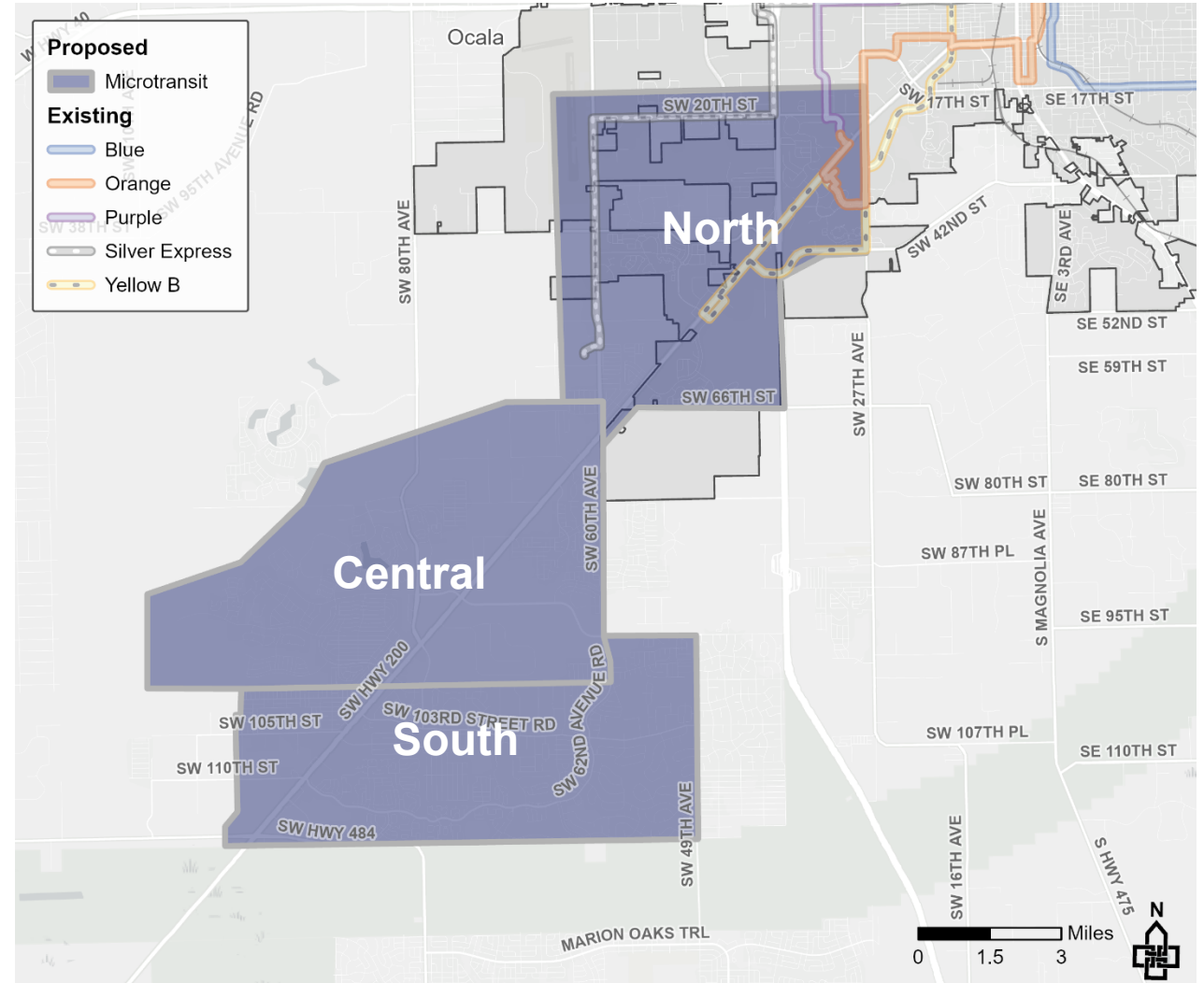


Microtransit

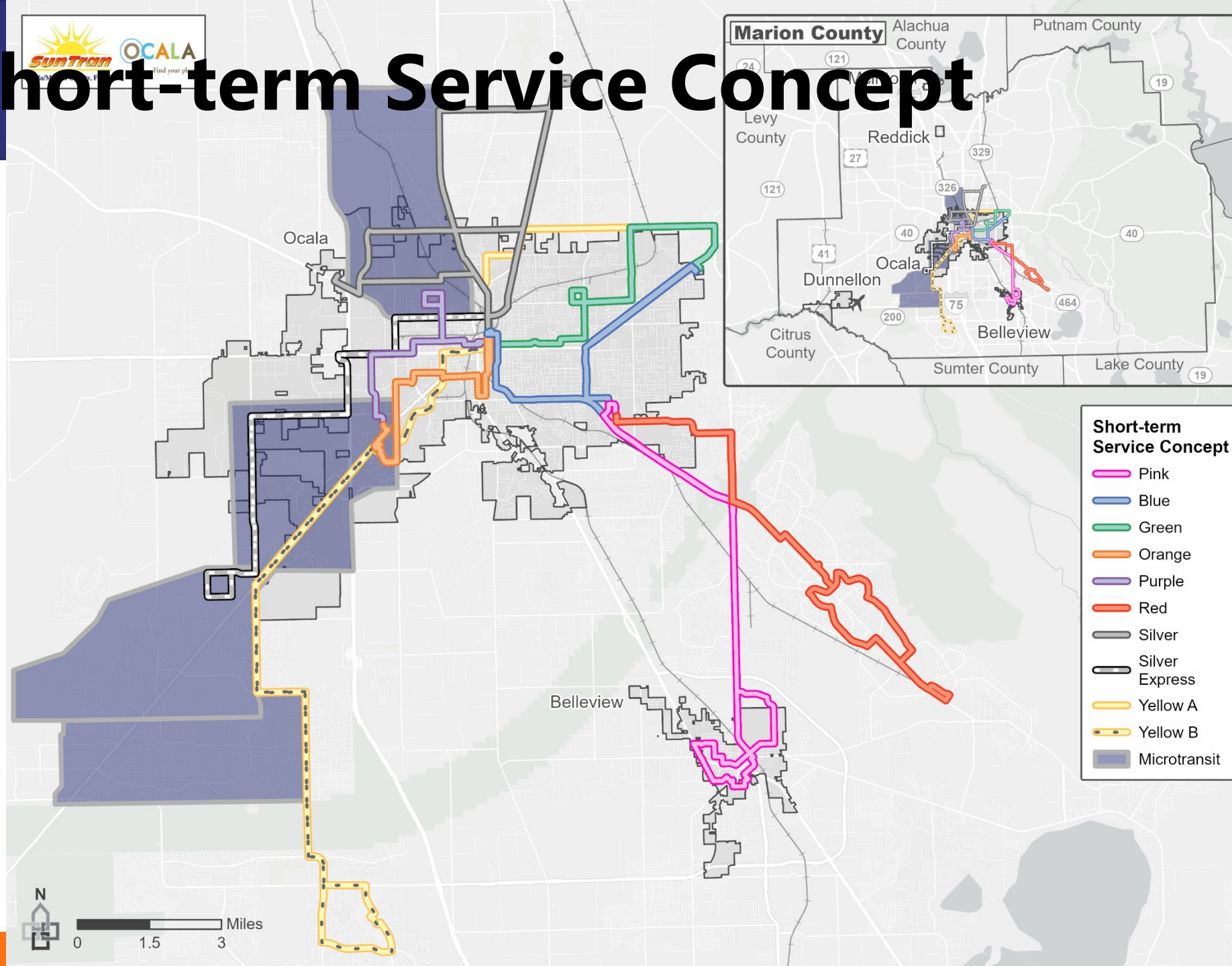


Proposed Improvement

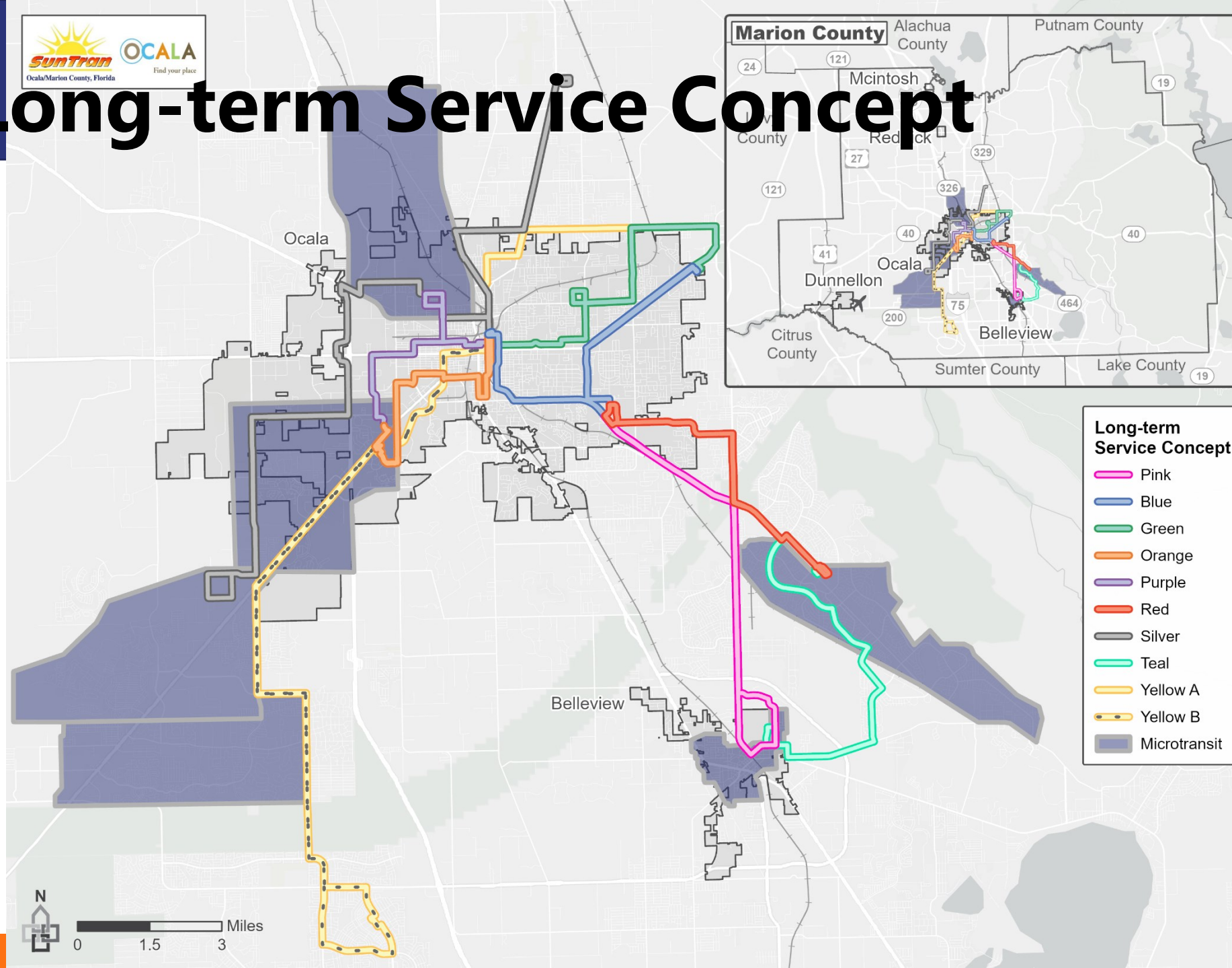
SR-200 Microtransit: Three microtransit services were proposed for areas along the SR 200, namely North, Central, and South. This would ensure that SunTran passengers have access to the larger area along the busiest corridor of Ocala. Also, on top of the world elderly community, which is going to have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



Short-term Service Concept



Long-term Service Concept



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%
Bellevue 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%
Bellevue 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, AICP
Senior Transit Consultant
Todd.Hemingson@hdrinc.com

