



Technical Advisory Committee (TAC) Meeting
Marion County Growth Services – Training Room
2710 E. Silver Springs Blvd., Ocala, FL 34470
& Virtual Meeting via WebEx
10:30 AM

MINUTES

Members Present:

Steven Neal
Vickie Wyche
Kenneth Odom
Nancy Smith
Dave Herlihy
Mickey Thomason
Loretta Schaffer

Members Not Present:

Eric Smith
Bruce Phillips
Lonnie Smith
Elton Holland

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Derrick Harris, TPO
Anton Schauerte, TPO
Tony Nause, FDOT

Item 1. Call to Order and Roll Call

Vice-chair Nancy Smith called the meeting to order at 10:30am and called the roll, there was a quorum present.

Item 2. Proof of Publication

Assistant TPO Director Derrick Harris 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 8th, 2020. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

Item 3A. Transportation Regional Incentive Program (TRIP)

TPO Director Rob Balmes presented and said that in collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO had plans to potentially submit an updated list of regionally significant transportation priority projects in October that could qualify for Transportation Regional Incentive Program (TRIP) grant funding.

As background, the purpose of TRIP was to encourage partnerships for transportation projects that were regionally significant. TRIP funds would be awarded by the Florida Department of Transportation (FDOT) and used to match local or regional funds up to 50% of the total project costs. TRIP served as a matching program to leverage investments in projects with substantial local/regional commitment.

In 2019, the TPO submitted one project for submission to the CFMPOA TRIP Priority list. The project was the NW 49th Street Interchange at I-75. Due to the significant local matching funds by Marion County and demonstrated commitment, FDOT awarded \$4.7 million in TRIP funding to the project, which was scheduled for construction in Fiscal Year 2024/2025.

Overall, successful TRIP projects demonstrated and/or required the following:

- Regional collaboration (three or more counties, multiple MPO's)
- Local funding commitment
- Committed state/local matching funds 50% or greater for project
- Supports and provides connectivity the Strategic Intermodal System (SIS)
- Supports movement of goods in rural areas
- Supports economic development in the region
- Identified as major priority in local plans

TPO staff sought to engage discussion with the committee to determine if there were specific projects to recommend to the TPO Board for inclusion into the TPO's 2020

CFMPOA regional TRIP list.

Mr. Odom talked about the County Road 482 flyover I-75 into Marion Oaks Manor could be a candidate due to businesses opening up and there was also a lot of residents of Marion Oaks that work within the Villages area. The project would be a collaborative project between Sumter and

Marion County.

Mr. Balmes said that key was combination of local funds and fifty percent of the overall project would have to be leveraged.

Mr. Odom said the project was identified by Marion County and if the one percent sales tax was renewed there would be some money available to leverage the TRIP funds.

Mr. Harris said that before TRIP funds were given there would need to be commitment from Marion County to provide the fifty percent match. The project County Road 42 flyover was in the Needs Assessment.

Mr. Balmes said that County Road 484 was a major priority of the County also.

Mr. Odom said the biggest priority for the County at the time was the six lane project of County Road 484 which was west of I-75 to SW 49th Avenue and would be a potential project.

Mr. Odom made a motion to consider adding the County Road 42 flyover and Marion Oaks Manor as a potential first project for the Transportation Regional Incentive Program. Second project recommendation to include as a potential candidate County Road 484 from I-75 to SW 49th Avenue. Mr. Herlihy seconded the motion, and the motion passed unanimously.

Item 3B. TPO Fact Sheets

As part of the TPO's commitment to improving outreach to the public about the transportation planning process and the core documents and programs, Anton Schauerte presented the committee with newly developed fact sheets. The TPO planned to continue to add to the collection, including future topics such as transportation funding, safety and project development.

The following Fact Sheets were presented:

- Title VI, Nondiscrimination, & Civil Rights 101
- Public Involvement and the Transportation Planning Process
- What is the Transportation Improvement Program?
- What is the List of Priority Projects (LOPP)?
- What is the Long Range Transportation Plan (LRTP)?

Item 4A. Cost Feasible Plan (CFP)

Assistant Director, Derrick Harris presented the Cost Feasible Plan and said the TPO had spent the majority of the summer inquiring from the public about what projects and/or improvements were needed on transportation facilities as part of the 2045 Long-Range Transportation Plan (LRTP) update. Transportation needs were analyzed against the available revenues. The list had come out of the analysis known as the Cost Feasible Plan (CFP). The CFP was essentially the heart of the LRTP, as it listed which projects in the area could reasonably be funded over the life of the plan, and which revenue source would be available to fund those projects.

Mr. Harris said there were three (3) main parts to the CFP and they were as follows:

- **Boxed funds** – The category allowed the TPO to group similar projects like ITS, Corridor Studies, and Multimodal projects, which wouldn't otherwise be cost feasible as an all-inclusive list, but allowed the TPO to ensure the group of projects could be submitted for any potential funding or grants that could be available in the future. This was essentially a workaround to ensure all of these projects could be eligible for funding. Otherwise, the TPO would have to demonstrate cost feasibility for each individual project, therefore eliminating a great majority of these projects from being eligible for federal funding.
- **Federal/State** – was exactly as the title implies, projects which were either on a US/State corridor or were being funded with federal/state funds. One important point with the category, only 15% could be utilized on non-state highway system corridors. Therefore, a majority of the projects must be on the state highway system to be eligible for this category of funding.

The 15% of funding didn't take into consideration the boxed funds category.

Therefore, any project submitted from the boxed funds category as part of the TPO's List of Priority Projects (LOPP) annual process, would reduce what will be available from the non-state highway system projects on the list.

- **Local** – Again, this category is exactly as the title implies, projects which were local in nature or not a part of the state highway system, and were being funded with local revenue. The category was not actually a part of the CFP, but were included for illustrative purposes only. Projects on this list were being funded with both gas tax revenue and impact fees at the county level. When analyzing the local revenue TPO staff and the TPO's consultant didn't analyze any local municipal revenue for either impact fees or gas tax revenue, only at a county level.

Therefore, the TPO defaulted to the Marion County Office of the County Engineer to help ensure the TPO were accurately reflecting their needs.

The CFP was first presented to the LRTP Steering Committee in August and the TPO made revisions based on feedback received from the committee. After the TPO presented the CFP as a DRAFT to both the Technical and Citizen Advisory Committees (TAC & CAC) and the TPO Board on September 22nd. Then, the list would be revised according to the feedback from the TAC, CAC and TPO Board before including it in the DRAFT Adoption Document which would be presented in October.

Mr. Herlihy asked why the CFP started in year 2026.

Mr. Harris said the first five years of the plan was identified in the Transportation Improvement Program (TIP).

There was committee discussion regarding the unfunded local project costs.

Mr. Harris asked the committee to take the rest of the week to look at the CFP and discuss with necessary staff members.

Mr. Odom said that the TPO had worked on the CFP for over a year and did not feel that there was any other scrutiny necessary and was satisfied with the way the CFP looked.

Mr. Odom made a motion to approve the Cost Feasible Plan (CFP) as presented by staff. Ms. Schaffer seconded, and the motion passed unanimously.

Item 4B. Roll Forward Transportation Improvement Program (TIP)

Transportation Planner, Anton Schauerte presented and said that when the TPO's Transportation Improvement Program (TIP) and Florida Department of Transportation (FDOT) Work Program became adopted in July, there were cases in which some projects were not yet authorized. These projects, in addition to funding changes within other projects, "roll forward" automatically into the Work Program, but not in the TPO's TIP. Therefore, there was a need each year to reconcile the two documents.

The following highlighted the most notable project-specific changes, including funding:

4271882 - SUNTRAN/OCALA/MARION URBAN CAPITAL FIXED ROUTE FTA SECTION 5307-2009 – Additional \$14.6M

4106742 – SR 40 FROM END OF 4 LANES TO EAST OF CR 314 -Additional \$2.1M

4384301 - MARION-MARION CO AIRPORT HANGAR – Additional 1.7M

4336511 – CR 484 FROM SW 20TH AVENUE TO CR 475A - Additional \$1.3M

4317983 - NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET (Rail Capacity Project) – Additional 935K

4333041 - MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE – Additional \$900K

4370171- MARION-OCALA INTERNATIONAL AIRPORT DRAINAGE IMPROVEMENTS – Additional \$562K

4453771 - MARION OCALA SECTION 5339 SMALL URBAN CAPITAL – Additional \$350K

4392381 - SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET (Resurfacing) – Additional \$279K

4336601 – US 441 @ SR 464 (Traffic Ops Improvement) - Additional \$249K

4384281 - MARION AIRFIELD IMPROVEMENTS – Additional \$233K

4413661- SR 40 FROM SW 27TH AVE TO MLK JR. AVE (Safety Project) - Additional \$195K

4261791 - SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES – Additional \$157K

4373441 – SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT (Resurfacing) - Additional \$124K

Mr. Harris said the TPO noticed an additional \$14.6 million for SunTran and asked Ms. Smith if

the funding may have been from the CARES act.

Ms. Smith said she believed that was correct but thought it best to follow up with the City of Ocala.

Mr. Odom made a motion to approve the Roll Forward Transportation Improvement Program (TIP). Mr. Thomason seconded, and the motion passed unanimously.

Item 5. Consent Agenda

Mr. Odom made a motion to approve the Consent Agenda. Mr. Thomason seconded, and the motion passed unanimously.

Item 6. Comments by FDOT

There were no comments by FDOT. Construction report was provided in the meeting packets.

Item 7. Comments by TPO Staff

Assistant TPO Director Derrick Harris mentioned that the SunTrail Grant window was open for any trail projects that needed funding. The TPO was willing to help in any way they could.

Item 8. Comments by TAC Members

No comments by TAC members.

Item 9. Public Comment

There was no comments.

Item 10. Adjournment

The meeting was adjourned by Vice - Chair Smith at 11:24 am.

TAC Meeting Minutes – September 15, 2020
Approved – October 13, 2020

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant