



**Citizens Advisory Committee (CAC) Meeting**  
Marion County Library Headquarters – Meeting Room C  
2710 E. Silver Springs Blvd., Ocala, FL 34470  
September 14, 2021  
1:00 PM

**MINUTES**

**Members Present:**

Phyllis Silverman  
Michelle Shearer  
Paul Marraffino  
Steve Rudnianyn  
Travis Magamoll

**Members Not Present:**

Clark Yandle  
Davis Dinkins  
Richard Howard  
Richard McGinley  
Suzanne Mangram

**Others Present:**

Rob Balmes  
Liz Mitchell  
Shakayla Irby  
Tyler Burgett, FDOT

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

Chairman Steve Rudnianyn called the meeting to order at 1:05pm 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 7, 2021. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

### **3A. Draft Safety Action Plan Scope of Services**

Rob Balmes presented and provided the committee a summary of the Safety Action Plan.

The TPO planned to invest in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The Action Plan was envisioned as a collaborative process involving citizens and stakeholders, private and public partners, and state agencies.

The proposed title of the Action Plan is **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion.**

The purpose of **Commitment to Zero** was to bring together the Ocala Marion community and collaborate in the development of an Action Plan to improve the safety of our transportation system. The Action Plan would be focused on four key areas:

- Education and Awareness
- Public and Partner Engagement
- Safety Analysis
- Action Planning

The timeframe of Plan Development was fall 2021 to summer 2022.

The outline for the scope of services included a total of six tasks.

**Task 1.0** Consultant to complete detailed schedule and timeline

**Task 2.0** Crash Analysis

- Recent Five-year history
- High Injury Network and Locations
- Major crash causes and types
- Crash Analysis Tech Memo

**Task 3.0** Public and Stakeholder Engagement

- Communications Plan
- Online Survey and interactive comment map
- Public Workshop
- Stakeholder meetings

**Task 4.0** Commitment to Zero Working Group

- CTST and partners
- TAC, CAC feedback throughout the project
- Meetings and reviews
- Working Group Summary Memo

**Task 5.0** Action Plan Strategies

- Best practices
- Commitment to Actions – What actions we will take to improve safety in the community
- Action Plan Strategies Memo

**Task 6.0** Action Plan

- Draft Action Plan
  - TAC and CAC review, comment
- Final Action Plan
  - TAC and CAC endorsement

Ms. Silverman she believed a primary group to look at would be the seniors and their driving habits because a lot of people were still driving that probably needed to be retested before going out on the road. She said that she was unsure how to approach it without alienating people but it was a safety issue for sure.

Mr. Magamoll said that his generation had the work hours and may get a text while driving. He mentioned while driving through the school zone on 8<sup>th</sup> Street he would see people driving with their phone up to their faces distorting their view of the road. Some suggestions he shared was an awareness campaign and radio or cellphone ads during working hours.

Mr. Balmes said that he shared the Safety Action Plan with the Community Traffic Safety Team (CTST) and that law enforcement expressed an interest to do more targeted enforcement campaigns and that through the Safety Action process it could be asked of law enforcement to look closer at school zones and specific locations.

Mr. Magamoll mentioned looking into fines in school zone areas in addition to high traffic walking and senior areas.

Ms. Shearer suggested posting signs that said “No Texting in this Zone”.

Mr. Marraffino mentioned that safety was getting worse with more death and accidents per year. For years cars were being made better and roads were made better so accidents and fatalities had gone down however, for the past two to three years numbers had gone up.

Mr. Balmes said that fatality numbers went up with 108 in 2020 and 88 in 2019. Even though people drove less due to the pandemic there were more fatalities however, less injuries.

Ms. Silverman said she felt that people were a lot more stressed since the pandemic and people were driving with a lot on their minds.

Mr. Marraffino said there were a lot of roads on the southern end of SR 200 where people were pulling across three lanes of traffic to make a left turn with no traffic lights in the spaces. He also said that he had tried looking up the speed limit for SR 200 and could not find it anywhere. He inquired where the speed limits were listed.

Mr. Burgett said he was unsure how the data was stored but he would see if he could pull the data on certain areas.

*Mr. Magamoll made a motion to accept the Draft Safety Action Plan Scope of Services. Ms. Shearer seconded, and the motion passed unanimously.*

#### **Item 4A. Draft Disadvantaged Business Enterprise (DBE) Program**

Ms. Liz Mitchell presented and explained DBE: A for-profit small business that is at least 51% owned, controlled and managed by person(s) who are socially and economically disadvantaged, such as women, minorities or any other group classified by the US Small Business Administration (SBA).

For transportation purposes there were three major administrations involved in the DBE program:

1. Federal Highway Administration (FHWA)
2. Federal Aviation Administration (FAA)
3. Federal Transit Administration (FTA)

The program was carried out by the state and local transportation agencies under the rules and guidelines in the Code of Federal Regulations, (49 CFR Part 26). Congress enacted the first DBE statutory provision requiring at least 10% of the funds authorized for the highway and transit financial assistance program be expended with DBE's.

The TPO was committed to expend 10.65% of its funds on DBE's and other small businesses. The DBE plan was updated to have a continuing, cooperative and comprehensive DBE process that is in alignment with FDOT's DBE Program Plan. As recipients of federal funds through FDOT the TPO must follow their process.

A synopsis of the DBE program was provided to the committee.

1. Non-discrimination policy and practices
  - a. Ensuring that through contractual or other arrangements, we do not use criteria or methods of administration that have the effect of defeating or impairing the objectives of the DBE program
2. Record keeping and reporting
  - a. semi-annual reports to FDOT

3. Monitoring the DBE directory
  - a. Continual vigilance to maintain knowledge of registered small businesses on the DBE list within our area
4. Contract monitoring to make DBE's inclusive
  - a. Ensure that contractors/consultants also follow DBE Program requirements and include DBE's in contracts and programs
5. Maintaining program updates
  - a. Watch for any changes in rules and regulations of the DBE program in order to stay up to date
6. Having a Liaison Officer:
  - a. Program required: Our TPO Director, Rob Balmes
7. Assessing sanctions, progress payments, disqualifying a contractor, if necessary, in order to maintain adherence to program requirements
8. Good faith efforts to ensure contracting opportunities with continual measures to be taken to increase small business participation
  - a. Requires monitoring, reporting and follow through on all of the listed items ensuring that we are making the best possible attempt at a fair and equitable program
9. Outreach to DBE's and community organizations
  - a. Maintaining communications with area DBE's and keeping them aware of possible opportunities to help improve/assist in their success
10. Public participation-include the public
  - a. Make the public aware and get their input

In conclusion to the presentation, Ms. Mitchell provided an excerpt from the DBE plan

The TPO, and its consultants, shall take all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner.

“The TPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income or familial status in the award and performance of its contracts. The TPO does not tolerate discrimination in any of its programs, services, or activities. This is in accordance with applicable federal regulations and statutory references contained in the Disadvantaged Business Enterprise Program, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.”

Mr. Marraffino asked how many DBE's were currently at the county that qualified for the program.

Mr. Balmes responded that for the TPO there were three general planning consultant teams and each of them had a DBE as a part of their team. The website vendor for the TPO was also a DBE. The TPO had to report on all contracts with a consultant of how much DBE representation there was.

Mr. Balmes mentioned that the current DBE had sections that referenced the SunTran and that since the SunTran was under the City of Ocala those sections had to be removed. Also, all MPO's had to adhere to the FDOT program.

### **Item 5A. Mobility Week 2021**

Mr. Balmes shared with the committee that August 26, the Florida Department of Transportation (FDOT) Secretary Kevin Thibault announced Mobility Week 2021 would be from October 29 to November 5, 2021.

The previous year Mobility Week had been hosted virtually and with pandemic conditions a virtual option was possible again. The TPO would be seeking ideas and potential partnership opportunities in the community.

The Mobility Week 2021 flyer was shared with the committee.

### **Item 5B. East Central Florida Regional Planning Council “How Did We Grow?”**

Since May 2021, the East Central Florida Regional Planning Council (ECFRPC) had been conducting an online public survey called “How Did We Grow?” The survey was focused on gathering public opinions about the values and priorities for our region in east-central Florida. It had been an opportunity to let elected officials know your thoughts about the direction Marion County and the greater region are growing.

ECFRPC was making a final push for residents of Marion County to complete the survey. The survey deadline was September 30, 2021. Information about how to take the survey was provided to the committee along with an email link sent to out to each member.

Mr. Rudnianyn mentioned that no impact of road planning done ten or fifteen years ago would be seen for another three or four more years. The 49<sup>th</sup> Avenue corridor when opened all the way from CR 42 to 326 and that was pretty much the population growth areas.

Mr. Rudnianyn also said what was missing was a connector from the Highway 200 corridor to Silver Springs Shores.

Ms. Shearer said that there was 42<sup>nd</sup> and 43<sup>rd</sup>.

Mr. Rudnianyn said traffic still had to come in town and there was something needed to connect from the heart of the Shores.

Ms. Shearer said that there were scenic roads that go that way and if they were four-laned they would not be scenic roads.

Mr. Rudnianyn said there could not be a punishment on the larger portion of the population and there needed to be some sort of connectivity in the southern end of the county. There were 9 miles from Highway 200 to CR 484 with one road going over the interstate 66<sup>th</sup> Street and if trying to go out 200 or south on 475A from the mall at 5pm it is backed up and some sort of relief was needed.

Ms. Silverman inquired about public transportation.

Mr. Rudnianyn said that the City of Ocala had the SunTran.

Ms. Shearer said that if people started taking more drivers tests as they got older and were not able to drive that they would probably take the bus.

Ms. Silverman said that public transportation should be looked at as the population continues to grow.

Mr. Marraffino talked about vanpooling and said it may be a good idea for some of the larger companies in the area to offer those services to their employees to provide more relief on the roads.

Ms. Shearer said she thought there was a plan for the SunTran to go out 200.

Mr. Balmes shared the SunTran new proposed route network with the committee and services were expanded down to Heathbrook.

### **Item 5C. 2022 CAC Meeting Schedule**

Mr. Balmes said that he would bring the 2022 meeting schedule for discussion and approval.

Traditionally, the TPO met the second Tuesday of the month and in the past meetings took place at 3pm.

Mr. Balmes had spoken with the TAC committee to see if they had interest in meeting in the afternoon and received mixed reviews so he would conduct a poll for TAC members to see what the best meeting time would be.

Mr. Balmes asked for committee feedback on the best time for CAC to meet.

Ms. Shearer said she voted to have the meetings at 3pm because having to arrive to the meeting at 1pm in lunch time traffic was difficult.

Mr. Rudnianyn mentioned that there could be a conflict if anyone needed to attend the Zoning Hearing.

Mr. Balmes said that he would send the survey out to the committee members.

### **Item 6. Consent Agenda**

Ms. Shearer had changes to the meeting minutes:

- Page 6 of the August 10, 2021 meeting minutes- change “texting and driving” to state “texting while driving”.
- Page 8 of the August 10, 2021 meeting minutes- change text to state “green light wasn't long enough and that after two seconds it turned red again and that’s where the backup could be for a few minutes.”

*Mr. Marraffino made a motion to approve the Consent Agenda with the changes. Mr. Magamoll seconded, and the motion passed unanimously.*

### **Item 7. Comments by FDOT**

Mr. Tyler Burgett introduced himself to the committee. He was one of the newer members in the liaison office and had been with FDOT for four years in project management previously. He managed some lighting projects in the Ocala Marion area.

Mr. Burgett said he lived in the Sanford area for sixteen years and had a family member to move to Marion County and had been able to view and see the area more often.

Mr. Burgett gave some information to the committee:

- International Walk to School month would be in November and would be advertised through FDOT social media and the Public Information Office.
- FDOT Public Hearing would be held October 25-29 and public comments would be open for two weeks after the Public Hearing for anyone to give comments and feedback.
- September 20-26 would be Rail Safety Week- Operation STRIDE

Ms. Shearer said on SE 80<sup>th</sup> Street there was a railroad crossing and there were people that lived in a little community that go over the railroad tracks and had to turn parallel on a dirt road to get to the community and there were poles (bollards) to keep people from turning around or going through the railroad crossing. The problem was if someone was coming the other way they had to go down and back around to get to the dirt road and then get to their community.

Mr. Burgett said that unfortunately FDOT did not lead the charger on County roads and that Mrs. Shearer would need to contact the County.

### **Item 8. Comments by TPO Staff**

Mr. Balmes said that the Congestion Management Plan would be brought to the committee in October and that the consultant had been working on publishing the document incorporating comments and feedback that had been received.

### **Item 9. Comments by CAC Members**

Mr. Magamoll inquired about an update on the DAB Contractors.

Mrs. Shearer inquired about an update on the I-75 congestion and PD&E Study.

Secretary Shakayla Irby read the response to both inquiries from Ms. Rakinya Hinson with FDOT that was sent via email to committee members on August 18, 2021.

### **DAB Constructors**

“All ongoing projects will be placed with D.A.B.’s bonding companies to bring in other firms to complete the work.”

### **I-75 congestion? PD&E Study, update?**

“FDOT is in the process of scheduling meetings with the TPO to give a full update on the status of the project. Once information is made available, the TPO will pass on to CAC members. We expect to get further information this month.”

Mr. Burgett said that the Master Plan was moving forward and working on narrowing down the schedule.

Mr. Marraffino inquired about an update of completion of the Suncoast Parkway Extension through Route 44.

Mr. Burgett said that he did not have an answer but could do some research to find out the progress.



CAC Meeting Minutes – September 14, 2021  
Approved – October 12, 2021

**Item 10. Public Comment**

*There was no public comment.*

**Item 11. Adjournment**

Chairman Rudnianyn adjourned the meeting at 2:16pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant