



TRANSPORTATION PLANNING ORGANIZATION

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

April 24, 2018
4:00 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. PUBLIC COMMENTS

4. PRESENTATIONS

A. PRESENTATION ON THE CENTRAL FLORIDA TRANSIT STUDY

Hanson Professional Services (Consultant for FDOT) shall present the East Central Florida Regional Transit Study. This item is being presented for informational purposes only.

5. ACTION ITEMS

A. FY 2024 PRIORITY PROJECT LIST

Staff will present the draft FY 2024 Project Priorities for review. Staff is requesting review, ranking, and approval of the priority projects list.

B. BELLEVIEW TO GREENWAY TRAIL CORRIDOR FEASIBILITY ANALYSIS

Staff will present the Feasibility Analysis with four alternatives. Staff is requesting approval of the preferred alternative.

6. CONSENT AGENDA

A. MINUTES – March 27, 2018

B. 5305D Public Transportation Joint Participation Agreement

7. COMMENTS BY FDOT

8. COMMENTS BY TPO STAFF

9. COMMENTS BY TPO MEMBERS

10. PUBLIC COMMENT (Limited to 5 minutes)

11. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 629-8297 forty-eight (48) hours in advance, so arrangements can be made.

*The next regular meeting of the Transportation Planning Organization will be held on
May 28, 2018.*



MEMORANDUM

TO: TPO MEMBERS

FROM: MICHAEL DANIELS, DIRECTOR

SUBJECT: CENTRAL FLORIDA REGIONAL TRANSIT STUDY

The Central Florida Regional Transit Study covers a 10-county area (Brevard, Flagler, Lake, Marion, Orange, Osceola, Polk, Volusia, Seminole and Sumter) and will provide transit investment and policy assessment, regional travel pattern and market analysis, and a regional transit vision framework for 2060. The purpose of the District 5 – led study is to:

- Create consensus on regional priorities;
- Collect data on current and projected traffic demands;
- Incorporate changing demographics and technologies as well as increased desire for transportation options;
- Identify gaps and opportunities in transit planning, from land use policy to funding; and
- Create a vision for the future of transit in East Central Florida, with specific suggestions of projects in which to invest.

If you have any questions, please contact our office at 629-8297.



Ocala-Marion TPO

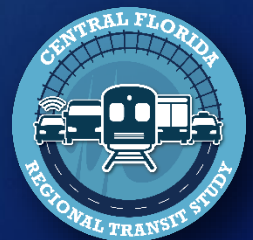
TPO Meeting

Ocala-Marion TPO Offices

April 24, 2018

AGENDA

- Introductions
- Study Purpose & Scope
- Study Benefits & Schedule
- Coordination with Other Studies & Plans
- Travel Pattern and Market Analysis
 - MPO / TPO – urbanized area
 - County to County
 - Top 10 Major Activity Centers
- Identification of High Capacity Corridors – Local Context
- Summary of Work Completed to Date
- Initial Presentation of Conceptual Regional Transit Vision Framework
- Next Steps



STUDY PURPOSE

- 1 • **Establish a Base Transit Condition / Identify Gaps**
- 2 • Identify Existing and Future Funding Gaps
 - Identify Potential Funding Sources
- 3 • Analyze Existing Transit Supportive Plans and Policies
- 4 • Estimate Regional Desire Lines
 - Estimate Transit Market Demand-Patronage Forecast Ranges (2040/2060)
 - Identify Strong Candidate Corridors for Higher Capacity Transit
- 5 • Identify of the Conceptual Regional Transit Vision Framework
 - Identify Interim and Long Term High Priority Transit Investments
 - Develop Strategies for Advancing Conceptual Regional Transit Vision Framework



Study Scope

- Task 1: Data Collection
- Task 2: Transit Investment And Policy Assessment
- Task 3: Regional Travel Pattern And Market Analysis
- Task 4: Regional Transit Vision Framework
- Task 5: Study Coordination/Meetings



RTS Benefits

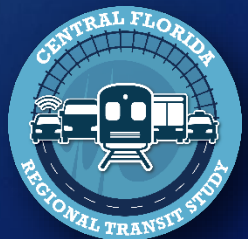
- *Assist in implementing new MPO coordination and tourism regulations*
- *Identify and coordinate cross-jurisdictional regional transit projects*
- *Establish base future transit projects (2030)*
- *Identify future (2040/2060) transit projects and gap between base and future*
- *Provide a reasonable method to identify "buildable" transit projects*
- *Provide a suggested strategy to prioritize and implement regional transit projects*
- *Provide information and analysis that will assist immediate projects with FTA new/small starts process (land use/finance)*



RTS Schedule

Project Task	2016										2017										2018						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25		
	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M		
Regional Transit Study											[Red bar spanning Dec 2016 to Feb 2018]																
Notice to Proceed										N																	
Task 1: Data Collection											[Red bar spanning Dec 2016 to Feb 2017]																
Task 2: Transit Investment and Policy Assessment											[Red bar spanning Dec 2016 to Feb 2018]																
Task 3: Regional Travel Pattern and Market Analysis											[Red bar spanning Dec 2016 to Apr 2017]																
Task 4: Regional Transit Vision Framework											[Red bar spanning Dec 2016 to Feb 2018]																

Legend	
Notice to Proceed	N
Duration of Task for RTS	[Red bar]



Project Advisory Group (PAG)

7

Name	Agency / Organization	Title
Virginia Whittington	MetroPlan Orlando	Director of Regional Partnerships
Harry Barley	MetroPlan Orlando	Executive Director
Bob Kamm	Space Coast TPO	Executive Director
Lois Bollenback	River to Sea TPO	Executive Director
Michael Daniels	Ocala Marion TPO	Executive Director
Mike Woods	Lake~Sumter MPO	Executive Director
Ronnie Blackshear	Polk TPO	Director
Jennifer Carver	FDOT - Central Office Representative	Statewide Growth Management Coordinator
Brenda Young	FDOT - District Five Representative	Passenger Operations Manager
Paul Simmons	FDOT - District One Representative	Intermodal System Development Manager

Meeting

PAG Meeting	Date	Alliance Meeting
Kick-Off	October 14, 2016	*
2	January 13, 2016	*
3	April 21, 2017	*
4	July 14, 2017	
5	October 3, 2017	
6	January 19, 2018	*

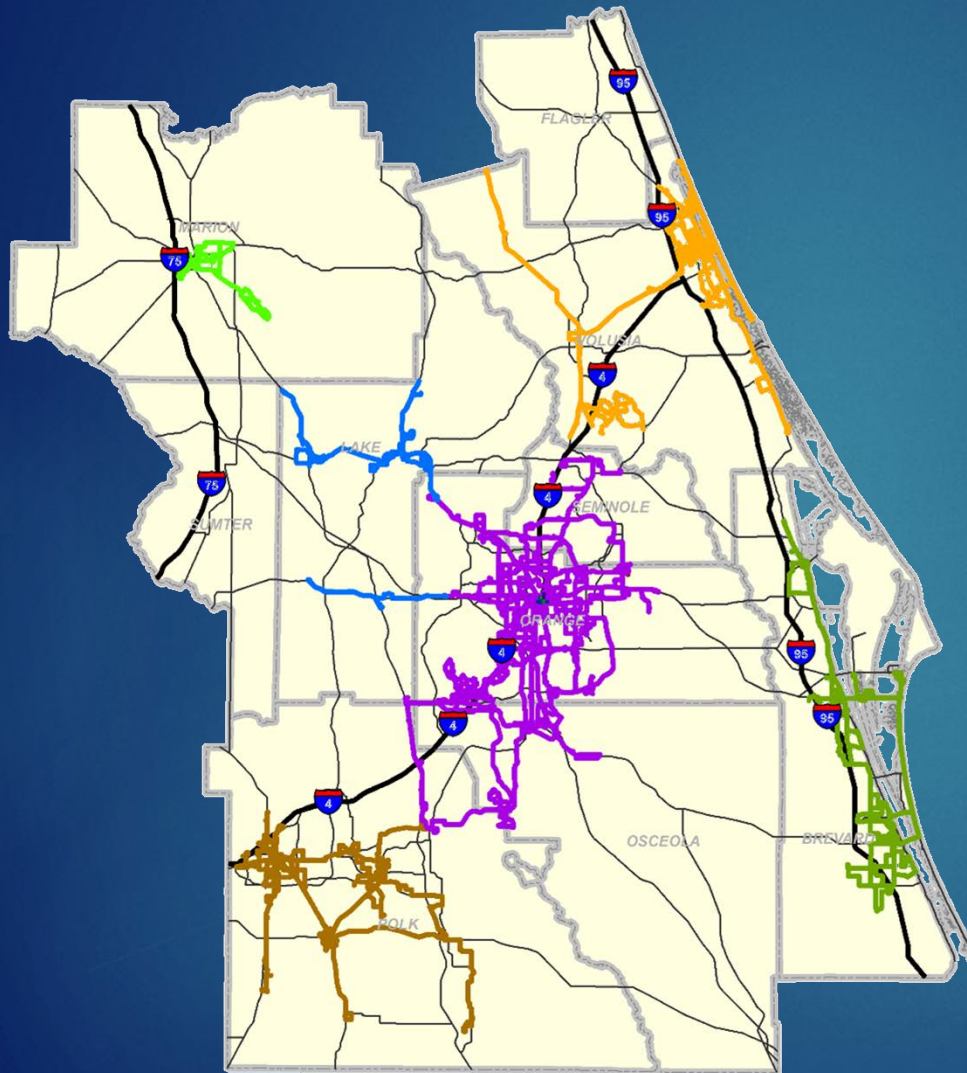


Coordination with Other Studies & Plans

- MPO/TPO LRTP – Cost Feasible / Needs Networks
- Transit Agency Transit Development Plans
- East Central Florida Corridor Evaluation Study
- Districtwide Multimodal Assessment
- SIS Needs Plan
- How Shall We Grow: A Shared Vision for Central Florida
- FDOT – Intercity Bus Services
- Comprehensive Plans
- North Ranch Master Plan



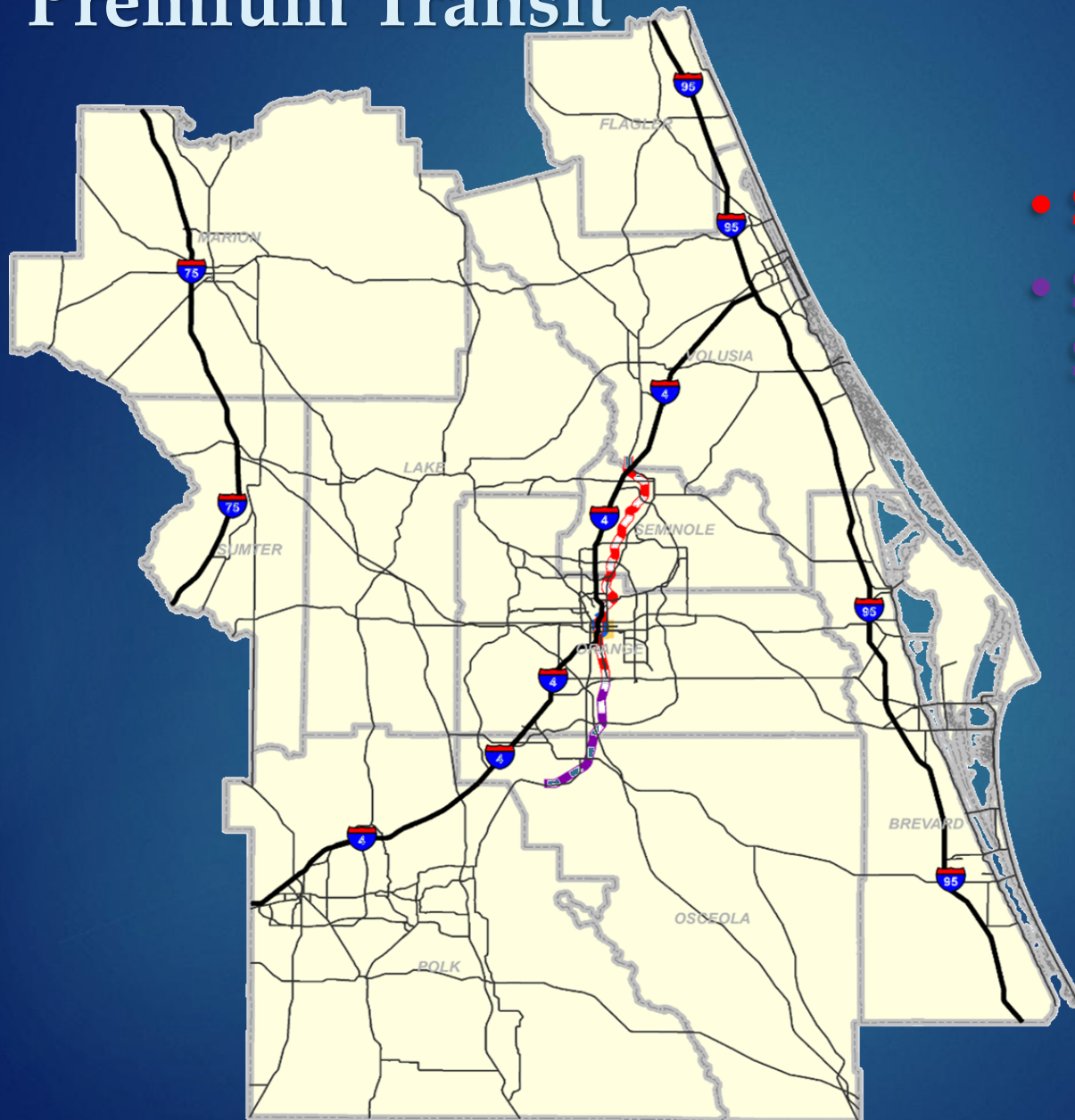
Existing Transit Routes



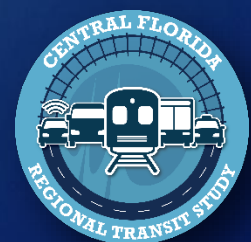
- SunTran - Marion
- Votran - Volusia
- LakeXpress – Lake
- Sumter County Transit
- LYNX – Seminole, Orange & Osceola
- Winter Haven Area Transit
- Citrus Connection
- Space Coast Area Transit



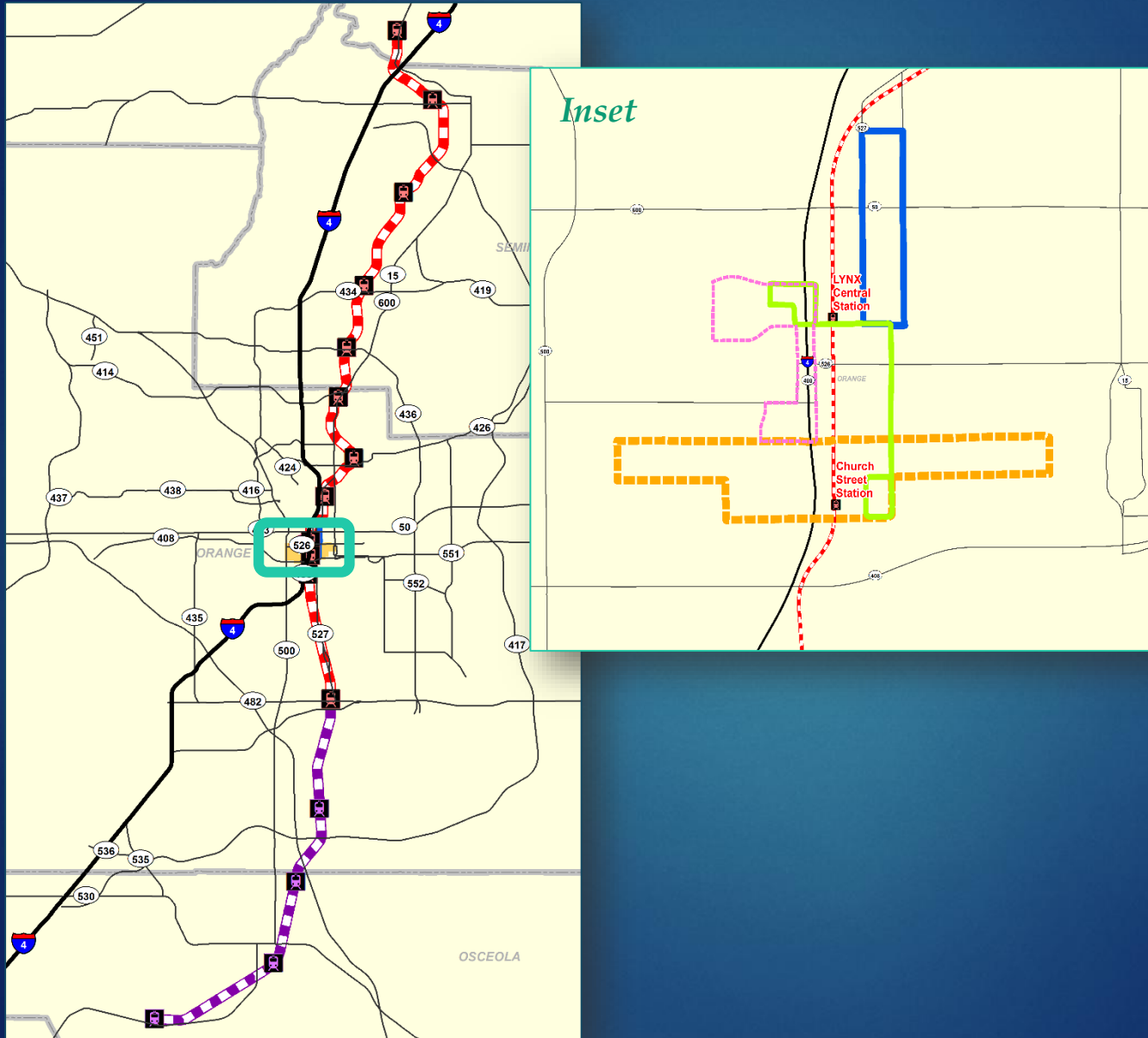
Premium Transit



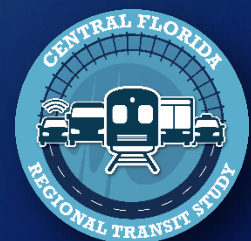
- SunRail Phase 1
- SunRail Phase 2 South



Premium Transit

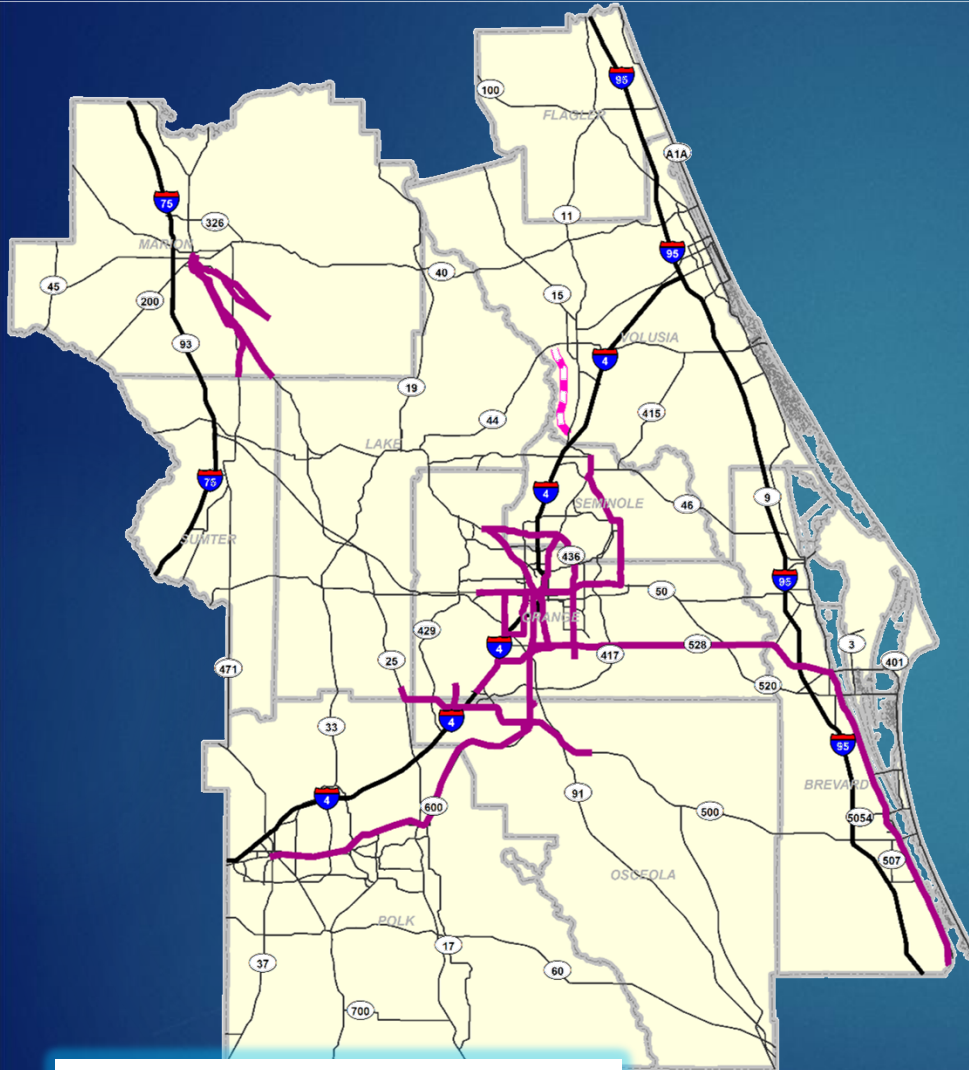


- SunRail Phase 1
- SunRail Phase 2 South
- LYMMO Lime
- LYMMO Orange Downtown
- LYMMO Orange North Quarter
- LYMMO Grapefruit



Cost Feasible Network

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- Cost Feasible Network
- SunRail - Phase 2 North

Ocala / Marion TPO

- SE LRT
- SE Commuter Rail
- SE BRT CR 464
- SE BRT US 27 / US 441

MetroPlan Orlando

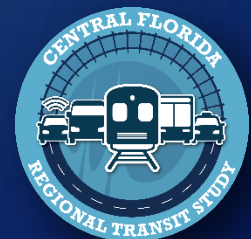
- 2030 LYNX Vision Corridors – high capacity only
- US 192
- US 441
- SR 436
- SR 50
- OIA Connector
- BrightLine (private)

River To Sea TPO

- SunRail Phase 2 North

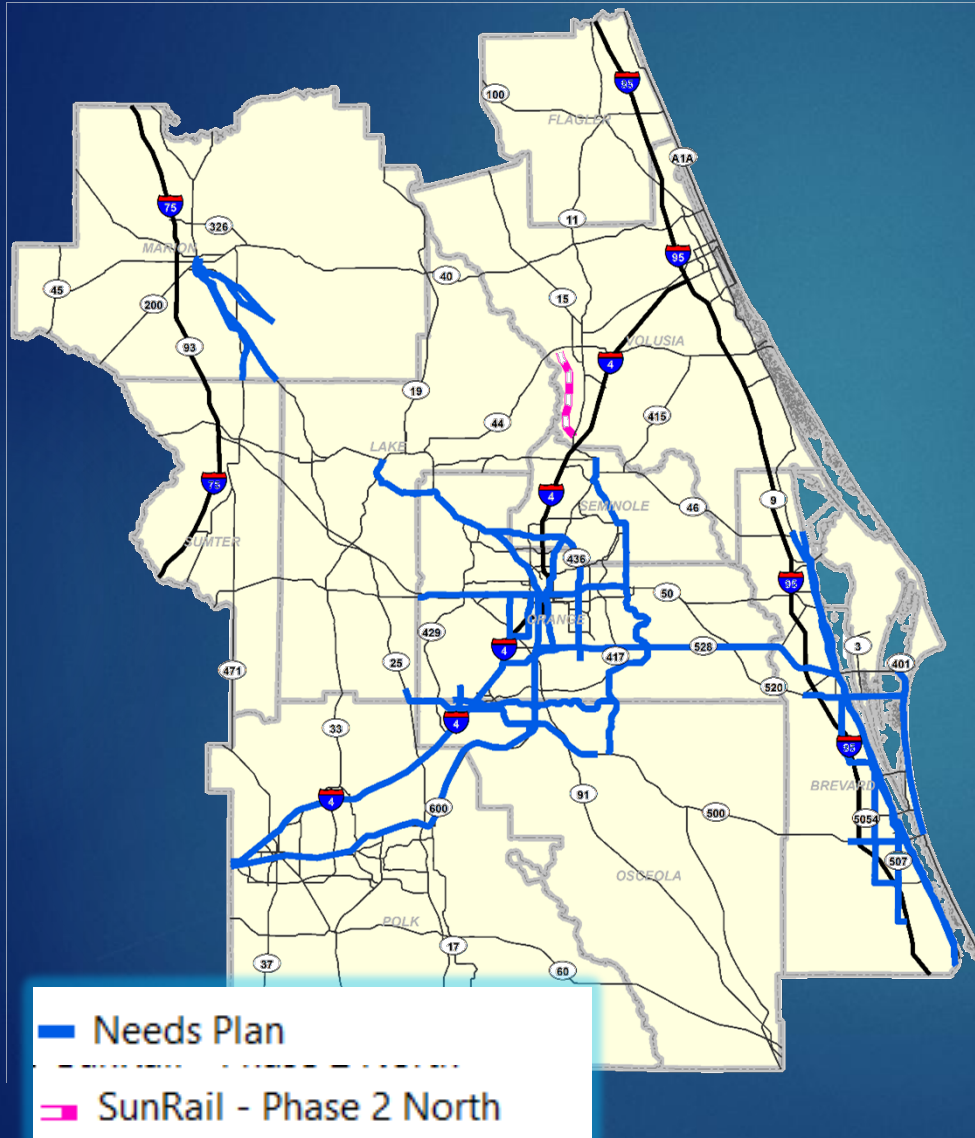
Polk County TPO

- SunRail Extension to Lakeland



Needs Network

14



MetroPlan Orlando

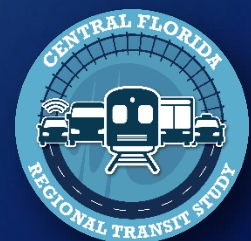
- NW Corridor Extension to Tavares
- HSR Orlando to Tampa

Polk County TPO

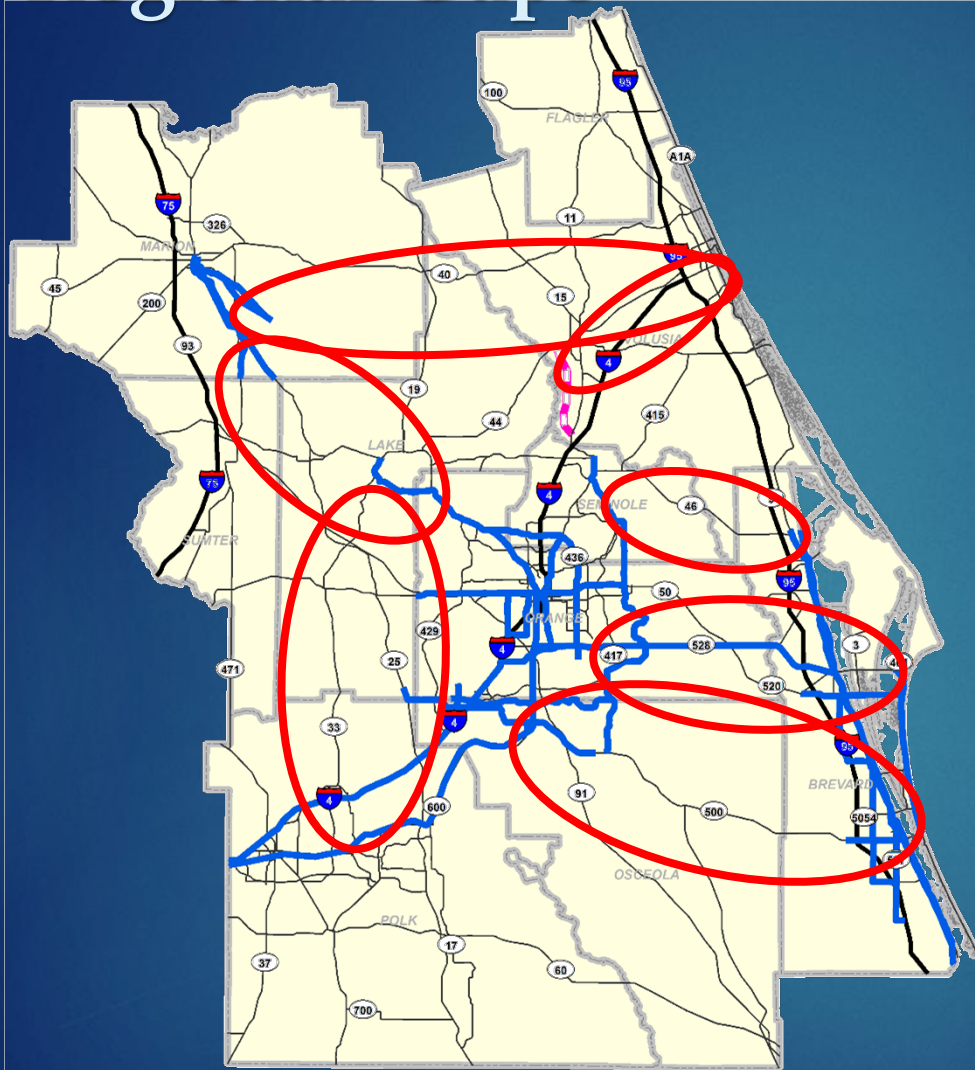
- SunRail Extension to Hillsborough County Line
- HSR Orlando to Tampa

Space Coast TPO

- US 1 / FEC Commuter Rail
- US 1 BRT
- SR 520 BRT
- Fiske/Stadium BRT
- Wickham/Minton BRT
- Babcock BRT
- SR A1A BRT
- US 192 BRT



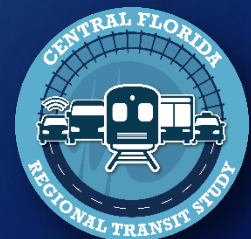
Regional Gaps



- Ocala / Marion - Lake / Orange County
- Ocala / Marion - Volusia County
- East-West Volusia County
- Seminole County - Brevard County
- Orange County - Brevard County
- Osceola County - Brevard County
- Polk County - Lake County

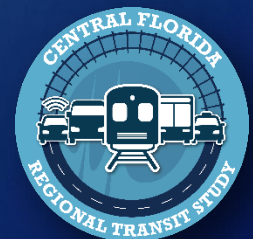
— Needs Plan

— SunRail - Phase 2 North



TRAVEL PATTERN AND MARKET ANALYSIS

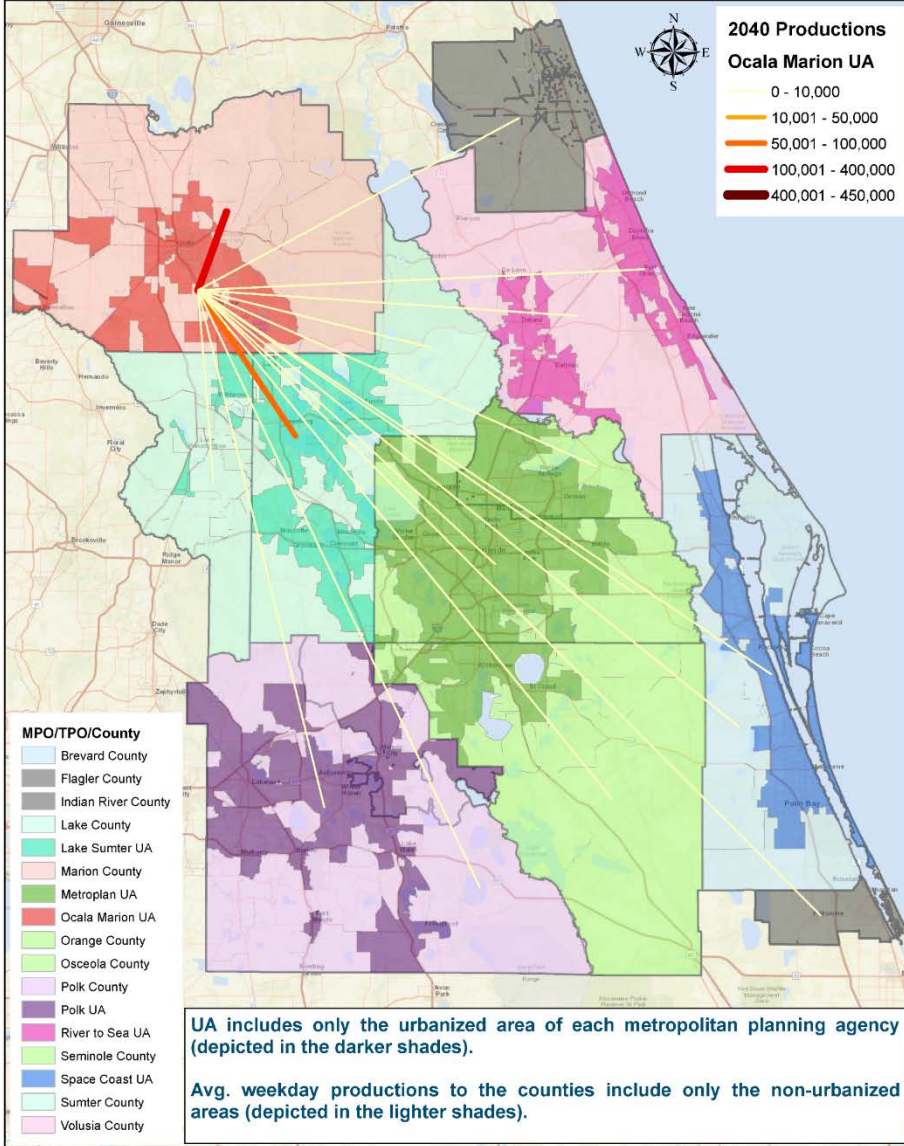
- 2040 / 2060 Travel Market Demand (Source: CFRPM v6.1)
- 2040 and 2060 Regional Desire Lines - 3 Levels of Travel Analysis
 - MPO/TPO Urbanized Area
 - County to County
 - Top 10 Major Activity Centers



2040 Average Weekday Productions from Ocala Marion Urbanized Area (UA)*

SCALE: 0 5 10 20 Miles

Date: 7/11/2017

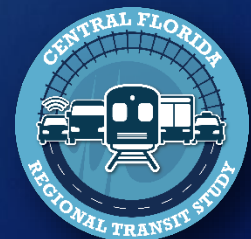


* 2040 Ocala Marion UA to Ocala Marion UA avg. weekday productions = 782,694.
Source: CFRPM v6.1

MPO/TPO Urbanized Area

17

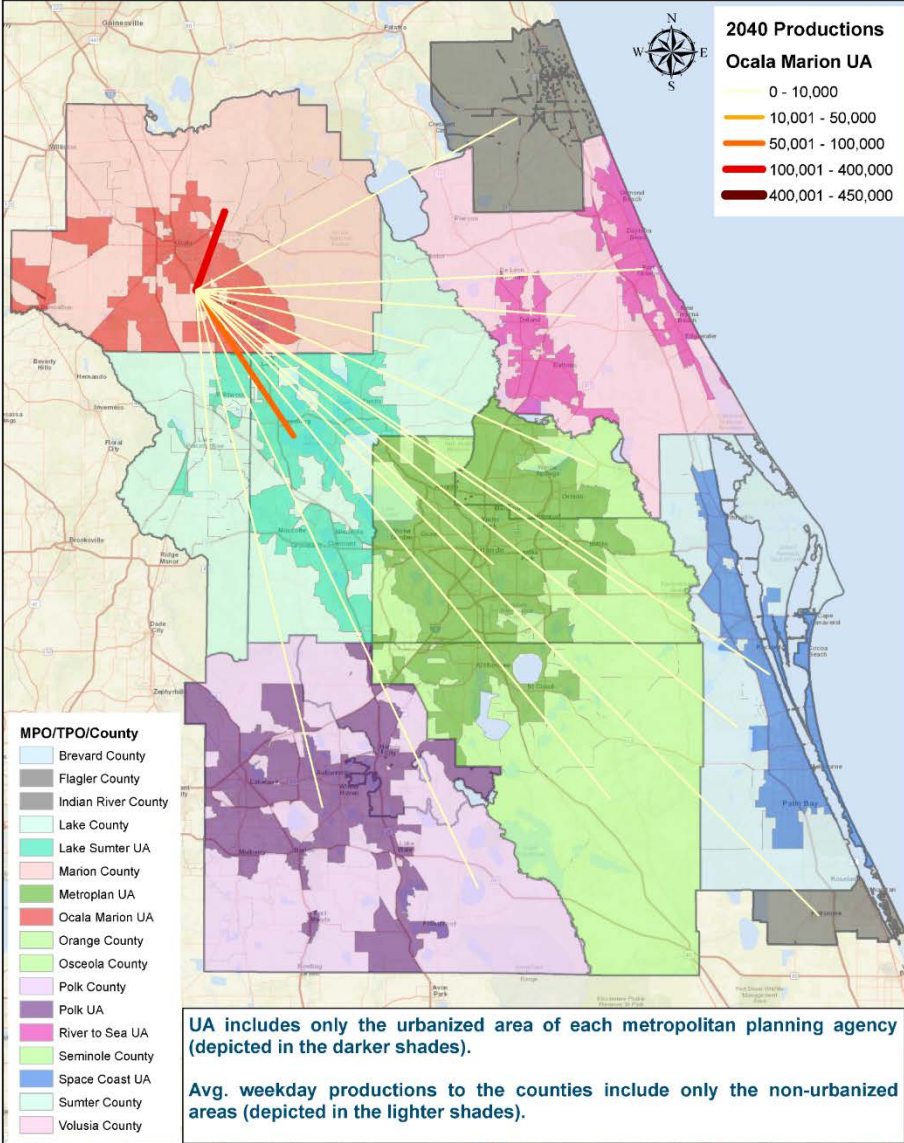
- MPO/TPO Urbanized Areas to:
 - Non-Urbanized Area (Counties)
 - Other Urbanized Areas
- Intra Ocala-Marion Urbanized Area Trip Volumes noted at bottom of maps
- 2040 & 2060 Trip Productions



2040 Average Weekday Productions from Ocala Marion Urbanized Area (UA)*

SCALE: 0 5 10 20 Miles

Date: 7/11/2017



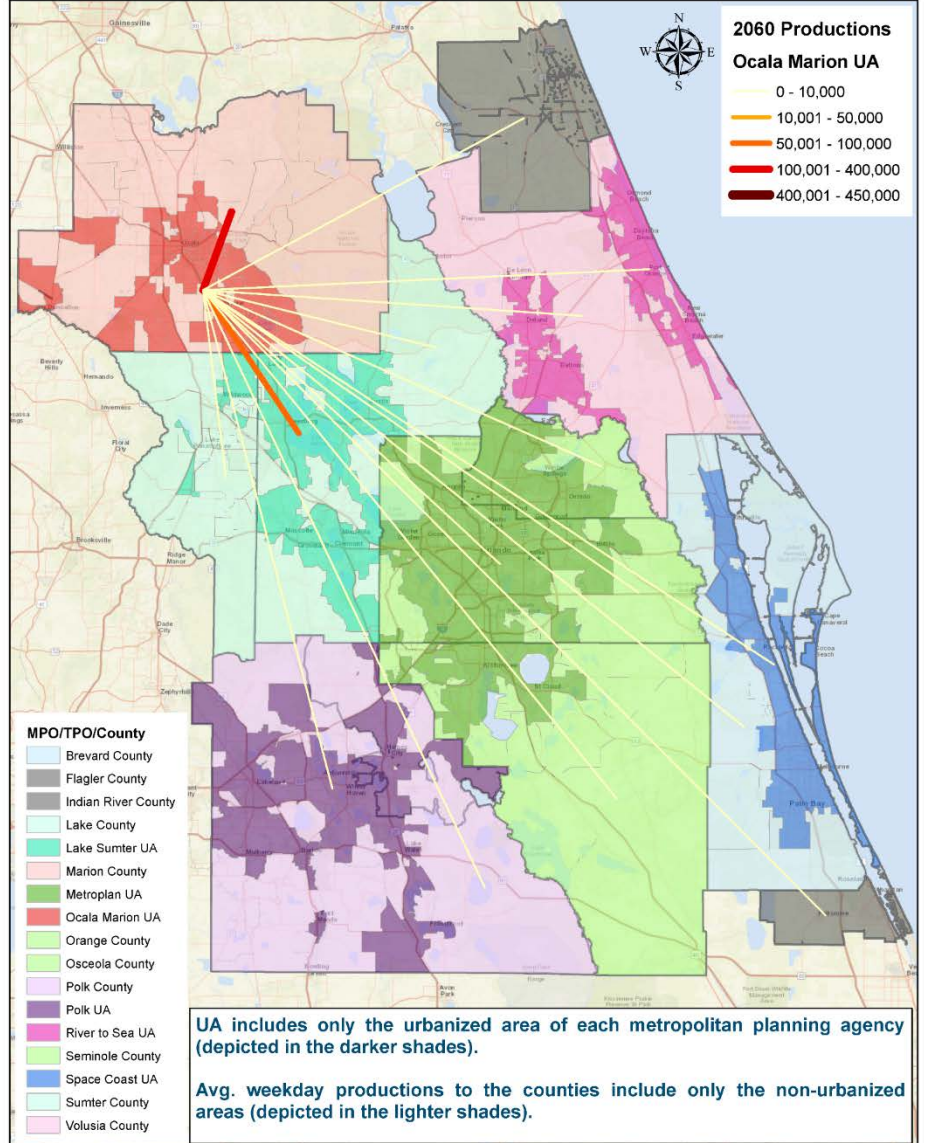
* 2040 Ocala Marion UA to Ocala Marion UA avg. weekday productions = 782,694.

Source: CFRPM v6.1

2060 Average Weekday Productions from Ocala Marion Urbanized Area (UA)*

SCALE: 0 5 10 20 Miles

Date: 7/11/2017



* 2060 Ocala Marion UA to Ocala Marion UA avg. weekday productions = 979,791.

2040 Ocala Marion UA to Ocala Marion UA avg. weekday productions = 782,694.

Source: CFRPM v6.1

MPO/TPO Urbanized Area 2040 Trip Productions

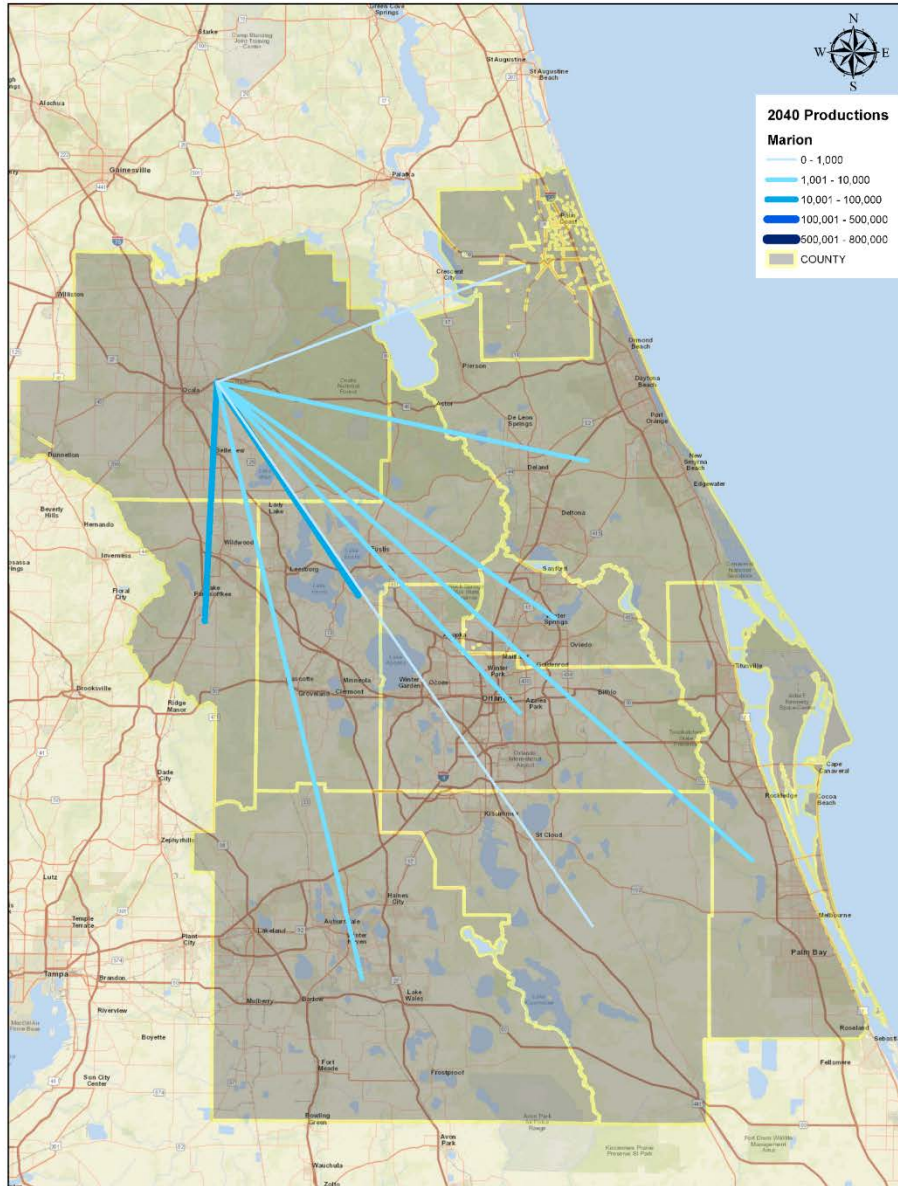
TRIPS	From Urban Area / Non-Urban Area (County)	To Urban Area / Non-Urban Area (County)
332,009	MetroPlan UA	Orange County
261,636	Polk County	Polk UA
249,012	Orange County	MetroPlan UA
241,206	Osceola County	MetroPlan UA
219,020	Polk UA	Polk County
212,235	Space Coast UA	Brevard County
187,301	Brevard County	Space Coast UA
181,223	River To Sea UA	Volusia County
164,532	Marion County	Ocala Marion UA
156,162	Volusia County	River To Sea UA
155,075	Ocala Marion UA	Marion County
144,588	MetroPlan UA	Osceola County
133,203	Lake County	Lake Sumter UA
111,370	Lake Sumter UA	Lake County
104,868	Lake Sumter UA	MetroPlan UA
103,374	River To Sea UA	MetroPlan UA



2040 Productions from Marion County*

SCALE: 0 5 10 20 Miles

Date: 6/2/2017

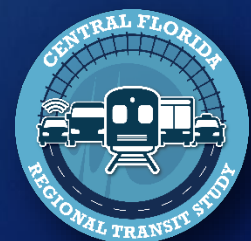


* Intra county productions = 1,223,820.

County to County

20

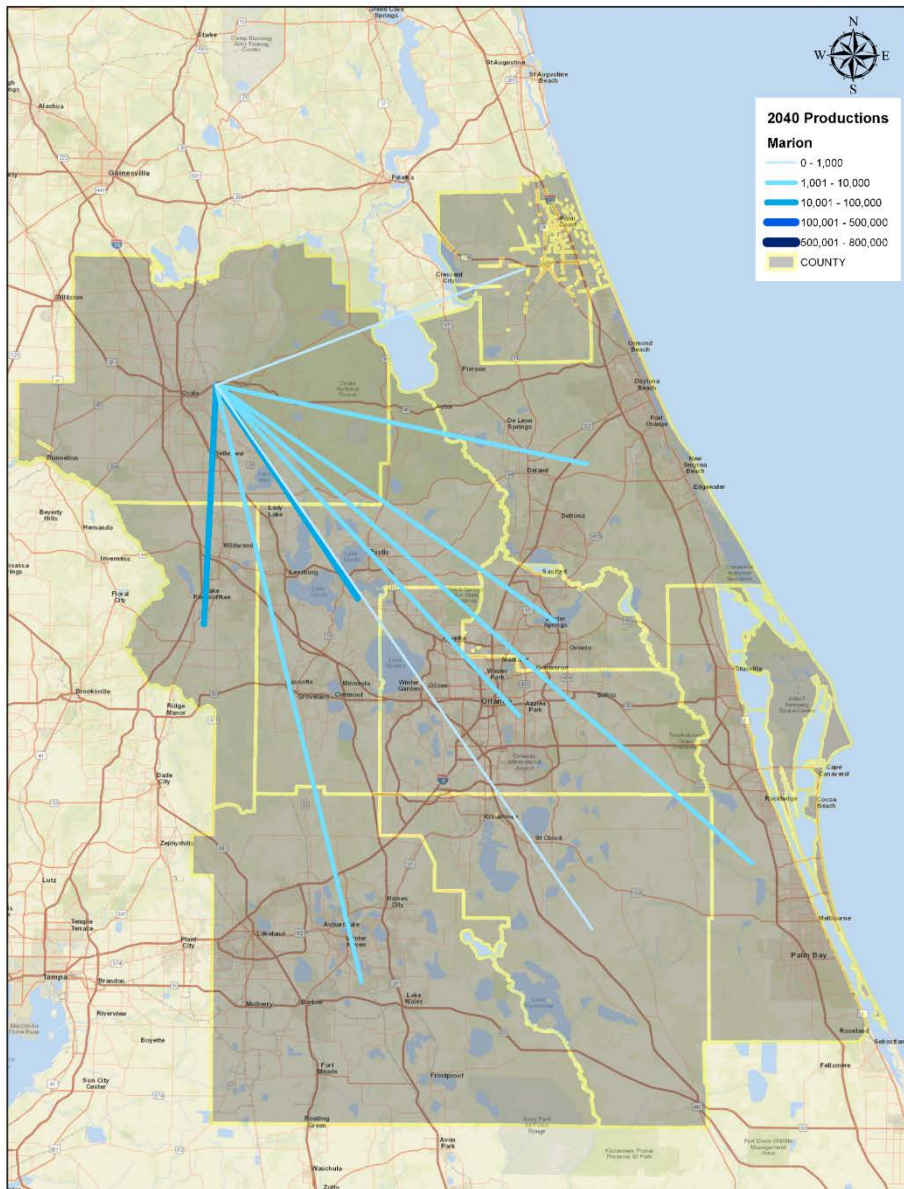
- Inter County Trips
- Intra County Trip Volumes noted at bottom of map
- 2040 & 2060 Trip Productions



2040 Productions from Marion County*

SCALE: 0 5 10 20 Miles

Date: 6/2/2017

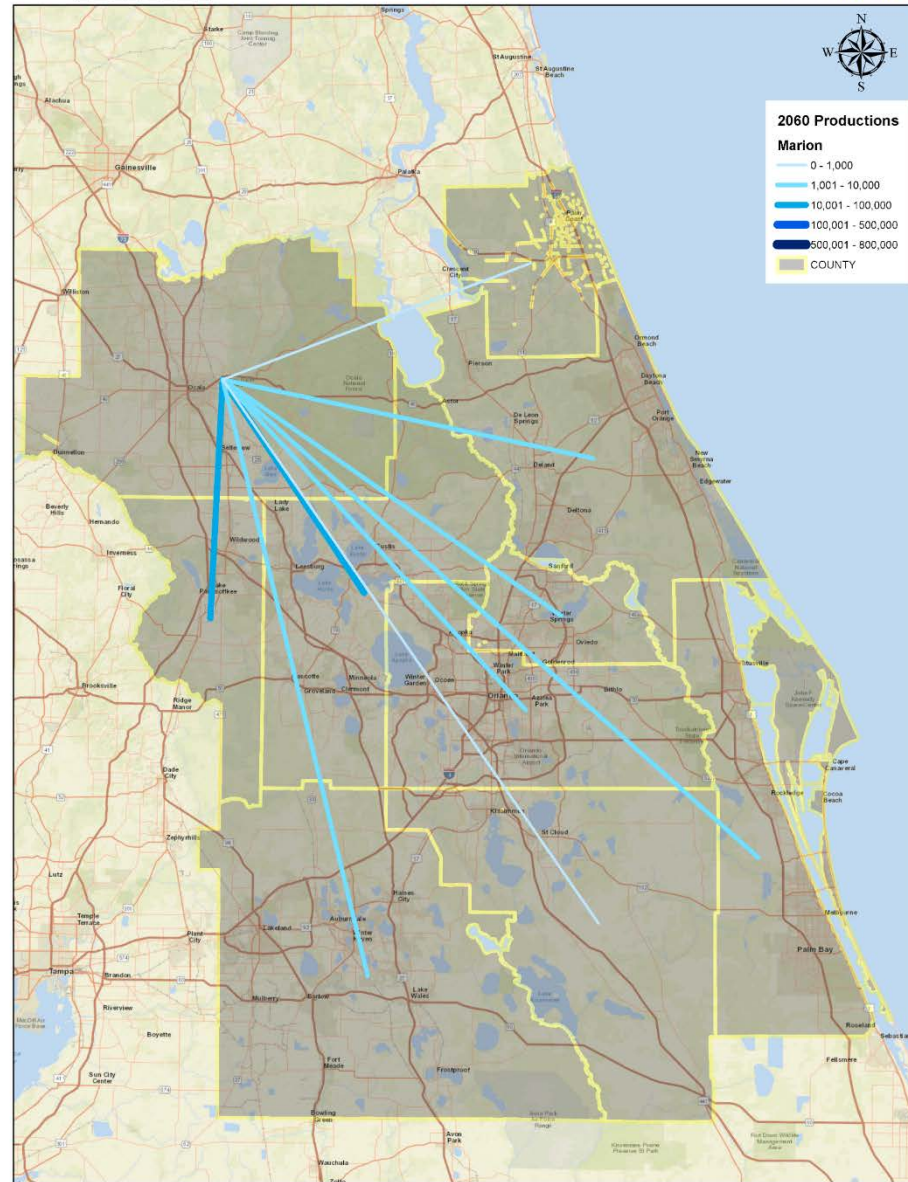


* Intra county productions = 1,223,820.

2060 Productions from Marion County*

SCALE: 0 5 10 20 Miles

Date: 6/5/2017



* Intra county productions = 1,566,559

County to County 2040 & 2060 Trip Productions > 100K

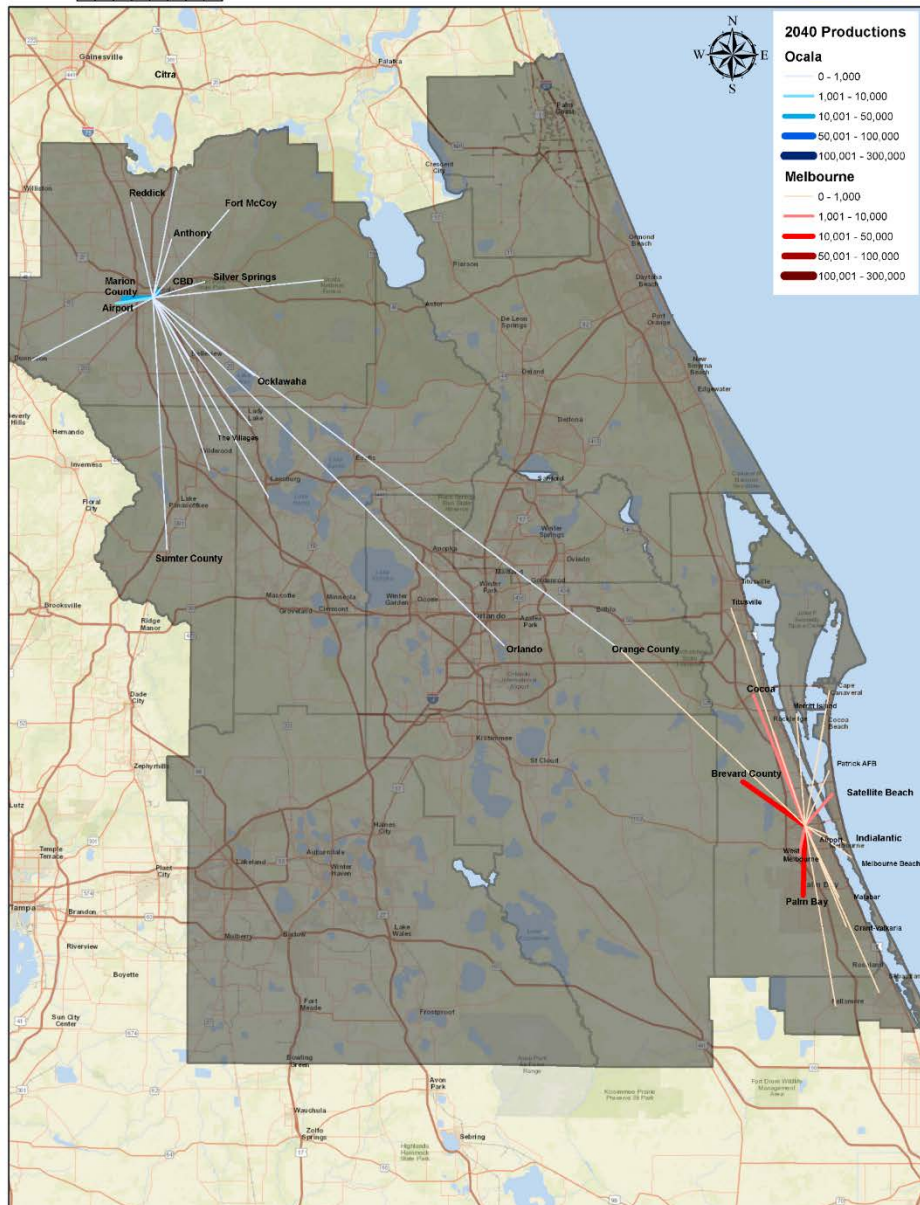
2040 TRIPS	2060 TRIPS	From County	To County
696,188	799,462	Osceola	Orange
497,545	507,060	Seminole	Orange
359,917	453,139	Orange	Seminole
235,904	315,795	Orange	Osceola
147,885	183,877	Lake	Orange
116,729	147,727	Polk	Orange
111,713	146,392	Osceola	Polk
105,708	133,633	Orange	Lake
103,247	123,878	Flagler	Volusia
<100K	117,627	Sumter	Lake
<100K	101,410	Volusia	Seminole
<100K	100,863	Polk	Osceola



Top 20 2040 Productions from Ocala⁹ and Melbourne¹⁰

SCALE: 0 5 10 20 Miles

Date: 6/5/2017



Major Activity Centers

23

➤ Top 10 Major Activity Centers

- Top 20 Trip Productions

➤ Percentage of person trips represented by all district trips (noted at bottom of map)

➤ 2040 & 2060 Trip Productions

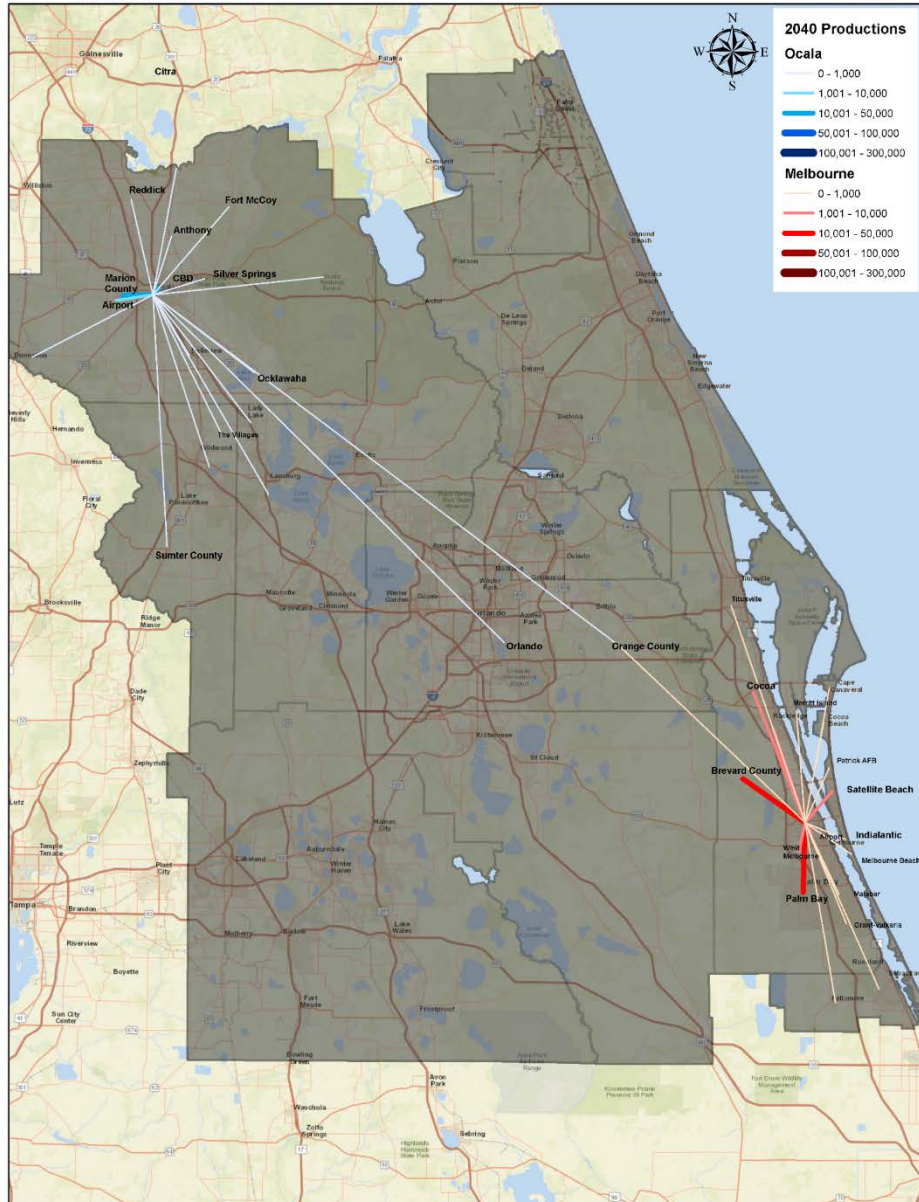
Rank 9 - Represents 99% of person trips from Ocala. Intra district Productions = 46,241.
 Rank 10 - Represents 98% of person trips from Melbourne. Intra district Productions = 49,543.



Top 20 2040 Productions from Ocala⁹ and Melbourne¹⁰

SCALE: 0 5 10 20 Miles

Date: 6/5/2017

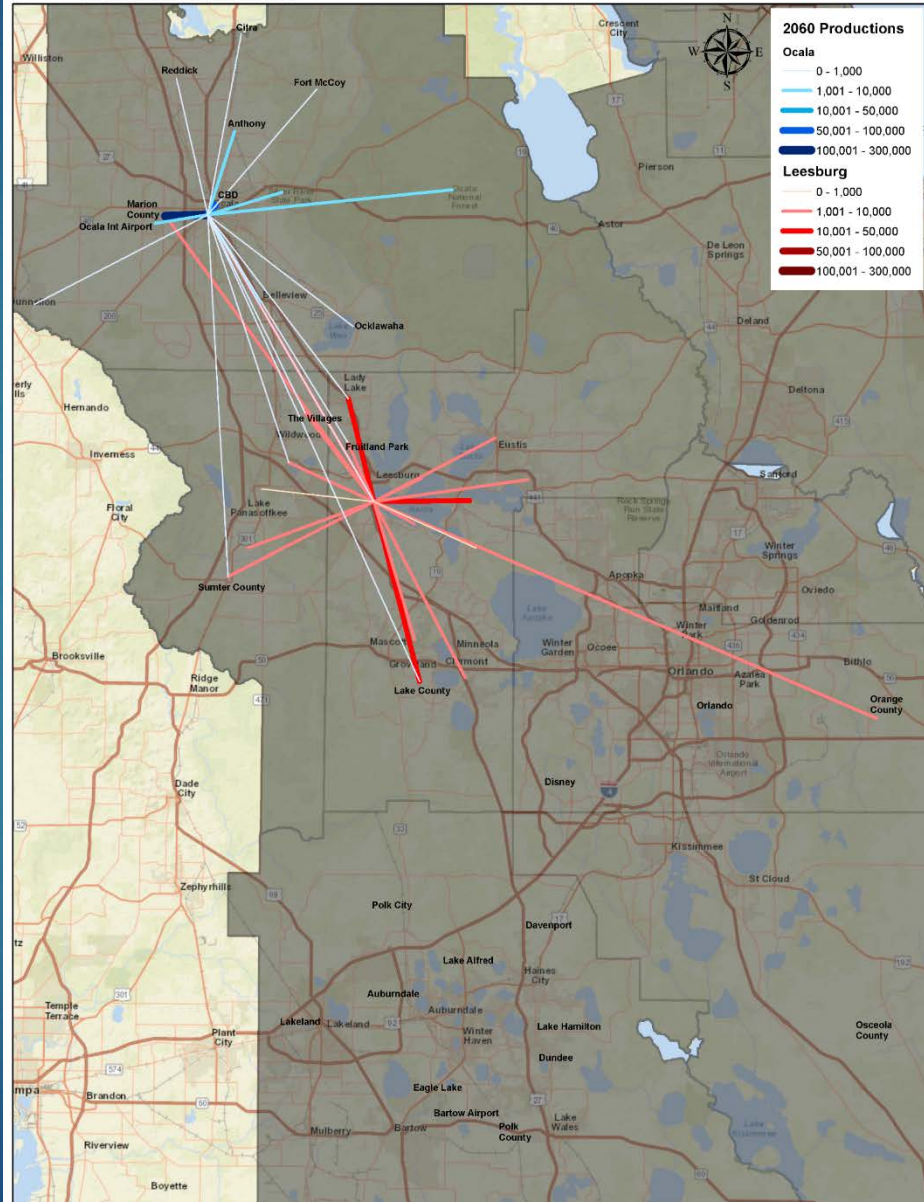


Rank 9 - Represents 99% of person trips from Ocala. Intra district Productions = 46,241.
 Rank 10 - Represents 98% of person trips from Melbourne. Intra district Productions = 49,543.

Top 20 2060 Productions from Ocala⁸ and Leesburg¹⁰

SCALE: 0 5 10 20 Miles

Date: 6/5/2017



Rank 8 - Represents 99% of person trips from Ocala. Intra district productions = 160,660.
 Rank 10 - Represents 96% of person trips from Leesburg. Intra district productions = 196,764.

Top 10 Major Activity Centers

Year 2040

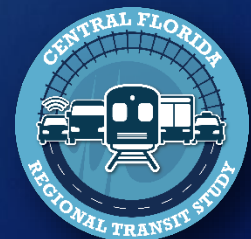
1. Orlando
2. Lakeland
3. Daytona Beach
4. Kissimmee
5. Palm Bay
6. Winter Haven
7. Disney
8. Palm Coast
9. Ocala
10. Melbourne

Year 2060

1. Orlando
2. Lakeland
3. Daytona Beach
4. Disney
5. Kissimmee
6. Palm Bay
7. Winter Haven
8. Ocala
9. Palm Coast
10. Leesburg

13. Leesburg

12. Melbourne



Top 10 Major Activity Centers

Year 2040: 125,449 Trips – Orange County to Orlando

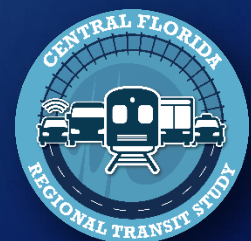
Year 2060: 12 Activity Center to Activity Center > 100K

2040 TRIPS	2060 TRIPS	From Activity Center	To Activity Center
125,449	397,062	Orange County	Orlando
<100K	280,440	Orlando	Orange County
<100K	207,029	Marion County	Ocala
<100K	198,460	Polk County	Lakeland
<100K	181,099	Osceola County	Orange County
<100K	169,134	Orange County	Disney
<100K	143,611	Orlando	Orlando CBD
<100K	137,452	Osceola County	Disney
<100K	120,877	Lakeland	Polk County
<100K	114,649	Osceola County	Kissimmee
<100K	104,489	Ocala	Marion County
<100K	102,729	Orange County	Orlando CBD



Findings

- No significant Regional Travel Markets justifying Major 10 County Transit Capital Investment
 - No regional travel markets exceeding 100k daily trips threshold
- Regional Service Demand valid for supportive transit services
 - Enhance Regional and Local bus networks
 - Support Current and Future Private Providers
 - Enhance network with sub-regional and market driven capital infrastructure investments
- Significant Local Travel Markets within urbanized areas
 - Several localized urban area to county travel markets exceeding 100k daily trips threshold
- Existing SunRail corridor support future Orlando Urban Area and Regional north-south demands
 - Build upon this corridor investment for significant Intra-Urban area investments



Summary of Work Completed to Date

1. Base Conditions/Databases
2. Assessment of MPO/TPO Plans and Programs
3. Assessment of Transit Agency Plans and Programs
4. Projected 2040/2060 Travel Desire Lines between:
 - MPO/TPOs
 - Counties
 - Major Activity Centers
5. Assessment of Local Land Use Plans and Land Development Policies
6. Assessment of Transit Funding and Presentation of Potential Sources



Conceptual Regional Transit Vision Framework

SUNRAIL

- The extension of the SunRail commuter rail system into Polk County, with future stations at Haines City, Auburndale and Lakeland.
- The extension of SunRail to DeLand in Volusia County.

BRIGHTLINE

- From a local standpoint, possible commuter rail along the FEC corridor, with the Brevard TPO plan proposed regional commuter rail stops at the rail stations in Titusville, Cocoa, Eau Gallie, Melbourne and Palm Bay; and potential new station locations at Melbourne International Airport and the Space Coast Regional Airport in Titusville.
- For the Regional Transit Vision Framework, a future Brightline intercity rail station near Cocoa (possibly at the Brevard identified Clearlake Road location), and another near midpoint along SR 528 to serve the Northeast Sector/Ranch development.

PRIVATE BUS

- As noted in MPO/TPO plans in handout.

MPO/TPO ELEMENTS

- 2040/2060 Graphics on screen and handout.



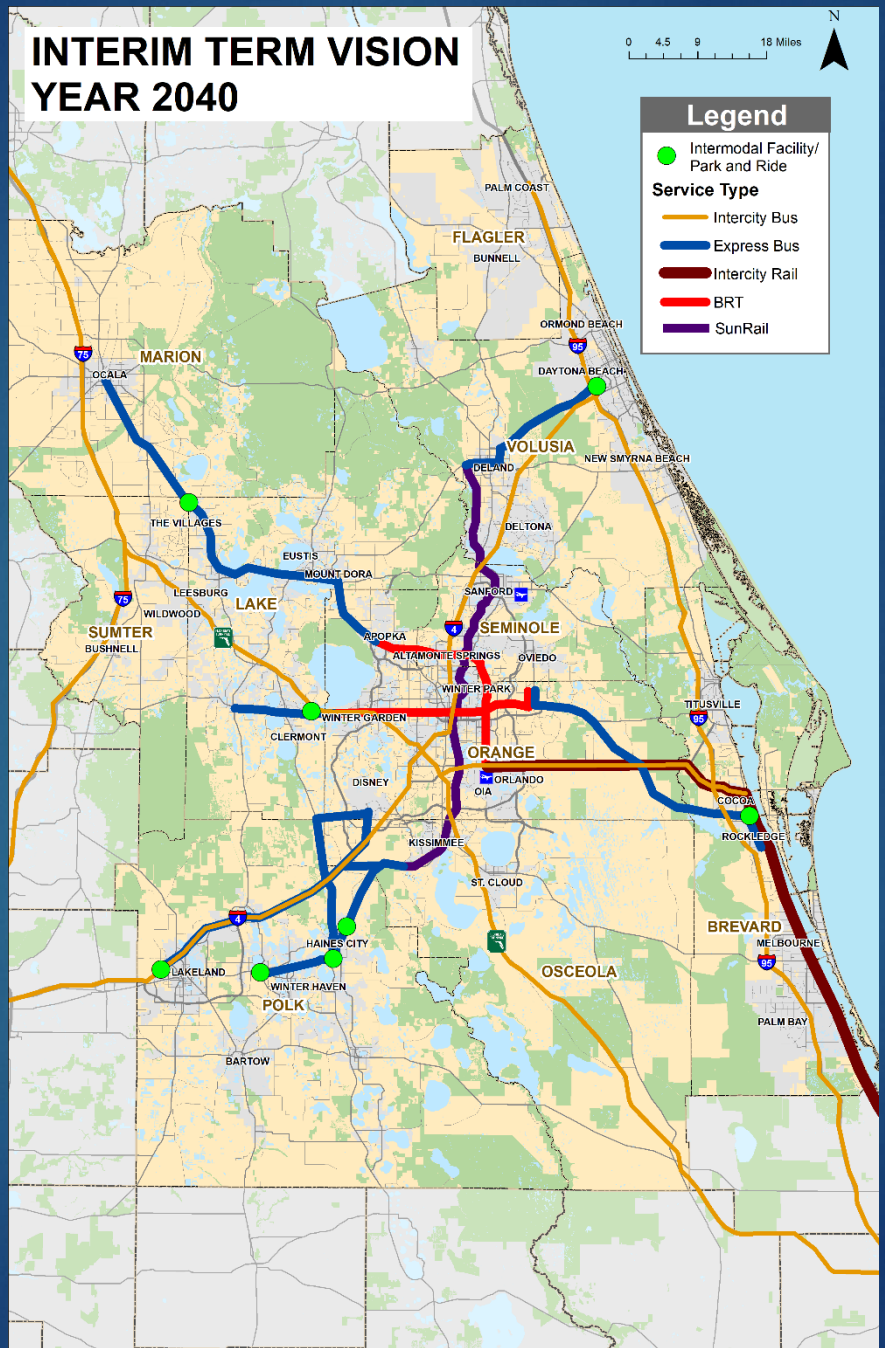
INTERIM TERM VISION YEAR 2040

0 4.5 9 18 Miles



Legend

- Intermodal Facility/
Park and Ride
- Service Type**
- Intercity Bus
- Express Bus
- Intercity Rail
- BRT
- SunRail



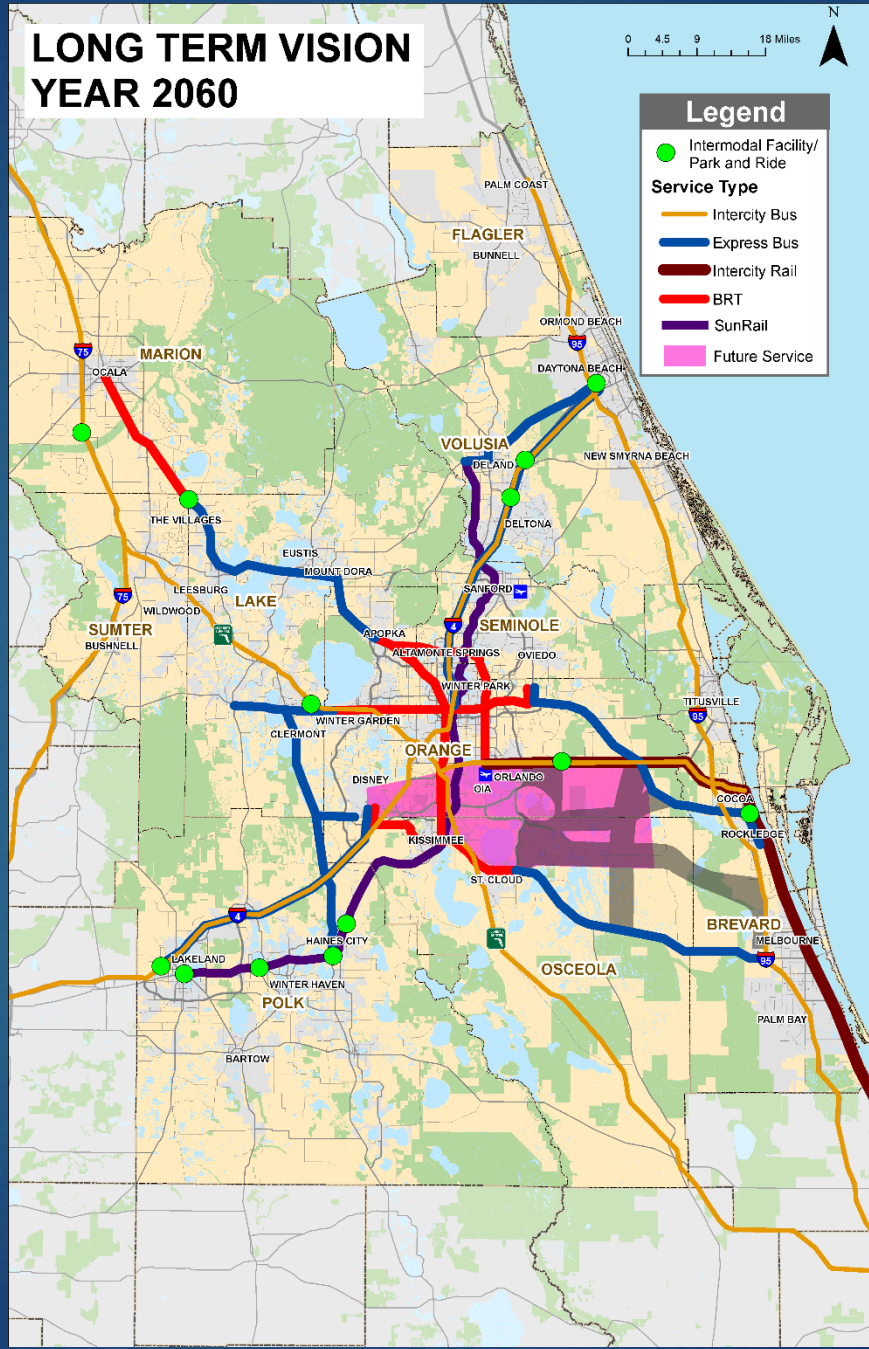
LONG TERM VISION YEAR 2060

0 4.5 9 18 Miles



Legend

- Intermodal Facility/
Park and Ride
- Service Type**
- Intercity Bus
- Express Bus
- Intercity Rail
- BRT
- SunRail
- Future Service



Next Steps/Path Forward

- MPO / TPO Staff to Present to Technical Committees
- Present to MPO/TPO Boards
- Produce Final Draft for PAG Review
- Present Final Plan to PAG; then MPO Alliance



Thank You!





REGIONAL TRANSIT VISION PROJECTS OVERVIEW

OCALA/MARION COUNTY

- **Interim Term Vision**

- **Local.**

- Improved headways on the existing routes. New fixed route service with 60-minute headways along SR 200, express service with 30-minute headways from the Marion Oaks area to Ocala, and five circulator service areas (SR 200 North, SR 200/Marion Oaks, East Ocala, Belleview and South Ocala) which would have on-call transit service for access to the fixed route system.

- **Regional.**

- A bus connector service from Ocala to Belleview to Sumter County/The Villages, running along US 301/US 441/US 27 with 75-120-minute headways, terminating at the Lake County Transit Spanish Springs Station
- Establishment of a park and ride facility and transit center at I-75 and CR 484 in south Marion County. This facility should be designed to accommodate both the SunTran local transit service, park and ride/car pool/express bus services and private intercity services. This would be a joint Transportation Center location to serve SunTran, Greyhound, Red Coach and GMG Transport as an intermodal hub.

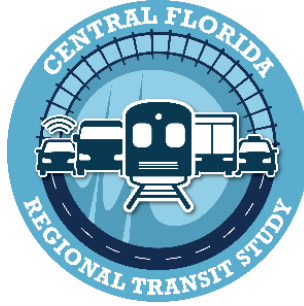
- **Long Term Vision**

- **Local.**

- Establish a new or improved downtown transfer center to accommodate an expanded SunTran system, including new routes, increased headways and potential fixed guideway service.
- Improve the headway on all existing and future SunTran routes to 30 minutes.
- Establish a park and ride facility along SR 200, in the general vicinity of an area between I-75 and SW 60th Avenue.
- Implement improvements that include a dedicated bus lane along US 301/US 441/US 27 from downtown Ocala to the Wildwood area, and a dedicated bus lane along CR 464 from downtown Ocala to Emerald Road.

- **Regional.**

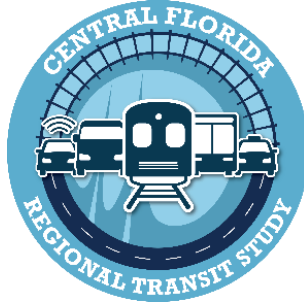
- Extension of the two dedicated bus lanes projects along US301/US 441/US 27 and along CR 464 into Lake County, and treatment of the projects as true BRT service. The termini of both facilities would be in Lake County for connecting service.
- The longer-term improvements (beyond 2060) could include a proposed intercity rail project (commuter rail) from downtown Ocala to Wildwood, Bushnell and beyond generally paralleling US 301 along the existing CSXT railroad corridor; and a proposed light rail project from downtown Ocala to the Emerald Road area generally paralleling CR 464 along the existing Florida Northern Railroad corridor.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

LAKE/SUMTER COUNTY

- **Interim Term Vision**
 - **Local.**
 - Improving the headways of the current routes, extending service to evenings and weekends and restructuring several routes.
 - **Regional.**
 - The Regional Transit Vision (RTV) framework contains future SunTran bus connector service from Ocala to Belleview to Sumter County/The Villages, running along US 301/US 441/US 27 with 75-120-minute headways. LakeXpress Route 1A current services. The Villages Spanish Springs Station with service to Leesburg on 60-minute headways. The two agencies should work together to make a connection, and to coordinate service plans to make a transfer between counties seamless.
 - LakeXpress Route 4 currently provides 120-minute service on SR 19/US 441 between Altoona and Zellwood in Orange County via Eustis and Mt. Dora. In Zellwood, this service meets LYNX's Link 44, which provides 60-minute service between Zellwood and the Silver Star/Hiawassee Road intersection via the Apopka Superstop. These routes are long, serve multiple activity centers and have differing headways. The two agencies should work to establish a coordinated service plan to serve the longer distance customer, focusing on improving service between Mt. Dora and the Apopka Superstop and coordinating consistent headways.
 - LakeXpress recently extended SR 50 spine service from Clermont to Mascotte via Route 50W, which has 60-minute service. This route meets the SR 50E service at the Clermont Park and Ride lot on US 27 south of SR 50. SR 50E runs to the Winter Garden Regional Shopping Center on 60-minute headway, and connects with LYNX Link 105. The LYNX route provides 30-minute service (except evenings) to downtown Orlando on SR 50 via the West Oaks Mall. The two agencies should work to establish a coordinated service plan to serve the longer distance customer, focusing on improving through service between Clermont and the downtown Orlando.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

LAKE/SUMTER COUNTY (cont.)

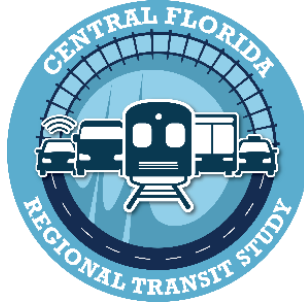
- **Long Term Vision**

- **Local.**

- Continued improvements to the local bus system's headways and service coverage.
- Currently, there are no connections between Sumter County and Lake County. Within Sumter County, the Orange Shuttle operates Monday, Wednesday, and Friday in the communities of Center Hill, Webster, Sumterville, and Bushnell. There is a morning run departing Center Hill at 7:45 a.m. and returning at 11:20 a.m. and an afternoon run, departing at noon and returning at 3:30 p.m. The potential 10-mile extension of this service to Mascotte to connect to the LakeXpress SR 50W service should be explored in the future.
- The Lady Lake-The Villages Urbanized Area (UZA) encompasses The Villages in the northeast corner of Sumter County, Lady Lake in the northwest corner of Lake County, and southern Marion County. Both Sumter County Transit and LakeXpress operate within the UZA making them jointly eligible for federal transit funding allocated to the UZA. In order to better service the residents of The Villages, as well as the employees that provide services to those residents, a comprehensive analysis of routes and route structure should be conducted by Lake, Sumter and Marion Counties to better service that part of the three-county area.

- **Regional.**

- Sumter/Lake County and LakeXpress should work with the surrounding MPO/TPO's and their respective transit agencies on developing long term corridor bus projects on critical travel corridors such as the SR 50 corridor with a LYNX mixed use BRT project as well as an east west Express service from Winter Garden to the University of Central Florida. Likewise, LakeXpress should work with LYNX to prioritize bus related improvements along the north US 441 corridor to improve bus travel times and customers experience. At the north end of the Lake/Sumter MPO area, LakeXpress should work with SunTran to provide consistent bus service and improve the US 441/US 301 corridor between Ocala, The Villages, and Leesburg.
- A Clermont to Disney commuter express route would travel between the Clermont Park-and-Ride and the Disney World employee entrance. Based on the MetroPlan Orlando portion of the Regional Vision Plan, this route should potentially be modified to connect to the Disney Transportation Center or Disney Springs Transit Center to meet with the south Orlando/Kissimmee related corridor services.
- None of the private long-distance providers have a stop or station within the Lake/Sumter County MPO area. One concept which might benefit middle Lake County and west Orange County is a potential establishment of a park and ride facility and transit center at the Turnpike and SR 50 near Oakland and the Lake County line. This facility could be serviced by LYNX and LakeXpress local routes, as well as by Red Coach USA and GMG Transport.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

POLK COUNTY

- **Interim Term Vision**

- **Local.**

- The vision includes improving the headways of the current routes, extending service to evenings and weekends and introducing new routes. There are also many capital improvements projects in the TDP that will improve transit in Polk County, including but not limited to new buses, passenger amenities such as bus stops and shelters, a new Lakeland intermodal facility and an east Polk maintenance facility.
- The US-98 Corridor Transit Design Report outlines phasing and design decisions for premium bus service along US-98. Initial investment should focus on signal priority and access management and later move to station construction and corridor redevelopment.
- Central Lakeland Transit Signal Priority (TSP) Feasibility Study Provides financial and technical justification for TSP/ bus queue jump lanes on three state highways in Lakeland. The report identifies 17 signalized intersections that should be the focus of TSP implementation.

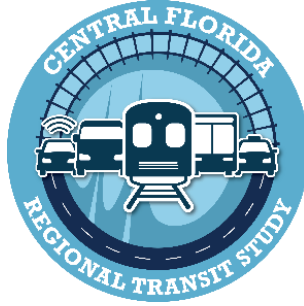
- **Regional.**

- The Link 427 hours of operation should be extended and weekend service added within the next five years. This service should be coordinated with other LYNX as well as LakeXpress services.
- Implementation of park and ride facilities at Winter Haven, Haines City, and Davenport to support Polk County and bus interregional services.
- A proposed feeder route from Winter Haven and the above-mentioned park and ride facilities to the future Poinciana SunRail Station should be implemented within the next five years.
- Investigation of, and if feasible, implementation of express service between Lakeland and Disney, to connect with planned LYNX and LakeXpress services; and express service between Lakeland and the Poinciana SunRail station.
- Investigation into a joint I-4 park and ride facility that would contain a Transportation Center for public transit service and the private operators such as Greyhound, Red Coach, Florida Express Bus and HBCU Shuttle. This park and ride facility could also be used for the Lakeland to Disney, and Lakeland to Poinciana express service.

- **Long Term Vision**

- **Local.**

- The local element of the long-term vision continues improvements to the local bus system's headways and service coverage, and includes new routes and corridors as identified in the TDP and the LRTP.

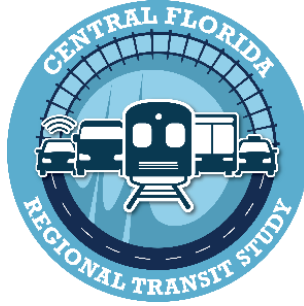


REGIONAL TRANSIT VISION PROJECTS OVERVIEW

POLK COUNTY (cont.)

○ Regional.

- One bus route explored in the TDP that may have a potential impact to regional transit travel is the Lakeland to Disney Express. This commuter express route would travel between a Lakeland Park-and-Ride and the Disney Transportation Center or Disney Springs Transit Center. Based on the MetroPlan Orlando, and Lake/Sumter County MPO portion of the Regional Vision Plan, this route would connect to the Disney Transportation Center to meet with the US 192 corridor service and the US 27 corridor service.
- The 2017 TDP contains a technical memorandum which evaluates the possible extension of SunRail into Polk County, in support of the 2040 Long Range Transportation Plan Update. The memorandum covers potential phasing alternatives, station site considerations, feeder bus services, and institutional challenges. The memo also provides estimates of 2040 ridership, and capital and operating costs. The report provides a list of action steps that might address these potential barriers. Key recommendations include: developing a plan for bus connections to Poinciana SunRail station; monitoring existing ridership from Polk residents and periodically updating ridership forecasts; at the appropriate time, undertake a PD&E study of alternatives; and initiate discussions with key local and state entities such as CFCRC, FDOT, and CSX. Should these efforts be successful, the next steps would include developing planning, environmental and engineering documents, and making application for federal New Starts funds (or successor program).
- As indicated in the analysis, the 2017 TDP outlines a logical program for an alternatives scenario in which fixed route bus connections are extended to the Poinciana SunRail station in Osceola County, then SunRail is logically extended in a city by city manner. This logical extension concept is one of the backbones of the Regional Transit Vision.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

BREVARD COUNTY

- **Interim Term Vision**

- **Local.**

- The local element of the short-term vision consists of improvements to the SCAT bus system, as identified in the Long Range Transportation Plan and the TDP. These include improving the headways of the current routes, extending service to evenings and weekends and introducing new routes. There are also many capital improvements projects in the TDP that will improve transit in Brevard County, including but not limited to new buses, passenger amenities such as bus stops and shelters, and a new administrative, operations and maintenance facility.
 - The US 1 BRT from Mims to Micco (32 miles), should be incrementally implemented, with initial investment focused on signal priority and access management. The project would later move to station construction and corridor redevelopment.
 - The Fiske/Stadium BRT (8 miles) would run from the intermodal terminal in downtown Cocoa to a new intermodal terminal at Viera Government Center.
 - The SR 520 BRT (9 miles) would run from Clearlake Road to a new intermodal terminal at SR A1A. The initial investment should be focused on signal priority and access management and later move to station construction and corridor redevelopment.

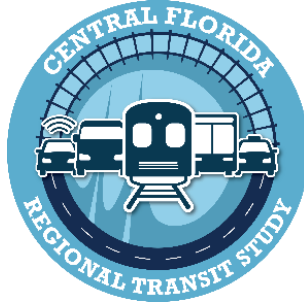
- **Regional.**

- Brevard County should work with Brightline intercity rail system to locate an intermodal station at Clearlake Road near SR 528/FEC and US 1.
 - Considerations should be given to co-locating private and public services, as well as park and ride at that station/terminal. This facility would contain a transit center for public transit service and the private operators such as Greyhound and Florida Express Bus, as well as existing and proposed SCAT services.
 - Two new express bus services should be initiated, including the Eastern State College campuses to UCF express, which would connect to a proposed LYNX intermodal center at UCF; and a new express between Brevard County and OIA, to connect to the proposed LYNX intermodal center at OIA.

- **Long Term Vision**

- **Local.**

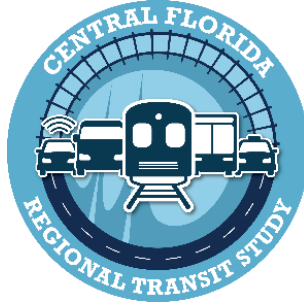
- The local element of the long-term vision continues improvements to the local bus system's headways and service coverage, and includes new routes and corridors.
 - A commuter rail system along the FEC that would connect Mims to Sebastian. This connection would serve several previous community train stations, new stations as well as the new Brevard Brightline station. The stations include ones in Titusville, Cocoa, Eau Gallie, Melbourne and Palm Bay, with a new location at Melbourne International Airport station.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

BREVARD COUNTY (cont.)

- The SR A1A BRT from Port Canaveral to Melbourne (25 miles) should be incrementally implemented, with initial investment focused on signal priority and access management. The project would later move to station construction and corridor redevelopment.
 - The Wickham/Minton BRT (27 miles) would run from the intermodal terminal at Viera Government Center to US 1 and Malabar Road. This project should be incrementally implemented, with initial investment focused on signal priority and access management. The project would later move to station construction and corridor redevelopment.
 - The Babcock BRT (9 miles) would run from downtown Melbourne to a new intermodal terminal at Emerald City.
 - The US 192 BRT (8 miles) would run from downtown Melbourne to a new intermodal terminal at St. John's Heritage Parkway.
- **Regional.**
- The regional element of the long-range vision potentially includes implementation of rail service to Orlando. The 2040 LRTP identifies two commuter rail connections, both from Brevard County to the Orlando International Airport. One is proposed to run along SR 528 between Port Canaveral and the Orlando International Airport. The other is proposed to run between the Melbourne multimodal hub and OIA via the Pineda Extension/I95/Ellis Road/NASA Boulevard. Presumably, the corridor would extend through the Ranch area of Orange County and connect to OIA.
 - The key to the regional transit vision framework is the extension of the Brightline intercity rail service to OIA, with local stations strategically placed to allow for commuter rail service to run between intercity rail service. This concept would replace the proposed commuter rail service along SR 528 between Cocoa and OIA, but not between Cocoa and Port Canaveral. In order to serve the Ranch area of Orange County, there could be an intermediate stop on SR 528. Should the Brightline concept be advanced and implemented, in order to replace the proposed SR 528 commuter rail system, a fixed guideway connection would be required between the proposed Cocoa/Brevard intermodal station at Clearlake and the port. This could take the form of a host of fixed guideway facilities such as commuter rail, BRT, automated people mover, light rail transit, or enhanced express bus.
 - Regarding the Pineda Extension/I-95/Ellis Road/NASA Boulevard commuter rail system between Melbourne and OIA, there is some question as to whether the demand between Brevard County and Orange County is enough to warrant two commuter rail lines. This corridor between Melbourne and OIA should be preserved should the demand be exhibited beyond 2060. One potential strategy is to run enhanced express bus between these two points to build ridership demand, and then transition to another fixed guideway facility such as commuter rail, or light rail transit, or continue enhanced express bus.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

RIVER TO SEA (VOLUSIA/FLAGLER)

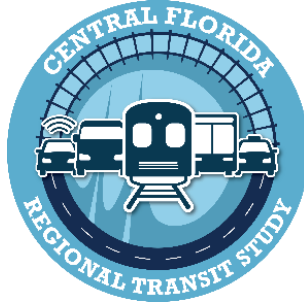
- **Interim Term Vision**

- **Local.**

- The local element consists of improvements to the Votran bus system, including improvement of headways of the current routes, extending service to evenings and weekends and introducing new routes. There are also many capital improvements projects that will improve transit in Volusia County, including but not limited to new buses, passenger amenities such as bus stops and shelters, a new intermodal facility in Daytona Beach and an updated administrative, operations and maintenance facility.
- In Flagler County, implementation of the three local, fixed route bus services and three zonal services should be implemented as outlined in the TDP.
- The US 17/92 BRT from DeBary SunRail station to downtown DeLand, should be incrementally implemented, with initial investment focused on signal priority and access management. The project would later move to station construction and corridor redevelopment.
- The US 92 BRT would run from the intermodal terminal in downtown Daytona Beach to a new intermodal terminal on the west side of town, near the Speedway and International Airport. Like the 17/92 project, the initial investment should be focused on signal priority and access management and later move to station construction and corridor redevelopment.
- Improvements in headways and service characteristics for Route 60, which runs between DeLand and Daytona, should be occur along with the implementation of the BRT projects.

- **Regional.**

- The SunRail commuter rail system should be extended from the current termini at DeBary to the planned station in DeLand. This service should be coordinated with other Votran bus services.
- Considerations should be given to co-locating private and public services at either Votran's current downtown terminal, or at the proposed intermodal terminal near the Speedway/Airport on the west side of Daytona Beach. This facility would contain a transit center for public transit service and the private operators such as Greyhound, Red Coach, Florida Express Bus and HBCU Shuttle. If located near I-95 and US 92, consideration should be given to inclusion of a park and ride facility that could also be used for: the US 92 BRT service between I-95 and downtown Daytona Beach; for express/limited service on US 92 to DeLand via Votran Route 60 or successor route; a potential Daytona to Orlando express service; and parking for the Speedway and surrounding land uses.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

RIVER TO SEA (cont.)

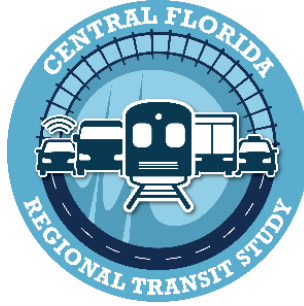
- **Long Term Vision**

- **Local.**

- The local element continues improvements to the local bus system's headways and service coverage, and includes new routes and corridors.
 - A BRT system would connect southwest Volusia with DeLand, and DeLand to Daytona Beach. This connection would be provided by two BRT services, one operating from the existing DeBary SunRail station, and the other from the planned DeLand SunRail station to Daytona Beach. In Daytona Beach, the services would connect with a new Westside Intermodal Station, and then continue to the existing Votran Transfer Plaza off US 1, using International Speedway Boulevard (ISB). The service from the DeBary SunRail station would operate on U.S. 17/92 and U.S. 92 (ISB). The service from a new DeLand SunRail station would operate on S.R. 44, U.S. 17/92 and U.S. 92.

- **Regional.**

- A new express bus route using the future managed lanes to be developed within I-4 from the Daytona Beach West Side Intermodal Terminal to Orlando, with a direct connection to either the DeBary SunRail station or an extended route to downtown Orlando. With such service, smaller park and ride facilities could be developed along I-4 at the S.R. 44 and S.R. 472 interchanges to complement the existing park and ride at Saxon Boulevard. These locations could also be considered for accommodation of private bus services in the form of an intermodal terminal, especially at the SR 44 location.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

METROPLAN ORLANDO (Orange, Seminole, Osceola)

- **Interim Term Vision**

- **Local.**

- The local element consists of improvements to the LYNX bus system, including improvement of headways of the current routes, extending service to evenings and weekends and introducing new routes as outlined in the TDP and the current Route Optimization Study. There are also many capital improvements projects that will improve transit in the LYNX service area, including but not limited to new buses, passenger amenities such as bus stops and shelters, and new intermodal facilities.
- The draft LYNX Vision Plan contains several corridors that will provide BRT or BRT like facilities that will have local and regional impact. In the interim term, the Disney Village to Orange Avenue via International Drive and Oak Ridge Road Corridor, the Silver Star Corridor and the Kirkman Road from Silver Star to International Drive Corridor should be advanced to address local needs.
- Express service between International Drive and OIA should be initiated. This will have local and regional impact.

- **Regional.**

- LakeXpress and LYNX should work to establish a coordinated service plan on SR 19/US 441 (Lake Route 4/LYNX Link 44) to serve the longer distance customer, focusing on improving service between Mt. Dora and the Apopka Superstop and coordinating consistent headways.
- LakeXpress and LYNX should work to establish a coordinated service plan on SR 50 (Lake Routes 50E 50W/LYNX Link 105) to serve the longer distance customer, focusing on improving through service between Clermont, downtown Orlando and UCF.
- LYNX and SCAT should coordinate on two new express bus services, including the Eastern State College campuses to UCF express, which would connect to a proposed LYNX intermodal center at UCF; and a new express between Brevard County and OIA, to connect to the proposed LYNX intermodal center at OIA.
- The Link 427 hours of operation should be extended and weekend service added within the next five years. This service should be coordinated with other Polk Transit, LYNX and LakeXpress services.
- The draft LYNX Vision Plan contains several corridors that will provide BRT or BRT like facilities. In the interim term, it is critical for regional mobility for LYNX to advance the SR 50 (BRT and Express) and SR 436 corridors. These transit improved corridors will provide access to Lake, Brevard and Polk transit services via connections at UCF, Winter Garden, Apopka, Disney and OIA.



REGIONAL TRANSIT VISION PROJECTS OVERVIEW

METROPLAN ORLANDO (cont.)

- **Long Term Vision**

- **Local.**

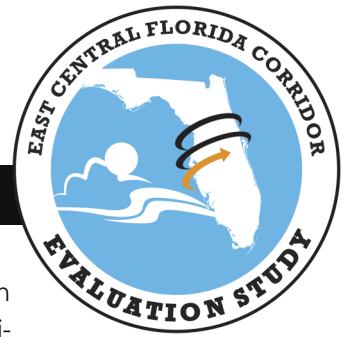
- Continued improvements to the LYNX system's headways and service coverage.
- The draft LYNX Vision Plan contains several corridors that will provide BRT or BRT like facilities that will have local and regional impact. In the long term, the Orange Avenue Corridor, and the US 17-92 North Corridor should be advanced to address local needs.
- Express service from the Poinciana Town Center Transit Center to Disney Springs via the Poinciana SunRail Station and to The Kissimmee Intermodal Station via Pleasant Hill Road should be initiated. These services will have local and regional impact as they connect to Polk Transit service.

- **Regional.**

- The draft LYNX Vision Plan contains several corridors that will provide BRT or BRT like facilities. In the long term, it is critical for regional mobility for LYNX to advance the US 192 (East and West) and US 441 (North and South) corridors. These transit improved corridors will provide access to Lake, Brevard and Polk transit services via connections at Apopka, Disney, Kissimmee and St. Cloud.
- Lake Sumter and MetroPlan Orlando should coordinate to develop a park and ride facility and transit center at the Turnpike and SR 50 near Oakland and the Lake County line. This facility could be serviced by LYNX and LakeXpress local routes, as well as by Red Coach USA and GMG Transport.
- The key to the regional transit vision framework is the extension of the Brightline intercity rail service to OIA, with an intercity station in Cocoa, and an intermediate stop on SR 528. This stop would serve the Ranch area of Orange County.
- Regarding the Brevard identified Pineda Extension/I-95/Ellis Road/NASA Boulevard commuter rail system between Melbourne and OIA, there is some question as to whether the demand between Brevard County and Orange County is enough to warrant two commuter rail lines. This corridor between Melbourne and OIA should be preserved should the demand be exhibited beyond 2060. One potential strategy is to run enhanced express bus between these two points to build ridership demand, and then transition to another fixed guideway facility such as commuter rail, or light rail transit, or continue enhanced express bus. Another option is to run limited stop/express bus on US 192, then transition to other forms of higher capacity transit if warranted.
- Connections between activity centers should be evaluated for higher capacity transit to serve local and regional needs. This includes, but is not limited to the Brightline SR 528 Station to OIA, OIA to I-Drive/Disney and sections of SR 50. These connections could take the form of a host of fixed guideway facilities such as dedicated BRT, automated people mover, light rail transit, or enhanced express bus.

EVALUATION STUDY

EAST CENTRAL FLORIDA CORRIDOR



EVALUATION STUDY FRAMEWORK

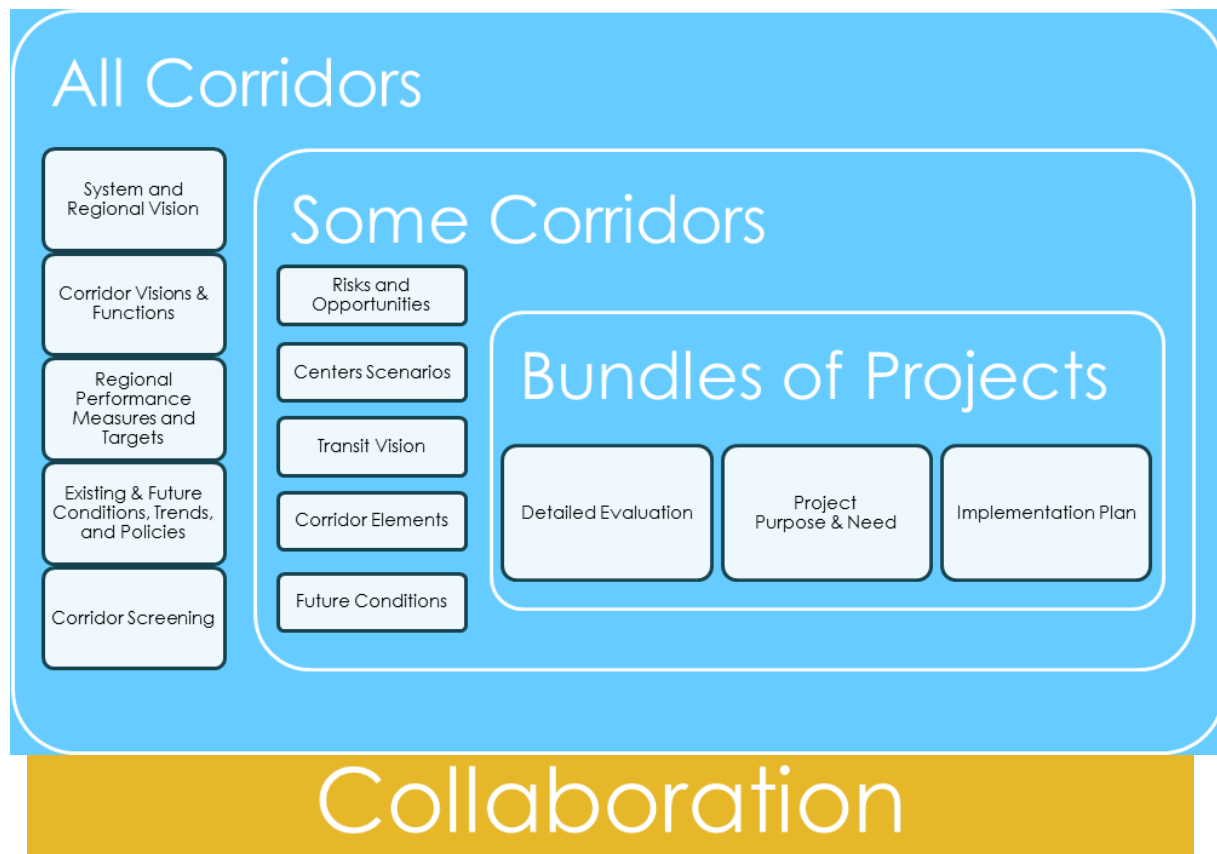
Develop an evaluation approach that will help identify and prioritize investments in transportation infrastructure and services to address regional connectivity and mobility gaps in the East Central Florida Corridor study region, consistent with the Florida Transportation Plan (FTP), and supports the statewide Future Corridors Initiative.

- Address regional connectivity and mobility gaps by developing and enhancing multimodal transportation corridors.
- Connect existing and future regional centers where people live, work, learn, play, considering timing and location of development expected to occur through 2060.
- Improve access to and connections between major transportation hubs and corridors across all modes to support growth in tourism and trade.
- Enhance and support emergency evacuation, response, and post-disaster recovery activities.

EVALUATION STUDY GOALS

- Identify a package of transportation investments to address regional connectivity and mobility gaps by developing and enhancing multimodal transportation corridors.
- Develop a quantitative and qualitative evaluation approach, consistent with the 21 Guiding Principles and the goals of the Florida Transportation Plan.
- Support the statewide Future Corridors Initiative through the development of an evaluation framework.
- Identify projects to move forward to project development.

The East Central Florida Corridor Evaluation Study (ECFCES) is the 2nd of three (3) stages in the Future Corridors Planning Process: 1) Concept Study for a broad area connecting two regions; 2) a more detailed Evaluation Study for a corridor or segment within the study area; and 3) more specific decisions about particular alignment(s) within a corridor through the Project Development and Environment (PD&E) process.





April 16, 2018

TO: TPO Board Members

FROM: Kenneth Odom, Transportation Planner

RE: DRAFT FY 2024 Priority Projects

The following pages contain a copy of the DRAFT FY 2024 Priority Projects, the 2018 Trail Priorities and the 2018 Off-System Priorities. There have been the usual changes in programmed funding as the projects progress towards final construction. Additionally, there are a number of changes to all of the lists this year. The changes are as follows:

2024 Priority Projects

- **#5: SR 40 Downtown Operational Improvement** – The project has been split into two phases;
- **#8: US 41 from SW 111th Place Lane to SR 40** – Project has been added back to the list because of deferred construction funding;
- **#21: SW 40th Avenue Realignment** – New project

2018 Trail Projects

- **#8: Watula Trail and NE 8th Road Trail** – Projects have been combined into one.
- **#10: Nature Coast Trail** – New Project

2018 Off-System Priorities

- **#1: SW 44th Avenue from SR 200 to SW 32nd Street** – Project has been added back to the list because of deferred construction funding.
- **#10: Lake Tusawilla Flood Relief** – New Project

If you have any questions regarding the rankings or a specific project please contact me in our office at (629-8297).

Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

121 S.E. Watula Avenue • Ocala, Florida 34471
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OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS	
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS				
1	NW 49th Street Interchange												
	(FDOT FM# 435209-1)	-	-	-	-	-	-	-	-	Yes	New Interchange	ROW/CST	Project Manager: Heather Grubert MLOU Approved: 1/26/2015 IJR Approval Date: June 2016 Working with Marion County/FDOT to possibly expedite project schedule.
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PD&E	\$21,649										
	IJR to be funded by Marion County	PE					\$1,661,140						
2	SR 40/US 441 Intersection Op. Improvement I												
	NW 2nd St to SW Broadway Street (FDOT FM# 433661-1)	0.16	6	D	50,000	34,900	70%		C	No	Add Dedicated Turn Lanes, Pedestrian Improvements & Enhanced Illumination	FULLY FUNDED	Project Manager: Todd Alexander Plans Complete:12/2016 Fully funded.
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW			\$697,200	\$667,200		\$240,000					
		CST					\$2,796,481						
3	US 441 Intersection Op. Improvement II												
	at SR 464 (FDOT FM# 433660-1)	NA	6	D	50,000	25,300	51%		C	No	Add Dedicated Turn Lanes and Pedestrian	CST	Project Manager: Todd Alexander Plans Complete:7/2016 \$2,100,603 LRE
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW		\$175,000	\$340,000	\$213,300	\$120,000	\$43,680					
4	SR 35 Intersection Op. Improvement												
	at SR 25, Foss Rd., & Robinson Rd. (FDOT FM# 435208-1)	NA	2	D	14,800	16,500	111%		F	No	Add SB Right-Turn Lanes	ROW/CST	Project Manager: Amir Asgarinik Wait for finalized scope to determine if ROW is necessary.
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PE				\$1,005,000							
5	SR 40 Downtown Operational Improvement												
	SR 40 at NE 1st Avenue (EB Left-Turn) (FDOT FM# 431935-1) - Phase I	0.63	4	D	32,400	34,700	107%		F	No	Traffic Ops Improvement	CST	Project Manager: Matt Hassan
	US 441 to NE 8th Avenue (FDOT FM# 431935-1) - Phase II	0.63	4	D	32,400	34,700	107%		F	No	Pedestrian and Traffic Ops	CST	Project Manager: Matt Hassan
	Phase II	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PE	\$91,230										
6	SR 40 East Multi-Modal Improvement												
	NE 49th Terrace to NE 60th Court (FDOT FM# 435490-1)	1.5	4	D	32,400	20,900	65%		C	No	Add turn-lanes, enhanced illumination, pedestrian safety measures and intersection reconstruction at SR 35.	PE	
7	SR 40 West Multi-Modal Improvement												
	CSX Rail Bridge to I-75	2.8	4	D	32,400	33,000	102%		F	No	Sidewalk Widening & Reconditioning	PE	
8	US 41												
	SW 111TH PL LN to SR 40 (FDOT FM# 238648-1)	3.6	2	D	18,600	23,000	124%		D	No	Add 2 Lanes	FULLY FUNDED	Project Manager: Kathy Enot Plans Complete: 9/2013, Update: 4/2017
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW		\$4,210,727									
		CST					\$42,827,665						

JR - Interchange Justification Report
 PD - Project Development Enviro Study
 PE - Preliminary Engineering
 ROW - Right-of-Way Acquisition
 CST - Construction

OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS			
9	SR 200											
	CR 484 to Citrus County Line (FDOT FM# 238651-1)	3.2	2	C	8,400	15,100	180%	F	No	Add 2 Lanes	CST	Project Manager: Naziru Isaac Plans Complete: 1/2017 Right of way complete <i>Estimate: \$34,465,223 (LRE 8/11/2015)</i>
10	SR 401-75 Interchange Operational Improvements											
	SW 40 th Avenue to SW 27 th Avenue (FDOT FM# 433652-1)	-	4	D	32,400	28,500	88%	D	Yes	Operations Improvements at I-75 interchange and at SW 27 th Ave intersection.	CST	Project Manager: Taleb Shams Plans complete: 5/2017 Right of way: FY 2018-2019
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW				\$1,220,000	\$2,170,000	\$1,412,409				
11	CR 4841-75 Interchange Operational Improvements											
	SW 20 th Avenue Road to CR 475A (FDOT FM# 433651-1 & -2 & -3)	-	4	D	32,400	28,100	87%	D	Yes	Operational/Capacity Improvements	ROW	Project Manager: Sarah Van Gundy Plans complete: 7/2017 <i>LF: \$4,393,910 (2nd ROW)</i>
	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
	PE		\$105,000									
	ROW		\$1,340,000	\$1,110,000	\$250,000	\$138,000						
	CST				\$7,934,381							
12	NE 36 th Avenue											
	SR 492 to NE 35 th Street (FDOT FM# 431798-1) PD&E Underway	1.6	2	D	14,040	11,700	83%	D	No	Add 2 Lanes	N/A	Project Manager: Jazlyn Heywood LDCA Scheduled Approval: 12/2015 Segment only for PD&E
	Implementation Phases:	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
	SR 492 to NE 20 th Place (.4 miles) (FDOT FM# 431798-2)									Add 2 Lanes	ROW	Project Manager: Heather Grubert Plans complete: 5/2017
	(.4 miles) (FDOT FM# 431798-3) Project includes grade separation over CSX S line	PE	\$123,833							Add 2 Lanes & Bridge over CSX rail line	FULLY FUNDED	Project Manager: Heather Grubert Plans complete: 5/2017
	ROW	\$4,251,558	\$4,285,000	\$1,615,550	\$257,840							
	RRU		\$650,000									
	CST		\$14,840,792									
	(.8 miles) (FDOT FM# 431798-4)									Add 2 Lanes	ROW	Project Manager: Heather Grubert Plans complete: 5/2017
13	Marion Oaks Extension and Flyover											
	SW 18th Ave Rd to CR 475/w I-75 Flyover	2.4	2	-	-	-	-	-	No	New 2 Lane Road/w New Overpass	PD&E	New Project
14	Emerald Road Extension											
	SE 92nd Loop to Emerald Road	0.5	2	-	-	-	-	-	No	New 2 Lane Road	PD&E	New Project
15	SR 40											
	CR 328 to US 41 (FDOT FM# 238720-1)	9.8	2	C	16,400	8,200	50%	C	No	Add 2 Lanes	ROW	Project Manager: Kathy Enot Plans complete: 3/2010 <i>Next phase right of way</i>
16	NW 37th Avenue											
	SR 40 to US 27	1.63	2	-	-	-	-	-	No	New 2 Lane Road	PE	New Project
17	NE 8th Avenue											
	SR 40 to SR 492	0.65	4	E	28,900	8,600	30%	C	No	Remove 2 Lanes/ Multi-modal enhancements	PE	New Project

OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS	
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS				
18	SR 40 - East												
	NE 60th Court to CR 314 (FDOT FM# 410674-2)	10.0	2	C	12,400	13,600	110%		E	Yes	Add 2 Lanes 2 bridge structures, from CR 326 to CR 314 concrete, wildlife crossings	FULLY FUNDED	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 3/2017 LRE being updated
	<i>Funding Status</i>												
		<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>					
		<i>ROW</i>		\$5,240,000	\$1,690,000	\$388,100							
		<i>CST</i>			\$129,637,273								
	CR 314 to CR 314A (FDOT FM# 410674-3)	5.8	2	C	8,400	11,400	136%			Yes	Add 2 Lanes	ROW	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 2/2017 <i>New phase start of work</i>
	CR 314A to Levy Hammock Road (FDOT FM# 410674-4)	2.6	2	C	8,400	7,200	86%			Yes	Add 2 Lanes	PE	<i>New phase start of work</i> Includes Black Bear Scenic Trail <i>New phase design</i>
19	US 27 I-75 Interchange Operational Improvements												
	NW 44th Avenue to NW 35th Avenue (FDOT FM# 433680-1)	-	4	D	39,800	21,600	54%		C	Yes	Improvements	PD&E	New Project
	<i>Funding Status</i>												
20	NE 25th Avenue												
	SR 492 to NE 35th Street (FDOT FM# 431797-1)	1.6	2	D	14,040	9,100	65%		D	No	Add 2 Lanes	ROW	Project Manager: Naziru Isaac Plans complete: 10/2018
	<i>Funding Status</i>												
21	SW 40th Avenue Realignment												
		0.15	2	D	14,040	3,500	25%		C	No	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
22	SW 95th Street Interchange (FDOT FM# 429582-1)	-	-	-	-	-	-	-	-	Yes	New Interchange	PD&E	New Project
	<i>Funding Status</i>												
23	US 27												
	NW 27th Ave. to NW 44th Ave. (FDOT FM# 433633-1)	1.8	4	D	37,900	20,600	54%		C	Yes	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
24	SR 40												
	SW 60th Ave. to SW 27th Ave.	3.0	4	D	39,800	28,500	72%		C	No	Add 2 Lanes	PD&E	New Project
	<i>Funding Status</i>												
25	CR 484												
	SW 49th Avenue to Marion Oaks Pass	1.3	2	E	15,930	8,100	51%		C	No	Add 2 Lanes	PD&E	New Project
	<i>Funding Status</i>												
26	CR 484												
	CR 475A to SW 49th Ave	4.2	4	D	29,160	28,100	96%		D	No	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
27	US 441												
	CR 42 to Sumter County Line (FDOT FM# 238395-8)	2.0	4	D	39,800	34,600	87%		C	No	Add 2 Lanes	ROW	Project Manager: Ashraf Elmaghraby
	<i>Funding Status</i>												
28	US 301 - South												
	SE 143rd Place to CR 42 (FDOT FM# 411256-4)	2.00	2	D	24,200	16,700	69%		C	No	Add 2 Lanes	ROW	Project Manager: Marcus Lisicki 10/30/09 Plans complete
	<i>Funding Status</i>												
29	SR 326												
	US 441 to CR 200A (FIHS Facility)	2.3	2	D	16,800	11,500	68%		C	Yes	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												

Ocala/Marion County TPO
Regional Trail Priorities
FY 2018

Priority	Project	From	To	Length (mi)	Regional Trail	Phase	Phase Estimate	Notes
1	Pruitt Trail	Bridges Road	SR 200	9.5	HOF	CST	\$ 3,325,000	CST FY 2021 (Delayed). Project will be divided into two separate segments because of ROW negotiation delays.
2	SR 200 Trails/Wildlife Underpass	at SR 200		TBD	HOF	CST	TBD	
3	Ocala to Silver Springs Trail	Osceola Trail	Silver Springs State Park	6	-	CST	\$ 1,800,000	DES FY 2020. (\$253,000)
4	CR 484 - Pennsylvania Ave. Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	0.8	-	DES	\$ 75,000	Total project cost estimated at \$4 Million. Will include significant utilities infrastructure update.
5	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	5	-	DES	\$ 155,000	Design funded in FY 2019.
6	Silver Springs Bikeway Phase II	Baseline Paved Trail - North Trailhead	CR 42	18.5	HOF	DES	\$ 555,000	
7	Belleview Greenway Trail	Lake Lillian Park	Cross Florida Greenway	5.3	-	DES	\$ 159,000	Feasibility study underway.
8	Watula & NE 8th Road Trail	Tusawilla Art Park	CR 200A	1.5	-	CST	TBD	Design FY 2019
9	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	4.5	HOF	CST	\$ 1,500,000	The DEP is applying for a SUN Trails grant to expedite the completion of PE and begin CST. (PE - 60%)
10	Nature Coast Trail	Levy County Line	CR 484	7.5	-	PD&E	-	Regional trail connection that will extend north to Chiefland and to Tallahassee.
11	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp (1 mi. east of SR 19)	27	HOF	PD&E	\$ 750,000	PD&E FY 2020.
12	Silver Springs to Hawthorne Trail	Silver Springs State Park		Approx. 30	-	PD&E	\$ 750,000	

DEP - Department of Environmental Protection

DES - Design

HOF - Heart of Florida Loop

ROW - Right-of-way

PD&E - Preliminary Design & Environmental

STJMMD - St. Johns Water Management District

Off-System Priorities

2024 OFF-SYSTEM PRIORITIES

Priority	Project	From	To	Length (mi)	Agency	Project Type	Phase	Phase Estimate	Notes
1	SW 44 th Avenue	SR 200	SW 20th Street	1.7	Ocala	Capacity	CST	\$ 4,600,000	New 4-lane.
2A	SW 49 th Avenue	Osceola Boulevard	SW 95th Street	4.1	MC	Capacity	CST	\$ 16,290,000	<u>Funded in FY 2019.</u> \$9.0M local funds, \$7.3 FDOT funds.
2B	SW 49 th Avenue	Marion Oaks Trail	Marion Oaks Manor	3.0	MC	Capacity	PE	\$ 1,340,000	Widen existing two-lane corridor to four-lanes and construct new four-lane road. (PE -
3A	SE 113th St	Hames Road	SE 56th Avenue	0.14	City of Belleview	Sidewalk	DES	TBD	Add sidewalks on the north side of the corridor.
3B	US 301	320' N of SE 62nd Ave Rd	SE 115th Lane	0.22	City of Belleview	Sidewalk	DES/BLD	\$ 110,000	Add sidewalks on the west side of the corridor. (PE_\$ 15K, CST-\$ 95K)
4	East Pennsylvania Avenue (CR 484) Bicycle	Rainbow River Bridge	US 41	0.8	City of Dunnellon	Bike Path	DES	\$ 242,167	Project to add bicycle path facilities and improved access to Blue Run Park.
5	Countywide ITS Operations & Maintenance	-	-	-	Ocala & MC	O/M	-	\$ 500,000	Annual allocation (\$250K each agency) for ITS Ops & Maintenance.
6	NE 19th Avenue	SR 492	NE 28th St	0.99	City of Ocala	Sidewalk	DES	TBD	Add Sidewalks
7	NE 7th Street	NE 36th Ave	NE 44th Ave	0.75	City of Ocala	Sidewalk	DES	TBD	Add Sidewalks
8	Marion Oaks Boulevard	at CR 484	-	-	MC	Reconfigure Intersection	DES	TBD	Study to reconfigure intersection and signalization.
9	CR 315 Resurfacing	CR 316	CR 318	9.9	MC	Resurfacing	CST	\$ 6,700,000	Reclaim, resurface, widen and add shoulders.
10	Lake Tusawilla Flood Relief	NE Watula Avenue	-	-	City of Ocala	Flood Mitigation	DES	\$ 5,000,000	Expand Lake Tusawilla mitigate flooding on NE Watula Ave and the CSX rail line.
2024 OFF-SYSTEM PRIORITIES (FULLY FUNDED)									
(1)	Osceola Linear Park	SE 3rd Street	NE 5th Street	0.52	Ocala	Linear Park	CST	\$ 700,000	<u>Funded in FY 2018.</u> Full remodel of the corridor to include multi-modal facilities.
(2)	SunTran Replacement Buses	-	-	-	SunTran	Transit	-	\$ 3,600,000	<u>Funded in FY 2019.</u> Replacement of seven transit buses. Two have been ordered.
(3)	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	0.83	MC	Sidewalks	DES	\$ 325,000	<u>PE funded in FY 2019.</u> <u>CST funded in FY 2021.</u>
(4)	NW 110th Ave	N of SR 40	NW 21st Street	1.51	MC	Widen Shoulders	CST	\$ 336,952	Widen shoulders to mitigate roadway departure crashes.



April 6, 2018

TO: TPO Board Members

FROM: Kenneth Odom, Transportation Planner

RE: Belleview to Greenway Trail Study - DRAFT

In recent years, through multi-agency collaborative efforts, the Ocala/Marion County TPO has directed a great deal of resources to the development of the trail systems on the Marjorie Harris-Carr Greenway and throughout Marion County. A large part of that effort has not only been the development of the rural trail system, but also conceptualizing and studying potential connections from urban centers to those rural trail systems.

The City of Belleview is the last of the three cities in Marion County to navigate through this process and four alternatives have been developed in order to connect from Lake Lillian Park to different points on the greenway. These alternatives, as well as the DRAFT study, have been included for your review. Please take the time to familiarize yourself with the alternatives that have been developed and be prepared to discuss them at the committee meeting on April 10, 2018.

If you have any questions regarding the Belleview to Greenway Trail Study, please feel free to contact the TPO staff at 629-8297.



BELLEVIEW TO GREENWAY TRAIL CORRIDOR FEASIBILITY STUDY

APRIL 4, 2018

Prepared for



Bellevue to Greenway Trail Corridor Feasibility Study

Introduction

The purpose of this study is the identification of a preferred alignment for a shared-use path connecting the City of Bellevue to the Cross-Florida Greenway Trail (CFGT) which currently spans from Silver Springs State Park to the City of Dunnellon. Through the analysis of existing conditions, City, County, public, and stakeholder input, four alternative trail routes have been identified. Based on the feedback and existing conditions in the study area, preferred connections to the CFGT have been identified. The project study area and each of the four alternatives (herein after referred to as Alternatives A, B, C, or D) can be seen in **Figure 1**.

Cross Florida Greenway Trail and Regional Connectivity

The Cross-Florida Greenway Trail (CFGT) represents a significant natural resource reaching from the Silver Springs State Park to the City of Dunnellon. In Marion County, several trail systems have been approved and funded that either connect with or form the regional trail network that created the CFGT. Due to the size of the CFGT, it has been identified for improved trail access and named as a major connection for the Heart of Florida Trail system. The Heart of Florida Trail system connects nine counties in Central Florida through a network of paved trails. The CFGT and Coast to Coast Regional Connector represent some of the largest and most significant trail systems that create the northern and southern boundaries of the loop. Similar to the CFGT, the Coast to Coast Regional Connector acts as a primarily east-west trail that connects the Gulf and Atlantic Coasts of Florida. Once completed, the Coast to Coast Connector will be a one of a kind trail with a shared-use path stretching from St. Petersburg to Titusville. **Figure 2** depicts the regional trail connectivity in Central Florida.



Photo 1: Cross-Florida Greenway Trail

In addition to the multi-county connections that will be provided by these regional trails, the proposed alternatives will add to Marion County’s effort to connect Bellevue, Dunnellon, Ocala, and Silver Springs State Park. Existing and proposed trail systems such as the Silver Springs Bikeway, Santos Trailhead, and Baseline Road Trailhead will create connections between Ocala and the CFGT to create a growing countywide network.

Regional Trail Benefits

The creation of this regional trail system presents the opportunity for significant economic and recreation benefits to both residents and visitors of Marion County. This regional trail network will draw visitors from around the country and even internationally to experience the natural and aesthetic beauty of the area. An increase in trail users will promote a positive economic impact to the area through increased visitation and tourism.

Tourism created by trails and other passive recreation resources (parks, conservation areas, etc.) will also draw visitors to nearby hotels and local businesses, while positively impacting the nearby community. Typically, passive recreation tourism focuses on the experiences associated with the natural and aesthetic beauty of the trail systems while having very little negative impact. By connecting the City of Bellevue to this trail network, local businesses and residents will experience these economic benefits in addition to the potential increase of property values. Areas near or with access to shared-use trail systems will benefit from improved aesthetics which may result in increased property values.

Figure 1: Belleview to Greenway Trail: Corridor Feasibility Study - Study Area

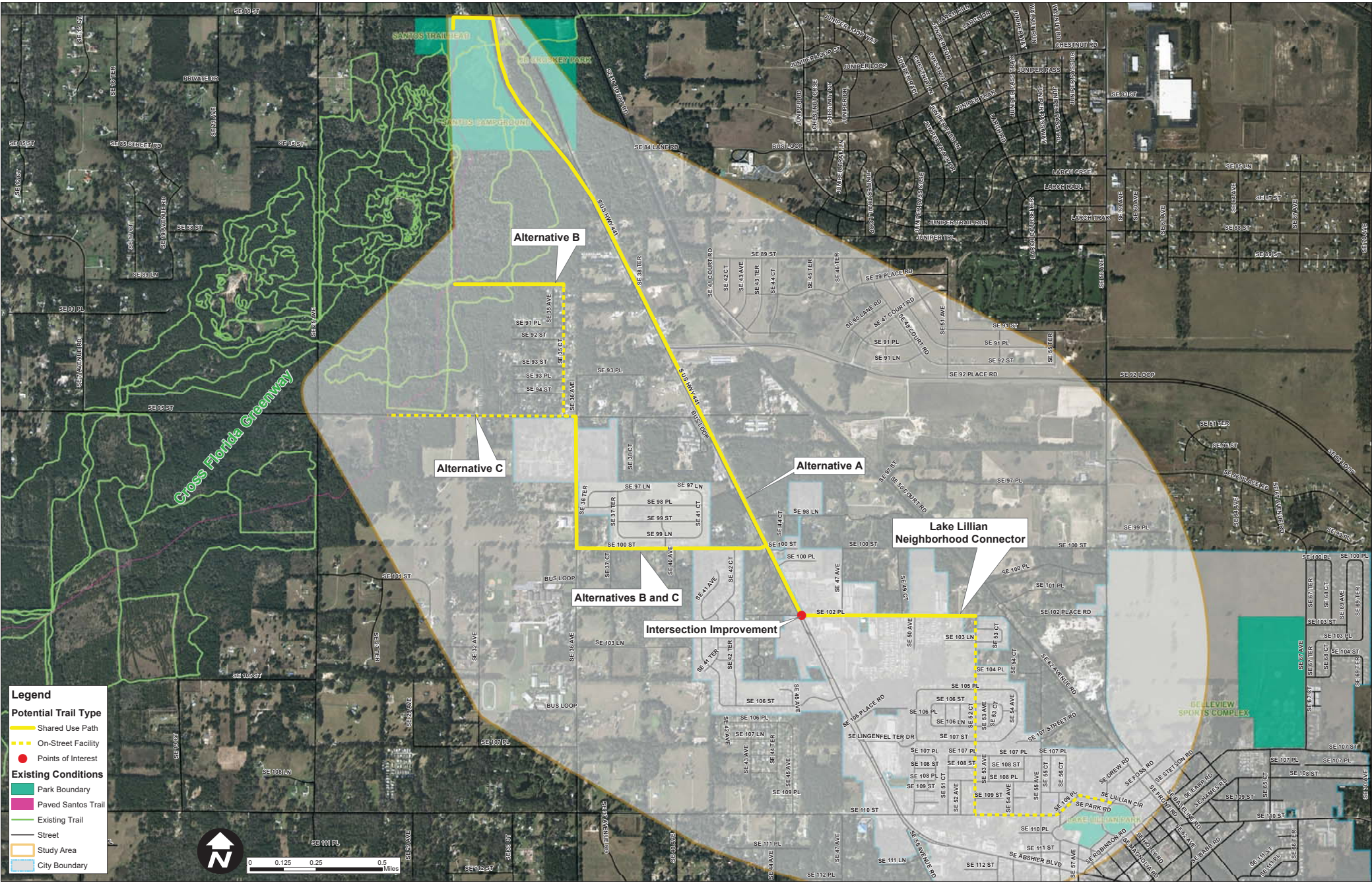
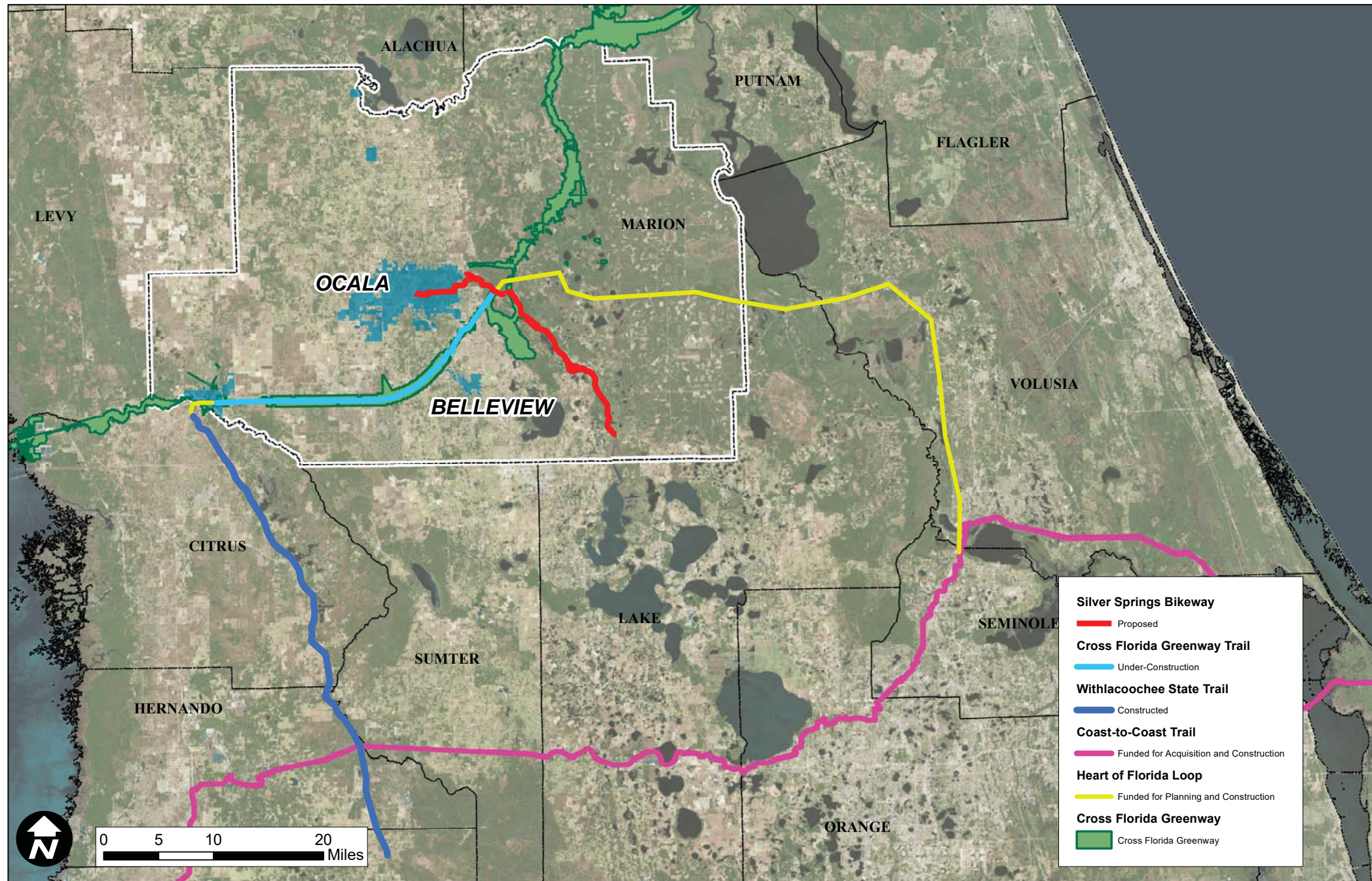


Figure 2: Belleview to Greenway Trail: Corridor Feasibility Study - Regional Trail Connectivity



Trail Alternatives

Lake Lillian Park located near the center of the City of Belleview has been identified as the proposed trailhead for the City. Due to the existing residential development in this area and the limited right-of-way (ROW) surrounding Lake Lillian Park, this feasibility study will address multiple facility types including shared lane markings and shared-use paths. Ideally, a shared-use path will be used to connect the City of Belleview with the CFGT to separate bicycle and pedestrian users from the existing traffic on the roadways. Where necessary, shared lane markings may be used in areas with limited available ROW, posted speed limits at or below 35 mph, and low vehicle traffic volumes. Roadways with available ROW, a shared-use path will be the desired option. Shared-use paths are more likely to have a significant economic impact on the community through increased tourism and awareness, and are recommended wherever feasible.



Photo 2: Lake Lillian Park

The four proposed trail alternatives will serve the neighborhoods surrounding Lake Lillian Park while improving access to the businesses located along U.S. 27/301/441. At the intersection of 102nd Place and U.S.27/301/441, improvements may be necessary to enhance the safety of this crossing location. Improvements to this intersection may include the implementation of added green times, median refuges, or other appropriate traffic calming methods to ensure that the trail users and pedestrians can safely interact with the motorists.

Alternative A

Route

Alternative A will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. Alternative A will then continue north along U.S. 27/301/441 to the intersection with SE 80th Street. From this location, the trail will head west until it connects with the Santos Trailhead and Campground facility. Figure 3 depicts the proposed route for Alternative A.

Details

Due to the limited available ROW in the low speed neighborhoods nearby Lake Lillian Park, shared lane markings should be used along SE 109th Place, SE 110th Street, and SE 52nd Court from the Lake Lillian Park to 102nd Place. Due to the wider available ROW located along U.S. 27/301/441 and SE 80th Street, the preferred treatment for these roadways is a shared-use path. The shared-use path will replace some of the existing sidewalks which continue north from SE 102nd Place to SE 100th Street where Alternatives B and C diverge. The existing sidewalks will likely be replaced with a 12-ft. shared-use path that would accommodate multiple user types. Alternative A will serve both a transportation and a recreational purpose by connecting the City of Belleview with the Santos Trailhead facility thereby providing additional access to the businesses and schools located near U.S. 27/301/441. Two large shopping centers, several stand-alone businesses, and Belleview Elementary School are located nearby and are likely benefit from this alternative. Alternative A is the longest of the proposed alignments, but the direct access to the Santos Trailhead may warrant the additional costs associated with the longer distance.



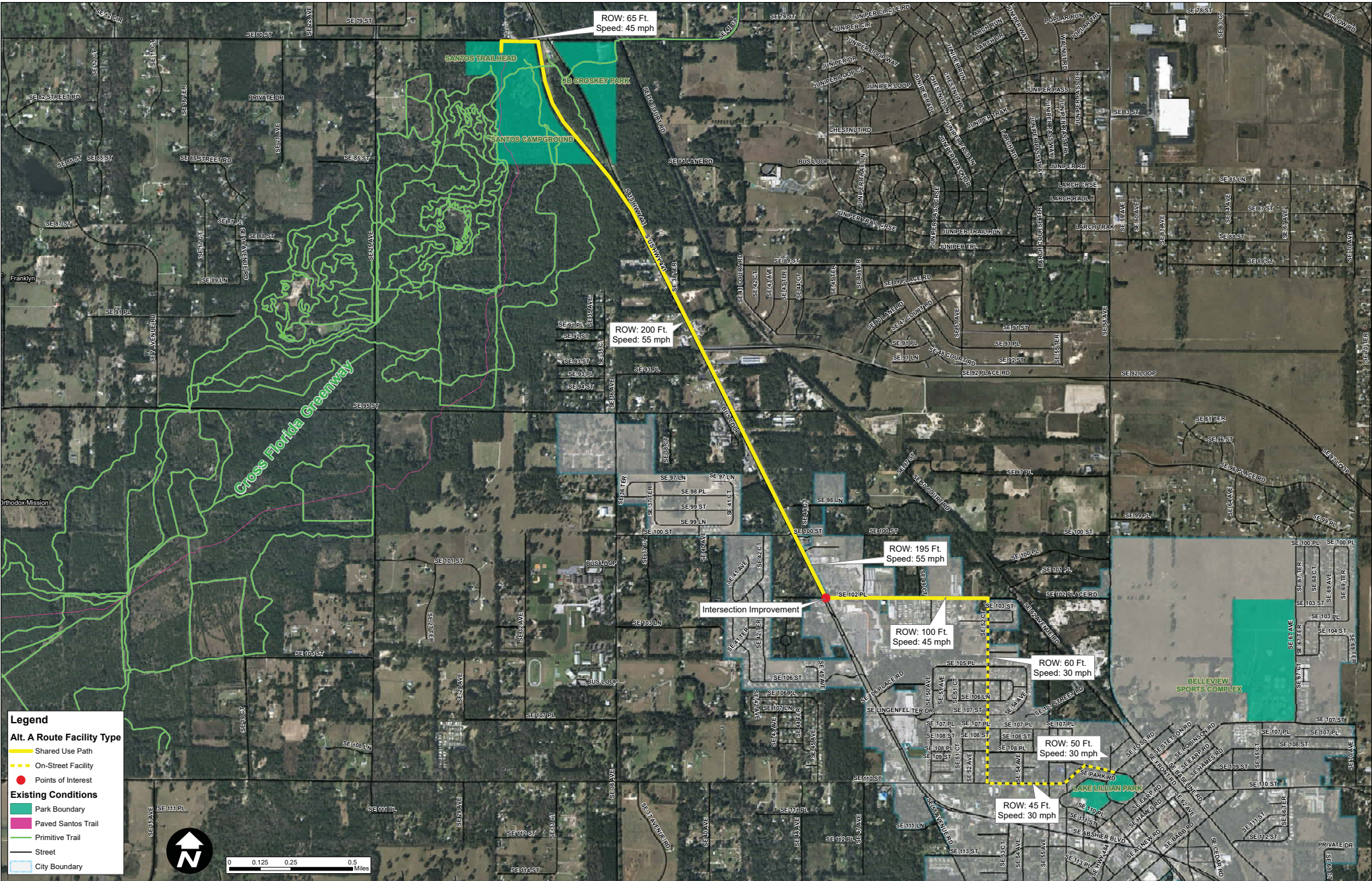
Photo 3: Santos Trailhead

Table 1: Alternative A Benefits and Challenges

Alternative A – Benefits and Challenges	
Benefits	Challenges
Utilizes the existing Santos Trailhead	Roadways with posted speeds of 45 mph +
Primarily a shared-use path facility	Second longest alternative and with potentially high cost
Improves bicycle and pedestrian access to the Belleview-Santos Elementary School	Business entrances may create conflict areas
Uses the available ROW on U.S. 27/301/441	Lower quality user experience due to the high traffic volumes and speed on U.S. 27/301/441
Adjacent to a high-volume roadway which may increase awareness and use of the trail	

DRAFT

Figure 3: Belleview to Greenway Trail: Alternative A



Alternative B

Route

Alternative B will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place the trail will continue west to connect with U.S. 27/301/441. Alternative B will head north along U.S. 27/301/441 to SE 100th Street where it will head west to SE 36th Avenue. The trail will then head north to the intersection with SE 95th Street, where the trail will head slightly west to travel north along SE 35th Court. At the northern terminus of SE 35th Court, the trail will go west through the Cross-Florida Greenway to connect with the CFGT. **Figure 4** depicts the proposed route for Alternative B.

Details

Alternative B may take advantage of the available ROW and existing sidewalk space along U.S. 27/301/441 and SE 100th Street by replacing them with 12-ft. wide shared-use paths. The alternative will use the northern side of SE 100th Street to avoid potential wetland impacts. From SE 100th Street a shared-use path is recommended along SE 36th Avenue to SE 95th Street. The shared-use path will improve connectivity between Lake Lillian Park, Belleview High School, and the northwestern neighborhoods (including Cobblestone and Cobblestone North). Belleview High School will be connected to the proposed route through an existing sidewalk along SE 36th Avenue. From SE 95th Street, the available ROW decreases, potentially causing Alternative B to transition into shared lane markings until the northern terminus of SE 35th Court. The alternative will connect with the CFGT via shared-use path through State owned parcels. Alternative B is the only alternative that will travel through previously undisturbed sections of the Cross-Florida Greenway to make the connection with the CFGT.

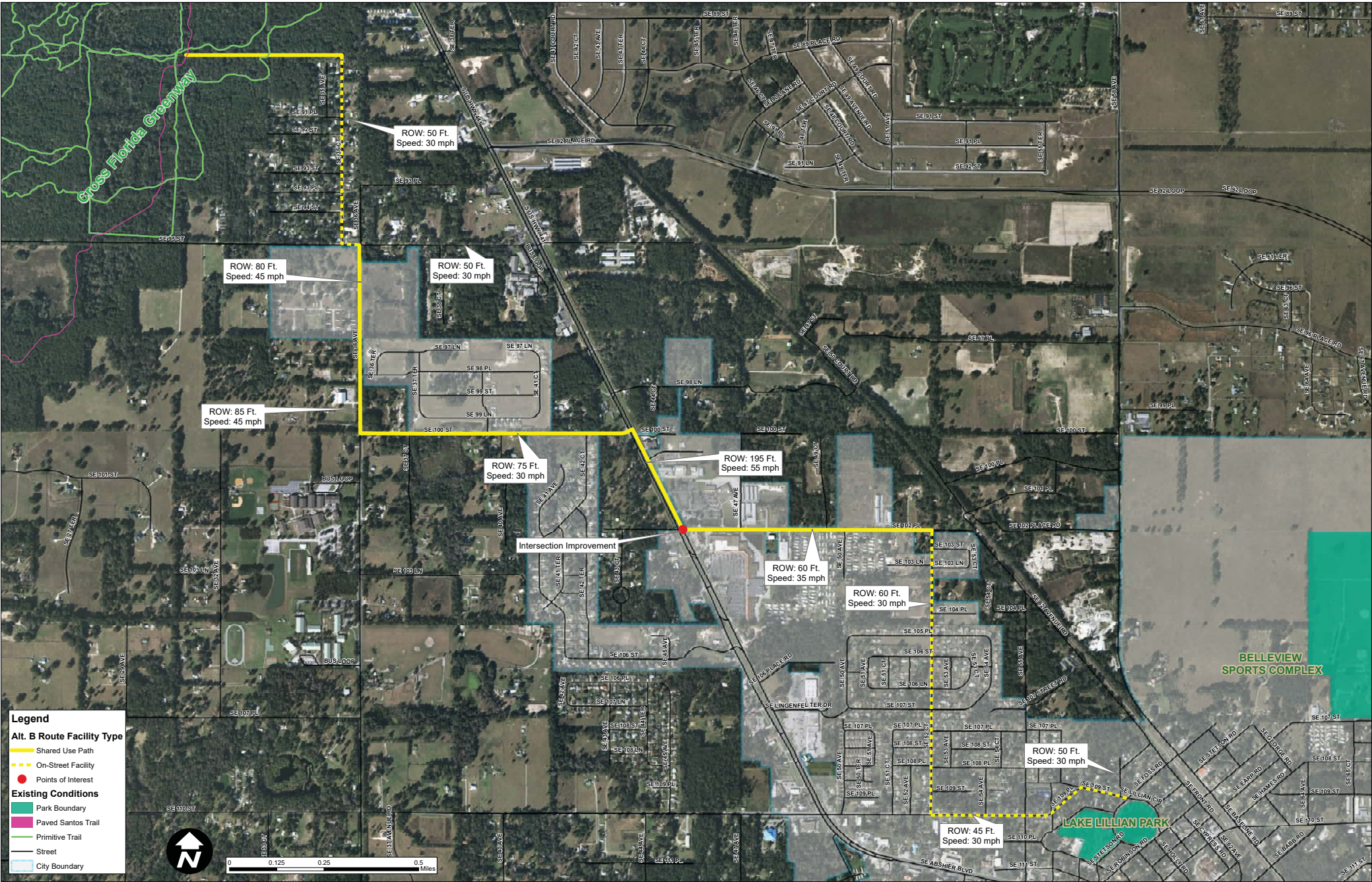


Photo 4: SE 35th Court.

Table 2: Alternative B Benefits and Challenges

Alternative B - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods with Lake Lillian Park	Does not connect with an existing trailhead facility
Improves bicycle and pedestrian access to the Belleview High School	Potential wetland impacts nearby SE 100th St.
Follows roadways with speeds 35 mph or slower	

Figure 4: Belleview to Greenway Trail: Alternative B



Alternative C

Route

Alternative C will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. From U.S. 27/301/441 the alternative will head north to the intersection with SE 100th Street. Alternative C will follow SE 100th Street west until the intersection with SE 36th Avenue where the trail will turn north to the intersection with SE 95th Street. From this location, Alternative C will continue west along SE 95th Street until it reaches the CFGT crossing located just east of SE 25th Avenue. **Figure 5** depicts the proposed route for Alternative C.



Photo 5: SE 95th St.

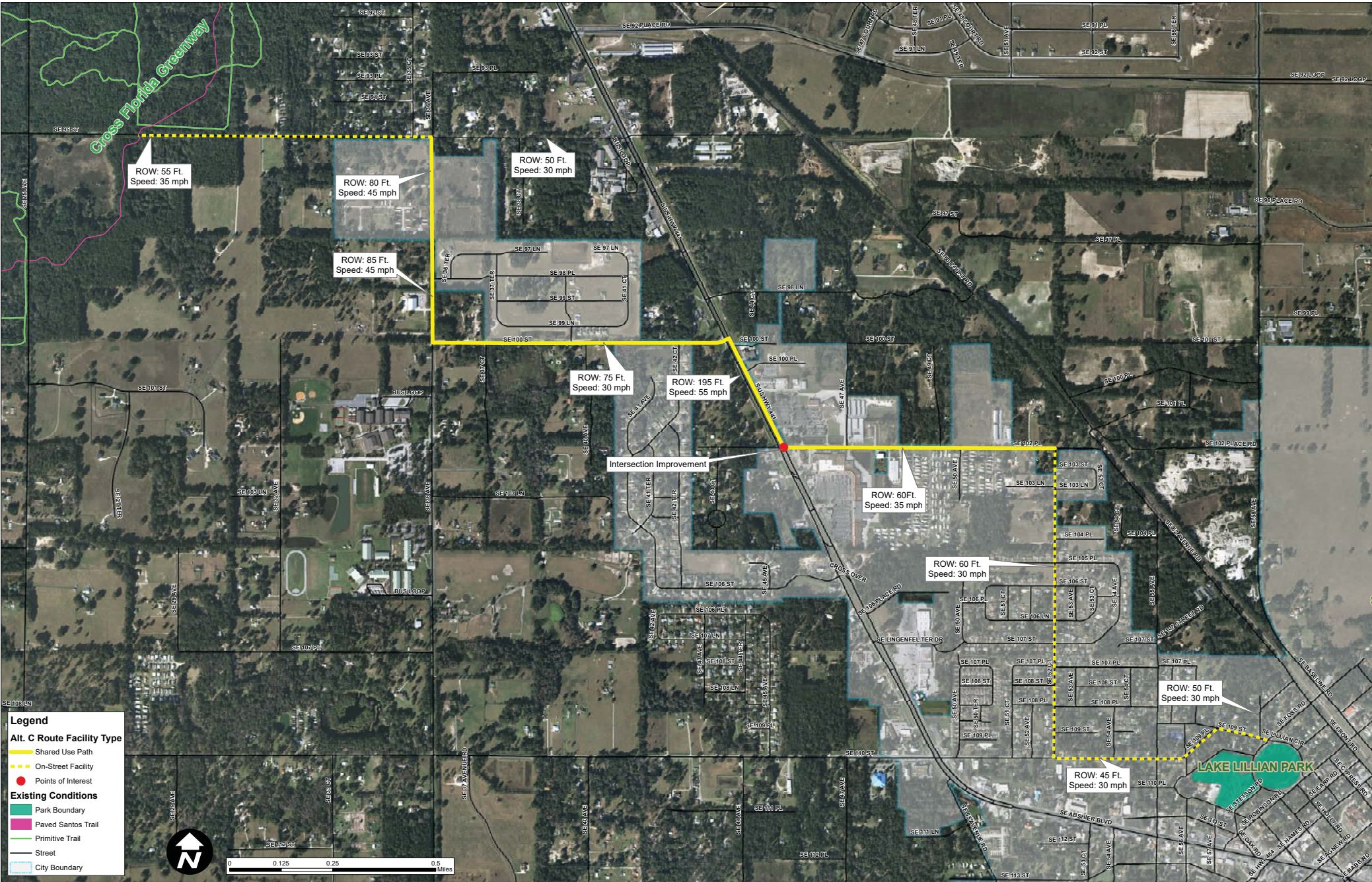
Details

Similar to Alternative B, Alternative C will likely avoid the wetland and replace the sidewalk on SE 100th Street with a shared-use path from U.S. 27/301/441 until it meets with SE 95th Street where the available ROW may warrant the transition into shared lane markings. SE 95th Street has a posted speed limit of 35 mph and has a smaller available ROW which may allow the development of shared lane markings. Alternative C should also provide increased bicycle and pedestrian access for the Belleview High School, and the northwestern neighborhoods of Belleview. Although this alternative varies only slightly from Alternative B, this route is benefited by improved user experience and limited natural impacts.

Table 3: Alternative C Benefits and Challenges

Alternative C - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods with Lake Lillian Park	Does not connect with an existing trailhead
Improves bicycle and pedestrian access to the Belleview High School	Potential wetland impacts nearby SE 100th St.
Follows roadways with speeds 35 mph or slower	
Uses a tree lined route which will improve the user experience	
Shortest alternative with potentially the lowest cost	

Figure 5: Belleview to Greenway Trail: Alternative C



Alternative D

Route

Alternative D represents the combination of Alternatives A and B. Alternative D will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. Alternative D will then continue north along U.S. 27/301/441 to the intersection with SE 100th Street. From SE 100th Street the trail will split into two routes, one continuing north and another going west. One route will continue north along U.S. 27/301/441 to SE 80th Street where the trail will head west until it connects with the Santos Trailhead and Campground facility. From SE 100th Street, the second route of the trail will head west to SE 36th Avenue then head north to the intersection with SE 95th Street, where the trail will head slightly west then travel north along SE 35th Court. At the northern terminus of SE 35th Court, the trail will go west through the Cross-Florida Greenway to connect with the CFGT.

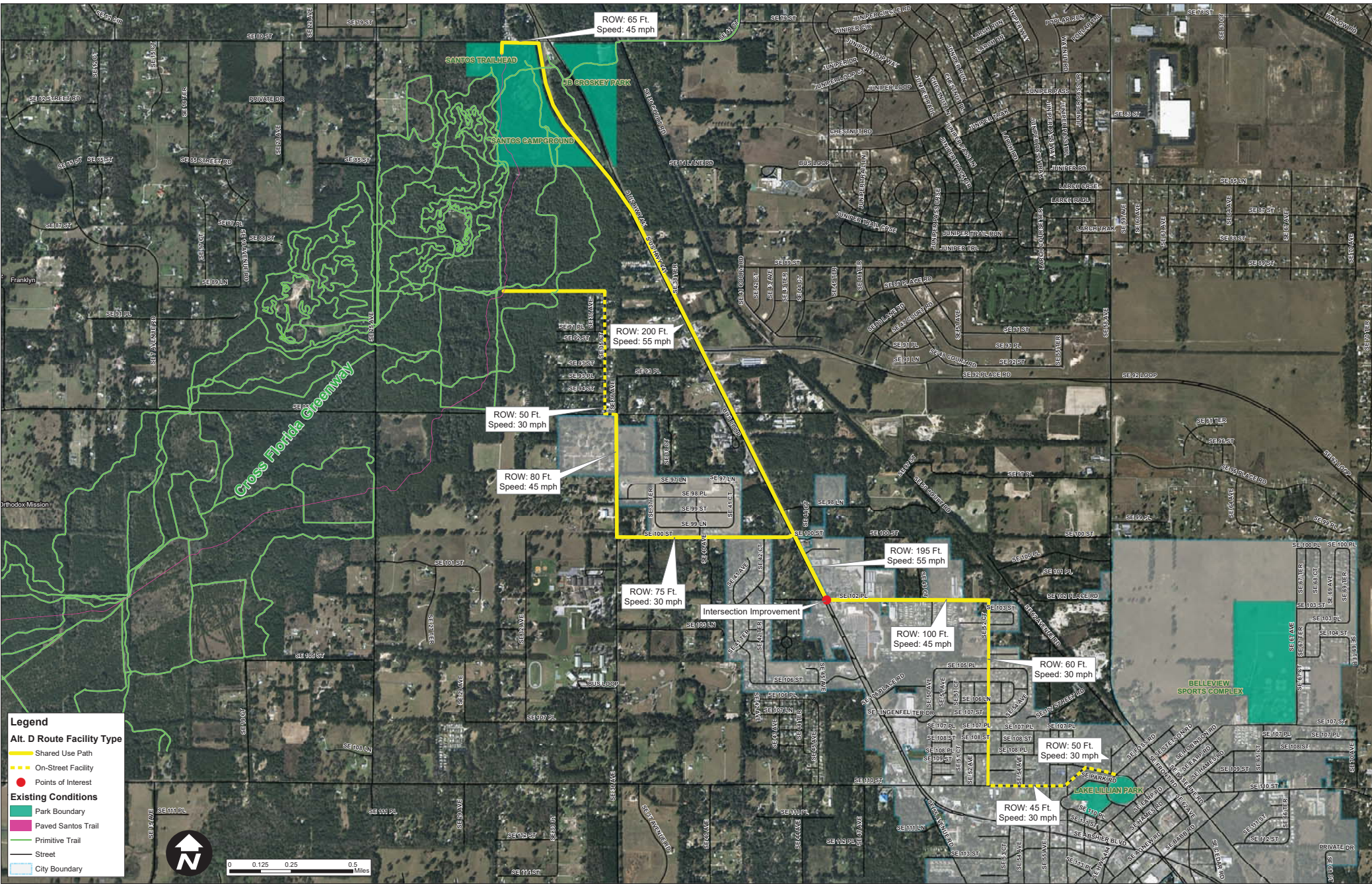
Details

This combination of Alternatives A and B has been proposed based on the public, stakeholder, and TPO Staff recommendations that the trail should provide access to businesses, schools, and residential areas. Because it is a combination of two routes, Alternative D will be the longest alternative and will have the longest length of shared-use path. Additionally, because it makes connections with different sections of the CFGT (Santos Trailhead and northwest of SE 35th Court), Alternative D will create a local trail loop that will connect businesses and residents with the CFGT. The creation of the trail loop between SE 80th Street and SE 95th Street will improve local recreation and transportation options while also adding an important connection to the regional trail network.

If this alternative is chosen, the construction of the trail may be developed in one or potentially two phases to reduce upfront construction costs. Phase 1 will follow the route of Alternative A, improving access to local businesses along U.S. 27/301/441 and providing direct access to the Santos Trailhead facility. Phase 2, will begin at the intersection with SE 100th Street and will follow the route of Alternative B through the northwestern neighborhoods making the connection to the CFGT near the northern terminus of SE 35th Court.

Alternative D - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods and local businesses along U.S. 27/301/441 with Lake Lillian Park and the CFGT	Potential wetland impacts nearby SE 100th St.
Improves bicycle and pedestrian access to the Belleview High School and Belleview Santos Elementary School	Longest alternative with potentially the highest cost
Utilizes the existing Santos Trailhead	
Primarily a shared-use path facility	
Phased implementation may reduce upfront costs of construction	
Will create a local trail loop and connection to the CFGT of approximately 5.6 miles	

Figure 6: Belleview to Greenway Trail: Alternative D



Costs

Using the proposed routes above, approximate costs have been developed detailing the trail distances and facility types. For these alternatives, shared lane markings and shared-use paths have been considered. These trail types have been outlined in **Table 3** and **Table 4**.

Table 4: Trail Type Estimated Costs Per Mile

Trail Type	Cost (Per Mile)
Shared Lane Markings	\$ 30,000.00
Shared-Use Path*	\$ 570,000.00

* FDOT Actual Adjusted (\$450,000 + PE: \$60,000 +CEI: \$60,000)

Table 5: Trail Alternative Cost Estimates (A-C)

Alternative	Cost Type	Approximate Distance (Feet)	Approximate Distance (Miles)	Approximate Cost	Approximate Total Cost
Alternative A	Shared-Use Path	18,033	3.42	\$ 1,946,744.32	\$ 1,985,607.95
	Shared Lane Marking	6,840	1.30	\$ 38,863.64	
Alternative B	Shared-Use Path	13,629	2.58	\$ 1,471,312.50	\$ 1,526,363.64
	Shared Lane Marking	9,689	1.84	\$ 55,051.14	
Alternative C	Shared-Use Path	11,465	2.17	\$ 1,237,698.86	\$ 1,297,693.18
	Shared Lane Marking	10,559	2.0	\$ 59,994.32	

Table 6: Trail Alternative D Cost Estimates by Phases 1 and 2

Alternative	Cost Type	Approximate Distance (Feet)	Approximate Distance (Miles)	Approximate Cost	Approximate Total Cost
Alternative D (Overall)	Shared-Use Path	2,6615	5.05	\$ 2,873,210.23	\$ 2,928,261.36
	Shared Lane Marking	9,689	1.84	\$ 55,051.14	
Phase 1	Shared-Use Path	18,033	3.42	\$ 1,946,744.32	\$ 1,985,607.95
	Shared Lane Marking	6,840	1.30	\$ 38,863.64	
Phase 2	Shared-Use Path	8,582	1.63	\$ 926,465.9	\$ 942,653.41
	Shared Lane Marking	2,849	0.54	\$ 16,187.5	

Based on the costs in **Tables 5 and 6**, Alternative C is the most cost effective, while Alternative D will likely be the least cost effective due to the larger amount of shared-use path in this alternative.

Trail Design Standards and Typical Sections

Trail Design Standards

Trail designs vary by location, but they will typically follow these standards:

- American Association of State Highway and Transportation Officials (AASHTO)
- National Association of City Transportation Officials (NACTO)
- FDOT Design Manual (FDM)
- Manual on Uniform Traffic Control Devices (MUTCD)
- Americans with Disabilities Act (ADA)

When constructing a shared-use path, the typical width to allow bi-directional movement is 12 ft. using standard asphalt material. The minimum width of 10 ft. should only be used in areas where limited ROW or other constraints prevent the construction of a 12-ft. shared-use path. When developing the shared-use paths of the preferred alternative, the width should meet or exceed this minimum width to increase the users' comfort and appeal of the trail. Shared-use paths should be separated from the vehicle travel lanes by open space or a physical barrier. Access to the trail should be kept to the standards described within the ADA with limited access points or roadways bisecting the trail.

According to the FDM Chapter 224, the maximum longitudinal grade for a shared-use path is 5% with larger grades being acceptable for certain distances. **Table 7** depicts the maximum grade lengths as described within the FDM:

Table 7: Maximum Grade Lengths

Longitudinal Grade (%)	Maximum Length (feet)
6	800
7	400
8	300
9	200
10	100
11+	50

Notes: When using longer grade, consider adding 4 to 6 feet of additional width to the path to allow a bicyclist to dismount and walk their bicycle. Clear distances and sight distances should be adjusted to accommodate longer grades.

The surface of the trail should be designed to standard shoulder pavement and meet the following guidelines:

- 12-inch stabilized subgrade
- Base 1 group
- 1.5 Structural Course

Where shared lane markings are considered, they will meet the roadway design standards as amended (Design Standards eBook, section 17347 and MUTCD figure 9C-9) consisting of a bike and chevron pattern and will be positioned in the travel lane identifying the cyclist's ability to use the vehicle lane. The chevrons in the shared lane markings are designed to direct cyclists into following the vehicle traffic flow. According to NACTO, shared lane markings are typically placed between 50-100 ft. along high traffic or higher speed roadways while lower speed roadways are typically marked every 250 ft. or more. Shared lane markings are typically marked by white paint but may also include green outlines to increase

awareness and visibility on the roadway. Further customization of the shared lane markings identifying the trail, or naming the route can also be added to improve the route.

Signage may be used to support the trail network for both the shared lane markings and shared-use paths. This signage will be used to identify areas where the shared lane markings allow cyclists to utilize the full travel lanes. Additionally, wayfinding and appropriate crossing signage will be necessary along the shared-use path to direct users. All appropriate signage will be developed in coordination with the standards described in the MUTCD 2009 Chapter 2B as amended.

Where appropriate, traffic calming measures may be considered along the preferred trail alternative to reduce conflicts with motor vehicles. Traffic calming measures are intended to slow motor vehicles while not inhibiting their ability to use the same routes. These traffic calming measures could include but should not be limited to the following:

- Visual road narrowing (street trees, vertical delineators, etc.)
- Median refuges
- Chicanes
- Traffic circles

Typical Sections

Typical section renderings have been created to depict the potential arrangement of the proposed alternatives in the area. These typical sections show how the shared-use paths and shared lane markings may be implemented in Marion County to create the connection with the CFGT.

Figure 7 depicts how the implementation of shared lane markings could be implemented on the roadways. Shared lane markings should only be used when shared-use paths or designated bike lanes are not feasible due to a lack of ROW. Shared lane markings are less expensive to implement but don't provide the same separation from vehicles or safety benefits provided by shared-use paths. Shared lane markings should only be implemented on low volume roadways with posted speed limits at or below 35 mph.

Figure 8 depicts how a shared-use path could be implemented to create a connection through the CFGT. The goal of this study is to implement 12-ft. shared use paths wherever possible to create the connection between the City of Belleview and the CFGT.

Figure 9 depicts the development of the trail alongside the roadway. When feasible, the implementation of a shared-use path is a safer alternative to the shared lane markings and will provide a separation from motor vehicles. For roadways with low posted speed limits and limited available ROW, the shared-use path can be constructed directly adjacent to the travel lanes with vertical delineators or other similar buffers to clearly designate the separation of uses.

Figure 7: Shared Lane Marking

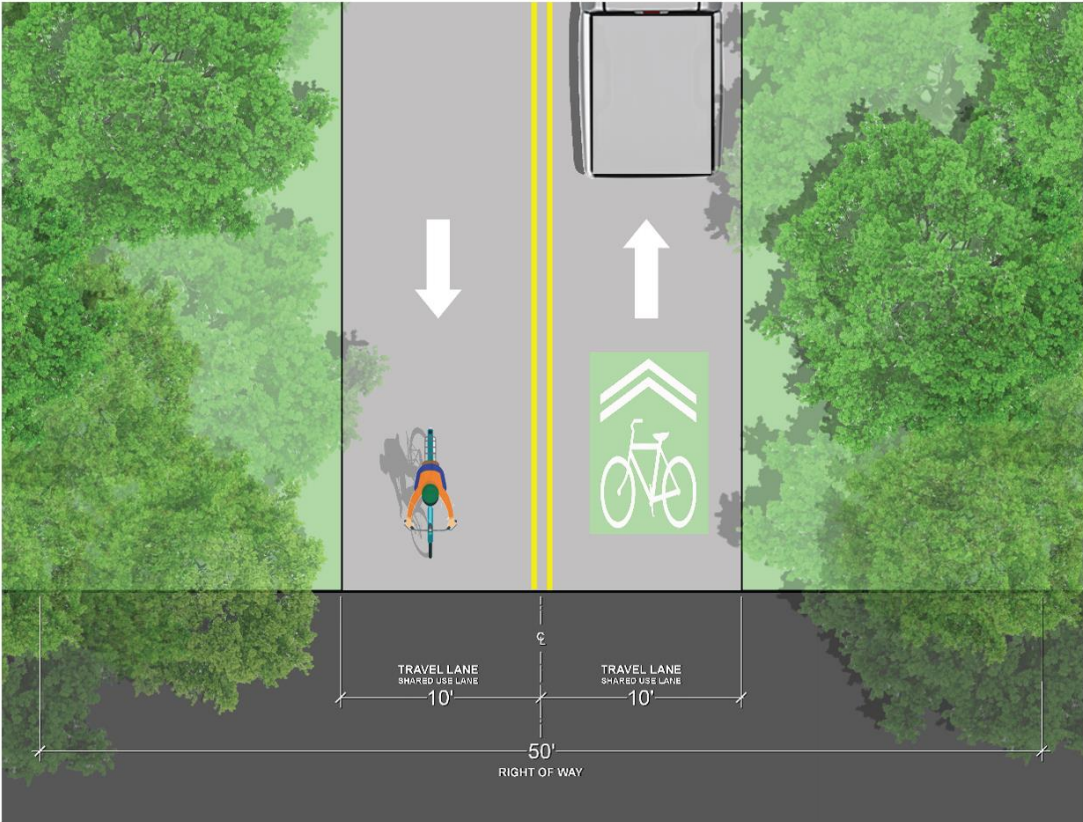
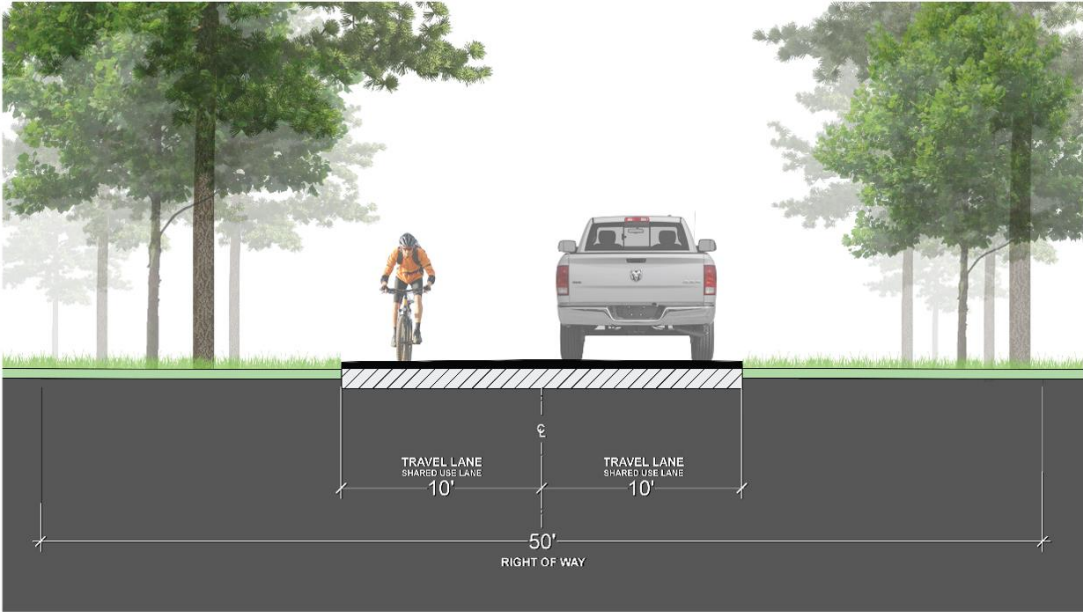


Figure 8: Shared-Use Path

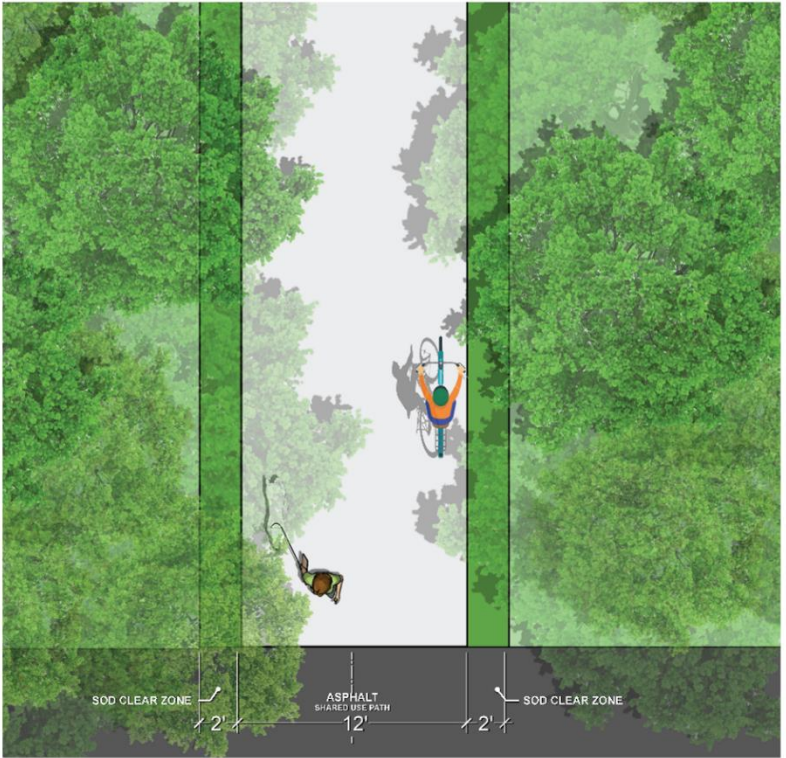
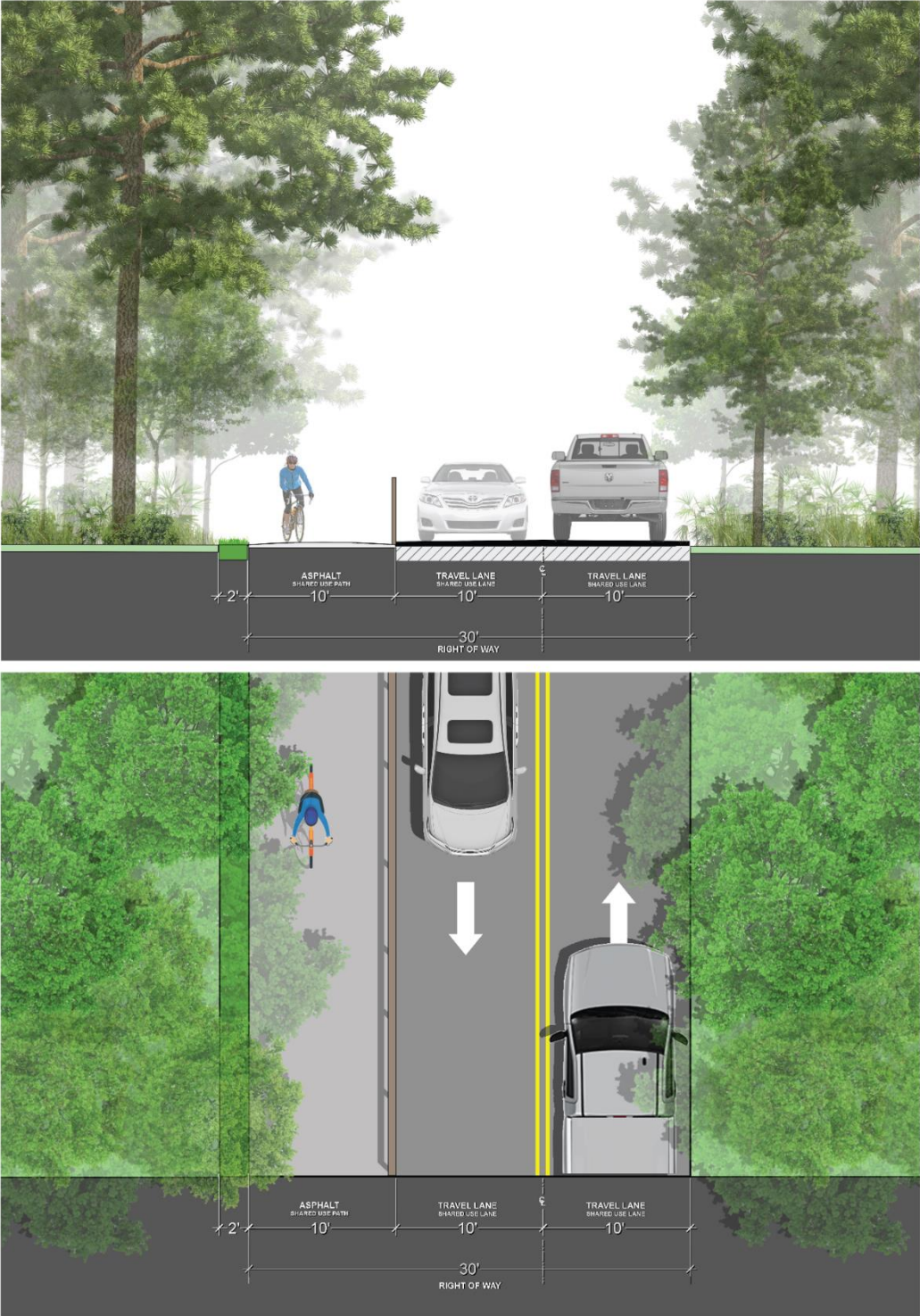


Figure 9: Trail Directly Alongside Roadway



Existing Conditions Considerations

Four alternatives have been developed that provide a connection between the City of Belleview and the CFGT. These connections were developed through the analysis of the existing conditions and coordination with the public and stakeholders. The information considered for this analysis consisted of:

- Right-of-way and Potential Easements
- Flood zones, wetlands and contamination sites data
- Florida Department of Environmental Protection: Florida Natural Areas Inventory data
- Historic sites and structures data
- Trip Generators and attractors data

Based on this available data, a preferred route or routes will be chosen to connect the City of Belleview with the CFGT.

Right-of-Way and Potential Easements

Using 2017 Marion County parcel boundaries, the parcel data map was created to determine estimated property impacts and to estimate the available ROW. Using the available data, the proposed alternatives will traverse available ROW between 50 ft.-100 ft. The goal is for the creation of a continuous shared-use path connecting Belleview with the CFGT. However, shared lane markings may be necessary along roadways with limited available ROW, low posted speeds, and low vehicle traffic volumes. Traffic calming measures, and signage may be considered to support the implementation of shared lane markings. Shared-use paths should be prioritized for areas with higher posted speeds and wider available ROW.

Appendix A depicts the 2017 parcel boundaries within the project area.

Alternative B, is the only alignment that is likely to require property acquisition or easements from the Cross-Florida Greenway to make the connection with the CFGT. The proposed acquisition area is between the CFGT and the northern terminus of SE 35th Court. **Appendix B** depicts the estimated available ROW and the area where acquisition or easements may be necessary.

Flood Zones, Wetlands, and Contamination Sites

Based on the information gathered from the National Wetlands Inventory, a small wetland is located on the southside of SE 100th Street which both Alternative B and C could potentially be located. The replacement of the existing sidewalk with a 12-ft. shared-use asphalt path along the northern side of SE 100th Street is recommended to avoid this wetland area. Outside of the areas along SE 100th Street, the alternatives should not interfere with any known wetlands.

Based on FEMA flood zone data, the proposed alternative routes will be located within three flood zones:

- Flood Zone A
- Flood Zone AE
- Flood Zone X

Flood Zone AE indicates a 1% chance of annual flooding and a requirement that structures in this area are built in accordance with the Base Flood Elevation (BFE). Flood Zone A shares the 1% chance of annual flooding but the area does not have a developed BFE. Flood Zone X indicates an approximate 0.2% chance of annual flooding. Flood zones and wetlands will be addressed during environmental and design phases. **Appendix C** depicts the location of wetlands and flood zones in the project area.

Most the contamination sites are located along the U.S. 27/301/441 corridor however, it is unlikely that the trail alternatives will interfere with these locations. The FDOT contamination impacts coordinator should be contacted during the during the environmental phase to ensure that additional contamination

locations are not in the area and that the proposed trail will not adversely impact these locations. Contamination sites will be further addressed during the environmental and design phases. **Appendix C** depicts the known contamination sites within the project area.

Florida Department of Environmental Protection: Florida Natural Areas Inventory

Using the available Florida Natural Areas Inventory (FNAI) data, the trail alternatives are within the Sand and Blue-tailed Mole Skink Consultation Area and the Lake Ridge Plants Consultation Area. Due to the presence of these consultation areas, special care will be taken during the environmental phase to ensure these species will not be adversely affected. An environmental review will be conducted upon the identification of the preferred route and additional analysis will be performed to limit potential impacts to endangered or threatened species. The proposed trails are anticipated to be primarily within the existing ROW or on existing pavement meaning that significant species impacts are not anticipated. **Appendix D** depicts the boundaries of the species consultation areas.

Historic and Cultural Resources

The State Historic Preservation Office (SHPO) maintains and routinely updates the location of historic and culturally significant resources. Lake Lillian Park is part of the Lake Lillian Historic Neighborhood and there are five known historical structures near the proposed trailhead. However, it is unlikely that the implementation of the trail in this area will impact these properties. North of SE 110th Street the alternatives will not interact with any known historically significant resources until they reach the CFGT. The Marjorie Harris-Carr Cross Florida Greenway is listed as a historical resource which may require SHPO coordination regarding the section of Alternative B that will utilize this resource. Historic and cultural impacts will be addressed during the environmental and design phase. **Appendix E** depicts the location of known historical or culturally significant resources nearby the project area.

Relevant Trip Generators and Attractors

Nearby businesses, schools, and community centers act as trip generators and attractors that bring people to the area. Local retail areas such as Belleview Commons and Belleview Regional Shopping Centers may become destinations for trail users due to their location adjacent to the proposed routes. Marion County future land use maps identify additional commercial development along U.S. 27/301/441, which may be benefited from the increased access provided by the proposed alternatives.

Through trail creation, the students attending nearby schools will have safer and more robust connections between their homes and the schools. While schools are predicted to see nearly immediate benefits from the construction of the trail network, it is likely that the local businesses and community centers will benefit from the increased connectivity as well. Adjacent trails may boost attendance at community events and local businesses leading to community wide economic benefits. **Appendix F** depicts the location of generators and attractors.

Stakeholder and Public Feedback

To begin the stakeholder engagement process, City and County staff were consulted to help identify alternatives that would create the most significant connection to the CFGT and provide a regional benefit. After discussion with City and County staff it was determined that Alternatives A or B would likely provide the most substantial benefit by connecting the northwest neighborhoods through alternative B or the businesses along U.S. 27301/441 through Alternative A with the City of Belleview.

A public workshop was held on February 10, 2018 at Lake Lillian Park to gather public input regarding the four proposed alignments. The attendees were asked to fill out brief questionnaires and comment forms designed to determine their activity levels and preference for the alternatives. Most of the attendees indicated moderate activity levels and made use of either the existing CFGT or other local parks at least

on a monthly basis. Alternative B was identified as the most popular alternative however, concerns over safety along SE 35th Court were expressed. Participants also expressed safety concerns resulting from the high-speed traffic and volume along U.S. 27/301/441. Specific mention of SE 102nd Place as a roadway needing a shared-use path was a theme from stakeholders and participants. In addition to the public feedback regarding the development of Alternative B, local businesses identified Alternative A as their preferred choice. If the trail travels along U.S. 27/301/441, trail users could have near direct access to several businesses along the route. **Appendix G** contains the feedback received during the public workshop.

Funding Plan

Moving forward, funding of the preferred alternative should be prioritized within local and statewide resources. The preferred alternative should be included within the next Transportation Improvement Plan and Long Range Transportation Plan as they enter their update cycles. In addition to local/regional funding sources, inclusion into the Florida Shared-Use Nonmotorized (SUN) Trail Network should be pursued. The SUN Trail Network is a program overseen by the Florida Department of Transportation which focuses on supporting the development of trails throughout the state. Inclusion into these plans will help make the preferred alternative eligible for regional funding. The Office Florida Greenways and Trails maintains the Land Trails Opportunity Map which identifies the “Lake to Cross Florida Greenway Corridor” as a potential connection between Lake County and the CFGT. Due to the alternatives following the opportunity corridor, the preferred alternative may qualify for additional funding sources at the statewide level if it is later prioritized by the Office of Greenways and Trails. As these regional and statewide funding resources are pursued, local grants and donations may be another resource that will aid in the creation of this trail connection.

Feasibility Recommendation

Based on the feedback received and existing conditions within the study area, Alternatives A and B were preferred. In response to the two preferred routes, Alternative D was developed to address the desires of the community and key stakeholders including the Belleview City Commission. Alternative D represents the combination of Alternatives A and B to create the most beneficial trail connection between Belleview and the CFGT. The Belleview City Commission and public workshop attendees favored Alternative B, as it connects many of the northwestern neighborhoods with the City of Belleview. Local business stakeholders and the Ocala Marion County TPO Board, indicated that Alternative A would be equally preferable due to its route near local businesses and the transportation benefits it would provide along U.S. 27/301/441. Based on the current conditions and feedback received, construction of Alternative D is recommended to create a trail network that will provide the greatest benefit to the community.

Depending upon the available funding options at the time of construction and design, it may be necessary to implement Alternative D in two Phases (Phase 1 and 2). Phase 1 should follow Alternative A along U.S. 27/301/441 creating the direct connection with the Santos Trailhead and Campground facility. Phase 2, would begin at the intersection of U.S. 27/301/441 and SE 100th Street and will follow along the Alternative B route making a connection to the CFGT near SE 35th Court.

By choosing to pursue Alternative D, residents and business owners in the Belleview area will directly benefit from the expanding regional trail network. Connections between Belleview and the CFGT will open recreational and transportation opportunities within Marion County and the Central Florida region. When constructed, the Belleview to CFGT connections will attract national and international users as part of the regional trail network. If implemented, Alternative D may become an economic driver, increasing local connectivity and boosting tourism in Marion County.

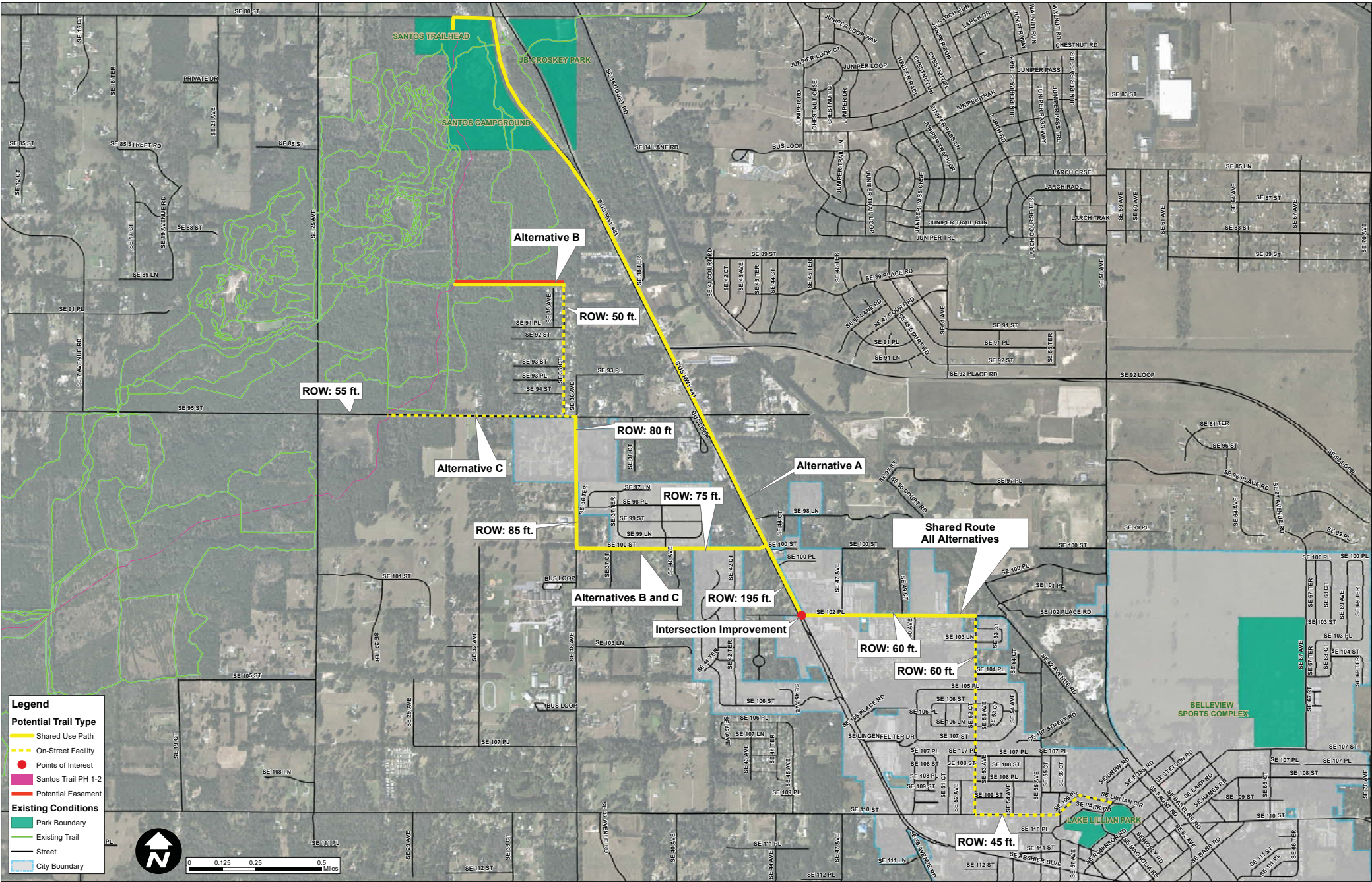
Appendix

DRAFT

Appendix A: Right-of-Way and Potential Easements

DRAFT

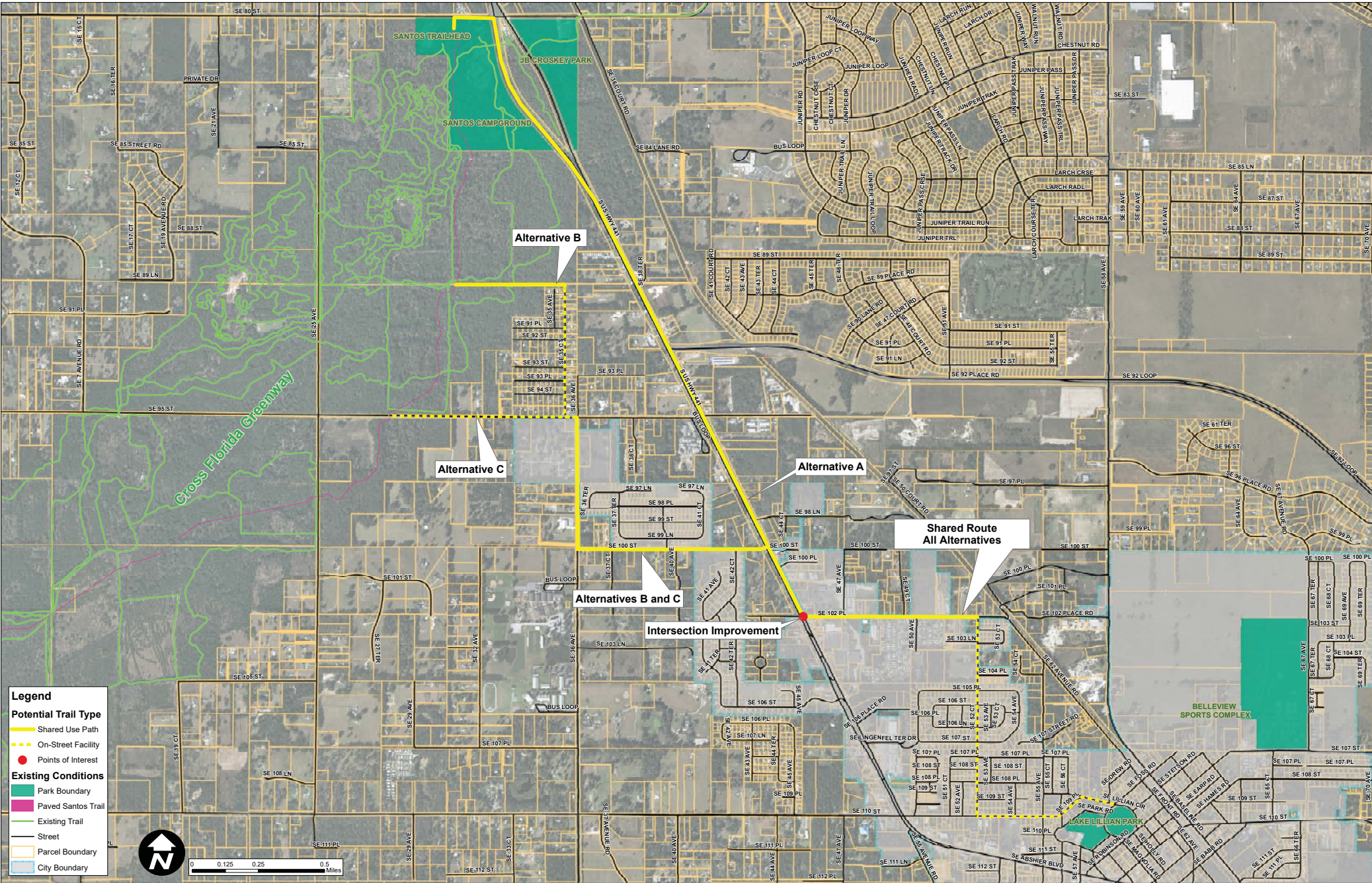
Appendix A: Belleview to Greenway Trail: Corridor Feasibility Study - Right of Way and Potential Easement Site



Appendix B: Parcel Data

DRAFT

Appendix B: Belleview to Greenway Trail: Corridor Feasibility Study - Parcel Data



Legend

Potential Trail Type

- Shared Use Path
- On-Street Facility
- Points of Interest

Existing Conditions

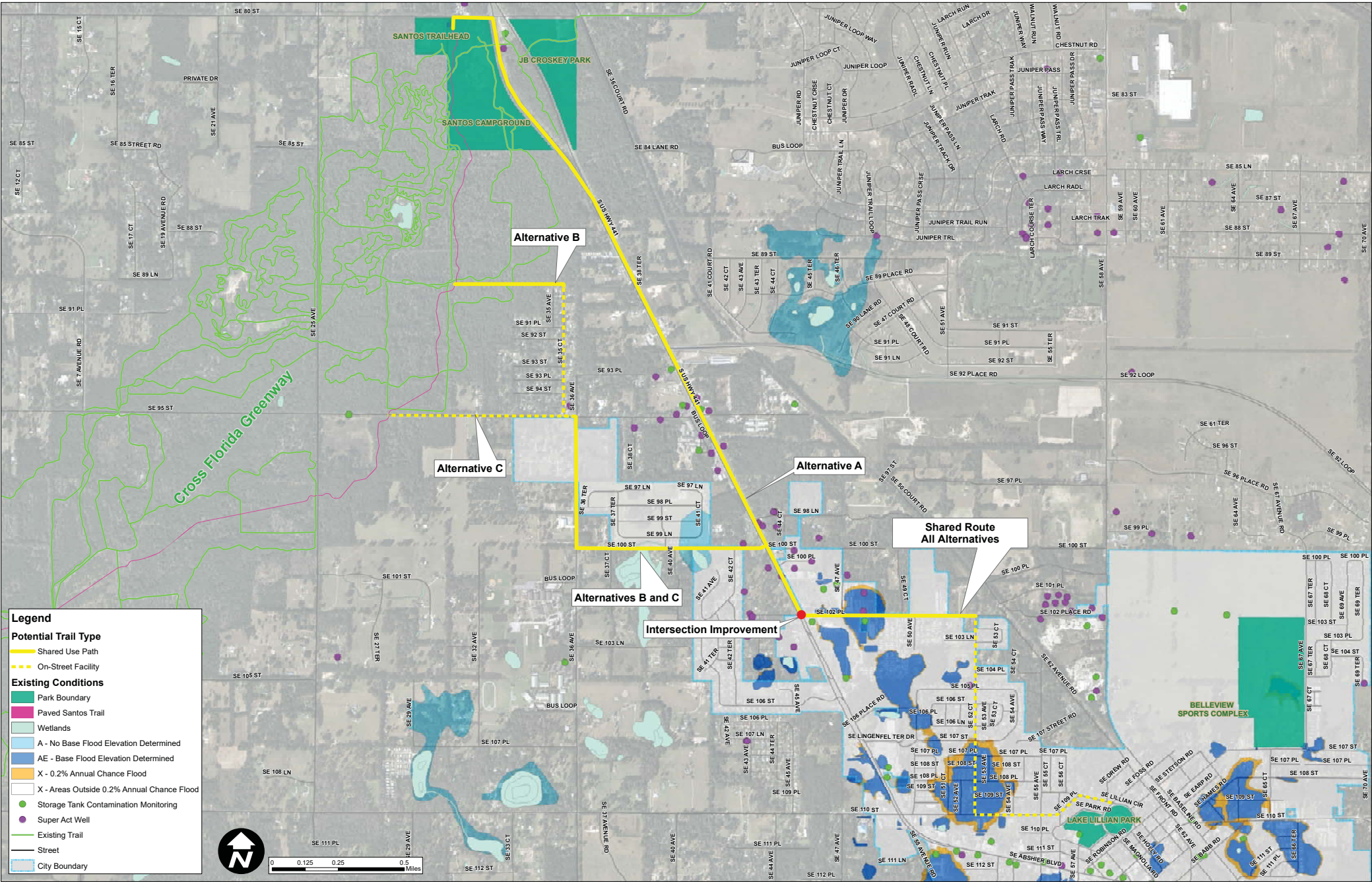
- Park Boundary
- Paved Santos Trail
- Existing Trail
- Street
- Parcel Boundary
- City Boundary



Appendix C: Flood Zones, Wetlands, and Contamination Sites

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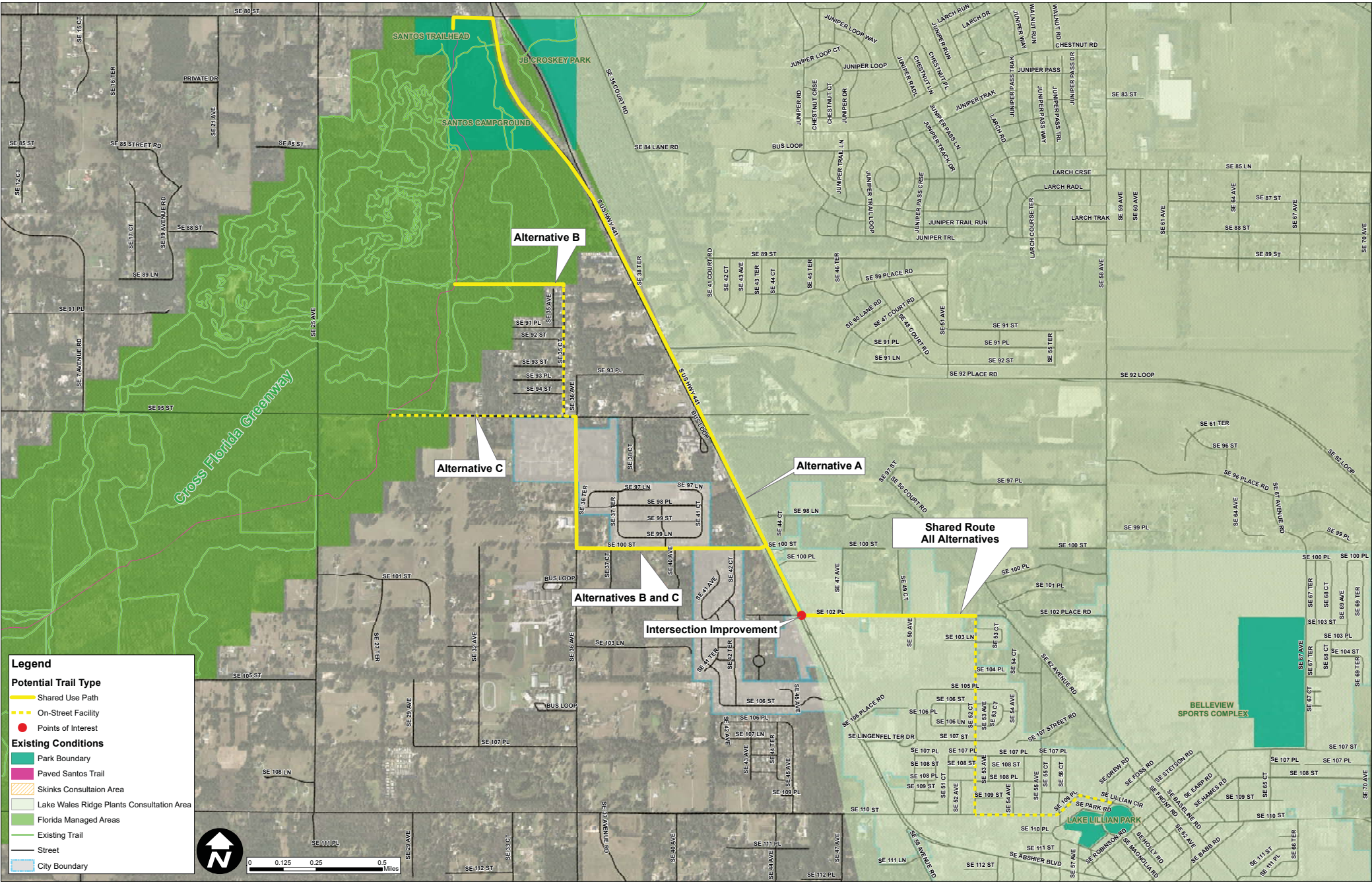
Appendix C: Belleview to Greenway Trail: Corridor Feasibility Study - Flood Zones, Wetlands, and Contamination Sites



Appendix D: Florida Department of Environmental Protection:
Florida Natural Areas Inventory

DRAFT

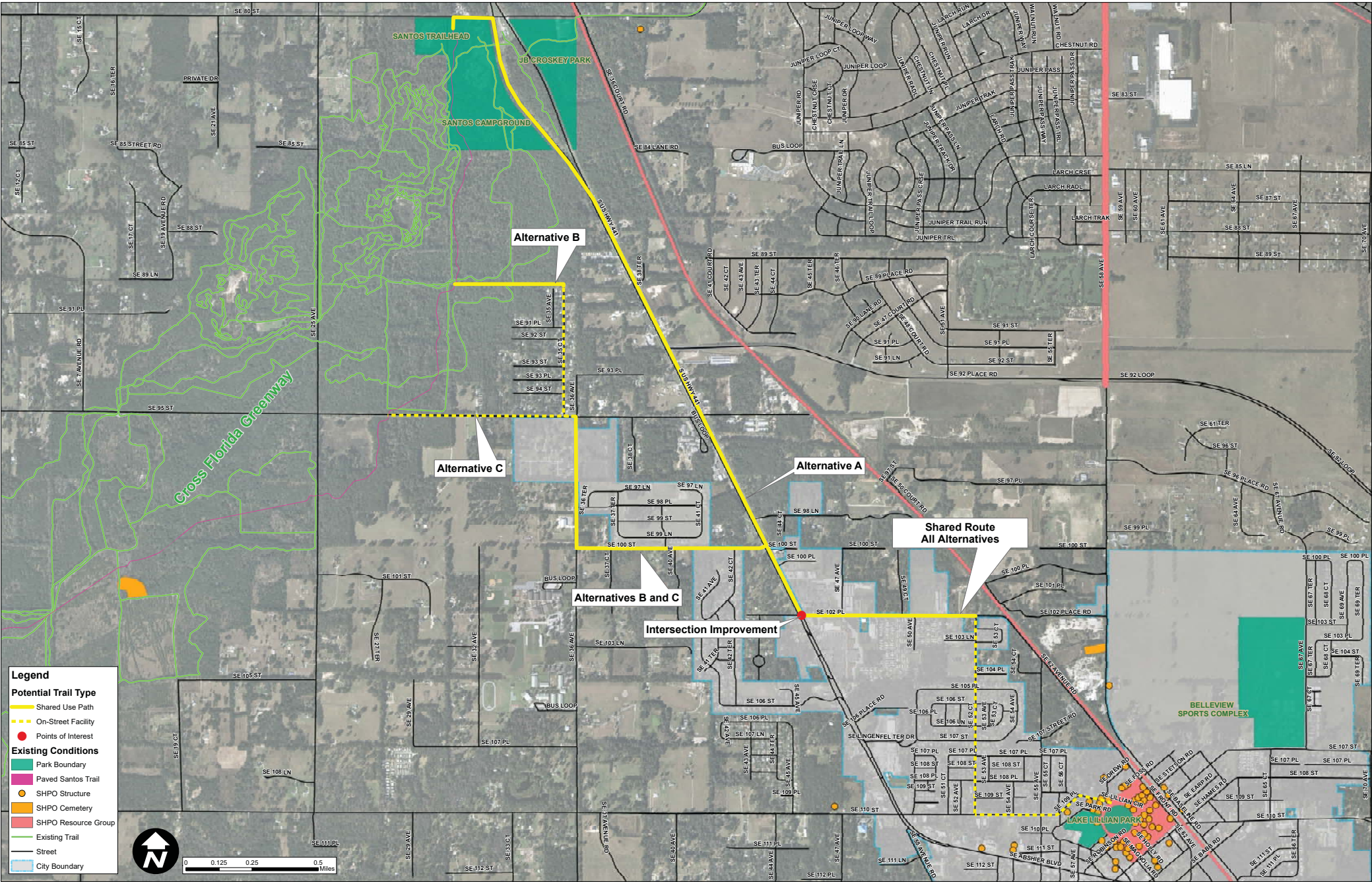
Appendix D: Belleview to Greenway Trail: Corridor Feasibility Study - FDEP: FNAI Species Data



Appendix E: Historic and Cultural Resources

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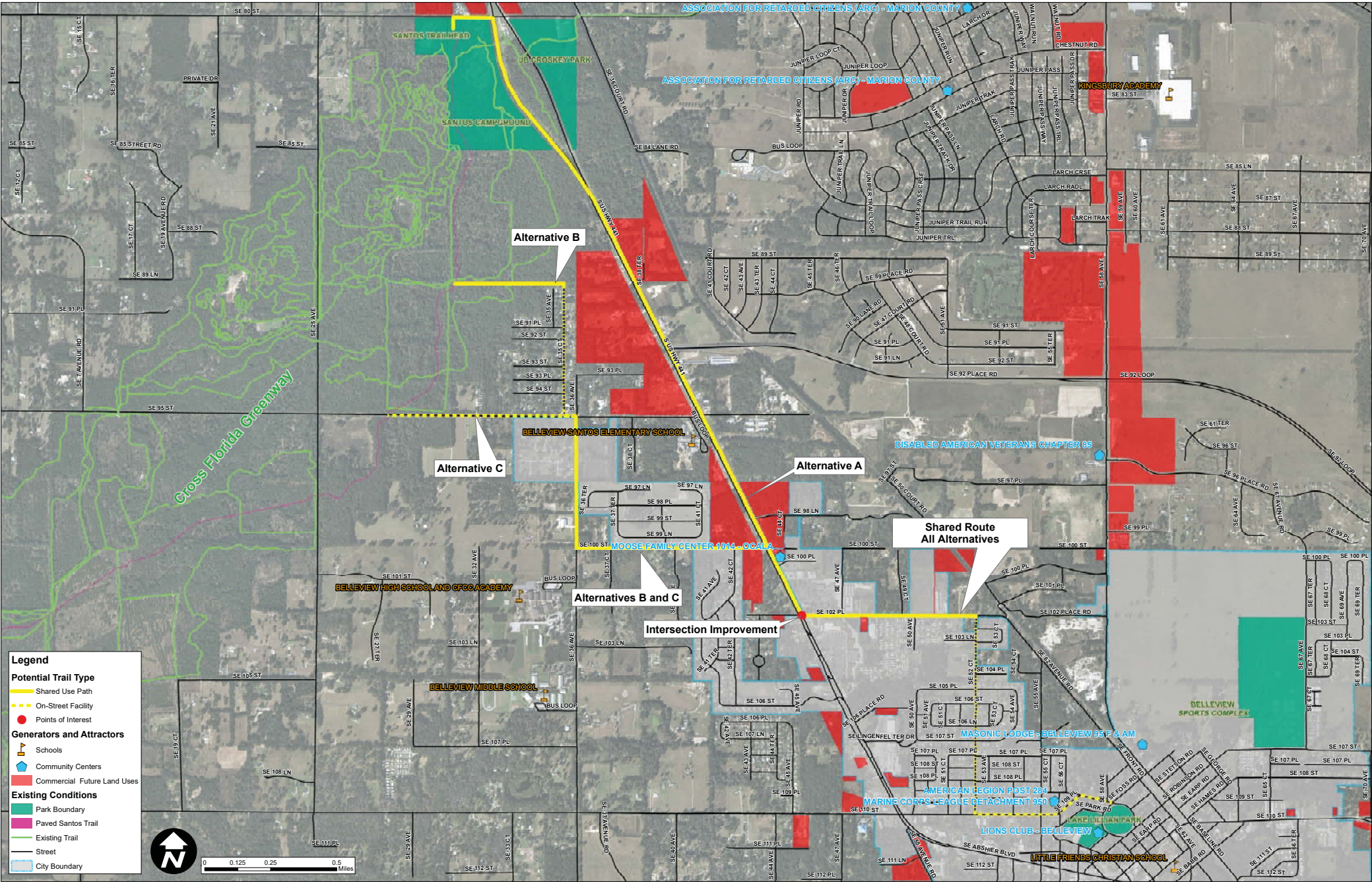
Appendix E: Belleview to Greenway Trail: Corridor Feasibility Study - Historic and Cultural Resources



Appendix F: Relevant Trip Generators and Attractors

DRAFT

Appendix F: Belleview to Greenway Trail: Corridor Feasibility Study - Generators and Attractors



Appendix G: Public Open House

DRAFT



Kimley»Horn

Belleview to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes No (zip code) ~~34420~~ 34420

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

no you work with what you have
good Job



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

all would work. Good Job

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



Belleview to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes No (zip code) _____

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

I think this is a great idea!



Belleview to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes No (zip code) _____

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

Sidewalks would be beneficial for hikers



Belleview to Greenway Trail: Corridor Feasibility Study

Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

Track A would be safe but the lack of trees would make it uncomfortable.

The shared roads are might be dangerous.

Multiple horizontal lines for writing additional comments.



Belleview to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes No (zip code) 34420

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

UNFORTUNATELY MOTORIST DO NOT WISH TO SHARE THE ROAD WITH
WALKERS OR BICYCLIST. BETWEEN TEXTING AND JUST PLAIN IGNORANCE
SHARED USE IS DANGEROUS. MOTORIST DO NOT EVEN STOP FOR
PEDESTRIANS IN THE CROSSWALK



Belleview to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes No (zip code) _____

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

TRAFFIC CONCERN



Belleview to Greenway Trail: Corridor Feasibility Study

Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

I FEEL B would be the best choice for most people.

Lined area for public comments.



Belleview to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes No (zip code) _____

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never multiple time a week

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None *IF 32nd Ct proves to be safe neighborhood, otherwise toss up*

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely Likely Very Likely *between A + C concerned*

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

_____ *about safety along 301/441*
 _____ *+ along 95th*

Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

Look great!

Move along 301/441
not the best for
young children

This is a great
project! I like
this alternative
the best, as it
incorporates many
Bellevue neighborhoods

The comment above is referencing
trail Alternative B.

not crazy about
shared use on
95th - cars go very
fast! like how
it services middle
& high school

Concerned about
safety along 35th Ct,
but love how this
services ~~HS~~ & middle
school & high school
& stays off of
301/441



TRANSPORTATION PLANNING ORGANIZATION

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

March 27, 2018

MINUTES

Members Present:

Commissioner Kathy Bryant
Commissioner Jeff Gold
Councilwoman Valerie Hanchar
Commissioner Ronald Livsey
Councilman Brent Malever
Commissioner David Moore
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Mayor Kent Guinn
Councilman Justin Grabelle
Councilman Jay Musleh
Councilwoman Mary Rich
Councilman Matthew Wardell

Others Present:

Ted Schatt
Steve Sherrer
Don Atwell, Marion County
Sean Lanier, City of Ocala
Michelle Shearer

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 4:04 PM. Secretary Shakayla Jacobs called the roll of members. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Jacobs 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. Transit Provider Contract

Mr. Daniels presented the Transit Provider Contract and said that on March 2nd, 2018, The City of Ocala Procurement Department received three proposals for Transit Management Services. The three firms were McDonald Transit (RATP Development), Midwest Paratransit Services and Transitions Commute Solutions. The proposals were reviewed by the Selection Committee Members which included: Mike Daniels and Ken Odom from the TPO, Tom Wilder from Marion Transit Services, Councilwoman Mary Sue Rich from the City of Ocala and Commissioner Kathy Bryant from Marion County.

Mr. Daniels said that at the Selection Committee Meeting on March 7th, McDonald Transit Associates was unanimously recommended by the Selection Committee members. The contract rates for all three firms were provided to the board:

Proposer	Proposed Rate Hour	Annual Total
McDonald Transit Associates, Inc (RATP Development)	\$58.94*	\$1,856,610.00
Midwest Paratransit Services Inc.	\$61.51	\$1,937,865.00
Transitions Commute Solutions, LLC	\$58.50	\$1,842,750.00

*Price negotiated down from an initial average price of \$59.71 per hour for a total of \$1,880,865.

Mr. Daniels said staff was requesting approval to proceed with the contact with RATP Development as recommended by the Selection Committee.

Ms. Stone made a motion to approve the Transit Provider Contract. Ms. Bryant seconded and the motion passed unanimously.

Item 3b. Draft UPWP 2018-2019 to 2019-2020

Mr. Daniels presented the Draft Unified Planning Work Program (UPWP) and said that the UPWP served as the TPO staff's two-year work outline and budget and would be effective on July 1 and showed the allocations for each funding source to the board:

	FY 2018/19	FY 2019/20
PL	\$807,110	\$550,000
Section 5305(d)	\$74,876	\$78,097
TD	\$26,821	\$26,821

Mr. Daniels said the FY 2018/19 PL allocation included a \$310,000 carryforward from the previous UPWP and that the FY 2019/2020 allocation is an initial estimate and would be updated early next year when the actual allocations will be made available.

Mr. Daniels also said that the UPWP covered routine activities such as traffic counts, TIP development, and public involvement as well as various studies. For the next two years, staff would be working on several plans that included an updated to the 2045 Long Range Transportation Plan (LRTP), an update to the Pennsylvania Avenue study, the NE 8th Avenue Road Diet, Corridor Assessments for CR 484 and US 27, Trail Safety and Supporting Facilities Study and the Nature Coast Trail Feasibility Study.

Mr. Daniels said staff was requesting approval of the UPWP for submittal to FDOT and upon approval, staff would submit to FDOT for review and bring back the final draft at the next board meeting in April.

Ms. Bryant asked Mr. Daniels if the plans he talked about were just in a municipality or for the actual trails and if so was he working in coordination with the Office of Greenways and Trails.

Mr. Daniels replied that he was talking about the trails and that the Office of Greenways and Trails were included in the discussions.

There was board discussion about the projects included in the UPWP.

Mr. Ted Schatt, 1425 SE 11th Avenue, Ocala, FL 34471 addressed the board about improvements on Silver Springs Boulevard in downtown and a left turn lane that heads east for movement into Midtown.

Ms. Bryant made a motion to approve the Draft UPWP 2018-2019 to 2019-2020.

Ms. Hanchar seconded and the motion passed unanimously.

Item 4a. Florida Turnpike Enterprise Coastal Connector Presentation

Ms. Rebecca Bolan with Florida Turnpike Enterprise (Montgomery Consulting Group) gave the presentation on the Florida Turnpike Enterprise Coastal Connector.

Ms. Bolan said that The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise was in the planning phase of the Coastal Connector, a high-level study that would evaluate new transportation corridor alternatives in Citrus and Marion Counties. The study would establish a new vision for transportation by incorporating emerging transportation technologies to improve freight movement, address seasonal congestion, accommodate projected growth, and plan for emergency evacuation to create Florida's Next Generation Corridor.

Ms. Bolan said that major transportation improvements could take decades to realize, so now was the right time to begin planning and investing in the future transportation systems. Delay in planning could result in continued deterioration of roadways, increased congestion, and rising costs. The intent of the study was to keep the region moving forward by establishing a long-term vision and plan for the next generation transportation system.

The Coastal Connector Study was following a process developed by the Florida Department of Transportation known as an Alternative Corridor Evaluation, or ACE. The ACE process helped to identify and evaluate corridor alternatives by considering transportation needs and environmental issues early in the project development process to document potential alternatives that can be carried forward into future phases. By the end of the study, enough information would be gathered to determine whether a new route would move forward to a more detailed evaluation.

Ms. Bolan said the Florida Department of Transportation had a history of conducting studies to evaluate proposed alternatives with the goal of alleviating congestion, and improving the performance and reliability of the area's transportation systems. An example was used that, Florida's Future Corridors, I-75 Relief, and the North I-75 Master Plan studies were conducted by the FDOT that evaluated improvements to I-75 and existing corridors as well as recommended the continued study of new alternative corridors.

The Coastal Connector ACE Study was an innovative solution to connect the North Central Florida region with a new alternate corridor. As the region continued to experience traffic growth, the study would plan to improve regional freight movements, address seasonal congestion, accommodate projected population growth, and plan for emergency evacuation.

Ms. Bolan said Florida's Turnpike Enterprise encouraged the public to be involved throughout the study by providing comments, questions and suggestions to the study team and added that public participation was solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

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

Ms. Kersey with FDOT provided the board with an updated construction report that included more details about projects and contact information for the project managers and the contractors.

Mr. Zalak asked about the light timing at Baseline and if DOT had been paying attention.

Ms. Kersey said that should would find out and get back with Mr. Zalak with an answer.

Item 7. Comments by TPO Staff

Mr. Daniels said that one of the tasks approved in the Transportation Development Plan was funding for SunTran marketing and that the TPO had recently made videos showing how to ride the SunTran that included: Planning a trip, Bike on Bus, Wheelchairs, and Strollers.

Mr. Daniels said that links to view the videos would be sent out to the board members.

Mr. Daniels also informed the board that the TPO office had officially moved and was located in the City of Ocala's Citizen Service Center.

Item 8. Comments by TPO Members

Ms. Bryant said she would like to work with Mr. Daniels on the format of the meeting agenda and take Public Comment in the beginning of the meeting and the end of each meeting instead of taking public comment after each agenda item in the case anyone from the public was on a limited time schedule.

Ms. Bryant also asked that Presentations be moved up to the beginning of the meeting.

The board members agreed.

Mr. Zalak said he spoke with Mr. Daniels about CR 484 and asked him to look at the capacity element and some other opportunities so that the plans would be more detailed.

Mr. Zalak also said in the Long Range Plan consider a flyover on Baseline because a long-term plan was needed.

Mr. Daniels said there would be an update to the LRTP and that the TPO would review those options.

Item 9. Public Comment

Ms. Michelle Shearer, Secretary of Greenway Equestrians addressed the board about trail section from Belleview to the Cross Florida Greenway and did not want the route to cross the horse trail.

Mr. Daniels said that two different alternatives were being looked at and the crossing issues were being addressed.

Item 10. Adjournment

Chairman Moore adjourned the meeting at 5:02 PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



April 18, 2018

TO: TPO Board Members

FROM: Michael Daniels, Director

**RE: Public Transportation Joint Participation Agreement allocating
FTA Section 5305D funds**

The 5305D Grant is intended to provide transit related funding assistance to accomplish the duties and responsibilities of the official planning agency, the Ocala/Marion County TPO, as set forth in the Unified Planning Work Program (UPWP). The grant allocation for FY 17 to be allocated in the 2018-2019 fiscal year is in the amount of \$88,401.00 with a local match of \$9,822.

If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.

Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

121 S.E. Watula Avenue • Ocala, Florida 34471
Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org

**PUBLIC TRANSPORTATION
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Financial Project Number(s): <small>(item-segment-phase-sequence)</small> 431401-1-14-26	Fund: <u>DU,DPTO</u>	FLAIR Category: <u>088774</u>
	Function: <u>215</u>	Object Code: <u>780000</u>
	Federal Number: <u>1001-2016-3</u>	Org. Code: <u>55052000531</u>
Contract Number: _____	DUNS Number: <u>80-939-7102</u>	Vendor No.: <u>F596-000-392-11</u>
CFDA Number: <u>20.505</u>	Agency DUNS No. <u>0559474280000</u>	CSFA Number: <u>N/A</u>
CFDA Title: <u>Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research</u>		CSFA Title: <u>N/A</u>

THIS JOINT PARTICIPATION AGREEMENT (“Agreement”), made and entered into this _____ day of _____, _____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, (“Department”), and Ocala/Marion TPO, 121 SE Watula Ave. Ocala, FL 34471 (“Agency”). The Department and Agency agree that all terms of this Agreement will be completed on or before September 30, 2023 and this Agreement will expire unless a time extension is provided in accordance with Section 16.00.

WITNESSETH:

WHEREAS, the Agency has the authority to enter into said Agreement and to undertake the Project hereinafter described, and the Department has been granted the authority to function adequately in all areas of appropriate jurisdiction including the implementation of an integrated and balanced transportation system and is authorized under 341.050(1)(a), Florida Statutes, to enter into this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations herein, the parties agree as follows:

1.00 Purpose of Agreement. The purpose of this Agreement is to provide for the Department's participation in

To participate in transit related task elements of Ocala/Marion TPO Unified Planning Work Program (UPWP) using pass through funds from the Federal Transit Administration Section 5305(d) Program

and as further described in Exhibit "A" attached to and incorporated into this Agreement (“Project”), and to provide Departmental financial assistance to the Agency, state the terms and conditions upon which such assistance will be provided, and to set forth the manner in which the Project will be undertaken and completed.

1.10 Exhibits. A,B, C, D are attached and incorporated into this Agreement.

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2.00 Accomplishment of the Project:

2.10 General Requirements. The Agency shall commence, and complete the Project, with all practical dispatch, in a sound, economical, and efficient manner, and in accordance with the provisions of this Agreement, and all applicable laws.

2.20 Pursuant to Federal, State, and Local Law. In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is requisite under applicable law to enable the Agency to enter into this Agreement or to undertake the Project, or to observe, assume or carry out any of the provisions of the Agreement, the Agency will initiate and consummate, as provided by law, all actions necessary with respect to any such matters so requisite.

2.30 Funds of the Agency. The Agency shall initiate and prosecute to completion all proceedings necessary, including federal aid requirements, to enable the Agency to provide the necessary funds for completion of the Project.

2.40 Submission of Proceedings, Contracts and Other Documents. The Agency shall submit to the Department such data, reports, records, contracts and other documents relating to the Project as the Department may require as listed in Exhibit "C" attached to and incorporated into this Agreement. The Department has the option to require an activity report on a quarterly basis. The activity report will include details of the progress of the Project towards completion.

3.00 Total Project Cost. The total estimated cost of the Project is \$98,223.00. This amount is based upon the estimate summarized in Exhibit "B" attached to and incorporated into this Agreement. The Agency agrees to bear all expenses in excess of the total estimated cost of the Project and any deficits involved.

4.00 Project Costs Participation and Eligibility:

4.10 Department Participation. The Department agrees to maximum participation, including contingencies, in the Project in the amount of \$88,401.00 as detailed in Exhibit "B", or in an amount equal to the percentage(s) of total cost shown in Exhibit "B", whichever is less.

4.11 Agency Participation (Non-State Sources). The Agency agrees to minimum participation, including contingencies, in the Project in the amount of \$9,822.00 as detailed in Exhibit "B", or in an amount equal to the percentage(s) of the total cost shown in Exhibit "B", whichever is more.

4.12 Federal Awards. The Agency, a non-federal entity, is is not a recipient of a federal award, as detailed in Exhibit "B."

4.20 Project Cost Eligibility. Project costs eligible for State participation will be allowed only from the effective date of this Agreement. It is understood that State participation in eligible Project costs is subject to:

- a) Legislative approval of the Department's appropriation request in the adopted work program year that the Project is scheduled to be committed;
- b) Availability of funds as stated in Section 15.00 of this Agreement; Approval of all plans, specifications, contracts or other obligating documents as required by the Department, and all other terms of this Agreement;
- c) Department approval of costs in excess of the approved funding or attributable to actions which have not received the required approval of the Department and all other terms of this Agreement;
- d) Department approval of the Project scope and budget (Exhibits "A" and "B") at the time appropriation authority becomes available.

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4.30 Front End Funding. Front end funding is is not applicable. If applicable, the Department may initially pay 100% of the total allowable incurred Project costs up to an amount equal to its total share of participation as shown in paragraph 4.10.

5.00 Project Budget and Payment Provisions:

5.10 The Project Budget. Prior to the execution of this Agreement, a Project schedule of funding shall be prepared by the Agency and approved by the Department. The Agency shall maintain said schedule of funding, carry out the Project, and shall incur obligations against and make disbursements of Project funds only in conformity with the latest approved schedule of funding for the Project, attached and incorporated into this Agreement as Exhibit "B." The schedule of funding may be revised by execution of a Supplemental Agreement between the Department and the Agency. The Agency acknowledges and agrees that funding for this Project may be reduced upon determination of the Agency's contract award amount. If revised, a copy of the Supplemental Agreement shall be forwarded to the Department's Comptroller. No increase or decrease shall be effective unless it complies with fund participation requirements of this Agreement and is approved by the Department's Comptroller.

5.20 Payment Provisions. Unless otherwise allowed, payment will begin in the year the Project or Project phase is scheduled in the work program as of the date of the Agreement. Payment will be made for actual costs incurred as of the date the invoice is submitted with the final payment due upon receipt of a final invoice. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes. If the Department determines that the performance of the Agency is unsatisfactory, the Department shall notify the Agency of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The Agency shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the Agency will address all issues of Agreement non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or Agreement non-compliance. If the corrective action plan is unacceptable to the Department, the Agency shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the Agency resolves the deficiency. If the deficiency is subsequently resolved, the Agency may bill the Department for the retained amount during the next billing period. If the Agency is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement's term.

6.00 Accounting Records:

6.10 Establishment and Maintenance of Accounting Records. The Agency shall establish for the Project, in conformity with requirements established by Department's program guidelines/procedures and "Principles for State and Local Governments", 2 CFR Part 225, separate accounts to be maintained within its existing accounting system or establish independent accounts. Such accounts are referred to herein collectively as the "Project account." Records of costs incurred under terms of this Agreement shall be maintained in the Project account and made available upon request to the Department at all times during the period of this Agreement and for five (5) years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred include the Agency's general accounting records and the Project records, together with supporting documents and records, of the Agency and all sub-consultants performing work on the Project and all other records of the Agency and sub-consultants considered necessary by the Department for a proper audit of costs. If any litigation, claim, or audit is started before the expiration of the five (5) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

6.20 Costs Incurred for the Project. The Agency shall charge to the Project account all eligible costs of the Project. Costs in excess of the latest approved budget or attributable to actions which have not received the required approval of the Department shall not be considered eligible costs.

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6.30 Documentation of Project Costs. All costs charged to the Project, including any approved services contributed by the Agency or others, shall be supported by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of the charges.

6.40 Checks, Orders, and Vouchers. Any check or order drawn by the Agency with respect to any item which is or will be chargeable against the Project account will be drawn only in accordance with a properly signed voucher then on file in the office of the Agency stating in proper detail the purpose for which such check or order is drawn. All checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents pertaining in whole or in part to the Project shall be clearly identified, readily accessible, and, to the extent feasible, kept separate and apart from all other such documents.

6.50 Audits. The administration of Federal or State resources awarded through the Department to the Agency by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or State financial assistance or limit the authority of any state agency inspector general, the State of Florida Auditor General, or any other state official. The Agency shall comply with all audit and audit reporting requirements as specified below.

1. Federal Funded

- a) In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the Agency agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Agency further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.
- b) The Agency, a non-Federal entity as defined by 2 CFR Part 200, Subpart F – Audit Requirements, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:
 - i. In the event the Agency expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the Agency must have a Federal single or program-specific audit conducted for such fiscal year in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. Exhibit A, B, C, D to this Agreement provides the required Federal award identification information needed by the Agency to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal year, the Agency must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.
 - ii. In connection with the audit requirements, the Agency shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.

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- iii. In the event the Agency expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the Agency is exempt from Federal audit requirements for that fiscal year. However, the Agency must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the Agency’s audit period for each applicable audit year. In the event the Agency expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the Agency’s resources obtained from other than Federal entities).

- iv. The Agency must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor’s report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements. However, the Department requires a copy of the audit reporting package also be submitted to FDOTSingleAudit@dot.state.fl.us within the earlier of 30 calendar days after receipt of the auditor’s report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.

- v. Within six months of acceptance of the audit report by the FAC, the Department will review the Agency’s audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the Agency fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
 - 1. Temporarily withhold cash payments pending correction of the deficiency by the Agency or more severe enforcement action by the Department;
 - 2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
 - 3. Wholly or partly suspend or terminate the Federal award;
 - 4. Initiate suspension or debarment proceedings as authorized under 2 CFR Part 180 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
 - 5. Withhold further Federal awards for the Project or program;
 - 6. Take other remedies that may be legally available.

- vi. As a condition of receiving this Federal award, the Agency shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the Agency’s records including financial statements, the independent auditor’s working papers and project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.

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vii. The Department's contact information for requirements under this part is as follows:

Office of Comptroller, MS 24
605 Suwannee Street
Tallahassee, Florida 32399-0450
FDOTSingleAudit@dot.state.fl.us

2. State Funded

- a) In addition to reviews of audits conducted in accordance with Section 215.97, Florida Statutes, monitoring procedures to monitor the Agency's use of state financial assistance may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to state financial assistance awarded through the Department by this Agreement. By entering into this Agreement, the Agency agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Agency further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, the Department of Financial Services (DFS) or State of Florida Auditor General.
- b) The Agency, a nonstate entity as defined by Section 215.97(2)(m), Florida Statutes, as a recipient of state financial assistance awarded by the Department through this Agreement is subject to the following requirements:
 - i. In the event the Agency meets the audit threshold requirements established by Section 215.97, Florida Statutes, the Agency must have a State single or project-specific audit conducted for such fiscal year in accordance with Section 215.97, Florida Statutes; applicable rules of the Department of Financial Services; and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General. Exhibit A, B, C, D to this Agreement indicates state financial assistance awarded through the Department by this Agreement needed by the Agency to further comply with the requirements of Section 215.97, Florida Statutes. In determining the state financial assistance expended in a fiscal year, the Agency shall consider all sources of state financial assistance, including state financial assistance received from the Department by this Agreement, other state agencies and other nonstate entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a nonstate entity for Federal program matching requirements.
 - ii. In connection with the audit requirements, the Agency shall ensure that the audit complies with the requirements of Section 215.97(8), Florida Statutes. This includes submission of a financial reporting package as defined by Section 215.97(2)(e), Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General.
 - iii. In the event the Agency does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, the Agency is exempt for such fiscal year from the state single audit requirements of Section 215.97, Florida Statutes. However, the Agency must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the Agency's audit period for each applicable audit year. In the event the Agency does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, in a fiscal year and

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elects to have an audit conducted in accordance with the provisions of Section 215.97, Florida Statutes, the cost of the audit must be paid from the Agency's resources (*i.e.*, the cost of such an audit must be paid from the Agency's resources obtained from other than State entities).

- iv.** In accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, copies of financial reporting packages required by this Agreement shall be submitted to:

Florida Department of Transportation
Office of Comptroller, MS 24
605 Suwannee Street
Tallahassee, Florida 32399-0405
FDOTSingleAudit@dot.state.fl.us

And

State of Florida Auditor General
Local Government Audits/342
111 West Madison Street, Room 401
Tallahassee, FL 32399-1450
Email: flaudgen_localgovt@aud.state.fl.us

- v.** Any copies of financial reporting packages, reports or other information required to be submitted to the Department shall be submitted timely in accordance with Section 215.97, Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, as applicable.
- vi.** The Agency, when submitting financial reporting packages to the Department for audits done in accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, should indicate the date the reporting package was delivered to the Agency in correspondence accompanying the reporting package.
- vii.** Upon receipt, and within six months, the Department will review the Agency's financial reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate corrective action on all deficiencies has been taken pertaining to the state financial assistance provided through the Department by this Agreement. If the Agency fails to have an audit conducted consistent with Section 215.97, Florida Statutes, the Department may take appropriate corrective action to enforce compliance.
- viii.** As a condition of receiving state financial assistance, the Agency shall permit the Department, or its designee, DFS or the Auditor General access to the Agency's records including financial statements, the independent auditor's working papers and project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.

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3. The Agency shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, DFS or State of Florida Auditor General access to such records upon request. The Agency shall ensure that the audit working papers are made available to the Department, or its designee, DFS or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

6.60 Insurance. Execution of this Agreement constitutes a certification that the Agency has and will maintain the ability to repair or replace any Project equipment or facilities in the event of loss or damage due to any accident or casualty for the useful life of such equipment or facilities. In the event of the loss of such equipment or facilities, the Agency shall either replace the equipment or facilities or reimburse the Department to the extent of its interest in the lost equipment or facility. The Department may waive or modify this section as appropriate.

7.00 Requisitions and Payments:

7.10 Action by the Agency. In order to obtain any Department funds, the Agency shall file with the Department of Transportation, District 5 Public Transportation Office 719 S Woodland Blvd. DeLand, FL, 32720, its requisition on a form or forms prescribed by the Department, and any other data pertaining to the Project account (as defined in Paragraph 6.10 hereof) to justify and support the payment requisitions.

7.11 Deliverables. The Agency shall provide the following quantifiable, measurable and verifiable units of deliverables as established in Exhibit "A." Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion.

7.12 Invoices. Invoices for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper pre-audit and post-audit thereof, based on the quantifiable, measurable and verifiable units of deliverables as established in Exhibit "A." Deliverables must be received and accepted in writing by the Department's Project Manager prior to payments.

7.13 Supporting Documentation. Supporting documentation must establish that the deliverables were received and accepted in writing by the Department and that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in Section 2.00 and Exhibit "A" has been met.

7.14 Travel Expenses. Invoices for any travel expenses by the Agency shall be submitted in accordance with Section 112.061, Florida Statutes, and shall be submitted on the Department's Contractor **Travel Form No. 300-000-06**. The Department may establish rates lower than the maximum provided in Chapter 112.061, Florida Statutes.

7.15 Property Acquisition. For real property acquired, submit:

- a) The date the Agency acquired the real property.
- b) A statement by the Agency certifying that the Agency has acquired said real property, and actual consideration paid for real property.
- c) A statement by the Agency certifying that the appraisal and acquisition of the real property together with any attendant relocation of occupants was accomplished in compliance with all federal laws, rules and procedures required by any federal oversight agency and with all state laws, rules and procedures that may apply to the Agency acquiring the real property.

7.20 The Department's Obligations. Subject to other provisions of this Agreement, the Department will honor requests for reimbursement to the Agency pursuant to this Agreement. However, notwithstanding any other provision of this Agreement, the Department may elect by notice in writing not to make a payment if:

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- a) The Agency shall have made misrepresentation of a material nature in its application, or any supplement or amendment to its application, or with respect to any document or data furnished with its application or pursuant to this Agreement;
- b) There is any pending litigation with respect to the performance by the Agency of any of its duties or obligations which may jeopardize or adversely affect the Project, the Agreement, or payments to the Project;
- c) The Agency shall have taken any action pertaining to the Project which, under this Agreement, requires the approval of the Department or has made related expenditures or incurred related obligations without having been advised by the Department that same are approved;
- d) There has been any violation of the conflict of interest provisions contained in this Agreement;
- e) The Agency has been determined by the Department to be in default under any of the provisions of the Agreement; or
- f) Any federal agency providing federal financial assistance to the Project suspends or terminates federal financial assistance to the Project. In the event of suspension or termination of federal financial assistance, the Agency will reimburse the Department for all disallowed costs, including any and all federal financial assistance as detailed in Exhibit "B."

7.30 Disallowed Costs. In determining the amount of the payment, the Department will exclude all Project costs incurred by the Agency prior to the effective date of this Agreement, after the expiration date of this Agreement, costs which are not provided for in the latest approved scope and budget for the Project, costs attributable to goods or services received under a contract or other arrangements which have not been approved by the Department, and costs invoiced prior to receipt of annual notification of fund availability.

7.40 Payment Offset. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any public transportation joint participation agreement which it has with the Agency owing such amount if, upon demand, payment of the amount is not made within sixty (60) days to the Department. Offsetting amounts shall not be considered a breach of contract by the Department.

8.00 Termination or Suspension of Project:

8.10 Termination or Suspension Generally. If the Agency abandons or, before completion, finally discontinues the Project; or for any other reason, the commencement, prosecution, or timely completion of the Project by the Agency is rendered improbable, infeasible, impossible, or illegal, the Department will, by written notice to the Agency, suspend any or all of its obligations under this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected, or the Department may terminate any or all of its obligations under this Agreement.

8.11 Action Subsequent to Notice of Termination or Suspension. Upon receipt of any final termination or suspension notice under this Section 8, the Agency shall proceed promptly to carry out the actions required in such notice, which may include any or all of the following: (1) necessary action to terminate or suspend, as the case may be, Project activities and contracts and such other action as may be required or desirable to keep to the minimum the costs upon the basis of which the financing is to be computed; (2) furnish a statement of the Project activities and contracts, and other undertakings the cost of which are otherwise includable as Project costs; and, (3) remit to the Department such portion of the financing and any advance payment previously received as is determined by the Department to be due under the provisions of the Agreement. The termination or suspension shall be carried out in conformity with the latest schedule, plan, and budget as approved by the Department or upon the basis of terms and conditions imposed by the Department upon the failure of the Agency to furnish the schedule, plan, and budget within a reasonable time. The approval of a remittance by the Agency or the closing out of federal financial participation in the Project shall not constitute a waiver of any claim which the Department may otherwise have arising out of this Agreement.

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8.12 Access to Documents and Materials. The Department reserves the right to unilaterally cancel this Agreement for refusal by the Agency, contractor, sub-contractor, or materials vendor to comply with the provisions of Chapter 119, Florida Statutes.

9.00 Audit and Inspection. The Agency shall permit, and shall require its contractors to permit, the Department's authorized representatives to inspect all work, materials, payrolls, records; and to audit the books, records and accounts pertaining to the financing and development of the Project.

10.00 Contracts of the Agency:

10.10 Third Party Agreements. The Department specifically reserves the right to review and approve any and all third party contracts with respect to the Project before the Agency executes or obligates itself in any manner requiring the disbursement of Department funds, including consultant, purchase of commodities contracts or amendments thereto. If the Department chooses to review and approve third party contracts for this Project and the Agency fails to obtain such approval, that shall be sufficient cause for nonpayment by the Department as provided in Section 7.20(c). The Department specifically reserves unto itself the right to review the qualifications of any consultant or contractor and to approve or disapprove the employment of the same. If Federal Transit Administration (FTA) funds are used in the Project, the Department must exercise the right to third party contract review.

10.20 Procurement of Personal Property and Services:

10.21 Compliance with Consultants' Competitive Negotiation Act. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with an Agency, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the Agency complying in full with provisions of Chapter 287.055, Florida Statutes, Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 CFR 172, and 23 U.S.C. 112.. At the discretion of the Department, the Agency will involve the Department in the Consultant Selection Process for all projects funded under this Agreement. In all cases, the Agency's Attorney shall certify to the Department that selection has been accomplished in compliance with Chapter 287.055, Florida Statutes, the Consultants' Competitive Negotiation Act and the federal Brooks Act.

10.22 Procurement of Commodities or Contractual Services. It is understood and agreed by the parties hereto that participation by the Department in a project with an Agency, where said project involves the purchase of commodities or contractual services or the purchasing of capital equipment or the constructing and equipping of facilities, which includes engineering, design, and/or construction activities, where purchases or costs exceed the Threshold Amount for CATEGORY TWO per Chapter 287.017, Florida Statutes, is contingent on the Agency complying in full with the provisions of Chapter 287.057, Florida Statutes. The Agency's Attorney shall certify to the Department that the purchase of commodities or contractual services has been accomplished in compliance with Chapter 287.057, Florida Statutes. It shall be the sole responsibility of the Agency to ensure that any obligations made in accordance with this Section comply with the current threshold limits. Contracts, purchase orders, task orders, construction change orders, or any other agreement that would result in exceeding the current budget contained in Exhibit "B", or that is not consistent with the Project description and scope of services contained in Exhibit "A" must be approved by the Department prior to Agency execution. Failure to obtain such approval, and subsequent execution of an amendment to the Agreement if required, shall be sufficient cause for nonpayment by the Department as provided in Section 7.20(c).

10.30 Disadvantaged Business Enterprise (DBE) Policy and Obligation. It is the policy of the Department that DBE's, as defined in 49 CFR Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement.

The Agency and its contractors agree to ensure that DBE's have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance

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with applicable federal and state laws and regulations to ensure that the DBE's have the opportunity to compete for and perform contracts. The Agency and its contractors and subcontractors shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

10.40 Procurement of Construction Services. If the Project is procured pursuant to Chapter 255 for construction services and at the time of the competitive solicitation for the Project 50 percent or more of the cost of the Project is to be paid from state-appropriated funds, then the Agency must comply with the requirements of Section 255.099(1), Florida Statutes.

11.00 Restrictions, Prohibitions, Controls, and Labor Provisions:

11.10 Equal Employment Opportunity. In connection with the carrying out of any project, the Agency shall not discriminate against any employee or applicant for employment because of race, age, creed, color, sex or national origin. The Agency will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, age, creed, color, sex, or national origin. Such action shall include, but not be limited to, the following: Employment upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Agency shall insert the foregoing provision modified only to show the particular contractual relationship in all its contracts in connection with the development or operation of the Project, except contracts for standard commercial supplies or raw materials, and shall require all such contractors to insert a similar provision in all subcontracts, except subcontracts for standard commercial supplies or raw materials. When the Project involves installation, construction, demolition, removal, site improvement, or similar work, the Agency shall post, in conspicuous places available to employees and applicants for employment for Project work, notices to be provided by the Department setting forth the provisions of the nondiscrimination clause.

11.20 Title VI - Civil Rights Act of 1964. Execution of this Agreement constitutes a certification that the Agency will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d, et seq.), the Regulations of the Federal Department of Transportation issued thereunder, and the assurance by the Agency pursuant thereto.

11.30 Title VIII - Civil Rights Act of 1968. Execution of this Agreement constitutes a certification that the Agency will comply with all the requirements imposed by Title VIII of the Civil Rights Act of 1968 (42 U.S.C. 3601, et seq.), which among other things, prohibits discrimination in employment on the basis of race, color, national origin, creed, sex, and age.

11.40 Americans with Disabilities Act of 1990 (ADA). Execution of this Agreement constitutes a certification that the Agency will comply with all the requirements imposed by the ADA (42 U.S.C. 12102, et seq.), the regulations of the federal government issued thereunder, and the assurance by the Agency pursuant thereto.

11.50 Prohibited Interests. The Agency shall not enter into a contract or arrangement in connection with the Project or any property included or planned to be included in the Project, with any officer, director or employee of the Agency, or any business entity of which the officer, director or employee or the officer's, director's or employee's spouse or child is an officer, partner, director, or proprietor or in which such officer, director or employee or the officer's, director's or employee's spouse or child, or any combination of them, has a material interest.

- a) "Material Interest" means direct or indirect ownership of more than 5% of the total assets or capital stock of any business entity.
- b) The Agency shall not enter into any contract or arrangement in connection with the Project or any property included or planned to be included in the Project, with any person or entity who was represented before the

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Agency by any person who at any time during the immediately preceding two (2) years was an officer, director or employee of the Agency.

- c) The provisions of this subsection shall not be applicable to any agreement between the Agency and its fiscal depositories, any agreement for utility services the rates for which are fixed or controlled by the government, or any agreement between the Agency and an agency of state government.

11.60 Interest of Members of, or Delegates to, Congress or Legislature. No member or delegate to the Congress of the United States, or the State of Florida legislature, shall be admitted to any share or part of the Agreement or any benefit arising therefrom.

12.00 Miscellaneous Provisions:

12.10 Environmental Regulations. Execution of this Agreement constitutes a certification by the Agency that the Project will be carried out in conformance with all applicable environmental regulations including the securing of any applicable permits. The Agency will be solely responsible for any liability in the event of non-compliance with applicable environmental regulations, including the securing of any applicable permits, and will reimburse the Department for any loss incurred in connection therewith.

12.20 Department Not Obligated to Third Parties. The Department shall not be obligated or liable hereunder to any party other than the Agency.

12.30 When Rights and Remedies Not Waived. In no event shall the making by the Department of any payment to the Agency constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist, on the part of the Agency, and the making of such payment by the Department while any such breach or default shall exist shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.

12.40 Severability. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance the remainder would then continue to conform to the terms and requirements of applicable law.

12.50 Bonus or Commission. By execution of the Agreement the Agency represents that it has not paid and, also, agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.

12.60 State or Territorial Law. Nothing in the Agreement shall require the Agency to observe or enforce compliance with any provision thereof, perform any other act or do any other thing in contravention of any applicable State law: Provided, that if any of the provisions of the Agreement violate any applicable State law, the Agency will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the Agency to the end that the Agency may proceed as soon as possible with the Project.

12.70 Use and Maintenance of Project Facilities and Equipment. The Agency agrees that the Project facilities and equipment will be used by the Agency to provide or support public transportation for the period of the useful life of such facilities and equipment as determined in accordance with general accounting principles and approved by the Department. The Agency further agrees to maintain the Project facilities and equipment in good working order for the useful life of said facilities or equipment.

12.71 Property Records. The Agency agrees to maintain property records, conduct physical inventories and develop control systems as required by 49 CFR Part 18, when applicable.

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12.80 Disposal of Project Facilities or Equipment. If the Agency disposes of any Project facility or equipment during its useful life for any purpose except its replacement with like facility or equipment for public transportation use, the Agency will comply with the terms of 49 CFR Part 18 relating to property management standards. The Agency agrees to remit to the Department a proportional amount of the proceeds from the disposal of the facility or equipment. Said proportional amount shall be determined on the basis of the ratio of the Department financing of the facility or equipment as provided in this Agreement. The Agency must remit said proportional amount to the Department within one (1) year after the official date of disposal.

12.90 Contractual Indemnity. To the extent provided by Section 768.28, Florida Statutes, the Agency shall indemnify, defend, and hold harmless the Department and all of its officers, agents, and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Agency, its agents, or employees, during the performance of the Agreement, except that neither the Agency, its agents, or its employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Department or any of its officers, agents, or employees during the performance of the Agreement. Nothing in this Agreement shall be construed as a waiver by the Agency of any sovereign immunity protections that may be provided by Section 768.28, Florida Statutes.

When the Department receives a notice of claim for damages that may have been caused by the Agency in the performance of services required under this Agreement, the Department will immediately forward the claim to the Agency. The Agency and the Department will evaluate the claim and report their findings to each other within fourteen (14) working days and will jointly discuss options in defending the claim. After reviewing the claim, the Department will determine whether to require the participation of the Agency in the defense of the claim or to require that the Agency defend the Department in such claim as described in this section. The Department's failure to promptly notify the Agency of a claim shall not act as a waiver of any right herein to require the participation in or defense of the claim by Agency. The Department and the Agency will each pay its own expenses for the evaluation, settlement negotiations, and trial, if any. However, if only one party participates in the defense of the claim at trial, that party is responsible for all expenses at trial.

13.00 Plans and Specifications. In the event that this Agreement involves the purchasing of capital equipment or the constructing and equipping of facilities, where plans and specifications have been developed, the Agency shall provide an Engineer's Certification that certifies Project compliance as listed below, or in Exhibit "C" if applicable. For the plans, specifications, construction contract documents, and any and all other engineering, construction, and contractual documents produced by the Engineer, hereinafter collectively referred to as "plans", the Agency will certify that:

- a) All plans comply with federal, state, and professional standards as well as minimum standards established by the Department as applicable;
- b) The plans were developed in accordance with sound engineering and design principles, and with generally accepted professional standards;
- c) The plans are consistent with the intent of the Project as defined in Exhibits "A" and "B" of this Agreement as well as the Scope of Services; and
- d) The plans comply with all applicable laws, ordinances, zoning and permitting requirements, public notice requirements, and other similar regulations.

Notwithstanding the provisions of this paragraph, the Agency, upon request by the Department, shall provide plans and specifications to the Department for review and approvals.

14.00 Project Completion, Agency Certification. The Agency will certify in writing on or attached to the final invoice, that the Project was completed in accordance with applicable plans and specifications, is in place on the Agency facility, that adequate title is in the Agency and that the Project is accepted by the Agency as suitable for the intended purpose.

15.00 Appropriation of Funds:

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15.10 Contingency of Payment. The State of Florida's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. If the Department's funding for this Project is in multiple fiscal years, funds approval from the Department's Comptroller must be received each fiscal year prior to costs being incurred. See Exhibit "B" for funding levels by fiscal year. Project costs utilizing these fiscal year funds are not eligible for reimbursement if incurred prior to funds approval being received. The Department will notify the Agency, in writing, when funds are available.

15.20 Multi-Year Commitment. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one (1) year, the provisions of Chapter 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."

16.00 Expiration of Agreement. The Agency agrees to complete the Project on or before September 30, 2023. If the Agency does not complete the Project within this time period, this Agreement will expire unless an extension of the time period is requested by the Agency and granted in writing by the Department prior to expiration of this Agreement. Expiration of this Agreement will be considered termination of the Project and the procedure established in Section 8.00 of this Agreement shall be initiated. The cost of any work performed after the expiration date of this Agreement will not be reimbursed by the Department.

16.10 Final Invoice. The Agency must submit the final invoice on this Project to the Department within 120 days after the expiration of this Agreement.

17.00 Agreement Format. All words used in this Agreement in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

18.00 Execution of Agreement. This Agreement may be simultaneously executed in a minimum of two counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one in the same instrument.

19.00 Restrictions on Lobbying:

19.10 Federal. The Agency agrees that no federally-appropriated funds have been paid, or will be paid by or on behalf of the Agency, to any person for influencing or attempting to influence any officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement.

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If any funds other than federally-appropriated funds have been paid by the Agency to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

The Agency shall require that the language of this section be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

19.20 State. No funds received pursuant to this Agreement may be expended for lobbying the Legislature, the judicial branch or a state agency.

20.00 Vendors Rights. The Agency providing goods and services to the Department should be aware of the following time frames:

- a) The Department has 20 days to deliver a request for payment (voucher) to DFS. The 20 days are measured from the latter of the date the invoice is received or the date the goods or services are received, inspected, and approved. Approval and inspection of goods or services shall take no longer than 20 days following the receipt of a complete and accurate invoice.
- b) If a payment is not available within 40 days, then a separate interest penalty at a rate established pursuant to **Section 55.03(1), Florida Statutes**, will be due and payable, in addition to the invoice amount, to the Agency. The 40 days are measured from the latter of the date the invoice is received or the date the goods or services are received, inspected, and approved. Interest penalties of less than one (1) dollar will not be enforced unless the Agency requests payment. Invoices that have to be returned to the Agency because of Agency preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Department. A Vendor Ombudsman has been established within DFS. The duties of this individual include acting as an advocate for Agencies who may be experiencing problems in obtaining timely payment(s) from the Department. The Vendor Ombudsman may be contacted at (850) 413-5516.

21.00 Restrictions, Prohibits, Controls, and Labor Provisions. During the performance of this Agreement, the Agency agrees as follows, and shall require the following provisions to be included in each contract and subcontract entered into pursuant to this Agreement:

- a) A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- b) In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity.

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- c) An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the Agency.
- d) Neither the Agency nor any of its contractors or their subcontractors shall enter into any contract, subcontract or arrangement in connection with the Project or any property included or planned to be included in the Project in which any member, officer or employee of the Agency or the locality during tenure or for two (2) years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the Agency, the Agency, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the Agency or the locality relating to such contract, subcontract or arrangement. The Agency shall insert in all contracts entered into in connection with the Project or any property included or planned to be included in any Project, and shall require its contractors to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the Agency or of the locality during his tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the Agency and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

23.00 Employment Eligibility (Using E-Verify). Agency/Vendors/Contractors:

- a) Shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Agency during the term of the Agreement; and
- b) Shall expressly require any contractors and subcontractors performing work or providing services pursuant to the Agreement to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the contractor or subcontractor during the Agreement term.

24.00 Inspector General Cooperation. The Parties agree to comply with Section 20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with Section 20.055(5), Florida Statutes.

25.00 Maintenance of Project. The Agency agrees to maintain any project not on the State Highway System constructed under this Agreement.

26.00 Federal Grant Number. If the Federal grant number is not available prior to execution of the Agreement, the Department may unilaterally add the Federal grant number to the Agreement without approval of the Agency and without an amendment to the Agreement. If this occurs, an updated Agreement that includes the Federal grant number will be provided to the Agency and uploaded to the Department of Financial Services' Florida Accountability Contract Tracking System (FACTS).

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IN WITNESS WHEREOF, the parties hereto have caused these presents be executed, the day and year first above written.

AGENCY

DEPARTMENT

Ocala/Marion TPO

AGENCY NAME

DEPARTMENT OF TRANSPORTATION

SIGNATORY (PRINTED OR TYPED)

Loreen Bobo, P.E.

TITLE District Five Director of Development

SIGNATURE

LEGAL REVIEW, DEPARTMENT OF TRANSPORTATION

TITLE

See attached Encumbrance Form for date of
Funding Approval by Comptroller

FINANCIAL PROJECT NO. 431401-1-14-26
CONTRACT NO.

EXHIBIT "A"
PROJECT DESCRIPTION AND RESPONSIBILITIES

This exhibit forms an integral part of that certain Joint Participation Agreement between the State of Florida, Department of Transportation and Ocala/Marion TPO 121 SE Watula Ave. Ocala, FL 34471 referenced by the above Financial Project Number.

PROJECT LOCATION:

Ocala/Marion County Transportation Planning Organization
121 SE Watula Avenue
Ocala, FL 34471
Mike Daniels, AICP
Director

PROJECT DESCRIPTION:

To participate in transit related task elements of Ocala/Marion TPO Unified Planning Work Program (UPWP) using pass through funds from the Federal Transit Administration Section 5305(d) Program.

SPECIAL CONSIDERATIONS BY AGENCY:

The audit report(s) required in paragraph 6.5 of the Agreement shall include a schedule of project assistance that will reflect the Department's contract number, Financial Project Number and the Federal Identification number, where applicable, and the amount of state funding action (receipt and disbursement of funds) and any federal or local funding action and the funding action from any other source with respect to the project.

SPECIAL CONSIDERATIONS BY DEPARTMENT:

Invoicing should occur at least quarterly with data back-up submitted that include incremental data that is used to complete required deliverables. The requirement for the agency to provide data back-up shall be considered a part of the Terms and Conditions of this agreement, and reimbursement for eligible project expenses shall be conditioned upon receipt of data back-up in conjunction with a valid and properly prepared invoice.

EXHIBIT "B"
PROJECT BUDGET

This exhibit forms an integral part of that certain Joint Participation Agreement between the State of Florida, Department of Transportation and Ocala/Marion TPO 121 SE Watula Ave. Ocala, FL 34471 referenced by the above Financial Project Number.

I. PROJECT COST: \$ 98,223.00
 Transit related task elements of the Ocala/Marion TPO
 FY 16/17 - 17/18 Unified Planning Work Program (UPWP)

TOTAL PROJECT COST: \$ 98,223.00

II. PARTICIPATION:

Maximum Federal Participation
 FTA, FAA (%) or \$

Agency Participation (non-state sources)

In-Kind (%) \$
 Cash (10%) \$ 9,822.00
 Other (%) \$

Maximum Department Participation,

State Funding (DPTO) (10%) or \$ 9,822.00
 Federal Reimbursable (DU) (80%) or \$ 78,579.00
 Local Reimbursable (DL) (%) or \$

TOTAL PROJECT COST \$ 98,223.00

* Federal (DU) funds received by the Agency under this Joint Participation Agreement are federal reimbursable funds for Section 5305(d).

** Invoices for reimbursement of eligible expenditures should be submitted to the Department on at least a quarterly basis.

FY 16/17	DPTO \$9,822
FM # 431401-1-14-26	DU \$78,579

FINANCIAL PROJECT NO. 431401-1-14-26
CONTRACT NO.

EXHIBIT "C"
(Section 5305(d))

This exhibit forms an integral part of that certain Joint Participation Agreement between the State of Florida, Department of Transportation and Ocala/Marion TPO 121 SE Watula Ave. Ocala, FL 34471 referenced by the above Financial Project Number.

This Agreement is in conformance with Section 5305(d) of the Federal Transit Act (49 U.S.C. 5303) and chapter 341 Florida Statutes.

The Metropolitan Planning Organization (MPO) shall ensure adherence to the various Federal requirements documented in FTA (formerly UMTA) Circular 8100.1a, including Title VI of the Civil Rights Act of 1964, Disadvantaged Business Enterprise requirements, and the Americans with Disabilities Act of 1990, and all other federally required certifications and assurances made in its application to the Department for Section 5303 funds.

The MPO shall adhere to all applicable planning requirements established and set forth by the U.S. Department of Transportation, including development and timely submission of its Transportation Improvement Program (TIP) and annual/biennial element and Unified Planning Work Program (UPWP).

The MPO shall comply with any special conditions imposed by the Federal Transit Administration (FTA) as a condition of grant approval. Costs incurred prior to execution of this agreement can not be charged to the grant. Costs incurred by the MPO to prepare and file an application are not eligible project costs.

EXHIBIT D

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

CFDA No.: 20.505

CFDA Title: METROPOLITAN TRANSPORTATION PLANNING AND STATE AND NON-METROPOLITAN PLANNING AND RESEARCH

***Award Amount:** \$ 88,401.00

Awarding Agency: Florida Department of Transportation

Indirect Cost Rate:

****Award is for R&D:**

*The federal award amount may change with supplemental agreements

**Research and Development as defined at §200.87, 2 CFR Part 200

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING AUDIT REQUIREMENTS:

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards

www.ecfr.gov

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE FOLLOWING:

49 USC 5303: Metropolitan Transportation Planning

<http://uscode.house.gov/browse.xhtml>

FTA Circular 8100.1C: Program Guidance for Metropolitan Planning and State Planning and Research Program Grants

www.fta.dot.gov/legislation_law/12349.html

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)

www.fsr.gov



FDOT District Five - Ocala Operations
 627 Northwest 30th Avenue
 Ocala, Florida 34475
 352-732-1338

Outside Consultant
 In-House Construction
 Maintenance

Project Status Report as of April 19, 2018

MARION						
SR 35 (Baseline Road) from SE 96th Place Road to SR 464 (SE Maricamp Road)						
FIN #	238693-1-52-01					
CONTRACT #	E5W78					
Design-Build						
PROJECT DESCRIPTION: Widening and resurfacing SR 35 (Baseline Road) from Southeast 96th Place Road to south of S.R. 464 (Southeast Maricamp Road) from a two-lane to a four-lane roadway.						
				TIME	COST	
CONTRACTOR:	D.A.B. Constructors, Inc.	LET DATE:	6/17/2015	ORIGINAL:	850	\$17,605,644.44
FED. AID #:	N/A	NTP:	8/28/2015	CURRENT:	1,192	\$20,490,568.60
FUND TYPE	Design-Build	TIME BEGAN:	8/28/2015	ELAPSED:	957	\$15,879,193.23
		WORK BEGAN:	8/28/2015	% ORIGINAL:	112.59%	90.19%
		EST. COMPLETION:	Late 2018	% TO DATE:	80.29%	77.50%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Harry Wood		C: 850-596-7392		harry.wood@atkinglobal.com
FDOT PROJECT MANAGER		Nicole Aiton		O: 352-620-3012 C: 352-812-5796		nicole.aiton@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Lysle Tower		C: 352-436-2994		lyslet@dabcon.com
CONTRACTOR'S SUPERINTENDENT:		Clay Padgett		C: 352-302-1795		clayp@dabcon.com
SENIOR PROJECT ENGINEER		Eric Rosenstein		C: 850-596-8081		eric.rosenstein@atkinglobal.com
CONSTRUCTION MANAGER		Denise Larkin		O: 352-620-3007		denise.larkin@dot.state.fl.us

Marion and Sumter County						
Truck Parking Availability System						
FIN #	440222-1-52-01					
CONTRACT #	E5Z15					
Construction Design Build						
PROJECT DESCRIPTION: Truck Parking Availability System installation in six locations along I-75 in Marion and Sumter counties						
				TIME	COST	
CONTRACTOR:	Traffic Control Devices, Inc.	LET DATE:	9/25/2017	ORIGINAL:	220	\$1,614,614.00
FED. AID #:	D517059B	NTP:	11/29/2017	CURRENT:	248	\$1,614,614.00
FUND TYPE	Design Build	TIME BEGAN:	11/29/2017	ELAPSED:	138	\$746,320.88
		WORK BEG:	11/29/2017	% ORIGINAL:	62.73%	46.22%
		EST. COMPLETION:	Summer 2018	% TO DATE:	55.65%	46.22%
CONTACT		PHONE		EMAIL		
FDOT PROJECT ADMINISTRATOR		Steven Fisher		O: 352-620-3019 C: 352-812-6990		steven.fisher@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Chris Gallagher		C: 321-229-0956		c.gallagher@tcd-usa.com
CONTRACTOR'S SUPERINTENDENT:		Joey Hamil		C: 407-937-8601		
CONSTRUCTION MANAGER		Ronda Daniell		O: 352.620.3005 C: 352.274.8191		ronda.daniell@dot.state.fl.us

Project Status Report as of April 19, 2018

MARION						
Interstate Lighting I-75 (SR 93) at CR 484, SR 326, and CR 318						
FIN #	435057-1-52-01					
CONTRACT #	T5575					
Conventional Construction						
PROJECT DESCRIPTION: Installation of new lighting along I-75 at the interchanges with CR 484, SR 326 and CR 318.						
					TIME	COST
CONTRACTOR:	United Signs & Signals, Inc.	LET DATE:	6/14/2017	ORIGINAL:	290	\$3,075,596.26
FED. AID #:	N/A	NTP:	8/16/2017	CURRENT:	313	\$3,075,596.26
FUND TYPE	Conventional	TIME BEGAN:	11/27/2017	ELAPSED:	153	\$2,018,715.24
		WORK BEGAN:	11/27/2017	% ORIGINAL:	52.76%	65.64%
		EST. COMPLETION:	Late 2018	% TO DATE:	48.88%	65.64%
CONTACT		PHONE			EMAIL	
FDOT PROJECT ADMINISTRATOR		Nicole Aiton			O: 352-620-3012 C: 352-812-5796	
CONTRACTOR'S PROJECT MANAGER:		Dennis Harris			O: 352-742-1904	
CONTRACTOR'S SUPERINTENDENT:		Mike Edwards			C: 352-602-8321	
CONSTRUCTION MANAGER		Ronda Daniell			O: 352.620.3005 C: 352.274.8191	

MARION						
SR 500/US 441/S Pine Avenue Drainage Improvements from SE 10th Ave to SE 31st Street						
FIN #	435666-1-52-01					
CONTRACT #	E5Z05					
Conventional Construction						
PROJECT DESCRIPTION: Replace the storm sewer pipe and drainage structures to alleviate flooding along U.S. 441.						
					TIME	COST
CONTRACTOR:	Commercial Industrial Corp.	LET DATE:	12/05/2017	ORIGINAL:	240	\$1,687,882.86
FED. AID #:	N/A	NTP:	2/08/2018	CURRENT:	243	\$1,687,882.86
FUND TYPE	Conventional	TIME BEGAN:	3/12/2018	ELAPSED:	36	\$236,494.44
		WORK BEGAN:	3/12/2018	% ORIGINAL:	15.00%	14.01%
		EST. COMPLETION:	Late 2018	% TO DATE:	14.81%	14.01%
CONTACT		PHONE			EMAIL	
PROJECT ADMINISTRATOR		Steven Fisher			O: 352-620-3019 C: 352-812-6990	
CONTRACTOR'S PROJECT MANAGER:		Jay Blankenfeld			O: 352-840-0161 C: 352-494-9021	
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION MANAGER		Ronda Daniell			O: 352.620.3005 C: 352.274.8191	

MARION						
SR 40 (Fort Brooks Road) from East of NE 10th Street to East of NE 145th Avenue						
FIN #	434408-1-52-01					
CONTRACT #	T5603					
Construction Lump Sum						
PROJECT DESCRIPTION: Mill and resurface SR 40 (Fort Brooks Road) from east of NE 10th Street Road to east of NE 145th Avenue Road						
					TIME	COST
CONTRACTOR:	D.A.B. Constructors, Inc.	LET DATE:	8/30/2017	ORIGINAL:	90	\$413,888.88
FED. AID #:	D517061B	NTP:	11/09/2017	CURRENT:	121	\$413,888.88
FUND TYPE	Lump Sum	TIME BEGAN:	12/11/2017	ELAPSED:	103	\$388,888.89
		WORK BEGAN:	12/11/2017	% ORIGINAL:	114.44%	93.96%
		EST. COMPLETION:	Spring 2018	% TO DATE:	85.12%	93.96%
Project Complete						
CONTACT		PHONE			EMAIL	
FDOT PROJECT ADMINISTRATOR		Tricia Buster			O: 352-620-3041 C: 352-812-5807	
CONTRACTOR'S PROJECT MANAGER:		Mike Lemke			C: 352-601-8043	
CONSTRUCTION MANAGER		Ronda Daniell			O: 352.620.3005 C: 352.274.8191	



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of April 19, 2018

MARION						
Roadway Stabilization on US 441 and SR 35						
FIN #	423391-2-72-07					
CONTRACT #	E5U28					
District Maintenance Contract						
PROJECT DESCRIPTION: Injecting cementitious grout below the surface at two locations in order to stabilize the roadway.						
				TIME	COST	
CONTRACTOR:	Foundation Services of Central Florida	LET DATE:	3/06/2018	ORIGINAL:	60	\$160,840.00
FED. AID #:	N/A	NTP:	4/30/2018	CURRENT:	60	\$160,840.00
FUND TYPE	Maintenance	TIME BEGAN:		ELAPSED:	0	\$0.00
		WORK BEGAN:		% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:	Summer 2018	% TO DATE:	0.00%	0.00%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR	Tricia Buster	O: 352-620-3041 C: 352-812-5807		tricia.buster@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Robert Stevenson	C: 352-843-5440		info@foundationservicescf.com		
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION ENGINEER	Michael McCammon	O: 352-620-3001		michael.mccammon@dot.state.fl.us		

LANDSCAPE PROJECTS CURRENTLY IN ESTABLISHMENT PERIOD

MARION			
I-75 Landscaping at SW 20th Street and SW 43rd Street			
FIN #	437828-1-52-01	Contract Days: 820	Days Elapsed: 293
CONTRACT #	E5Y94	Present Amount \$438,500.00	Paid to Date: \$347,085.00
MARION			
I-75 Landscaping at CR 318			
FIN #	437818-1-52-01	Contract Days: 833	Days Elapsed: 438
CONTRACT #	E5Y29	Present Amount \$412,920.00	Paid to Date: \$355,166.30

Recently Let Projects:

435659-2-52-01 — SR 200 at I-75 / west of I-75 to east of I-75 adding left and right turn lanes

This project begins just east of SW 38th Court and ends at the west side of SW 36th Avenue around the Interstate 75 (I-75) Interchange. Work includes adding a left turn lane on eastbound and westbound SR 200 leading to the I-75 on ramps. Other improvements include adding a second northbound right turn lane to the I-75 northbound off ramp, a second northbound left turn lane to the I-75 northbound off ramp and a westbound right turn lane on SR 200 leading to the I-75 northbound on ramp.

430655-1-52-01 — Resurfacing of SR 492/NE 14th Street from Pine Avenue to SR 40

This project involves millig and resurfacing of 3.7 miles of roadway and making Americans with Disabilities Act (ADA) improvements.



Outside Consultant
In-House Construction
Maintenance