



TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

September 20, 2018

MINUTES

Members Present:

Commissioner Kathy Bryant
Commissioner Jeff Gold
Councilman Justin Grabelle
Councilman Brent Malever
Commissioner David Moore
Councilman Jay Musleh
Commissioner Michelle Stone
Councilman Matthew Wardell
Commissioner Carl Zalak

Members Not Present:

Mayor Kent Guinn
Councilwoman Valerie Hanchar
Commissioner Ronald Livsey
Councilwoman Mary Rich

Others Present:

Melba Smith
Kellie Pecora
Oliver Cromwell, SunTran
Michael Ferro
Amber Gartner, Kimley-Horn
Tom Wilder, Marion Transit
Karen Williams, Marion Transit
Anissa Pieriboni, Florida Center for the Blind
Matt Thompson, Florida Center for the Blind
Angela Hammond, Florida Center for the Blind
Tracey Straub, Marion County BOCC
David Tillman, Tillman Engineering

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 2:42 PM. Secretary Shakayla Pullings called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the meeting had been published online on the TPO website and on the City of Ocala, Marion County, Belleview, and Dunnellon websites.

Item 3a. 2017 Traffic Counts

Mr. Odom presented the 2017 Traffic Counts Manual to the board and gave a brief presentation outlining of significant changes in the traffic count patterns around the county.

Mr. Odom said traffic volumes were the benchmark by which the operating efficiency of all roadways are measured. Traffic counts individually reveal more about a roadway and the vehicles that use it more so than any other type of data. They are also used as the basis to generate virtually every other type of statistic that is used in roadway analysis and they are used in all phases of roadway project development, monitoring, maintenance, traffic crash monitoring, public information and transportation legislation. Also, included in the document were several different types of transportation and socioeconomic data. The purpose of this content was to illustrate the wide array of conditions and factors that impact the transportation network in Marion County. The variety of data that was contained in the report would illustrate developing trends and conditions in various areas such as accident information, population, employment, law enforcement activities and the number of vehicles registered in Marion County. Mr. Odom also showed the board the different types of devices used to collect traffic count data.

Mr. Odom said that the Ocala/Marion County TPO would continually produce and expand the report on an annual basis in order to provide an ongoing effort to better illustrate the developing growth trends that impact the Marion County regional area. Mr. Odom also said the traffic crash data was missing from the manual but should be available before Christmas.

Item 3b. CR 464B and US 27 (Fellowship) Proposed Intersection Improvements

Mike Sanders with the Florida Department of Transportation (FDOT) presented to the CR 464B and US 27 Proposed Intersection Improvements to the board.

Mr. Sanders said that he worked with the Traffic Operations Department and the goal was to eliminate safety issues with roads and a study was done on CR 464B and US 27. Based on a Qualitative Assessment Study that was completed in 2017, FDOT has put together

90% design plans for intersection improvements at CR 464B and US 27. The purpose of the assessment was to evaluate the prevailing operating traffic flow conditions and identify areas where improvements would be beneficial for safety and efficiency reasons.

From that study, per crash records obtained by VHB from Signal4Analytics and CARS, there were seven crashes reported at the intersection during the latest 24-month period covering

January 1, 2015 to December 31, 2016. Of the seven reported crashes, one included a fatality, two were injury crashes and four were property damage only crashes. The total property damage from the crashes was estimated at \$88,800.

Additional crash data from January 2012 through December 2014 was reviewed to determine if a crash pattern that extends beyond the initial two years of data. Data from 2012 revealed that no crashes were reported at the intersection.

In 2013, five angle crashes and one overturning crash were reported. One angle crash, which involved one operator under the influence of drugs, resulted in a fatality and two other angle crashes involved injuries. The contributing cause in the angle crashes was cited as FTYRW, and the contributing cause in the overturn crash was failure to maintain vehicle.

In 2014, one crash was reported within the influence area of the intersection involving a pedestrian. The crash, which occurred approximately 80 feet south of the intersection, during the day in dry conditions, resulted in an injury with an unknown contributing cause.

Eight-hour turning movement counts were collected at the intersection of US 27 and CR 464B/BP Gas Station Driveway from 7:00 - 9:00 a.m., 11:00 a.m. – 1:00 p.m. and 2:00 – 6:00

p.m. during a typical weekday. The traffic counts along US 27 revealed a balanced northbound-southbound directional flow pattern during the a.m. period and predominantly northbound flows during the mid-day and p.m. periods. Hourly directional traffic volumes on northbound US 27 range from 362 vehicles per hour (vph) in the a.m. period, to 744 vph in the mid-day, to 580 vph in the p.m. period. Southbound US 27 directional traffic volumes range from 378 vph in the a.m. period, to 341 vph in the mid-day, and 433 vph in the p.m. period. Traffic flow on eastbound CR 464B ranged from 91 to 142 vehicles per hour (vph) for seven of the eight hours with a peak flow of 161 vph during the a.m. period attributable to a high volume of right turns onto US 27. The westbound approach, the BP Gas Station driveway, exhibited hourly traffic flows ranging from 25 to 59 vph with 58 and 59 vehicles recorded during both the noon hour and the 5:00 p.m. hour. The majority (78.0%) of the vehicles generated by CR 464B turn right to travel south on US 27 while approximately 39% of traffic exiting the gas station driveway travels west straight through the intersection onto CR 464B. The northbound approach recorded 19 U-turn movements and the southbound approach recorded 2 U-turns during the 8-hour period.

No pedestrian or bicycle activity was observed during the 8-hour count period. Heavy vehicles accounted for approximately 6% of the total traffic on US 27.

Mr. Grabelle left at 3:05pm. A quorum was still present.

Ms. Stone said that she was opposed to the CR 464B and US 27 Intersection project asked if the driveways on the north side of US 27 specifically the BP Gas Station and Sheltering Hands had been looked at

Mr. Sanders said that FDOT had not looked into doing any driveway modifications for the businesses.

Ms. Stone asked if looking into driveway modifications would be a possible viable option before a decision was made on the project.

Mr. Sanders said that drivers trying to get to the businesses would have to have some way to get to the driveway connections.

Ms. Stone asked it was something the FDOT had the authority to change.

Mr. Sanders replied yes.

Ms. Stone said she would like for the FDOT to look into it.

There was continuous board discussion about safety issues and the board opposed a U-Turn on the 65mph roadway saying it would only create another problem down the road.

Ultimately, Mr. Sanders said the design was not complete and wouldn't be until the end of the year and should be enough time to have a supplemental analysis completed.

Item 4a. Central Florida MPO Alliance Regional Priorities

Mr. Daniels presented the Central Florida MPO Alliance Regional Priorities to the board and said at its October 12, 2018 meeting, the Central Florida MPO Alliance would be discussing the draft FY 2018/19 Regional Priority Lists for highway, transit and regional trails.

Mr. Daniels provided the board with each of the approved lists and said the list for highways and trails included several projects within the Marion County area and the biggest change from the Ocala/Marion TPO was to move the NW 49th Street Interchange project up to #2 on the list. In addition, the Pruitt Gap trail projects was also added to the trails priority list. There were no projects on the transit list from Ocala/Marion.

Ms. Bryant made a motion to approve the Central Florida MPO Alliance Regional Priorities. Ms. Stone seconded and the motion passed unanimously.

Item 4b. TPO Director Contract Renewal

Chairman Moore said that himself and Councilwoman Hanchar (Vice-Chair) had got together on Monday, September 17, 2018 to conduct TPO Director, Michael Daniels Performance Evaluation and after changing the scoring scale from 1-5 Mr. Daniels had an overall average score of a 3 meaning "Meets Expectations". A copy of the evaluations of both Chairman Moore and Vice-Chair Hanchar were provided to the board for review.

Mr. Gold made a motion to approve the TPO Director Contract Renewal. However, there was no second and the motion did not pass.

Ms. Bryant said there was no new contract provided to the board it was just the existing contract.

Mr. Daniels said he did not provide a new contract because there was language in the contract that it could have been approved for an additional two years as written, amended, or could not be accepted.

Mr. Musleh said the key thing would be salary and any benefits.

Mr. Zalak asked if Mr. Daniels was still at the same salary as the current contract.

Mr. Daniels responded, yes and as the contract was written there would be no change in salary.

Ms. Bryant asked if there was an opportunity to go on a six month probation period before signing another lengthy contract.

Mr. Zalak said you could renew for six months.

Ms. Bryant said she was very concerned about the issues with FDOT and the way that it was handled and very concerned about the fact that it was not communicated with the board until the TPO was put at high risk and although provisions were put in place to correct the issues but she was not willing to sign a two-year contract until she knew that the issues had been resolved and that there are no other issues.

Ms. Bryant also expressed other concerns about the bus shelters and remembered having lengthy conversation about them and the bus shelters were not built to the specifications that the board approved. Ms. Bryant passed out pictures of an installed bus shelter to show the board.

Ms. Bryant said there was approximately \$20,000 a piece spent building the shelters and they were supposed to have a Hip Roof and they instead have a Gable Roof, they were also supposed to have ventilated shelter on the sides and they did not have that, they were supposed to have a 6-foot ribbed bench and they did not have that. Ms. Bryant said she would like to see the contract for the shelters and would like to see what the specifications were that the contractor who received the bid award was given. Ms. Bryant said it caused a question with the FDOT issues and the shelters if the board should be renewing for another two-year contract.

Mr. Zalak said he had some of the same issues with the FDOT issues and told

Mr. Daniels that it was tough because if the board did not find out about the FDOT issues for approximately a year from when the problem started what else didn't the board know and he did not know how to get past it. Mr. Zalak also said he did not think the evaluation at a 3 was fair.

Mr. Musleh asked Mr. Zalak if he thought the evaluation should have been worse or better.

Mr. Zalak said he did not know how some of the questions were relevant and referenced some of the questions from the evaluation.

Mr. Malever asked Mr. Zalak if he was suggesting a six month renewal.
Mr. Zalak said that he did not suggest that and that he would not renew the contract.

Mr. Musleh said he thought the time should be reasonable and was not for not renewing the contract and believed everyone deserved a second chance to correct problems and if the problems could be corrected within a six month period then he was fine with that but did not think it should be shorter than six months because there would not be enough time.

Ms. Bryant said she would not suggest anything shorter than six months.

Mr. Musleh said six months was a good gage because you should be able to tell with the FDOT problem if it was starting to correct itself.

Mr. Gold asked if it was quarterly or monthly billing.
Mr. Daniels responded that it was monthly and that the specific conditions requirements were for three approvals with one approval so far and within two months hopefully there would be another approval.

Mr. Zalak said effectively Mr. Daniels would fix the FDOT issues but the biggest issue was truly what caused the lack of information for so long for the board not to be aware and said he did not know how that happened. Mr. Zalak said if the County Administrator or City Manager had done the same thing it would be over.

Mr. Gold said that when the County evaluates the County Administrator that all the Commissioners get input on the evaluation and would be fair that all the TPO board get that opportunity next evaluation.

Chairman Moore said he had asked how the evaluation was done previously and there had not been an evaluation for the previous TPO Director so the evaluation was done based off the wording in the contract.

Mr. Musleh made a motion to renew the TPO Director contract for six months. No increase in salary and all of the terms of the contract remain the same. Mr. Malever seconded.

Ms. Stone said in light of the conversation she did not think the performance evaluation rating could stand at a 3.1 or 3.2 combined rating.

Chairman Moore said that everyone on the TPO board could review the TPO Director and then could average everyone.

Mr. Zalak said at least the board should have input and then referenced a question from the Performance Evaluation and said he didn't know that anyone on the board was managing

Mr. Daniels on the level to answer some of the questions given. Mr. Zalak said that Mr. Daniels biggest job was to communicate to the TPO Board and that had failed miserably.

Mr. Musleh withdrew his motion.

Mr. Moore said the contract should be rewritten to say that after the six months everyone on the TPO board would give a review of the TPO Director and change the categories.

The board ultimately decided that Mr. Daniels should receive a Performance Plan at the next TPO board meeting and that everyone on the TPO board would send any areas of concern to the City of Ocala HR Director, Jarred Sorenson for them to be compiled for the board to ratify it at the next board meeting.

Mr. Malever made a motion to extend the contract for six months with the understanding that during that time a performance plan will be put together for next month and will renew the contract for the six-month period. At the end of the six months there will be a review by the entire TPO board. Ms. Stone seconded, and the motion passed unanimously.

Ms. Stone left at 4:02pm. A quorum was still present.

Ms. Bryant said she would like to have an analysis done on the bus shelters.

Mr. Zalak agreed.

Ms. Bryant said the specifications of the shelters were not agreed upon by the TPO Board.

Ms. Bryant asked if the TPO had overpaid and not received what was asked for as far as the specifications the board decided on. Ms. Bryant asked if someone had changed the bus shelter design and not tell the board about it.

Mr. Zalak asked Mr. Daniels if someone had changed the bus shelter design.

Mr. Daniels responded that the design was done by the City of Ocala and the City had put together a draft design and the design of the shelter that was built had been taken back to the board.

Ms. Bryant told Mr. Daniels according to the February 28, 2017 minutes he stated that the shelters would have Hip Roof style and have glass panels in front of them and the shelters did not have either of them.

Mr. Daniels said he knew the actual building design in what was approved in February but he would go back and look at it.

Ms. Bryant said she believed that the shelter design that was approved by the board was what went into the contract because bids were included.

Mr. Daniels said that the City of Ocala did not design the bus shelter they only designed the pads and when the design was taken to the board there were some differences.

Ms. Bryant said that even with what Mr. Daniels was saying it was not what was stated in the minutes of the February 28th meeting and the shelters are not as what was stated.

Mr. Daniels said that he could certainly provide the information.

Mr. Zalak said the problem was that board stated one thing at the meeting and Mr. Daniels came back to the board and got approval on a different design.

Mr. Daniels said he would go back and look at the minutes but he did provide a design at the meeting.

Ms. Bryant said it did not make any sense because the board approved a contract which meant the design should have been attached with the contract that was approved by the board and Mr. Daniels stated in the February 28th minutes what some of the design specifications were and that is not what the shelters look like.

Mr. Daniels said that he knew there was a different design and he had provided it to the board and he would go back and provide the information.

Ms. Bryant asked how had the design changed after the board put out a bid and approved a contract.

Mr. Daniels said there was language in the contract that there was the ability to make some changes and the contract was based on what was actually built and it was not based on the design, referencing a photo of the board approved shelter that Ms. Bryant had provided.

Mr. Wardell asked if it was a design-build contract.

Mr. Daniels said that basically they came in and provided the design with the TPO and that was what the contract was based on. Mr. Daniels also said there were three different contractors and they all had a different design with differences. Mr. Daniels said he did not want to say anything that was not true and he would need to go back and take a look but he did know that the actual design was submitted to the board.

Mr. Malever asked how many shelters had been built.

Mr. Daniels responded, eleven shelters.

Mr. Zalak said the contract was for eleven shelters.

Ms. Bryant reiterated that with all due respect to Mr. Daniels it did not make any sense and that there was a contract that was approved that should have had design specifications attached to it and that is what should have been built.

Mr. Daniels said he would take a look at it and without having the information in front of him that he could not respond accurately.

Item 5. Consent Agenda

Ms. Bryant made a motion to approve the Consent Agenda. Mr. Zalak seconded and the motion passed unanimously.

Item 6. Comments by FDOT

Vickie Wyche with FDOT said the Status Report had not come out for the month due to a staff member being out of the office and asked if there were any questions from the board.

Mr. Zalak asked about Baseline.

Ms. Wyche said she would get an update and email Mr. Zalak.

Ms. Wyche notified the board that she would start including lane closures along with the status reports.

Ms. Wyche also noted to provide information on NE 14th Street.

Item 7. Comments by TPO Staff

Mr. Daniels provided the board with updated Financial Billing Information and the UPWP Progress Report and talked about financial progress of the TPO.

Mr. Daniels also talked about projects that would be taken to the board in upcoming meetings.

Item 8. Comments by TPO Members

There were no comments by TPO Members.

Item 9. Public Comment

There was no Public Comment.

Item 10. Adjournment

Commissioner Moore adjourned the meeting at 4:11pm.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant