



Technical Advisory Committee (TAC) Meeting
Marion County Library Headquarters – Meeting Room C
2720 E Silver Springs Blvd., Ocala, FL 34470

September 14, 2021

10:30 AM

AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **PROOF OF PUBLICATION**
3. **ACTION ITEMS**
 - A. **Draft Safety Action Plan Scope of Services**
A presentation will be provided on the draft Safety Action Plan scope for review.
4. **PRESENTATIONS**
 - A. **Draft Disadvantaged Business Enterprise (DBE) Program**
A presentation will be provided on the draft DBE program document.
5. **DISCUSSION ITEMS**
 - A. **Mobility Week 2021**
 - B. **East Central Florida Regional Planning Council “How Did We Grow?”**
 - C. **2022 TAC Meeting Schedule**
6. **CONSENT AGENDA**
 - A. **Meeting Minutes**
7. **COMMENTS BY FDOT**
8. **COMMENTS BY TPO STAFF**
 - A. **Congestion Management Plan Update**
9. **COMMENTS BY TAC MEMBERS**
10. **PUBLIC COMMENT (Limited to 2 minutes)**
11. **ADJOURNMENT**

All meetings are open to the public, the TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@marioncountyfl.org forty-eight (48) hours in advance, so proper accommodations can be made.

Pursuant to Chapter 286.0105, Florida Statutes, please be advised that if any person wishes to appeal any decision made by the Board with respect to any matter considered at the above meeting, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

*The next regular meeting of the Technical Advisory Committee meeting will be held on
October 12, 2021*

TO: Committee Members

FROM: Rob Balmes, Director

RE: Safety Action Plan

Summary

The TPO is planning to invest in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The Action Plan is envisioned as a collaborative process involving citizens and stakeholders, private and public partners, and state agencies. The proposed title of the Action Plan is **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**.



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

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

TPO staff are seeking comments and feedback from the TAC and CAC on a draft Scope of Services for development of the Safety Action Plan. At the meeting, a brief presentation will be provided to summarize the scope and plan development process.

Attachment(s)

- Draft Scope of Services
- Presentation
- Draft Partners List

*A transportation system that supports growth, mobility, and safety through leadership and planning
Marion County • City of Belleview • City of Dunnellon • City of Ocala*

Action Requested

Review, comment and approval of the draft Scope of Services for the Safety Action Plan.

If you have any questions, please contact me at: 438-2631.

Ocala Marion TPO Commitment to Zero Action Plan

Scope of Services August 2021

I. Introduction/Background

Safety has been a priority of federal planning and policy-making for decades. With the passage of the Fixing America's Surface Transportation (FAST) Act, the role of safety at the Metropolitan/Transportation Planning Organization (MPO/TPO) level has been expanded in both planning and reporting. MPO/TPO's are required to expand upon past work performed in transportation safety, such as meeting annual performance targets and integrating safety into the project prioritization process. Furthermore, the Florida Department of Transportation (FDOT) has adopted Vision Zero into their practices of advancing safety throughout the state of Florida. Additionally, FDOT District 5 has recently established an Office of Safety placing safety at the forefront of all transportation activities throughout the central Florida region.

Locally, the Ocala Marion TPO is investing in the development of the Commitment to Zero Action Plan to serve as a resource to improving transportation safety throughout Marion County. This collaborative process involving citizens, stakeholders, private and public partners, and state agencies is designed to bring together the Ocala Marion community to collaborate in the development of an Action Plan to improve safety throughout the transportation system.

Commitment to Zero will serve as a guiding document to help propel community partners and stakeholders toward the ultimate vision of zero traffic-related fatalities and serious injuries. A major theme of the Action Plan will be an emphasis on the implementation of specifically agreed-upon actions, including shared responsibility between agency partners to support building a stronger safety culture in the community.

Purpose

The purpose of this scope of services task is to outline the work performed by Tindale-Oliver and Associates (Consultant) to develop a Safety Action Plan in coordination with the TPO. The tasks outlined in this Scope of Services shall be performed by the Consultant with support provided by TPO staff, committees and board members, community partners, stakeholders, and technical work group.

II. Scope of Services

Task 1 Project Administration and Coordination

1.01 – Kick-Off Meeting: The Consultant will facilitate a project Kick-Off Meeting with TPO Staff to discuss project expectations, including the project schedule and timeline, meetings, potential stakeholders, and other relevant project information.

1.02 – Project Schedule: Upon issuance of Notice-to-Proceed (NTP) the Consultant will develop a detailed project schedule that will be reviewed with TPO Staff during the project Kick-Off Meeting. The Consultant will maintain and update the schedule as needed throughout the project and will coordinate significant schedule changes with TPO Staff.

1.03 – Project Management: Throughout the project, there will be ongoing communication between the Consultant and TPO Staff, including email, phone, and written communication to keep the TPO Staff up to date on the progress of the effort. In addition to ongoing communication, the Consultant will conduct monthly progress calls with TPO Staff and will prepare and submit monthly progress reports documenting complete, ongoing, and planned tasks.

Task 1 Deliverables:

- Project Kick-Off Meeting and Meeting Summary (1)
- Detailed Project Schedule
- Monthly Progress Status Meetings (12)
- Monthly Progress Reports (12)

Task 2 Crash Analysis

2.01 – Crash Analysis: The Consultant will obtain recent (five-years) fatal and incapacitating/serious injury crash data and conduct a detailed analysis to evaluate the locations, causes, and contributing factors for these crashes. The crash analysis will highlight and focus on factors and features that appear to be prominent contributing factors in fatal and serious injury crashes, including, but not limited to, lighting conditions, speed, urban vs. rural, intersection vs. mid-block, number of travel lanes, and roadway type etc.

2.02 – High Injury Network: Based on the results of Task 2.01, the Consultant will work with TPO Staff to identify a High Injury Network (HIN) that will highlight the locations and corridors with the highest frequencies of fatal and serious injury crashes. The HIN provides an opportunity to identify priority locations that could be targeted for early intervention as part of the Action Plan.

2.03 – Crash Analysis Technical Memorandum: The Consultant will prepare a technical memorandum summarizing the key findings from the crash analysis and HIN. The technical memorandum will include maps, tables, and charts reflecting key takeaways about roadway characteristics, behavioral factors, environmental, and socioeconomic factors that may be contributing to people being killed or seriously injured throughout the transportation system.

Task 2 Deliverables:

- High Injury Network Map
- Crash Analysis Technical Memorandum

Task 3 Public and Stakeholder Engagement

3.01 – Communications Plan: The Consultant will develop and maintain a Communications Plan that will serve as a blueprint for internal and external (public and agency) communication between the project team, the TPO’s partners, and the public. The Plan will outline engagement and participation goals while defining how, from whom, and when communication and public input is received. While the Communications Plan will further define the public and stakeholder engagement roles, it is envisioned that TPO staff will provide engagement support through the following:

- Website: A Safety Action Plan webpage on the TPO website will be created and continuously updated for the duration of the project.
- Social Media: The TPO’s social media pages (Facebook, Twitter) will be used as a platform for engaging the community throughout the project.
- TPO staff will contact and coordinate with local media, including online sources to disseminate information and project updates
- TPO staff will produce summary information fact sheets and content to inform the public.

3.02 – Online Engagement Survey and Map: The Consultant will develop an online survey and interactive comment map that will be provided, in a linkable format, to the TPO to post onto their website. The Consultant will monitor survey and map activity and will include updates as part of the project coordination process.

3.03 – Public Workshop: The Consultant will prepare for and facilitate one (1) public workshop. The Consultant will coordinate with TPO Staff to secure a location and on notification of the workshop. It is anticipated that the workshop will be used to inform the public of the TPO’s efforts, gather input, and generate enthusiasm for Commitment to Zero.

3.04 – Stakeholder Meeting: The Consultant will coordinate with TPO Staff to identify a stakeholder group that will serve to provide feedback on relevant action items and strategies. It is envisioned that this group will have diverse representation from various groups and organizations that may include but are not limited to:

- Chambers of Commerce
- Civil Rights Programs
- County and Municipal Advisory Groups
- Hospitals
- Neighborhood Associations
- Senior Centers
- Social Service Providers
- Walking and Bicycling Advocacy Groups

Additionally, the TPO is planning to conduct a TPO Board Workshop prior to the execution of this Scope of Services that will seek to develop a strategy for Board leadership to engage private and public partners in the community with a primary goal of developing awareness and support, while seeking opportunities for community partners to participate in the development of the Action Plan. The discussion, input, and feedback from this TPO Board Workshop will help to begin the engagement

process and in identifying community stakeholders to actively participate in the development of the Plan.

3.05 – Public and Stakeholder Engagement Summary: The Consultant will prepare a memorandum summarizing the input from the various engagement tasks and activities.

Task 3 Deliverables:

- Communications Plan
- Online Survey
- Interactive Comment Map
- Facilitate Public Workshop (1)
- Facilitate Stakeholder Meeting (1)
- Public and Stakeholder Engagement Summary Memorandum

Task 4 Commitment to Zero Working Group

4.01 – Working Group Coordination: The Consultant will coordinate with TPO Staff to identify, recruit, and establish a Commitment to Zero Working Group. It is envisioned that the Working Group will consist of various subject matter experts representing State, County, and Municipal agencies along with representatives from agencies and groups such as, but not limited to, the School District, Department of Health, Fire Department, and Law Enforcement.

4.02 – Working Group Meetings: The Consultant will engage the Working Group through three (3) facilitated meetings at the beginning, middle, and end of the project schedule. These meetings will be interactive and will support the collaborative, multidisciplinary intent of Commitment to Zero.

4.03 – Working Group Summary Memorandum: The Consultant will prepare a memorandum summarizing the discussions and takeaways from each of the three (3) Working Group Meetings.

Task 4 Deliverables:

- Preparation and facilitation of three (3) Working Group meetings
- Working Group Meetings Summary Memorandum

Task 5 Action Plan Strategies

5.01 – Best Practice Review: The Consultant shall conduct a review of local (Florida) and national safety plans to identify best practices and strategies that have resulted in the successful implementation of similar efforts. The Consultant will prepare a summary memorandum of the review findings including Safe Systems Approaches that other communities have adopted.

5.02 – Action Plan Strategies: The Consultant will utilize findings and input from tasks 2 through 4 along with various inputs obtained throughout the project process to develop a series of actionable strategies that can be implemented to reduce fatal and serious injury crashes. The Consultant will produce a technical memorandum highlighting strategies, target performance measures and benchmarks, and an implementation matrix for the proposed strategies.

Task 5 Deliverables:

- Best Practice Review Summary Memorandum

- Action Plan Strategies Technical Memorandum

Task 6 Documentation

6.01 – Draft Documentation: The Consultant will produce a public-friendly draft Commitment to Zero Action Plan along with supporting technical appendices (technical and summary memorandums from prior tasks) and submit them to TPO Staff for review and comment.

6.02 – Final Draft and Final Documentation: The Consultant will coordinate with TPO Staff and address and comments. Upon satisfaction of comments, the Consultant will prepare a final draft version of the Commitment to Zero Action Plan. A final version of the Action Plan will be produced following the TPO Board meeting at the conclusion of the project schedule. In addition to the final Action Plan, any supporting data, including GIS files, will be provided to the TPO. Final report documents will be compliant with Section 508, Amendment to the Rehabilitation Act of 1973.

Task 6 Deliverables:

- Draft Commitment to Zero Action Plan
- Final Draft Commitment to Zero Action Plan
- Final Commitment to Zero Action Plan

Task 7 Board and Committee Meetings and Presentations

7.01 – TPO Committee Meeting Presentations: The Consultant will prepare and present the project to the TPO’s Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) during two meeting cycles. It is intended that the first round of Committee meetings will occur near the beginning of the project schedule and will serve as an introduction to the effort, while the second round of Committee meetings would occur near the end of the project schedule and would be used to present the findings and draft Action Plan.

7.02 – TPO Board Meeting Presentations: Similar to the Committee meetings, the Consultant will prepare and present to the TPO Board during two meeting cycles, with the first round being close to the beginning of the project effort, serving as an introduction, and the second round near the end of the project schedule to present the draft Action Plan.

Task 7 Deliverables:

- TPO Committee Meeting Presentations (4)
- TPO Board Meeting Presentations (2)



COMMITMENT TO ZERO



An Action Plan  for Safer Streets in Ocala Marion



Commitment to Zero Emphasis Areas

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



Timeframe of Plan Development

- Fall 2021 to Summer 2022
- **Task 1.0** – Consultant to complete detailed schedule and timeline



Task 2.0 – Crash Analysis

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



Task 3.0 – Public and Stakeholder Engagement

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



Task 4.0 – Commitment to Zero Working Group

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



Task 5.0 – Action Plan Strategies

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



Task 6.0 – Action Plan

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



Action Requested:

- **Comments and feedback**
- **Approve the Scope as updated for review by the TPO Board in October**



TO: Committee Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: DBE Program 2021

Summary

The TPO is updating the Disadvantaged Business Enterprise (DBE) program to ensure a continuing, cooperative and comprehensive process that is in alignment with FDOT's Plan Program.

Attachment(s)

- DBE Program 2021
- Power Point Presentation

Action Requested

Input- i.e. comments, considerations and/or suggestions

If you have any questions, please contact me at: liz.mitchell@marionfl.org or (352) 438-2634

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RESOLUTION

RESOLUTION OF THE OCALA MARION TRANSPORTATION PLANNING ORGANIZATION (TPO) UPDATING AND APPROVING THE DISADVANTAGED BUSINESS ENTERPRISE PROGRAM.

WHEREAS, the Ocala Marion Transportation Planning Organization (TPO) has been designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for Marion County; and

WHEREAS, the TPO has developed a program to assure that Disadvantaged Business Enterprises (hereinafter called "DBE"), shall have the maximum practicable opportunity to participate in the performance of contracts financed in whole or in part with funds derived from the U.S. Department of Transportation for the TPO; and

WHEREAS, Florida Statutes 49 CFR Part 26 requires as a condition of the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive DBE process that results in plans and programs taking all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner; and

WHEREAS, engaging the public in the decision-making process is important to the success of all of the TPO's transportation planning programs and activities; and

WHEREAS, the purpose of public engagement is to provide goals and guidelines to ensure that public participation and access to information regarding transportation decision making is facilitated and tracked for the general public and disadvantaged or traditionally underserved populations; and

WHEREAS, the Disadvantaged Business Enterprise Program has been amended to include clear objectives, and specific strategies to comply with new federal and state guidelines; and

NOW, THEREFORE BE IT RESOLVED that the Ocala Marion Transportation Planning Organization Disadvantaged Business Enterprise Program for the Marion County area is adopted and approved.

Passed and adopted this ____ day of _____, 2021

Ocala Marion Transportation Planning Organization

Michelle Stone, Chair

ATTEST:

Signature _____
Rob Balmes, TPO Director

POLICY STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) has established a Disadvantaged Business Enterprise (DBE) program in accordance with rules and regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. As a condition of receiving federal financial assistance from DOT, the TPO has signed an assurance that it will comply with 49 CFR Part 26. As a recipient of federal aid funding through the Florida Department of Transportation (FDOT), the TPO must comply with FDOT's DBE Program Plan. The DBE Program Plan may be found at: <https://www.fdot.gov/equalopportunity/dbe-plan>.

It is the policy of the TPO to ensure that DBE's, as defined in 49 CFR part 26, have an equal opportunity to receive and participate in DOT-assisted contracts without discrimination. It is also the TPO's policy:

1. To ensure nondiscrimination in the award and administration of DOT-assisted contracts.
2. To create a level playing field on which DBE's can compete fairly for DOT-assisted contracts.
3. To ensure that the DBE program is narrowly tailored in accordance with applicable law.
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBE's.
5. To help remove barriers to the participation of DBE's in DOT-assisted contracts.
6. To promote the use of DBE's in all types of federally-assisted contracts and procurement activities.
7. To assist the development of firms that can compete successfully in the marketplace outside the DBE program.
8. To provide appropriate flexibility in establishing and providing opportunities for DBE's.

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

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

Chair Michelle Stone

Date

Robert Balmes
TPO Director

Date

OVERVIEW

What is a Disadvantaged Business Enterprise (DBE)? A DBE is a for-profit small business that is at least 51% owned, controlled and managed by individuals who are socially and economically disadvantaged such as women, minorities or any other group classified as disadvantaged by the US Small Business Administration (SBA). For more information on DBE's go to the U.S. Department of Transportation's Office of Civil Rights website: <https://www.civilrights.dot.gov/disadvantaged-business-enterprise/do-you-qualify-dbe>.

In 1983, Congress enacted the first DBE statutory provision. This provision required that at least 10% of the funds authorized for the highway and transit financial assistance programs be expended with DBE's. Several years later Congress re-authorized and amended the statutory DBE program to include women to the groups presumed to be disadvantaged along with minorities and other changes.

There are three major Department of Transportation (DOT) administrations involved in the DBE program, the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), and the Federal Transit Administration (FTA). The DOT DBE program is carried out by the state and local transportation agencies under the rules and guidelines in the Code of Federal Regulations, (49 CFR Part 26). A link to the 49 CFR Part 26 Code of Federal Regulations is provided in Appendix 6.

The DBE program was established to ensure that firms owned by minorities, women and other socially and economically disadvantaged persons have an equal opportunity to participate in U.S.DOT-assisted projects. The goal of the program is to level the playing field on which DBE's may compete for contracts and subcontracts in the transportation industry. As a sub-recipient of FHWA and FTA funding through the Florida Department of Transportation (FDOT), the Ocala Marion TPO operates under FDOT's DBE approved program plan.

GENERAL REQUIREMENTS

Objective

Objectives are found in the policy statement on the first page of this program.

DBE Participation Goal

The TPO's current DBE annual participation goal is 10.65% of federal funds available for contracting to be expended with DBE's.

Applicability

The Ocala Marion Transportation Planning Organization (hereinafter "TPO") is the recipient of federal-aid highway funds authorized under Titles I and V of the Intermodal Surface Transportation Efficiency Act of

1991 (ISTEA), Pub. L. 102-240, 105 Stat. 1914, Titles I, III, and V of the Transportation Equity Act for the 21st Century (TEA-21, Pub. L. 10-178, 112 Stat. 107 and Transportation Equity Act (SAFETEA-LU, Pub. L. 109-59, August 10, 2005), The Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141, July 6, 2012) and Fixing America's Surface Transportation Act (FAST, Pub. L. 114-94, Dec. 4, 2015).

Non-discrimination

The TPO will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, national origin, age, disability, religion, income or familial status.

The TPO will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, national origin, age, disability, religion, income or familial status.

Record Keeping Requirements

In order to monitor and evaluate the progress of the TPO and its third party contractors towards meeting the participation goals of the DBE Program, TPO shall develop and maintain a record keeping system as follows:

TPO will report DBE participation to FDOT on a semi-annual basis. This report will reflect payments made to DBE's on DOT-assisted contracts. A copy of this form can be found in Appendix 5 of this Program.

Contract Goals

In accordance with 49 CFR Part 26.21, and the FDOT DBE Program Plan, DBE participation on FHWA-assisted contracts must be achieved through race-neutral methods. 'Race neutral' means that the TPO can likely achieve the overall DBE goal of 10.65% through ordinary procurement methods. Therefore, no specific DBE contract goal may be applied to this project. Nevertheless, the TPO is committed to supporting the identification and use of DBEs and other small businesses and encourages all reasonable efforts to do so. Furthermore, the TPO recommends the use of certified DBE's listed in the Florida Unified Certification Program (UCP) DBE Directory, who by reason of their certification are ready, willing, and able to provide and assist with the services identified in the scope of work. Assistance with locating DBEs and other special services are available at no cost through FDOT's Equal Opportunity Office DBE Supportive Services suppliers.

DBE Directory

The TPO references certified DBE's listed in the Florida Unified Certification Program (UCP) Directory.

The Directory is available at:

<https://fdotxwp02.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/Home.aspx>.

Federal Financial Assistance Assurance

The TPO has signed the following assurances, applicable to all DOT-assisted contracts (FHWA or FTA) and their administration.

Assurance:

It is the policy of the Ocala Marion TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contract in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Ocala Marion TPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Ocala Marion TPO, in a non-discriminatory environment.

The Ocala Marion TPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

This language will appear in all contracts and requests for qualifications/proposals.

Contract Assurance

The TPO will provide the following statement in every DOT assisted contract and subcontract:

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, national origin, sex, age, disability, income, religion, or familial status in the performance of this contract or in the administration of its DBE Program or requirements of 49 CFR 26.13(b). The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Implementation of this program is a legal obligation and failure by the contractor to carry out these requirements shall be treated as a violation of this agreement. This violation may result in the termination of this contract or such other remedy as deemed necessary, which may include, but not limited to:

Withholding monthly progress payments
Assessing sanctions

Liquidated damages and/or
Disqualifying the contractor from future bidding as a non-responsible

A copy of the assurances is provided in Appendix 4 of this Program.

ADMINISTRATIVE REQUIREMENTS

Program Updates

The TPO will provide FDOT with updates representing significant changes in the program.

Policy Statement

The Policy Statement is elaborated on the first page of this Program or it can be found in Appendix 1.

Liaison Officer

The TPO has appointed a DBE Liaison Officer (herein after called “DBELO”) to develop and maintain this DBE Program in accordance with the requirements of Rule Chapter 14-78, F.A.C.

The delegated DBE Liaison Officer is:

Robert Balmes
TPO Director
2710 E. Silver Springs Blvd.
Ocala, Florida 34470
352-438-2631

The DBELO is responsible for implementing all aspects of the DBE program and ensuring that the TPO complies with all provisions of 49 CFR Part 26. The DBELO has access to Services, Grants and Contracts concerning DBE program matters. An organizational chart displaying the DBELO’s position in the organization is found in Appendix 2 to this program.

The DBELO is responsible for developing, implementing and monitoring the DBE program, in coordination with the Florida Department of Transportation DBE Program Management. The DBELO may assign additional staff to assist in the administration of the program, if necessary. The duties and responsibilities are as follows:

Develops, gathers and reports statistical data, policies, procedures and other information.
Ensures that bid notices and requests for proposals are available to DBE’s in a timely manner.
Advises the TPO Board on DBE matters and achievement.
Identifies contracts and procurements so that DBE goals are included in solicitations.
Provides outreach to DBE’s and community organizations to advise them of opportunities.
Analyzes the TPO’s progress toward attainment and identifies ways to improve progress.

APPENDIX 1:

DBE POLICY STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) has established a Disadvantaged Business Enterprise (DBE) program in accordance with rules and regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. As a condition of receiving federal financial assistance from DOT, the TPO has signed an assurance that it will comply with 49 CFR Part 26. As a recipient of federal aid funding through the Florida Department of Transportation (FDOT), the TPO must comply with FDOT's DBE Program Plan. The FDOT DBE Program Plan may be found at: <https://www.fdot.gov/equalopportunity/dbe-plan>.

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Chair Michelle Stone

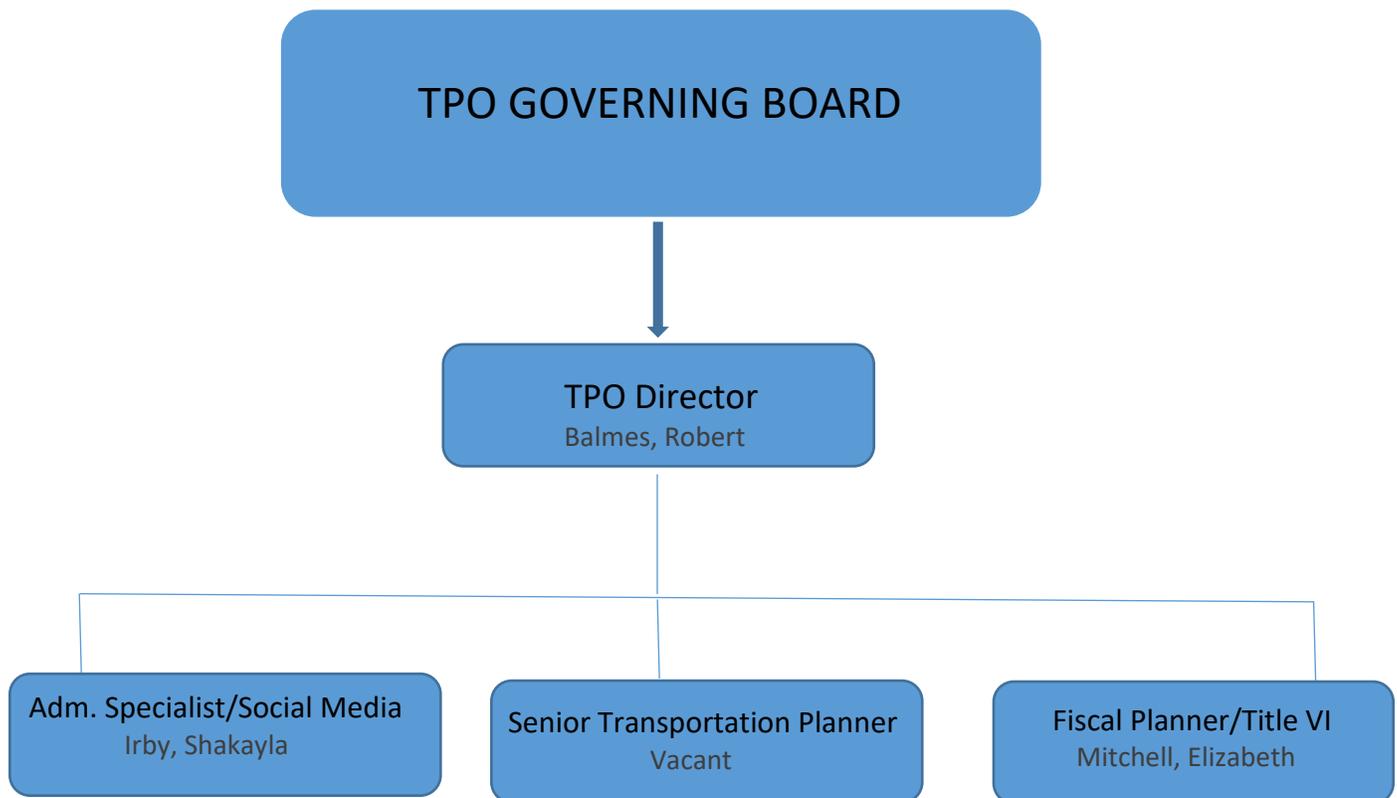
Date

Robert Balmes
TPO Director

Date

APPENDIX 2: ORGANIZATIONAL CHART

Ocala Marion Transportation Planning Organization (TPO)



APPENDIX 3:
GOOD FAITH FORMS

Inserted

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

_____ The bidder/offeror is committed to a minimum of _____ % DBE utilization on this contract.

_____ The bidder/offeror (if unable to meet the DBE goal of _____%) is committed to a minimum of _____% DBE utilization on this contract a submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: _____

State Registration No. _____

By _____

(Signature)

Title

[Forms 1 and 2 should be provided as part of the solicitation documents.]

FORM 2: LETTER OF INTENT

Name of bidder/offeror's firm: _____

Address: _____

City: _____ State: _____ Zip: _____

Name of DBE firm: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Description of work to be performed by DBE firm:

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is \$ _____.

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By _____
(Signature) (Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)
[Forms 1 and 2 should be provided as part of the solicitation documents.]

APPENDIX 4:

ASSURANCES

The TPO has signed the following assurances, applicable to all DOT-assisted contracts (FHWA or FTA) and their administration.

Assurance:

It is the policy of the Ocala Marion TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contract in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Ocala Marion TPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Ocala Marion TPO, in a non-discriminatory environment.

The Ocala Marion TPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

This language will appear in all contracts and requests for qualifications/proposals.

Contract Assurance:

The TPO will provide the following statement in every DOT assisted contract and subcontract:

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income, or familial status in the performance of this contract or in the administration of its DBE Program or requirements of 49 CFR 26.13(b). The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Implementation of this program is a legal obligation and failure by the contractor to carry out these requirements shall be treated as a violation of this agreement. This violation may result in the termination of this contract or such other remedy as deemed necessary, which may include, but not limited to:

- Withholding monthly progress payments
- Assessing sanctions
- Liquidated damages and/or
- Disqualifying the contractor from future bidding as a non-responsible

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Ocala/Marion County TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Ocala/Marion County TPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Ocala/Marion County TPO, in a non-discriminatory environment.

The Ocala/Marion County TPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code



Name: Jeff Gold
Title: TPO Chairman



Date

APPENDIX 5:
RECORD KEEPING FORM

Inserted

General Reporting

UNIFORM REPORT OF DBE COMMITMENTS/AWARDS AND PAYMENTS						
Please refer to the Instructions sheet for directions on filling out this form						
1	Submitted to (check only one):		<input type="checkbox"/> FHWA	<input type="checkbox"/> FAA	<input type="checkbox"/> FTA--Recipient ID Number	
2	AIP Numbers (FAA Recipients); Grant Number (FTA Recipients):					
3	Federal fiscal year in which reporting period falls:			4. Date This Report Submitted:		
5	Reporting Period		<input type="checkbox"/> Report due June 1 (for period Oct. 1-Mar. 31)		<input type="checkbox"/> Report due Dec. 1 (for period April 1-Sept. 30)	
6	Name and address of Recipient:					
7	Annual DBE Goal(s):		Race Conscious Projection	Race Neutral Projection	OVERALL Goal	

Awards/Commitments this Reporting Period

	A	B	C	D	E	F	G	H	I
A	AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (total contracts and subcontracts committed during this reporting period)								
	Total Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs (number)	Total to DBEs /Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
8	Prime contracts awarded this period								
9	Subcontracts awarded/committed this period								
10	TOTAL								

B	BREAKDOWN BY ETHNICITY & GENDER	Contracts Awarded to DBEs this Period							
		A	B	C	D	E	F		
		Total to DBE (dollar amount)			Total to DBE (number)				
		Women	Men	Total	Women	Men	Total		
11	Black American								
12	Hispanic American								
13	Native American								
14	Asian-Pacific American								
15	Subcontinent Asian Americans								
16	Non-Minority								
17	TOTAL								

Payments Made this Period

	A	B	C	D	E	F
C	PAYMENTS ON ONGOING CONTRACTS (report activity of ongoing contracts)					
	Total Number of Contracts	Total Dollars Paid	Total Number of Contracts with DBEs	Total Payments to DBE firms	Total Number of DBE firms Paid	Percent to DBEs
18	Prime and sub contracts currently in progress					

	A	B	C	D	
D	TOTAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD				
	Number of Contracts Completed	Total Dollar Value of Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percent to DBEs
19	Race Conscious				
20	Race Neutral				
21	Totals				

22	Submitted By:		24. Signature:	25. Phone Number:
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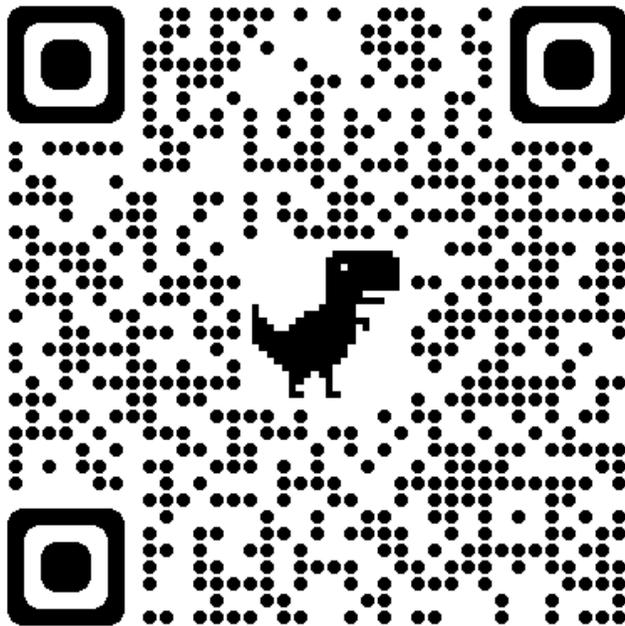
APPENDIX 6: STATUTE (49 CFR Part 26)

Electronic Code of Federal Regulations for Title 49 CFR part 26 can be found at the following web address:

https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfr26_main_02.tpl

or

Scan the below code with your phone and it will take you directly to the website:



For FDOT DBE Program Plan go to:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/equalopportunity/dbeprogram/dbeprogram-plan0208008ad2b948889d591795932ab4a6.pdf?sfvrsn=c7b148a4_0



TO: Committee Members

FROM: Rob Balmes, Director

RE: Mobility Week 2021 Announcement

Summary

On August 26, Florida Department of Transportation (FDOT) Secretary Kevin Thibault announced Mobility Week 2021. This year, Mobility Week will be from October 29 to November 5, 2021. The TPO will be seeking ideas and potential partnership opportunities in our community.

Attachment(s)

- Mobility Week 2021 Flyer

If you have any questions, please contact me at: 438-2631

Mobility Week

OCT 29 – NOV 5, 2021

Save the date.

Mark your calendars for Mobility Week 2021 from Oct. 29 through Nov. 5, 2021.

Join communities and partners around the state to promote smart, effective, and safe transportation choices. During Mobility Week, cities, counties, and transportation agencies host events or showcase initiatives to promote safe and sustainable transportation choices.

2020 Mobility Week Highlights

7 Districts **67** Counties Statewide



Events



Partners



11,770
Virtual Room
Visitors



2,021
Love to Ride
Participants



30,000
People
Attended
Events



9,500
Free Transit
Rides



28
Virtual
Webinars



13,612
Bike Trips



18,000
Promotional
Items Distributed



163
Bike Challenge
Organizations



35,300
Virtual Room
Links Viewed



264,676
Miles Biked

5,561 pounds CO² saved



For news and updates,
please visit:

www.MobilityWeekFL.com



To partner with FDOT,
send an email to:

contact@mobilityweekfl.com



TO: Committee Members

FROM: Rob Balmes, Director

RE: “How Did We Grow?” Public Survey

Summary

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

ECFRPC is making a final push for residents of Marion County to complete the survey. The survey deadline is September 30, 2021. Further information about how to take the survey is provided in the attached survey flyer.

Attachment(s)

- How Did We Grow Survey Flyer

If you have any questions, please contact me at: 438-2631



Let's hear from you!

TAKE THE "HOW DID WE GROW?" SURVEY

[HTTP://METROQUESTSURVEY.COM/9YX6C](http://metroquestsurvey.com/9YX6C)



WE WANT TO HEAR FROM YOU REGARDING YOUR VALUES, PRIORITIES FOR THE EAST CENTRAL FLORIDA REGION, AND HOW WE ARE DOING IN CREATING GREAT PLACES TO LIVE, LEARN, WORK AND PLAY.

Did
~~How Shall~~
We Grow?
A Shared Vision for Central Florida



The ECFRPC and our partners strive to ensure activities and services are accessible to individuals with disabilities. If you need assistance in navigating and/or completing the survey, please contact us at survey@ecfrpc.org or at 407-245-0300.

#HDWG2021 #ECFRegionalVision



Technical Advisory Committee (TAC) Meeting

Marion County Library Headquarters – Meeting Room C

2710 E. Silver Springs Blvd., Ocala, FL 34470

August 10, 2021

10:30 AM

MINUTES

Members Present:

Steven Neal

Dave Herlihy

Rakinya Hinson

Kenneth Odom

Nancy Smith

Mickey Thomason

Eric Smith

Loretta Shaffer

Elton Holland (*arrived at 10:51am and departed at 11:22am*)

Members Not Present:

Bob Titterington

Others Present:

Rob Balmes

Liz Mitchell

Shakayla Irby

Amber Gartner, Kimley-Horn

Anthony Nosse, FDOT

Item 1. Call to Order and Roll Call

Acting-Chairwoman Nancy Smith called the meeting to order at 10:33am and Secretary Shakayla Irby called the roll, there was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on August 3, 2021. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

Walk-On Item. Amendment (FY) 20/21 to 24/25 Transportation Improvement Program (TIP)

Rob Balmes presented and per the request of the Florida Department of Transportation (FDOT), one transit project was proposed to be added to the Fiscal Years (FY) 2020/2021 to 2024/2025 Transportation Improvement Program (TIP).

FM# 449238-1 Marion-Ocala SunTran Section 5307 ARP Small Urban Area

- American Rescue Plan (ARP) project
- Total: \$783,759
- New transit project Capital Grant

Mr. Odom made a motion to accept the Walk-On Amendment FY 20/21 to 24/25 TIP.

Mr. Herlihy seconded, and the motion passed unanimously.

Mr. Neal said that the SunTran had received the grant application a month prior and funding was a part of the Covid Relief. The grant was at 100% no match but had to be included to the TIP for the funds to be awarded to the City and County.

Mr. Neal said that local funds were not applied for.

The total grant funding would be \$627,007.

Mr. Odom made a motion to approve FM449238-1 for supplemental SunTran funding.

Ms. Shaffer seconded, and the motion passed unanimously.

Mr. Odom made a motion to approve FM449238-1 Ocala SunTran Section 5307 American Resuce Plan (ARP) Small Urban Area supplemental funding for the 22/26 TIP.

Ms. Shaffer seconded, and the motion passed unanimously.

Item 3A. Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP) Roll Forward Amendment

Mr. Balmes presented and said that the on an annual basis, the TPO worked in coordination with the Florida Department of Transportation (FDOT) to amend the Transportation Improvement Program (TIP) through a roll-forward process. The process was undertaken because in some cases project phases that were programmed in the previous fiscal year (FY) of the prior TIP were not authorized and encumbered by June 30. The projects must then roll-forward to the new FY in July of the FDOT Work Program and also be included in year one the TPO’s recently adopted TIP (FY 2021/2022 to 2025/2026). Therefore, a TIP amendment was necessary to ensure full consistency with the FDOT Work Program.

A total of \$25,605,946 in funding had been proposed to be rolled forward to projects in the FY 2021/2022 to 2025/2026 TIP. Some of the notable projects included:

- SR 40 from end of 4 lanes to east of CR 314 (Right-of-Way, PE): \$818,427
- SR 40 intersections at SW 40th and SW 27th (Right-of-Way, PE): \$550,709
- US 441 from SR 40 to SR 40A (Right-of-Way, PE, and Construction): \$402,469
- SR 25/SR 200/US 301 from CR 25A to US 301/US 441 (Resurfacing): \$3,399,470
- SunTran Capital and Operating: \$17,472,315
- SunTran Block Grant Operating: \$523,310
- SunTran Small Urban Capital: \$808,794
- Silver Springs State Park Pedestrian Bridges (PE, Environmental): \$148,616

Mr. Herlihy made observation that totals provided had seemed to be at half the total amount and also inquired about the reason for deferrals and delays.

Mr. Balmes responded with a walk through of the Roll-Forward report showing projects that had funding rolled forward. Regarding deferrals and delays, in some cases projects had a lapse in schedule and also flexibility by FDOT to roll funding forward to get projects completed.

Ms. Shaffer made a motion to approve the FY 21/22 to 25/26 TIP Roll Forward Amendment.

Mr. Odom seconded, and the motion passed unanimously.

Item 4A. Draft Congestion Management Plan

Mr. Balmes said that the TPO had been undertaking a major update to the Congestion Management Process (CMP). The updated included full revisions to the current Policy and Procedures and State of System documents last completed in 2011. In addition, public outreach took place through an online survey conducted in March.

Ms. Amber Gartner with Kimley-Horn provided a presentation to the Committee.

The CMP process was updated every 5 years

1. Develop Regional Objectives
2. Define CMP Network
3. Develop Multimodal Performance Measures

Frequent Updates (every two year process)

4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs

6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

Step 1: Recommended CMP Goals

- Monitor System Performance
- Improve Safety
- Congestion Reduction
- Engage the Public

Step 2: A map of the Congestion Management Network was displayed.

Step 3: Performance Measures

Safety Performance Measures (5-Year Rolling Average)

- Number of Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-Motorized Safety (Fatalities + Serious Injuries)

Roadway Capacity Performance Measures

- Percent of VMT and Roadway Miles below adopted Level of Service Standard
- V/C Ratio
- V/MSV Ratio

Reliable Travel Time Performance Measures

- Percent of Person-Miles Traveled on the Interstate that are Reliable
- Percent of Person Miles Traveled on the Non-Interstate NHS that are Reliable

Goods Movement Performance Measures

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes
- Truck Travel Time Reliability (TTTR) Index
- Percent of the Interstate System Mileage Uncongested
- Number of Crashes Involving Heavy Vehicles

Public Transit Performance Measures

- Percent of Congested Roadway Centerline Miles with Transit Service
- Passenger Trips per Revenue Hour
- Average Peak Service Frequency
- On-Time Performance
- Annual Ridership

Bicycle/Pedestrian/Trail Facility Performance Measures

- Percent of Congested Roadway Centerline Miles with Bicycle and/or Sidewalk Facilities
- Miles of Multi-Use Trails

TDM Performance Measures

- Number of Registered Carpools or Vanpools

System Preservation (Optional – Non-CMP)

- Percent of pavements on the Interstate System in Good condition
- Percent of pavements on the non-Interstate NHS in Good condition
- Percent of pavements on the Interstate System in Poor condition
- Percent of pavements on the non-Interstate NHS in poor condition
- Percent of NHS Bridges classified as in Good condition
- Percent of NHS Bridges classified as in Poor condition

Public Engagement

- Was a survey of provided to the public to identify congestion and safety issues?
- Were CMP materials provided for review by the public?

Step 4: Collect Data/ Monitor System Performance map was shown.

Step 5: Analyze Congestion Problems & Needs

Step 6: Identify and Assess Strategies

Step 7 and 8: Program Strategies and Evaluate Effectiveness

Summary and Next Steps

1. Ongoing monitoring of the transportation system
2. Monitor availability of traffic data and travel time reliability from FDOT
3. Monitor Federal and State requirements for CMP and setting of performance targets
4. Program 2 to 3 corridor / intersection studies per year based on the results of the congestion analysis and mitigation strategy identification
5. Perform State of the System update every two to three years to monitor system performance and effectiveness of strategy implementation
6. Publish an online interactive map and CMP resource page on the TPO's website

There was committee discussion regarding the congestion maps.

Mr. Odom mentioned the data for Roadway Characteristics and said that function classification for the corridor needed to be included and within the DOT level of services add the signal type.

Item 5A. Traffic Counts Report

Mr. Balmes said the TPO published the 2021 Traffic Counts Report and Online Map in June to serve as a resource to citizens, elected leaders and professionals in Marion County. The report was a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala and the Florida Department of Transportation.

Provided to the committee in the meeting packet was a 2021 Traffic Counts report.

The information was also accessible at the TPO's Website Transportation Statistics Page:
<https://ocalamariontpo.org/transportation-statistics>

Traffic Counts Online Map

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=684f763711d742f893a1271ab346c28c>

Traffic Counts Story Map

<https://storymaps.arcgis.com/stories/6190ad2ad11c4e99a0d149c9dff71488>

Item 5B. Safety Action Plan

Mr. Balmes reported that the TPO is planning to invest in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The development of an Action Plan is envisioned to be a collaborative process involving citizens and stakeholders, private and public partners, and state agencies. The proposed title of the Action Plan is **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**.

Nationally, safety has been a priority of federal planning and policy-making for decades. However, with the passage of the Fixing America's Surface Transportation (FAST) Act, the role of safety at MPO/TPO's has been expanded in both planning and reporting. All MPO/TPO's are required to expand upon past work performed in transportation safety, such as meeting annual performance targets and integrating safety into the project prioritization process.

Additionally, the Florida Department of Transportation (FDOT) had adopted Vision Zero into their practices of advancing safety in the state of Florida. At the FDOT District 5 level, an Office of Safety was established in 2021 placing safety at the forefront of transportation activities in the central Florida region.

The purpose of Commitment to Zero will be to bring together the Ocala Marion community to collaborate in the development of an Action Plan to improve safety on our transportation system. The Action Plan will serve as a guidance document to help propel community partners and stakeholders toward reaching the ultimate vision of zero fatalities and serious injuries on the streets. The Action Plan will also serve as a source of inspiration by honoring local leaders and organizations devoted to safety.

Furthermore, a major theme of the Action Plan will be an emphasis on the implementation of agreed-upon specific action steps, including shared responsibility to support building a stronger safety culture in the community.

A draft scope of work will be provided to the committee at the September committee meeting.

Item 6A. Consent Agenda

Ms. Shaffer made a motion to approve the Consent Agenda. Mr. Neal seconded, and the motion passed unanimously.

Item 7. Comments by FDOT

Ms. Rakinya Hinson provided an updated construction report as of July 28, 2021 and highlighted the following projects:

Current

- Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)
- Widen Northeast 36th Avenue to four lanes and construction of bridges over CSX rail line (FDOT Financial Information Number 431798-3)
- Converting full median openings to directional medians, closing three of the existing full median openings, and extending some of the turn lanes between Northwest 27th Avenue and Martin Luther King Jr. Avenue in Ocala. These modifications reduce traffic conflict points and separate turning movements along this section of S.R. 40. (FDOT Financial Information Number 441366-1)

Upcoming

- Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split. This project will also change the configuration of the roadway at the US 441/301 split to allow both lanes of traffic on northbound US 441 to turn left onto US 301. Currently, only vehicles in the right lane may turn onto US 301. This change is being made to alleviate significant backups of trucks stacking in the right lane awaiting their opportunity to turn onto US 301. (FDOT Financial Information Number 441136-1)

Item 8. Comments by TPO Staff

Mr. Balmes provided a Senate update regarding the Infrastructure bill package that called for \$550 billion in new spending over five years.

A summary breakdown of the package thus far includes:

- \$110 billion for roads and bridges
- \$66 billion for passenger and freight rail
- \$39 billion for public transit
- \$11 billion for safety
- \$7.5 billion for electric vehicle charging stations
- \$5 billion for purchase of electric school buses and hybrids
- \$17 billion for ports
- \$25 billion for airports
- \$46 billion for infrastructure resiliency
- \$55 billion for water and wastewater
- \$65 billion for broadband access
- \$21 billion for superfund and brownfield cleanup
- \$73 billion for the nation's electrical grid modernization

The pay-for, as currently estimated, will potentially come from a variety of sources, including COVID-19 unspent relief, unemployment insurance aid, delaying Medicare rebates, 5G service auctions, and tax on chemical manufacturing, tax enforcement and future economic growth.

The Senate was set to make a decision on passing the bill later in the day.

Item 9. Comments by TAC Members

Mr. Herlihy said the County had a Community Meeting and for the first time and free of charge the School District provided a venue at Liberty Middle School for SW 49th project. Also, a couple weeks prior there had been another Community Meeting at West Port High School for the SW 80th Ave project.

Mr. Herlihy said that he was proud to see the County and School District working together.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Acting-Chairwoman Smith adjourned the meeting at 11:41am.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant

**Ocala/Marion County Project Status Update
as of August 30, 2021**

The following is a brief status update on major FDOT road construction projects in Marion County. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

Upcoming Project

441136-1 Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split.

- Contractor: Anderson Columbia Inc.
- Estimated Start: October 2021
- Estimated Completion: Summer 2022
- Project Cost: \$17.8 million

Milling and resurfacing various locations in Marion County (FDOT Financial Information Number 423391-1)

- Contract: E5V61
- Contractor: Anderson-Columbia Inc.
- Estimated Start: September 2021
- Estimated Completion: TBD

Current Projects

439238-1 Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200

- Contract: T5675
- Contractor: D.A.B. Constructors, Inc.
- Start: January 2021
- Estimated Completion: Fall 2021
- Cost: \$15.7 million
- Update: DAB Constructors of Inglis has stopped work. The reason why work on US441 from SR 35 to SR 200 has stopped is because the contractor assigned to this project has gone out of business. We are now waiting for a new company to be assigned to this project. The surety company that insures this project is responsible for finding another contractor who meets FDOT qualifications to finish the job. This is a news article about the work stoppage [DAB Constructors stop work - Citrus County Chronicle](#) The completion date could be pushed back to late 2021 or later as a result of this development.

431798-3 Widen Northeast 36th Avenue to four lanes and construction of bridges over CSX rail line (FDOT Financial Information Number 431798-3)

- Contract: E5Z71
- Contractor: SEMA Construction, Inc.
- Start: Summer 2019
- Estimated Completion: Summer 2021
- Cost: \$17 million
- Update: This job is effectively finished but a subcontractor called Powercore quit the job before it installed light poles. Department assigned SEMA to finish installation of light poles. This development may push the completion date into late September.

441366-1 Converting full median openings to directional medians, closing three of the existing full median openings, and extending some of the turn lanes between Northwest 27th Avenue and Martin Luther King Jr. Avenue in Ocala.

- Contract: T5710
- Contractor: CW Roberts Contracting
- Start: July 2021
- Estimated Completion: Fall 2021
- Cost: \$627,000
- Update: Work began July 6 and is proceeding as expected. Paving operations have begun for this project. Daytime and nighttime lane closures are put in place for widening operations at night and drainage operations in the day.