



TPO Board Meeting

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

August 26, 2025

3:00 PM

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. Board Meeting Minutes June 23, 2025** (Page #3)
 - B. Transportation Disadvantaged Local Coordinating Board Citizen Membership Approval** (Page #14)
 - C. New TPO Website Contract** (Page #16)
- 5. PRESENTATIONS**
 - A. Pine Avenue (US 441/301) at SR 40 Project Update** (Page #75)
A presentation by FDOT on the status of the intersection project
 - B. Navigating the Future 2050 Long Range Transportation Plan (LRTP) Project Updates** (Page #76)
A presentation by Kimley-Horn and Associates on LRTP activities and projects
 - C. Active Transportation Plan Project Updates** (Page #102)
A presentation by staff on draft Active Transportation projects
 - D. 2025 Commitment to Zero Safety Report** (Page #112)
A presentation by staff on the Safety Report and Dashboard
- 6. COMMENTS BY FDOT**
 - A. FDOT Construction Report** (Page #170)
- 7. COMMENTS BY TPO STAFF**
 - A. TPO Quarterly Budget Status Update** (Page #177)
 - B. 2025 Traffic Counts Report** (Page #179)
 - C. 2025 Stop on Red Week**

8. COMMENTS BY TPO BOARD MEMBERS

9. PUBLIC COMMENT (Limited to 2 minutes)

10. 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@marionfl.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 Ocala Marion Transportation Planning Organization (TPO)
will be held on September 23, 2025



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
June 23, 2025
3:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea, Sr.
Commissioner Craig Curry
Councilmember James Hilty
Councilman Tim Inskeep
Councilmember Barry Mansfield
Mayor Ben Marciano
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Commissioner Kathy Bryant
Councilmember Kristen Dreyer
Commissioner Ray Dwyer
Commissioner Matt McClain

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Kia Powell, FDOT
Jon Scarfe, FDOT
Clayton Murch, Marion Senior Services
Karen Williams, Marion Senior Services
Sean Lanier, City of Ocala
Noel Cooper, City of Ocala
Darren Park, City of Ocala
Steven Cohoon, Marion County
Matthew Cretul, Marion County
Leyi Zhang, Kittelson & Associates
Franco Saraceno, Kittelson & Associates
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Carl Zalak called the meeting to order at 3:00pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

Administrative Assistant Shakayla Irby called the roll and a quorum was present.

Item 3. Proof of Publication

Administrative Assistant 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 June 16, 2025. The meeting had also been published to the TPOs Facebook and X pages.

Item 4. Consent Agenda

Mr. Bethea made a motion to approve the Consent Agenda. Mr. Marciano seconded, and the motion passed unanimously.

Item 5A. Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP)

TPO Director Rob Balmes summarized that last month he presented a detailed draft of the Fiscal Year 2026-2030 Transportation Improvement Program (TIP) to both committees. The draft was made available to the public on May 6th, with a presentation also provided to the TPO Board on May 27th.

Mr. Balmes noted that feedback received included comments related to the US 41 corridor and general traffic conditions. He also acknowledged valuable feedback from the East Central Florida Regional Planning Council, which suggested improvements to project descriptions, particularly for safety-related projects.

On June 10, 2025, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommended the adoption of the TIP at the annual joint meeting.

TPO staff recommended adoption of the FY 2026 to 2030 TIP.

Ms. Stone made a motion to adopt the FY 2026 to 2030 TIP. Mr. Hilty seconded it, and a roll-call vote was called. The motion passed unanimously.

Item 5B. 2025 List of Priority Projects (LOPP)

Mr. Balmes said that at the May 27, 2025, Board meeting, TPO staff presented the draft 2025 List of Priority Projects (LOPP), including recommendations from the Technical Advisory Committee (TAC). The recommendations were recognized and accepted without formal action.

The draft 2025 LOPP was then updated to include the recommendations and presented on June 10 to the TAC and Citizens Advisory Committee (CAC) at the annual joint meeting. The revised draft presented to the board reflected approved changes to the Policies and Procedures, including the removal of the Top 20 List, the addition of a Bridge List, and the addition of a Transit List.

Mr. Balmes said there had been one request from the Marion County Office of the County Engineer (OCE) regarding the Safety and Operations List project ranked #5. The Maricamp Road at Baseline Road Intersection Project had been labeled “Intersection and Flyover,” and OCE requested that it be referred to as “Intersection.”

On June 10, 2025, the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) recommended the adoption of the 2025 List of Priority Projects (LOPP) at the annual joint meeting.

TPO staff recommended approval of the 2025 LOPP.

Ms. Stone made a motion to approve the 2025 LOPP. Mr. Curry seconded, and the motion passed unanimously.

Item 5C. 2025 List of Regional Priorities

Mr. Balmes explained that the regionally significant projects are submitted annually to the Central Florida MPO Alliance. Typically, the Alliance approves the list in October before submission to the state. He noted that there were four key lists related to the comprehensive regional priorities: the TRIP (Transportation Regional Incentive Program) list, the Strategic Intermodal System (SIS) list, Tier 3 SUN Trail projects, and the Regional Transportation Systems Management and Operations (TSMO) list.

For the TRIP list, the same two projects from the previous year were carried forward, with no comments or recommendations for additional projects. The SIS list included projects primarily focused on the I-75 and SR 40 corridors, including the SR 40 widening, which was added to the fifth year (2030) of the TIP. Some of the SR 40 segments had right-of-way funding secured, and portions also had environmental funding in place, allowing them to move forward. Additionally, a PD&E study was added for SR 326 from SR 40 to US 301.

Mr. Balmes mentioned that the OCE requested adding SR 35 (Baseline Road) at SR 464 (Maricamp Road) to the Regional TRIP List and changing the project description to “Intersection Improvements” only, removing the reference to a flyover.

Mr. Balmes emphasized that for a project to be added to the TRIP list, it needed to demonstrate regional significance and have formal letters of support from at least two contiguous MPOs.

The 49th Street interchange project was given as an example, which received support from the Lake-Sumter MPO.

Regarding the Tier 3 SUN Trail, the Santos to Baseline project remained fully funded, while the three previously unfunded projects continued to be the top priorities with no changes from last year.

Under Regional TSMO, a new project was added for the US 27/I-75 interchange area, including operational improvements at NW 44th Avenue, NW 35th Street, and interchange ramps. Two other projects from last year remained: a potential future roundabout at Baseline Road and SR 40, and intersection/ rail improvements in the Belleview area.

Mr. Marciano made a motion to approve the 2025 Regional Priorities with the addition requested by OCE. Mr. Bethea seconded, and the motion passed unanimously.

Item 6A. TPO Active Transportation Plan

Leyi Zhang, with Kittelson & Associates, provided an update on the Active Transportation Plan. She reviewed the existing conditions and analysis completed so far, which included evaluating demographics, commuter modes, existing facilities, safety, and land use. The team assessed sidewalks, bike lanes, and trails across the county, noting areas with good connectivity and identifying gaps, particularly along major roadways.

Ms. Zhang described the Level of Traffic Stress (LTS) analysis, which measured the comfort and safety of walking and biking facilities, and highlighted where conditions were low or high stress. She also explained the accessibility analysis, which evaluated how well key destinations—such as schools, hospitals, parks, and community centers—were accessible by walking and biking on low-stress roadways.

Findings indicated that urban areas, like downtown Ocala and Belleview, had higher accessibility, while destinations along major high-speed roads had lower accessibility.

The team identified gaps in low-stress connections to destinations and planned to develop strategies to address them.

Next steps included finalizing the gap analysis, incorporating feedback, identifying additional projects, and reviewing local projects already in progress. Ms. Zhang noted that an online interactive map and printed maps were available for stakeholders to review and mark up with additional comments or project ideas.

Chairman Zalak asked for clarification on whether, once the process was complete, a permanent listing of roadways and connections needing improvement was created.

Ms. Zhang explained that the analysis she was presenting served as a reference and guidance to identify gaps in pedestrian and bicycle facilities and connections throughout the county. She noted that not all areas identified by the analysis were intended to be improved, as some were on major, high-speed roadways where pedestrian or bicycle facilities might not be appropriate. She added that recommendations also depended on the development, land use, and context of each area, and the analysis was meant to guide the process of identifying locations for improvement.

Mr. Marciano noted that Highway 200 was listed as an LTS 4, indicating poor conditions. He asked whether the current improvements on Highway 200 included upgrades to sidewalks or other pedestrian facilities, mentioning concerns from the elderly population about safety when walking in the area.

Ms. Zhang stated that improvements to the sidewalks on Highway 200 would enhance safety and comfort for pedestrians. She noted, however, that while the upgrades would help, the LTS rating might not decrease significantly due to the high speed and volume of traffic on the road.

Mr. Balmes explained that on a roadway with a posted speed of 45 mph and 25,000 vehicles per day, the level of traffic stress remains high, even with a buffered bike lane. He noted that separated multi-use facilities provide safer and more comfortable options for biking and walking, particularly for the general public, while high-speed, high-traffic roads are typically suitable only for avid cyclists. He added that the analysis aimed to identify ways to make facilities more comfortable for everyone or to find alternative routes and connections.

Ms. Stone asked whether the report would provide guidance to help identify grants for improving some of the identified locations.

Ms. Zhang stated that the final report would include a section providing a general identification of potential funding sources, while any detailed analysis would be referred to Rob's discretion.

Mr. Balmes stated that the plan was to develop a robust set of project lists, working with staff to leverage them for future federal and state grant opportunities. He added that the projects would also be tied into the LOPP process.

Mr. Bethea noted that the survey and analysis did not cover the metro areas within the city, focusing instead on state roads and main corridors.

Ms. Zhang explained that the external analysis primarily focused on roads eligible for federal aid, while the accessibility analysis also considered how local roads connect to key destinations within the city.

Ms. Zhang explained that roadways not on the federal network, such as local streets, were assigned lower values in the analysis due to limited data, lower speeds, and lower volumes. These results contributed to the roadway network connecting key destinations.

Mr. Balmes stated that an existing conditions analysis was conducted using the City of Ocala's sidewalk network, which was included in the assessment to help identify gaps in pedestrian facilities.

Chairman Zalak noted that he was beginning to understand the concept of comfort levels and the difference between separated and non-separated roadways. He asked whether the data collection included counts of actual users, such as pedestrians, cyclists, people with disabilities, or children, to better represent the level of service.

Ms. Zhang explained that the analysis did not involve collecting data on individual users or conducting surveys. Instead, a handbook was used to determine the attributes included in the assessment. She noted that consideration of individual users was likely part of developing the flow chart, which was then used to evaluate the facilities and roadways without collecting user-specific data.

Chairman Zalak asked whether, once the study was completed, it would be shared with the Board, TPO staff, or individual municipalities to guide project programming, and whether the study would account for actual users when planning improvements.

Ms. Zhang explained that the analysis in the ATP was a high-level, countywide assessment. She noted that more detailed, user-level analysis would occur during project programming to account for actual use of the facilities. The accessibility analysis provided an overview of areas with higher predicted walking and biking activity based on key destinations, but it did not replace actual counts of pedestrians and cyclists. She added that more robust analysis would be conducted when determining the specifics and phasing of individual projects.

Item 6B. Local Government Transportation/ Capital Improvement Projects

Mr. Balmes stated that the previous month there had been a general discussion regarding capital improvement programs beyond the TPO's Transportation Improvement Program, including those of the county and the cities of Ocala, Belleview, and Dunnellon. A request by Chairman Zalak had been made for city and county staff to attend the following meeting to discuss priority projects in their respective jurisdictions, both currently programmed and planned for the future. He noted that the agenda had included the county's adopted Transportation Improvement Program and a summary of the City of Ocala's capital projects, along with a citywide map depicting the projects. Mr. Balmes acknowledged the attendance of Sean Linear, City of Ocala Engineer, and Steven Cahoon, Marion County Engineer, for this discussion.

Mr. Lanier stated that most of the improvements consisted of signal timing adjustments, with some intersection improvements aimed at relieving congestion. Projects included both FDOT roadways and city-county intersections where one approach was managed by the city and the other by the county. He noted several four-lane widening projects, including the completion of 36th Avenue into the county. While the railroad overpass had already been completed, the section from the overpass to 35th Street still required widening, as did a short section from 14th Street to the widened portion over the railroad overpass.

Mr. Cohoon stated that since joining Marion County, Mr. Lanier and his team, as well as the City of Belleview, had been very helpful and supportive. He noted ongoing coordination on several projects, including the 40th/49th interchange and intersection improvements, where he had recently worked with the City of Ocala to expedite permitting for drill shafts and mast arms. He highlighted the Emerald Road project, which, although outside city limits, required coordination due to connections with the City of Ocala spray field. Additionally, discussions were underway for widening 35th Street and coordinating utility extensions through interlocal agreements. Mr. Cohoon emphasized the city's efforts in signal timing and noted that the forthcoming ATM master plan would be used to further improve the overall network, with continued collaboration on major projects including the 40th/49th Street utility work.

Mr. Cohoon stated that progress on the project had been positive, with visible construction activity and rapid progress. He noted that the project was still projected to open by the end of the year. He added that signalization at the north end, in coordination with the city, was expected to be completed by July, or shortly thereafter, with overall work moving quickly.

Chairman Zalak noted that additional relief measures would need to be considered, as long-term issues may persist. He expressed concern about traffic from Osceola Boulevard, including vehicles coming off SR 200 and 49th Street and heading toward the bypass, and asked whether there were alternative plans for that roadway.

Mr. Lanier stated that traffic was currently flowing well on 31st Street and 42nd Street. He noted that once the signalization on 44th Avenue was fully in use, increased traffic could be expected as drivers use it to navigate around the city, bypass I-75, and access the east side of the interstate or other interchanges.

Mr. Marciano asked whether the timeline for the 49th Street improvements aligned with the 44th Avenue project and whether both projects, managed by the city and county, were projected to be completed by the end of the year.

Mr. Lanier stated that the final signal on 20th Street and 44th Avenue was in the process of being awarded, after two previous no-bid attempts. He noted that once awarded, the signals were expected to be substantially complete by December, allowing continuous travel from US 27 to SR 200 without signal interruptions. He added that bids had been received for the widening of 44th Avenue from 20th Street southwest to SR 40, including the addition of inside lanes, with the bid expected to go to council at the next meeting or on August 1st.

Mr. Inskeep asked whether there was a timeframe for the modifications to the CR 484 bridge over the Rainbow River.

Mr. Cohoon stated that at the last Marion County Board of County Commissioners meeting, a FDOT agreement was approved to amend the previous state-funded agreement and reduce the project scope. Following that approval, the agreement was transmitted back to FDOT, with advertisement expected the week of July 4th. He noted that the procurement process would likely take an additional three to four months, but the project was ready to move forward.

Mr. Inskeep asked whether the bridge modifications would include fencing to prevent people from accessing the river from the bridge. He noted concerns about individuals removing concrete bags used to stabilize the shore, children throwing them into the river, campfires under the bridge, and people hanging hammocks from the bridge piping.

Mr. Cohoon acknowledged that there were constraints along the corridor and stated that he would follow up with the plans.

Chairman Zalak stated that the county needed to improve traffic signal timing, as it frequently experienced issues. He noted that many drivers were unaware of where city and county boundaries began. He emphasized the importance of coordinating signal timing between jurisdictions and asked whether there were ways for the teams to improve collaboration on this.

Mr. Cohoon stated that the county needed to catch up on many interconnections. He noted that the city was slightly ahead in ensuring physical loops were in place and mentioned that, while the county sometimes had the infrastructure, it was not always connected; however, this could be accomplished.

The discussion focused on peak-hour traffic volumes, when crashes were more likely, and emergency vehicles could disrupt signal coordination. Chairman Zalak noted it could take over ten minutes for lights to return to coordinated timing after such events and asked if the process could be expedited. Mr. Cohoon explained there was no quick fix, as signals had to gradually cycle back, and not all were connected or configured the same way.

Ms. Stone discussed the reliability of signal connections in rural areas, where many operated on cellular modems susceptible to outages. Broadband expansion projects by providers such as Spectrum and Cox were noted as opportunities to connect signals to broadband fiber.

Mr. Cohoon explained that while the city had its own fiber network, most county systems were closed-loop and not directly connected to broadband, and installing dedicated “dark fiber” would require special, higher-cost projects.

Signal timing coordination between city, county, and state roads was reviewed, with main corridors synchronized within jurisdictions and intersecting roads operating as side streets. State roads functioned as separate corridors with their own timing. The goal was to allow drivers traveling at the speed limit to move through without frequent stops, though interruptions occurred from side street traffic.

Ms. Stone said she would raise the possibility of expanding fiber connections for traffic management with the local planning technology group and the state.

Item 7. Comments by FDOT

Kia Powell, FDOT Liaison, began with announcements and updates. She noted that the construction report for May was included in the agenda, with the June report to be released at the beginning of the month. Also included was the latest *Compass Points* newsletter, featuring district updates and informational articles.

She then shared a safety reminder about *Operation Southern Slow Down*, an annual weeklong speed enforcement and public education campaign conducted in partnership with the National Highway Traffic Safety Administration and the southeastern states of Florida, Alabama, Georgia, South Carolina, and Tennessee. The initiative aims to reduce speed-related fatalities and serious injury crashes by targeting speeding and aggressive driving.

Florida’s campaign would begin with press conferences in media markets statewide, with enforcement running from July 14–19. Powell emphasized the importance of avoiding speeding.

Mr. Curry inquired about the pedestrian island at U.S. 441/27, noting it may not have been designed appropriately as it blocked the two left-hand turn lanes on State Road 40. He asked when the issue was expected to be corrected.

Mr. Michael McCammon, FDOT Operations Manager, stated that FDOT had been working closely with City of Ocala staff on a conceptual design to address the pedestrian island issue at U.S. 441/27. He explained that traffic counts had revealed more right-turn movements than left turns at the location, and the new design would convert part of the existing left-turn lane into an earlier right-turn lane. The short right-turn lane that had been in place was restricted by the large concrete island, which also blocked access to the dual left-turn lanes.

The plan included removing much of the concrete island and eliminating the crosswalk that lacked a pedestrian button or flashing lights. Preliminary traffic modeling had shown a significant improvement once the changes were implemented. McCammon said the design was expected to be completed within the next month, after which a fast-response contract would be pursued, allowing for up to three bids and a quicker turnaround if costs remained under \$500,000. He anticipated the project would be under contract within the next few months and, barring material acquisition delays, construction would begin within the year. He added that the modification was expected to result in a noticeable improvement in traffic flow.

Mr. Curry stated that there had been numerous calls regarding SR 200. He specifically asked about the planter boxes installed for beautification, inquiring when they would be updated or replaced with something more substantial than the weeds that were currently growing.

Mr. McCammon stated that the planter boxes on SR 200 were expected to be planted soon, as the work had to be completed 60 days before final acceptance of the project. He explained that crape myrtles, palm trees, and shrubs would be installed in the medians near the pedestrian signals, while the outer curbs would be planted with peanut grass as a low ground cover. He noted that during the first year, extensive weeding would be required and acknowledged that managing the weeds could be a challenge for the contractor, but eventually the plantings would establish and the area would look good.

Mr. Curry asked whether there would be water access for the plantings or if they would need to be manually watered. Mr. McCammon noted that there was no water access, so watering would need to be done as needed.

Mr. Curry asked about the purpose of the lane narrowing on SR 200.

Mr. McCammon explained that the lane narrowing was intended primarily for safety and to accommodate sidewalk construction. He noted that the project included lowering the speed limit from 45 to 40 mph and closing gaps in sidewalks along SR 200, where previously there were significant sidewalk gaps in front of businesses such as Palm Chevrolet, Chipotle, and others. Some property owners, including car dealerships, donated right-of-way to allow sidewalk construction.

He added that the new design would widen lanes from ten feet to eleven feet, which would improve traffic flow and reduce complaints from drivers of larger vehicles. The narrowing and lane adjustments also created space to fit in sidewalks and other improvements, with construction expected to be completed by the end of the year.

Mr. Bethea asked whether additional traffic signals were being added along SR 200, noting that some appeared to be located in the center of the road.

Mr. McCammon explained that three locations were being equipped with pedestrian hybrid beacons, which activate flashing red signals for vehicles only when a pedestrian pushes the button. He noted the locations as near Marion Technical College, the College of Central Florida/mall area, and by Ocean Buffet near a hotel across from Chick-Fil-A.

The discussion covered pedestrian crossings, noting that the new pedestrian hybrid beacons would operate via push button and were generally independent of the traffic signals.

Mr. McCammon explained that new crosswalks were being designed to be more effective, with separate buttons for crossing the main road versus side streets. Adjustments were also made to turn lanes, such as at Chick-Fil-A, to improve traffic flow, encouraging drivers to use alternate routes like the Home Depot light or Verizon parking lot.

Additionally, resurfacing updates were provided, including completion of the friction course from 25th Avenue to First Avenue, with final asphalt layers expected within 2–3 weeks. The conversation also addressed manhole cover placement during road construction and utility installations, emphasizing the goal of positioning them in lane centers to minimize bumps and maintain smooth pavement, though some adjustments were challenging due to multiple utilities.

Ms. Powell stated that for the CR 484 and I-75 interchange roadway improvements, the design of the new bridge containment wall had been completed, and negotiations on price and timeline were underway. She noted that once the negotiations were finalized, expected within the next few weeks, a clearer timeline and project dates would be available.

The discussion focused on the 464/441 intersection improvements. A traffic analysis was conducted by VHB and presented to FDOT and the City of Ocala, with both teams reaching consensus on moving forward. Key decisions included keeping the southbound left turn lane as a single lane and removing the concrete at the back of the turn lane. The pavement design package was updated, and project limits were slightly extended east of 441 on West 17th Street to match resurfacing on Southwest 17th Street.

Deputy City Engineer Noel Cooper noted that the traffic analysis accounted for future development, including planned residential areas, to ensure adequate turn lane capacity. While updated plans had not yet been reviewed, the design process aimed to avoid unusual pedestrian crossings and ensure the intersection could handle projected traffic volumes. It was emphasized that final designs would be presented to the city and board for approval, and adjustments would be made if concerns arose.

Item 8. Comments by TPO Staff

Mr. Balmes provided three updates. First, he noted that more information on the 2050 Long Range Transportation Plan, including scenario growth work, priority projects, and federal, state, and local revenue projections, would be presented at the next meeting for review and discussion. Second, he stated that the 2025 Traffic Counts Report and map would be published by July 1st, as done annually. Third, he mentioned that the Commitment to Zero Safety annual report was planned for publication in August and would include community project stories alongside the usual statistics.

Item 9. Comments by TPO Board Members

Matthew Cretul, Marion County Legislative Manager, provided an update on a request for a letter of support for the USDOT Regional Infrastructure Accelerator Demonstration (RIA) Program grant application for the NE/NW 35th Street Phase II project. The project highlighted partnerships with the TPO, CEP, and the City of Ocala.

The county was requesting \$2 million for right-of-way acquisition to advance the project to the next phase. Chairman Zalak confirmed that the request was solely for a letter of support, and no objections were raised.

Mr. Marciano recognized the presence and efforts of OPD officers, noting that the department had recently started a traffic unit. He highlighted that citations had increased by 150% and praised the six officers for their active enforcement, emphasizing that drivers speeding in Ocala would be pulled over.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Chairman Zalak adjourned the meeting at 4:19 p.m.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



TO: Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

**RE: Transportation Disadvantaged Local Coordinating Board
(TDLCB) Citizen Membership Approval**

The Transportation Disadvantaged Commission was created in 1989 by the Florida Legislature to coordinate the provision of transportation services to transportation disadvantaged citizens. The TPO has the responsibility for transportation disadvantaged planning. The TPO along with the Local Coordinating Board (TDLCB) assist in identifying local service needs and to provide information, advice and direction to the Community Transportation Coordinator on the coordination of services to be provided to the disadvantaged within the local service area.

The Transportation Disadvantaged Local Coordinating Board (TLDCB) has a vacancy for a disadvantaged citizen and Mr. Edward I. Griffin has applied to fill that position and become a member.

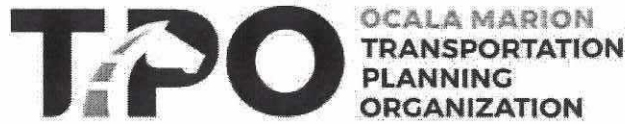
Attachment(s)

- TDLCB Membership Application, Mr. Edward I. Griffin

Recommended Action

Approval of TDLCB Citizen Membership Applicant.

If you have any questions, please contact me at: 352-438-2634.



Name: Edward I. Griffin

Home Address: 19651 SW 88th Loop, Dunnellon, FL 34432

Business Address: _____

Phone Number(s): 407-455-2632

(Home/Mobile/Business/Other)

Occupation: Retired

Brief Description of Education and Experience: Graduate of the University of North Florida. 30+ years serving the transportation disadvantaged in several capacities. 7 years as Senior Staff for the CTD. General Manager, Operations Director and Vice President of Business Development in private sector focused on ADA paratransit service. Recipient of CTD Lifetime Achievement Award 2018.

1. Are you a resident of Ocala/Marion County?
If so, how long? Number of years: 20 ☒ Yes ☐ No
2. Are you a registered voter? ☒ Yes ☐ No
3. Do you hold a public office? ☐ Yes ☒ No
4. At this present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? ☐ Yes ☒ No
5. Are you familiar with the Transportation Planning Organization and its function? ☒ Yes ☐ No
6. Are you familiar with the current transportation needs of the Marion County Transportation Disadvantaged? ☒ Yes ☐ No
7. Why are you interested in serving on the TDLCB? I believe my experience in this service will enhance the board and bring a better understanding of the challenges and goals in serving the transportation disadvantaged.

I hereby confirm that I have read and understand this application and that all information furnished by me is true and accurate. I understand that to be considered for this committee, I must be a resident of Marion County and cannot be an elected official and/or a technical person involved in transportation planning in Ocala/Marion County.

Please type in your name on the signature field to verify you acknowledge the information above.

Signature: Edward I. Griffin

Date: 06-20-2025

Please complete this form and return the form to:
Ocala/Marion TPO - 2710 E. Silver Springs Blvd - Ocala, Florida 34471

or

Email to Rob.Balmes@marionfl.org



TO: Board Members

FROM: Rob Balmes, Director

RE: New TPO Website Contract

On March 25, 2025, the TPO Board approved a Request for Proposals (RFP) for a new website project. Based on the RFP approval, TPO staff have been working with Marion County Procurement Services Department. This process included the following activities:

- Formation of a Selection Committee: March to April
- RFP Posting and Open Solicitation: April 7 to May 6
- RFP Kick-Off Meeting: April 16
- Selection Committee Shortlist Meeting: May 30
- Selection Committee Vendor Presentation Meeting: June 20

A total of 12 responses were received by Procurement Services Department. The Selection Committee scored each response based on five criteria, including professional background, qualifications, proposed platform, past performance and cost. The Shortlist Selection Committee meeting resulted in five vendors moving forward to the next round, which involved virtual presentations.

Based on the presentations and respective scores by committee members, Blu Creative Digital Technologies was the highest scored vendor. The Selection Committee recommends Blue Creative for the contract award.

The proposed total cost of the project as agreed upon by TPO staff and Blue Creative includes:

- Website Design, Development and Training: \$25,584.55
- * Annual Hosting/Maintenance: \$3,950 (Year 1)
- * Annual ADA Compliance Audit: \$3,500 (Year 1)
- Total: \$33,034.55

*Recurring annual fees subject to inflationary increases. Identified in Project Budget Summary

The maximum budget for this project for design, development and year one support is \$40,000, as outlined in the board-adopted Fiscal Years 2025 to 2026 Unified Planning Work Program (UPWP), Task 6.

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

Attachment(s)

- Procurement Services Department Memo
- Project Budget Summary
- New TPO Website Contract

Recommended Action

Approval of the new TPO Website contract.

If you have any questions, please contact me at: 352-438-2631.



Marion County Board of County Commissioners

Procurement Services

2631 Third St.
Ocala, FL 34477
Phone: 352-671-8444
Fax: 352-671-8451

Memorandum

To: TPO Director, Rob Balmes

From: Tika Black, Procurement Contract Analyst

Date: July 31, 2025

RE: 25P- 065 TPO Website

On April 7, 2025, Procurement advertised a Request for Proposals (RFP) on behalf of TPO for the development and maintenance of the TPO Website. On May 6, 2025, Marion County Procurement Services received Twelve (12) submittals from the following firms:

1. Blu Creative Digital Technologies
2. Blackberg Group, LLC
3. Blue Parrot Software, LLC
4. Blue People, LLC
5. EPlanet Global, LTD
6. Infostride, Inc.
7. Leap Group
8. Presley Design Studio, LC
9. Ridge Theory, LLC
10. SGS Technologie, LLC
11. Voluble Systems, LLC
12. vTech Solution, Inc.

Marion County Procurement Services facilitated a Selection Committee on June 20, 2025, along with the Selection Committee members which included: Rob Balmes (Ocala/Marion TPO Director), Sky Wheeler (Tourist Development Manager), and Vanessa Beckett (Information Technology Training Coordinator).

Based on the scores and the meeting held on June 20 2025, the selection committee recommends that the top-ranking firm below be awarded the contract to serve as TPO's Website developer at an upcoming TPO Board Meeting

1. Blu Creative Digital Technologies

If you have any questions or concerns regarding the RFP or selection process, you can contact me directly at (352) 671-8447.

Thank you,
Tika

SCORE SHEET SUMMARY - RFP SUBMITTALS					
25P-065 TPO Website (Phase II)					
SELECTION COMMITTEE MEMBERS =>	Rob Balmes	Sky Wheeler	Vanessa Beckett	Max Points 1350	<u>Rank</u>
Blu Creative Technolgies, Inc.	370	320	350	1040	1
Infostride, Inc.	320	290	270	880	2
SGS Technologies, LLC	290	260	210	760	3
Eplanet Global LTD	210	210	120	540	4



EXHIBIT B- FEE SCHEDULE

PRICING PROPOSAL - USD

Renewal pricing fixed for 2 years from the date of agreement; subject to inflationary adjustment (max 5%) thereafter.

Base Website Development Costs	One-Time Cost
Municipal Website Development (Base Package)	\$ 24,784.55
Discovery & Planning	included
UX & Design	included
Front-End & Back-End Development	included
CMS Custom Development (DynaCore)	included
Content Migration	included
Accessibility Compliance Testing for Launch (WCAG 2.1 AA-ready)	included
Pre-Launch Staging Server	included
Quality Assurance & Testing	included
Launch Preparation & Go-Live	included
30 Days Post-Launch Support	included
Remote Training	\$ 800.00
Total - Website Build	\$ 25,584.55

Hosting Charges - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
Hosting & Maintenance Plan - Annual	3,950.00	4,147.50	4,354.88	4,572.62	4,801.25
DigitalOcean server environment	included	included	included	included	included
8 GB RAM, 160 GB NVMe SSD, 4-Core CPU					
5 TB Bandwidth					
SSL/TLS					
10 Day Retention Program for Backups					
Vercel front-end delivery (CDN-powered)	included	included	included	included	included
50 GB fast origin transfer					
1 TB edge-to-user transfer					
ISR caching for up to 10 million read/write/config requests					
SSL certificate Installation / Provision	included	included	included	included	included
Server maintenance	included	included	included	included	included
Server system updates	included	included	included	included	included
Uptime monitoring	included	included	included	included	included
Daily backups & disaster recovery	included	included	included	included	included

Compliance Audit - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
Website Audit, Manual and Automated audit process	3,500.00	3,640.00	3,785.60	3,937.02	4,133.88



OPTIONAL ITEMS - USD

Renewal pricing fixed for 2 years from the date of agreement; subject to inflationary adjustment (max 5%) thereafter.

Hosting Upgrades	Annual Cost
Staging Server Upgrade	2,100.00
DigitalOcean server environment	included
16 GB RAM, 320 GB NVMe SSD, 8-Core Processor	
6 TB Bandwidth	
SSL/TLS	

Training Upgrade	One-Time Cost
In-Person Staff Training	1,500.00
6 Hour training , divided into 2 or 3 sessions	included
Printed materials	included

CMS, Technical & Digital Customization Support	Annual Cost
Content Management System (CMS)	3,500.00
DynaCore CMS updates & patching	included
Plugin/module maintenance	included
Technical support and system monitoring	included

Bank of Hours Program - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
Bank of Hours	5,760.00	5,932.80	6,110.78	6,294.11	6,482.41
72 hours (6 hours per month)	included	included	included	included	included
Web updates	included	included	included	included	included
Manual Accessibility adjustments	included	included	included	included	included
Content posting	included	included	included	included	included
Plugin configuration	included	included	included	included	included

Web Accessibility - Section 508/ADA Services - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
NeuroAI - Accessibility (ADA) AI tool	4,320.00	4,449.60	4,583.09	4,720.58	4,862.20

Website Remediation Report - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
Annual Remediation Report	7,500.00	7,762.50	8,034.19	8,315.38	8,606.42

AGREEMENT BETWEEN OCALA MARION COUNTY TRANSPORTATION PLANNING
ORGANIZATION (TPO) AND FIRM

THIS AGREEMENT, made and entered between the **Ocala Marion County Transportation Planning Organization**, a federally mandated agency responsible for the urban transportation planning process for the Ocala/Marion County planning area, acting by and through its Governing Board, and located at 601 SE 25th Ave, Ocala, FL 34471 (hereinafter referred to as “TPO”) and **World Wide Trades USA, LLC dba Blu Creative Digital Technologies**, located at 3191 Coral Way Suite 404A, Miami, FL 33145, possessing FEIN# 46-4439916 (hereinafter referred to as “FIRM”) under seal for the TPO Website, (hereinafter referred to as the “Project”), and TPO and FIRM hereby agreeing as follows:

WITNESSETH:

In consideration of the mutual covenants and promises contained herein, TPO and FIRM (singularly referred to as “Party”, collectively “Parties”) hereto agree as follows:

Section 1 – The Contract Documents. The Contract Documents are defined as this Agreement, the Specifications, the Drawings, all Purchase Orders, Change Orders and Field Orders issued hereafter, any other amendments hereto executed by the Parties hereafter, together with the following (if any):

Marion County Bid #25P-065 - TPO Website, the Offer, Project Bid Scope and or Specifications, Plans and Drawings, any/all Addenda as issued in support of this Bid, Recorded Bonds as required, Certificate of Insurance and Notice to Proceed.

Should any conflict arise between the contract documents and the Agreement, the terms of the Agreement shall govern.

Section 2 – Entire Agreement. The Contract Documents form the agreement between Parties for the Project and the FIRM acknowledges receipt of a copy of each and every Contract Document. The Contract Documents represent the entire and integrated agreement between the Parties and supersede prior negotiations, representations or agreements, either written or oral. The Contract Documents shall not be construed to create a contractual relationship of any kind between any persons or entities other than COUNTY and FIRM.

Section 3 – Term. This Agreement shall commence Upon Board Approval and will continue through January 31, 2029. Two additional, one-year renewal options are available pending mutual agreement (“Term”). **TIME IS OF THE ESSENCE.** All limitations of time set forth in the Contract Documents are of the essence. Work may be presumed abandoned after ninety (90) days if FIRM terminates the Work without just cause or without proper notification to TPO, including the reason for termination, or fails to perform Work without just cause for ninety (90) consecutive days. All Work, defined herein, will proceed in a timely manner without delays.

Section 4 – Scope of Services. FIRM shall complete the Work for Project 25P-065, more fully set forth on Exhibit A hereto, as per the Contract Documents furnished by TPO and according to the timeframe as noted herein.

Section 5 – Compensation. TPO shall make payment per Exhibit A- Fee Schedule (the “Agreement Price”), to FIRM under TPO’s established procedure, upon completion of the Work. There shall be no provisions for pricing adjustments. FIRM agrees that if payment is made by TPO procurement card (p-card), charges will not be processed until goods or services are shipped, or are received by TPO, and in acceptable condition.

Section 6 – Assignment. FIRM may not subcontract all or any part of this Agreement without written approval by COUNTY.

Section 7 – Laws, Permits, and Regulations. Prior to the performance of any Work hereunder, FIRM shall obtain and pay for all licenses and permits, as required to perform the Work. FIRM shall at all times comply with all appropriate laws, regulations, and ordinances applicable to the Work provided under this Agreement.

Section 8 – Amendments. This Agreement may only be amended by mutual written agreement of both Parties.

Section 9 – Books and Records. FIRM shall keep records of all transactions, including documentation accurately reflecting the time expended by FIRM and its personnel. TPO shall have a right to request records from FIRM, and for those records to be made available within a reasonable timeframe depending on method of acquisition.

Section 10 – Public Records Compliance

A. IF FIRM HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO ITS DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT COUNTY'S CUSTODIAN OF PUBLIC RECORDS AT:

Public Relations | 601 SE 25th Ave, Ocala, FL 34471

Phone: 352-438-2300 | Fax: 352-438-2309

Email: publicrelations@marionfl.org

B. FIRM shall comply with public records laws, specifically:

- Keep and maintain public records required by COUNTY to perform the Work;
- Upon request from COUNTY's custodian of public records, provide COUNTY with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law;
- Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Term and following completion of this Agreement if FIRM does not transfer the records to COUNTY; and,
- Upon completion of this Agreement, transfer, at no cost, to COUNTY, all public records in possession of FIRM or keep and maintain public records required by COUNTY to perform the Work. If FIRM transfers all public records to COUNTY upon completion of this Agreement, FIRM shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If FIRM keeps and maintains public records upon the completion of this Agreement, FIRM shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to COUNTY, upon request from COUNTY's custodian of public records, in a format that is compatible with the information technology systems of COUNTY.

C. If FIRM fails to provide the public records to COUNTY within a reasonable time, FIRM may be subject to penalties under Section 119.10 Florida Statutes and may be subject to unilateral cancellation of this Agreement by COUNTY. This section shall survive the termination of the Agreement.

Section 11 – Indemnification. FIRM shall indemnify and hold harmless COUNTY and TPO and its elected officials and employees against and hold COUNTY and TPO and its elected officials and employees harmless from all suits, claims, or actions of every name and description brought against COUNTY and TPO and its elected officials and employees for liabilities, damages, losses, and costs, including but not limited to reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of FIRM and other persons employed or utilized by FIRM in the performance of this Agreement. This Section shall not be construed in any way to alter COUNTY's and TPO's waiver of sovereign immunity or the limits established in Section 768.28, Florida Statutes. This section shall survive the termination of the Agreement.

Section 12 – Insurance. As applicable, during the period of Work, insurance policies shall be with a company or companies authorized to do business in the State of Florida. COUNTY and TPO shall be notified if any policy limit has eroded to one half its annual aggregate. FIRM shall provide, within the timeframe noted in the Award Letter, a Certificate of Insurance, issued by a company authorized to do business in the State of Florida and with an A.M. Best Company rating of at least A-. Self-Insured companies that cannot be rated, will also be considered. All policies must include all requirements listed below, reference the project number and show Marion County as additional insured. The Certificate should also provide for 30-day cancellation notice to the Procurement Director's address, set forth herein.

WORKERS COMPENSATION AND EMPLOYER'S LIABILITY

Coverage to apply for all employees at STATUTORY Limits in compliance with applicable state and federal laws.

- Employer's Liability limits for not less than \$100,000 each accident \$500,000 disease policy limit and \$100,000 disease each employee must be included.

- The FIRM, and its insurance carrier, waives all subrogation rights against Marion County, a political subdivision of the State of Florida, its officials, employees and volunteers for all losses or damages which occur during the contract and for any events occurring during the contract period, whether the suit is brought during the contract period or not.
- The County requires all policies to be endorsed with WC00 03 13 Waiver of our Right to Recover from others or equivalent.

COMMERCIAL GENERAL LIABILITY

Coverage must be afforded under a Commercial General Liability policy with limits not less than

- \$1,000,000 each occurrence for Bodily Injury, Property Damage and Personal and Advertising Injury
- \$2,000,000 each occurrence for Products and Completed Operations

BUSINESS AUTOMOBILE LIABILITY

Coverage must be afforded including coverage for all Owned vehicles, Hired and Non-Owned vehicles for Bodily Injury and Property Damage of not less than \$500,000 combined single limit each accident.

- In the event the FIRM does not own vehicles, the FIRM shall maintain coverage for Hired & Non-Owned Auto Liability, which may be satisfied by way of endorsement to the Commercial General Liability policy or separate Business Auto Liability policy.

Section 13 – Independent Contractor. In the performance of this Agreement, FIRM will be acting in the capacity of an “Independent Contractor” and not as an agent, employee, partner, joint venture, or associate of COUNTY and TPO. FIRM shall be solely responsible for the means, methods, techniques, sequences, and procedures utilized by FIRM in the full performance of this Agreement.

Section 14 – Default/Termination. In the event FIRM fails to comply with any of the provisions of this Agreement, TPO may terminate this Agreement for cause by first notifying FIRM in writing, specifying the nature of the default and providing FIRM with a reasonable period of time in which to rectify such default. In the event the default is not cured within the time period given, TPO thereafter may terminate this Agreement for cause upon written notice to FIRM without prejudice to TPO. In the event of termination of this Agreement for cause, TPO will then be responsible to compensate FIRM only for those services timely and satisfactorily performed pursuant to this Agreement up to the date of termination. TPO may terminate this Agreement without cause providing at least thirty (30) days written notice to FIRM. In the event of termination of this Agreement without cause, TPO will compensate FIRM for all services timely and satisfactorily performed pursuant to this Agreement up to and including the date of termination. Notwithstanding any other provision of this Agreement, this Agreement may be terminated if for any reason there are not sufficient appropriated and available monies for the purpose of maintaining TPO or other public entity obligations under this Agreement. TPO shall have no further obligation to FIRM, other than to pay for services rendered prior to termination.

Section 15 – Damage to Property. FIRM shall be responsible for all material, equipment and supplies sold and delivered to COUNTY and TPO under this Agreement and until final inspection of the Work and acceptance thereof by TPO. In the event any such material, equipment and supplies are lost, stolen, damaged or destroyed, or COUNTY and TPO property, buildings, or equipment is damaged during delivery or unloading, or in the course of the WORK prior to final inspection and acceptance, FIRM shall replace the same or be returned to original state without additional cost to COUNTY and TPO, as applicable.

Section 16 – Termination for Loss of Funding/Cancellation for Unappropriated Funds. The obligation of COUNTY and TPO for payment to FIRM is limited to the availability of funds appropriated in a current fiscal period, and continuation of this Agreement into a subsequent fiscal period is subject to appropriation of funds, unless otherwise authorized by law.

Section 17 – Use of Other Contracts. TPO reserves the right to utilize any COUNTY contract, State of Florida contract, city or county governmental agencies, school board, community college/state university system, or cooperative bid agreement. TPO reserves the right to separately bid any single order or to purchase any item on this Agreement if it is in the best interest of TPO.

Section 18 – Employee Eligibility Verification. TPO hereby affirms it is duly registered, uses, and adheres to the practices of the E-Verify system, including those outlined in the clauses below.

Beginning January 1, 2021, Section 448.095, F.S., requires FIRM to register and use the E-Verify system to verify the work authorization status of all newly hired employees and prohibits FIRM from entering into this Agreement unless it is in compliance therewith. Information provided by FIRM is subject to review for the most current version of the State or Federal policies at the time of the award of this Agreement.

By previously signing the ITB Acknowledgment and Addenda Certification Form, and this Contract, FIRM has agreed to perform in accordance with the requirements of this subsection and agrees:

- a) It is registered and uses the E-Verify system to verify work authorization status of all newly hired employees.
- b) COUNTY and TPO shall immediately terminate FIRM if COUNTY and TPO has a good faith belief that FIRM has knowingly violated Section 448.09(1), F.S., that is, that FIRM knowingly employed, hired, recruited, or referred either for itself or on behalf of another, private or public employment within the State an alien who is not duly authorized to work by the immigration laws or the Attorney General of the United States.
- c) If FIRM enters into a contract with a subcontractor, FIRM shall obtain from the subcontractor an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien.
- d) FIRM shall maintain a copy of such affidavit for the duration of this Agreement and provide it to COUNTY and TPO upon request.
- e) FIRM shall immediately terminate the subcontractor if FIRM has a good faith belief that the subcontractor has knowingly violated Section 448.09(1), F.S., as set forth above.
- f) If COUNTY and TPO has a good faith belief that FIRM's subcontractor has knowingly violated Section 448.095, F.S., but that FIRM has otherwise complied, COUNTY and/or TPO shall promptly order FIRM to terminate the subcontractor. FIRM agrees that upon such an order, FIRM shall immediately terminate the subcontractor. FIRM agrees that if it should fail to comply with such an order, TPO shall immediately terminate FIRM.
- g) If COUNTY and/or TPO terminates this Agreement with FIRM, FIRM may not be awarded a public Agreement for at least one (1) year after the date of termination.
- h) FIRM is liable for any additional costs incurred by COUNTY and/or TPO as a result of a termination under this subsection.
- i) Any such termination under this subsection is not a breach of this Agreement and may not be considered as such.
- j) FIRM shall maintain records of its registration, use, and compliance with the provisions of the E-Verify system, including the registration and use by its subcontractors, and to make such records available to COUNTY and TPO or other authorized governmental entity.
- k) To comply with the terms of this Employment Eligibility Verification provision is made an express condition of this Agreement and COUNTY and TPO may treat a failure to comply as a material breach of this Contract.

Section 19 – Force Majeure. Neither FIRM nor TPO shall be considered to be in default in the performance of its obligations under this Agreement, except obligations to make payments with respect to amounts already accrued, to the extent that performance of any such obligations is prevented or delayed by any cause, existing or future, which is beyond the reasonable control and not a result of the fault or negligence of, the affected Party (a "Force Majeure Event"). If a Party is prevented or delayed in the performance of any such obligations by a Force Majeure Event, such Party shall immediately provide notice to the other Party of the circumstances preventing or delaying performance and the expected duration thereof. Such notice shall be confirmed in writing as soon as reasonably possible. The Party so affected by a Force Majeure Event shall endeavor, to the extent reasonable, to remove the obstacles which prevent performance and shall resume performance of its obligations as soon as reasonably practicable. A Force Majeure Event shall include, but not be limited to acts of civil or military authority (including courts or regulatory agencies), acts of God, war, riot, or insurrection, inability to obtain required permits or licenses, hurricanes and severe floods, pandemics and epidemics.

Section 20 – Counterparts. Original signatures transmitted and received via facsimile or other electronic transmission of a scanned document, (e.g., PDF or similar format) are true and valid signatures for all purposes hereunder and shall bind the Parties to the same extent as that of an original signature. Any such facsimile or electronic mail transmission shall constitute the final agreement of the Parties and conclusive proof of such agreement. Any such electronic counterpart shall be of sufficient quality to be legible either electronically or when printed as hardcopy. COUNTY shall determine legibility and acceptability for public record purposes. This

Agreement may be executed in one or more counterparts, each of which shall for all purposes be deemed to be an original and all of which shall constitute the same instrument.

Section 21 – FIRM Conduct: These Guidelines govern FIRM while doing work on COUNTY and TPO property, as well as its employees, agents, consultants, and others on COUNTY and TPO property in connection with FIRM's work or at FIRM's express or implied invitation.

- **Courtesy and Respect:** TPO is a diverse government institution and it is critical that FIRM and its employees conduct themselves in a manner that is lawful, courteous, businesslike, and respectful of all staff, guests, or visitors.
- **Language and Behavior:** FIRM and its employees cannot engage in behavior that is rude, threatening, or offensive. Use of profane or insulting language is prohibited. Harassment of any type, including sexual harassment is strictly prohibited. Abusive, derogatory, obscene or improper language, gestures, remarks, whistling, cat calls or other disrespectful behavior cannot be tolerated. Roughhousing, fighting, fisticuffs, physical threats, destruction of property, vandalism, littering, or physical abuse of anyone on COUNTY and TPO property is not permitted under any circumstance.
- **No Weapons, Alcohol, or Drugs:** The use, possession, distribution, or sale of any weapon, alcohol, illegal drug, or controlled dangerous substance by FIRM or its employees is prohibited. Offenders will be removed from COUNTY and TPO property and/or reported to law enforcement.
- **Smoking:** FIRM and its employees are not permitted to smoke in or near any COUNTY and TPO buildings.
- **Fraternalization:** FIRM and its employees may not fraternize or socialize with COUNTY and TPO staff.
- **Appearance:** FIRM and its employees are required to wear appropriate work wear, hard hats and safety footwear, as the case may be, while on the job. Articles of clothing must be neat and tidy in appearance, and cannot display offensive or inappropriate language, symbols or graphics. TPO has the right to decide if such clothing is inappropriate.

FIRM is responsible for its employees, agents, consultants and guests. If prohibited conduct does occur, FIRM will take all necessary steps to stop and prevent any future occurrence. Any breach of these conditions will result in the removal of the person responsible from COUNTY and TPO property and prohibited actions could result in the immediate termination of any or all of FIRM's contracts with COUNTY and TPO.

Section 22 – Authority to Obligate. Each person signing this Agreement on behalf of either Party individually warrants that he or she has full legal power to execute this Agreement on behalf of the Party for whom he or she is signing, and bind and obligate such Party with respect to all provisions contained in this Agreement.

Section 23 – Law, Venue, Waiver of Jury Trial, Attorney's Fees. This Agreement and all the Contract Documents shall be construed according to the laws of Florida and shall not be construed more strictly against one party than against the other because it may have been drafted by one of the parties. In the event of any legal proceeding arising from or related to this Agreement; (1) venue for state or federal legal proceedings shall be in Marion County, Florida, (2) for civil proceedings, the parties consent to trial by the court and waive right to jury trial, (3) the prevailing party shall be entitled to recover all of its costs, including attorney fees. This section shall survive the termination of the Agreement.

Section 24 – Scrutinized Companies, pursuant to Section 287.135, F.S.

A. Certification.

1. If this Agreement is for One Million Dollars or more, FIRM certifies that at the time it submitted its bid or proposal for this Agreement or before entering into this Agreement or renewing same, FIRM was not then and is not now:
 - a. On the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S., or
 - b. Engaged in business operations in Cuba or Syria.
2. If this Agreement is for any amount, FIRM certifies that at the time it submitted its bid or proposal for this Agreement or before entering into this Agreement or renewing same, FIRM was not then and is not now:
 - a. On the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or
 - b. Engaged in a boycott of Israel.

B. Termination, Threshold Amount. TPO may, entirely at its option, terminate this Agreement if it is for One Million Dollars and FIRM meets any of the following criteria.

1. Was entered into or renewed on or after July 1, 2011, through June 30, 2012, and FIRM is found to meet any of the following prohibitions:
 - a. Submitted a false certification as provided under Section 287.135(5), F.S., or

- b. Been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S.
- 2. Was entered into or renewed on or after July 1, 2012, through September 30, 2016, and FIRM is found to meet any of the following prohibitions:
 - a. Submitted a false certification as provided under Section 287.135(5), F.S.;
 - b. Been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S.; or
 - c. Been engaged in business operations in Cuba or Syria.
- 3. Was entered into or renewed on or after October 1, 2016, through June 30, 2018, and FIRM is found to meet any of the following conditions:
 - a. Submitted a false certification as provided under Section 287.135(5), F.S.;
 - b. Been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S.;
 - c. Been engaged in business operations in Cuba or Syria; or
 - d. Been placed on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or is engaged in a boycott of Israel.
- 4. Was entered into or renewed on or after July 1, 2018, and FIRM is found to meet any of the following prohibitions:
 - a. Submitted a false certification as provided under Section 287.135(5), F.S.;
 - b. Been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S.; or
 - c. Been engaged in business operations in Cuba or Syria.
- C. Termination, Any Amount. COUNTY and TPO may, entirely at its option, terminate this Agreement if it is for any amount and meets any of the following criteria.
 - 1. Was entered into or renewed on or after July 1, 2018, and
 - 2. FIRM is found to have been placed on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or is engaged in a boycott of Israel.
- D. Comply; Inoperative. The Parties agree to comply with Section 287.135, F.S., as it may change from time to time during the Term. The contracting prohibitions in this Section become inoperative on the date that Federal law ceases to authorize the State of Florida to adopt and enforce such contracting prohibitions.

Section 25 – Sovereign Immunity. Nothing in the Agreement shall be deemed to waive the sovereign immunity protections provided COUNTY and TPO pursuant to Florida law. Notwithstanding anything stated to the contrary in the Agreement, any obligation of COUNTY and TPO to indemnify FIRM, if provided, is limited and shall not exceed the limits set forth in Section 768.28, Florida Statutes. This Section shall survive the termination of the Agreement. This section shall survive the termination of the Agreement.

Section 26 – On-Going Compliance. The Parties acknowledge that the Agreement may contain provisions prescribed by laws, statutes, and regulations that can change during the Term of the Agreement. The Parties understand and agree that the Agreement is intended to reflect and require the Parties’ compliance with all laws at all times. The Parties expressly and specifically agree to perform the Agreement in full compliance with the governing laws, statutes, and regulations, as same may change from time to time.

Section 27 – Exhibits/Attachments. The following attachments are hereby incorporated into this Agreement as part hereof as though fully set forth herein: **EXHIBIT A – Scope of Work, EXHIBIT B- Fee Schedule, and EXHIBIT C- Federal Compliance.**

Section 28 – Notices. The Agreement provides for Notices and all other communications to be in writing and sent by certified mail return receipt requested or by hand delivery. FIRM’s and COUNTY’s and TPO representatives and addresses for notice purposes are:

FIRM: World Wide Trades USA, LLC dba Blu Creative Digital Technologies
 3191 Coral Way Suite 404A, Miami, FL 33145
 CONTACT PERSON: Luis Diaz | Phone: 855-937-3726

COUNTY: Ocala Marion Transportation Planning Organization (TPO)
 c/o Marion County, a political subdivision of the State of Florida
 2710 E Silver Springs Blvd, Ocala, FL 34470

A copy of all notices to COUNTY hereunder shall also be sent to:

Procurement Services Director
Marion County Procurement Services Department
2631 SE 3rd St., Ocala, FL 34471

Alternatively, the parties may elect to receive said notices by e-mail. COUNTY hereby elects to receive all notices solely by email and designates its email address as procurement@marionfl.org. If FIRM agrees to accept all notices solely by e-mail and acknowledges and accepts the inherent risks that come with accepting notices solely by e-mail, FIRM may designate up to two (2) e-mail addresses: luis@blucreative.dev and maureen@blucreative.dev. Designation signifies FIRM's election to accept notices solely by e-mail.

IN WITNESS WHEREOF the Parties have entered into this Agreement, as approved by the Marion County Board of County Commissioners, on the date of the last signature below.

ATTEST:

**OCALA MARION TRANSPORTATION
PLANNING, ORGANIZATION, through its
GOVERNING BOARD**

GREGORY C. HARRELL, DATE
MARION COUNTY CLERK OF COURT

CARL ZALAK, III DATE
CHAIRMAN

**FOR USE AND RELIANCE OF MARION
COUNTY ONLY, APPROVED AS TO FORM
AND LEGAL SUFFICIENCY**

TPO BOARD APPROVED: August 26, 2025
25P-065 | TPO Website

For:  8/8/25

MATTHEW G. MINTER, DATE
MARION COUNTY ATTORNEY

WITNESS:

**WORLD WIDE TRADES USA, LLC DBA BLU
CREATIVE DIGITAL TECHNOLOGIES**

SIGNATURE

BY: DATE

PRINTED NAME

PRINTED:

WITNESS:

ITS: (TITLE)

SIGNATURE

PRINTED NAME

RFP 25P-065 TPO Website

EXHIBIT A- SCOPE OF WORK

Introduction

About the TPO

Established in 1981, the Ocala/Marion County Transportation Planning Organization (TPO) is a federally-mandated agency responsible for the planning and prioritizing of state and federal funding to roadway, bicycle and pedestrian, transit and aviation projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of stakeholders and the public.

The TPO is governed by a 12-member Board of locally elected officials. The expertise of the staff and leadership of the TPO Board are supplemented by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and the Transportation Disadvantaged Local Coordinating Board (TDLCB). Collectively, these boards and committees provide guidance and policymaking decisions for the organization. The work of the TPO is guided by federal and state legislation, including U.S. Code Title 23 and 49 and Florida Statute 339 and 427.

The Ocala Marion TPO's MISSION STATEMENT is to plan for a future transportation system that is safe and accessible for the residents and visitors of our community.

The Ocala Marion TPO's VISION STATEMENT is a transportation system that supports growth, mobility, and safety through leadership and planning.

Project Overview

The TPO is seeking to work with a Contractor for the design and development of a new website and accompanying content management system (CMS). The Contractor will also support the TPO new website through ongoing hosting and maintenance. The TPO will continue to maintain the website registered domain. This project is fully funded by a consolidated federal planning grant from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the TPO's two-year Unified Planning Work Program (UPWP) budgetary document.

The TPO's current website (<https://ocalamariontpo.org>) is used as a vitally important tool to provide and receive information from the general public and public partner agencies. The goal of this RFP is the creation of a new website that will continue to serve as the TPO's primary tool for effective dissemination and communication of information, and location of federal and state required planning documents.

The new website will generally remain static and does not require dynamic functionality of commercial or business websites or public news websites. The TPO's current website utilizes a WordPress platform, and was originally developed in 2019. Over the past five to six years, there have been many advanced technological changes to websites, such as CMS and interactive website components. A new website will enable the TPO stay up to date and address the following needs and requirements:

- Compliance with Americans with Disabilities Act (ADA)

- Compatibility with multiple web browsers (explorer, chrome, firefox, safari, etc.)
- Responsive site design to accommodate all users (mobile phones, laptops, tablets, etc.)
- Visually professional appearance
- Ease of navigation and user-friendly design
- CMS that provides diverse color and font choices, creating and editing content quickly and easily by TPO staff
- Flexibility to incorporate interactive features and new content
- Search engine optimization (SEO) to ensure consistent results
- Quick/rapid loading of materials and downloads for users
- Seamless integration of the TPO's social media channels
- Tracking analytics, including an audit log of user activity and monitoring on the backend of the website, which will be provided on a monthly basis. Google analytics should be incorporated into the website solution
- Any custom code, plugins and third-party software required for the website to function will be identified and maintained by the Contractor
- Secure and regularly monitored service and data environment to protect against malware, intrusion, phishing and other forms of hacking and spamming or open ports that adheres to best practices in web and data security. Contractor shall have controls in place to secure all data and provide a full back up, so the website is up with little down time
- Ensure downtime is minimized, with a guaranteed response time and reporting mechanisms to log activity, debugging, traffic monitoring, server health and compatibility issues to ensure > 99.5% access to end users and TPO staff, even during times of emergency

The TPO also requires a website that also allows for an interactive platform for receiving comments, such as an online public feedback form and email sign-up. Other necessary features include interactive calendars of events and meetings, and intuitive navigation menus.

Accessibility

The new website must comply with U.S. Code of Federal Regulations (CFR) 28 CFR 35.160 and 49 CFR 27.7 to ensure accessibility for all members of the public with physical disabilities and limited motor skills. The website must also be consistent with ADA and Web Content Accessibility Guidelines (WCAG). The new website must also integrate a translation feature to provide multilingual capability.

Project Tasks

The Contractor will be responsible for completing and/or supporting the following task activities. Each task is organized by work area and includes a summary of responsibilities and deliverables, along with required coordination with the TPO during the project.

Task 1: Design of New TPO Website

Task 2: Migration of Content from Existing TPO Website to New TPO Website

Task 3: TPO Staff Training and Guidance Document

Task 4: Annual Maintenance and Hosting of New TPO Website

Task 1: Design of New TPO Website

1.1 Kick-Off Meeting: The Contractor will meet with TPO staff to determine the conceptual website design. TPO staff will provide a comprehensive list of existing content based on information from the current website and identified future website needs.

1.2 Wireframe and Layout: The Contractor will develop a draft Wireframe diagram and website homepage layout. TPO staff will review and provide feedback on a draft Wireframe, including website page changes. The Contractor will then make modifications to finalize a TPO-staff approved final Wireframe diagram and homepage layout.

1.3 Content Management System (CMS): The Contractor will create and design a CMS and hosting server based on the final Wireframe diagram and homepage layouts. The CMS will be a modern, secure, interactive platform approved by the TPO to allow for built-in features, customization and the ability to add components or plug-ins. The CMS will have a comprehensive search option which optimizes Search Engine Optimization (SEO) for the website. The CMS will allow TPO staff to easily change content and create new layouts and new pages, as needed. The CMS will also support online surveys and comment forms to help the TPO receive feedback and comments from the public. The CMS must be a platform that is demonstrated to be relevant to the specific needs of the TPO. Flexibility should be provided for TPO staff to readily and easily update, manage and create content.

1.4 Content Management System Review and Approval: The Contractor will coordinate with TPO staff on the CMS and include at least two rounds of reviews and edits to ensure all necessary adjustments and modifications are completed. This includes the Contractor performing an internal quality assurance/quality control (QA/QC). The Contractor will also provide the TPO with a digital backup of the website content at this stage of the process.

1.5 Third Party Software, Plugins and Custom Code: If third-party software, plugins and custom code are required for the website to function, they must be identified and approved by the TPO. As the new website host, the contractor will be responsible for maintaining any approved third-party software, plugins and custom code.

Task 2: Migration of Content from Existing TPO Website to New TPO Website

2.1 Migration Process: The Contractor will migrate all the identified existing content from the existing website to the new website, with the requirement of maintaining the current domain (www.ocalamariontpo.org).

2.2 Migrated Content: The Contractor will review and assure migrated content is formatted to meet accessibility requirements and priorities as outlined.

2.3 QA/QC Process: The Contractor will conduct an extensive QA/QC of the new website after receiving comments and/or modification requests from TPO staff.

2.4 Migration Webinar: The Contractor will conduct one (1) online virtual meeting to demonstrate and guide TPO staff through the new website to ensure all content was fully migrated and the website functions based on the expectations by the TPO.

Task 3: TPO Staff Training and Guidance Document

3.1 Training: Upon completion of the new website, the Contractor will conduct one (1) online virtual training session to TPO staff, which includes an overview of managing the CMS, content and ongoing updates. The Contractor shall provide a comprehensive tutorial to ensure TPO staff are educated about using the new website. The Contractor will provide training for best practices in maintaining content and to meet Accessibility standards.

3.2 Website Guidance: The Contractor will provide a user-manual summary document that outlines the basics or “how to” steps of maintaining and updating the new website. The document will be an important resource to the TPO to ensure staff members may readily update pages and content. The document should include, but not limited to logging in/access, uploading and updating text and existing pages, creating new pages or sub-pages, editing font and headings, creating and updating calendar items, uploading images and documents, and ensuring accessibility standards are followed.

Task 4: Annual Hosting and Maintenance of New TPO Website

4.1 Annual Hosting: The Contractor will provide the annual hosting for the new website. The new website will be seamlessly transferred and launched within the TPO’s current website domain.

4.2 Annual Maintenance: The Contractor will provide all necessary tasks for the maintenance of the new website in an annual maintenance plan. The Contractor will also provide a summary of approaches to the following specific maintenance task items.

- Technical support during normal business hours (8:00 am to 5:00 pm) and after hour support for emergency situations or outages.
- Updates to CMS and any enhancements such as plug-ins.
- Provide storage for the operation and growth of the website without the risk of crashing or storage issues.
- Disaster recovery to minimize down time. This includes providing priority emergency support for any hacks, downtime and broken links (HTTP 404) found on the website, with plan to restore the site in no more than one calendar day at no cost to the TPO.
- Distributed Denial of Service (DDoS).
- Back-up frequency (Backups should include content, assets and code for website to assure disaster recovery measures are in place for recovery (a fail-safe environment).
- Guaranteed percent of uptime.

TPO Staff Support

The TPO will support the Contractor by providing all written content, photos, diagrams and documents, most of which will be derived from the current website. TPO staff may provide additional information, as necessary, and per recommendations by the Contractor.

Project Deliverables

The following summarizes the specific deliverables of the project.

1. Project timeline to perform all required project work with milestones
2. New website wireframe diagram and layout
3. Content Management System (CMS)
4. Digital backup of the new website
5. Draft and final new website design
6. CMS with all migrated content from the existing website
7. Online virtual training session
8. Website guidance document
9. Disaster Recovery Plan
10. Annual maintenance commitment and cost
11. Annual hosting commitment and cost

Terms of Contract

The contract is for the design and development of a new website, having the site fully operational, including staff training and specifications as outlined in the project tasks, no later than January 26, 2026. No exceptions. The term for website hosting and maintenance services shall be in effect when the website is launched through January 31, 2029. Pending mutual agreement and approval by the TPO Board, the Term may be renewed for two (2) additional, one (1) year terms. Prices shall remain firm for the term of the contract and renewal years.

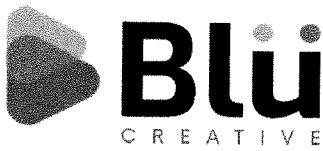


EXHIBIT B- FEE SCHEDULE

PRICING PROPOSAL - USD

Renewal pricing fixed for 2 years from the date of agreement; subject to inflationary adjustment (max 5%) thereafter.

Base Website Development Costs	One-Time Cost
Municipal Website Development (Base Package)	\$ 24,784.55
Discovery & Planning	included
UX & Design	included
Front-End & Back-End Development	included
CMS Custom Development (DynaCore)	included
Content Migration	included
Accessibility Compliance Testing for Launch (WCAG 2.1 AA-ready)	included
Pre-Launch Staging Server	included
Quality Assurance & Testing	included
Launch Preparation & Go-Live	included
30 Days Post-Launch Support	included
Remote Training	\$ 800.00
Total - Website Build	\$ 25,584.55

Hosting Charges - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
Hosting & Maintenance Plan - Annual	3,950.00	4,147.50	4,354.88	4,572.62	4,801.25
DigitalOcean server environment	included	included	included	included	included
8 GB RAM, 160 GB NVMe SSD, 4-Core CPU					
5 TB Bandwidth					
SSL/TLS					
10 Day Retention Program for Backups					
Vercel front-end delivery (CDN-powered)	included	included	included	included	included
50 GB fast origin transfer					
1 TB edge-to-user transfer					
ISR caching for up to 10 million read/write/config requests					
SSL certificate Installation / Provision	included	included	included	included	included
Server maintenance	included	included	included	included	included
Server system updates	included	included	included	included	included
Uptime monitoring	included	included	included	included	included
Daily backups & disaster recovery	included	included	included	included	included

Compliance Audit - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
Website Audit, Manual and Automated audit process	3,500.00	3,640.00	3,785.60	3,937.02	4,133.88



OPTIONAL ITEMS - USD

Renewal pricing fixed for 2 years from the date of agreement; subject to inflationary adjustment (max 5%) thereafter.

Hosting Upgrades	Annual Cost
Staging Server Upgrade	2,100.00
DigitalOcean server environment	included
16 GB RAM, 320 GB NVMe SSD, 8-Core Processor	
6 TB Bandwidth	
SSL/TLS	

Training Upgrade	One-Time Cost
In-Person Staff Training	1,500.00
6 Hour training , divided into 2 or 3 sessions	included
Printed materials	included

CMS, Technical & Digital Customization Support	Annual Cost
Content Management System (CMS)	3,500.00
DynaCore CMS updates & patching	included
Plugin/module maintenance	included
Technical support and system monitoring	included

Bank of Hours Program - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
Bank of Hours	5,760.00	5,932.80	6,110.78	6,294.11	6,482.41
72 hours (6 hours per month)	included	included	included	included	included
Web updates	included	included	included	included	included
Manual Accessibility adjustments	included	included	included	included	included
Content posting	included	included	included	included	included
Plugin configuration	included	included	included	included	included

Web Accessibility - Section 508/ADA Services - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
NeuroAI - Accessibility (ADA) AI tool	4,320.00	4,449.60	4,583.09	4,720.58	4,862.20

Website Remediation Report - Yearly	Year 1	Year 2	Year 3	Year 4	Year 5
Annual Remediation Report	7,500.00	7,762.50	8,034.19	8,315.38	8,606.42

25P-065 TPO WEBSITE

EXHIBIT C- FEDERAL COMPLIANCE

TITLE VI/NONDISCRIMINATION ASSURANCE

The Contractor herein assures the TPO and County that said Contractor is compliant with Title VI of the 1964 Civil Rights Act, as amended, and the Florida Civil Rights Act of 1992 in that the Contractor does not on the grounds of race, color, national origin, religion, sex, age, handicap or marital status, discriminate in any form or manner against the employees of the Contractor or its applicants for employment. The Contractor understands and agrees that this Agreement is conditioned upon the veracity of this Statement of Assurance. Furthermore, the Contractor herein assures the TPO and County that said Contractor shall comply with Title VI of the Civil Rights Act of 1964 when any Federal grant is involved. Other applicable Federal and State laws, executive orders and regulations prohibiting the type of discrimination as herein above delineated are included by this reference thereto. This Statement of Assurance shall be interpreted to include Vietnam Era Veterans and Disabled Veterans within its protective range of applicability.

The Contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out the requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of the contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the Consultant from future bidding as non-responsible.

During the performance of this contract, the Contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

(1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement. The current specifications for DBE certifications may be found at: <https://www.fdot.gov/equalopportunity/dbecertification.shtm>

(2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of sub-contractors, including procurements of

materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Sub-contractors, including Procurements of Materials and Equipment: In All solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.

(4) Information and Reports: The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
- b. Cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or

supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

(7) Compliance with Nondiscrimination Statutes and Authorities: Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DISCLOSURE OF LOBBYING ACTIVITIES

375-030-34
PROCUREMENT
02/16

Is this form applicable to your firm?

YES ☐ NO ☐

If *no*, then please complete section 4
below for "Prime"

1. Type of Federal Action: a. contract b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: a. bid/offer/application b. initial award c. post-award	3. Report Type: a. initial filing b. material change For Material Change Only: Year: _____ Quarter: _____ Date of last report: _____ (mm/dd/yyyy)
4. Name and Address of Reporting Entity: <input type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, <i>if known</i> : _____ _____ _____ Congressional District, <i>if known</i> : 4c _____		5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: _____ _____ _____ Congressional District, <i>if known</i> : _____
6. Federal Department/Agency: _____ _____ _____	7. Federal Program Name/Description: _____ _____ _____ CFDA Number, <i>if applicable</i> : _____	
8. Federal Action Number, if known: _____	9. Award Amount, if known: \$ _____	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> _____ _____ _____ _____	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> _____ _____ _____ _____	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.		
Signature: _____ Print Name: _____ Title: _____ Telephone No.: _____ Date (mm/dd/yyyy): _____		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)
Federal Use Only:		

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the fullname, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the Federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitation for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

(b) Enter the full names of the individual(s) performing services, and include full address if different from 10 (a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB Control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**CERTIFICATION FOR DISCLOSURE OF LOBBYING ACTIVITIES
ON FEDERAL-AID CONTRACTS**
(Compliance with 49CFR, Section 20.100 (b))

375-030-33
PROCUREMENT
10/01

The prospective participant certifies, by signing this certification, that to the best of his or her knowledge and belief:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, 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 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.

(2) If any funds other than federal appropriated funds have been paid or will be paid 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 federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions. (Standard Form-LLL can be obtained from the Florida Department of Transportation's Professional Services Administrator or Procurement Office.)

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his or her proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

Name of Consultant: _____

By: _____ Date: _____

Authorized Signature: _____

Title: _____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
INELIGIBILITY AND VOLUNTARY EXCLUSION-
LOWER TIER COVERED TRANSACTIONS FOR FEDERAL AID CONTRACTS**
(Compliance with 2 CFR Parts 180 and 1200)

375-030-32
PROCUREMENT
11/15

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant/Contractor: _____

By: _____

Date: _____

Title: _____

Instructions for Certification

Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

- a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.
- b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
- c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.
- d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).
- e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
- f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.
- g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.
- h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DRUG-FREE WORKPLACE PROGRAM CERTIFICATION

287.087 Preference to businesses with drug-free workplace programs. --Whenever two or more bids, proposals, or replies that are equal with respect to price, quality, and service are received by the state or by any political subdivision for the procurement of commodities or contractual services, a bid, proposal, or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

(1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

(2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

(3) Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).

(4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than 5 days after such conviction.

(5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.

(6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

Does the individual responding to this solicitation certify that their firm has implemented a drug-free workplace program in accordance with the provision of Section 287.087, Florida Statutes, as stated above?

☐ YES

☐ NO

NAME OF BUSINESS: _____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRUTH IN NEGOTIATION CERTIFICATION

375-030-30
PROCUREMENT
05/14

Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, or as prescribed in the contract advertisement.

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

Name of Consultant

By: _____

Date

EQUAL OPPORTUNITY

As a sub-recipient of Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, the TPO is required to participate in the Florida Department of Transportation (FDOT) Disadvantaged Business Enterprise (DBE) program. In accordance with 49 Code of Federal Regulations (CFR) Part 26 and the FDOT DBE Program Plan, DBE participation shall be achieved through race-neutral methods. Race neutral means that the TPO can likely achieve the overall DBE aspirational goal of 10.54% 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 DBEs 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 delineated 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. More information is available by visiting:

<https://www.fdot.gov/equalopportunity/serviceproviders.shtm>

or calling 850-414-4750. The TPO has a DBE participation program policy document that reflects the FDOT DBE Plan and can be found at the TPO website:

<https://ocalamariontpo.org/disadvantaged-business-enterprise-program-dbe/>

The FDOT DBE Plan can be found at: <https://www.fdot.gov/equalopportunity/dbe-plan>

<https://www.fdot.gov/equalopportunity/dbecertification.shtm>

Participation by DBE's: The Contractor shall agree to abide by the following statement from 49 CFR 26.13(b). This statement shall be included in all subsequent agreements between the Contractor and any subcontractor.

"The Contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in termination of this contract or other such remedy as the recipient deems appropriate."

Pursuant to 49 CFR 26.11(c), the Contractor shall submit the bid opportunity list at the time of this contract execution and shall enter all future DBE commitment and payment information in the Florida Department of Transportation Equal Opportunity Compliance (EOC) system.

The Contractor shall request access to the EOC system using Form No. 275-021-30. For more information on the FDOT DBE program and how to become UCP-Certified, visit the FDOT's DBE website: <https://www.fdot.gov/equalopportunity/dbecertification.shtm>

DBE Utilization

The Department began its DBE race neutral program January 1, 2000. **Contract specific goals are not placed on Federal/State contracts;** however, the Department has an overall 10.65% DBE goal it must achieve. In order to assist contractors in determining their DBE commitment level, the Department has reviewed the estimates for this letting.

As you prepare your bid, please monitor potential or anticipated DBE utilization for contracts. When the low bidder executes the contract with the Department, information will be requested of the contractor's DBE participation for the project. While the utilization is not mandatory in order to be awarded the project, continuing utilization of DBE firms on contracts supports the success of Florida's DBE Program, and supports contractors' Equal Employment Opportunity and DBE Affirmative Action Programs.

Any project listed as 0% DBE availability does not mean that a DBE may not be used on that project. A 0% DBE availability may have been established due to any of the following reasons: limited identified subcontracting opportunities, minimal contract days, and/or small contract dollar amount. Contractors are encouraged to identify any opportunities to subcontract to DBE's.

Please contact the Equal Opportunity Office at (850) 414-4747 if you have any questions regarding this information.

DBE Reporting

If you are the prime contractor on a project, enter your DBE participation in the Equal Opportunity Compliance system prior to the pre-construction or pre-work conference for all federal and state funded projects. This **will not** become a mandatory part of the contract. It will assist the Department in tracking and reporting planned or estimated DBE utilization. During the contract, the prime contractor is required to report actual payments to DBE and MBE subcontractors through the web-based Equal Opportunity Compliance (EOC) system.

All DBE payments must be reported whether or not you initially planned to utilize the company. In order for our race neutral DBE Program to be successful, your cooperation is imperative. If you have any questions, please contact EOOHelp@dot.state.fl.us.

Bid Opportunity List

The Federal DBE Program requires States to maintain a database of all firms that are participating or attempting to participate on FDOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on FDOT-assisted projects, including both **DBE's and non-DBEs**.

Please complete the Bidders Opportunity List through the Equal Opportunity Compliance system within 3 business days of submission of the bid or proposal for ALL subcontractors or sub-consultants who quoted to you for specific project for this letting. The web address to the Equal Opportunity Compliance system is: <https://www.fdot.gov/equalopportunity/eoc.shtml>.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DBE BID PACKAGE INFORMATION

275-030-11
EQUAL OPPORTUNITY OFFICE
09/19
Page 2 of 2

DBE/AA Plans

Contractors bidding on FDOT contracts are to have an approved DBE Affirmative Action Plan (FDOT Form 275-030-11B) on file with the FDOT Equal Opportunity Office before execution of a contract. DBE/AA Plans must be received with the contractors bid or received by the Equal Opportunity Office prior to the award of the contract.

Plans are approved by the Equal Opportunity Office in accordance with Ch. 14-78, Florida Administrative Code. Plans that do not meet these mandatory requirements may not be approved. Approvals are for a (3) three year period and should be updated at anytime there is a change in the company's DBE Liaison Officer and/or President. Contractors may evidence adoption of the DBE/AA Policy and Plan and/or a change in the designated DBE Liaison officer as follows:

- Print the first page of the document on company stationery ("letterhead") that indicates the company's name, mailing address, phone number, etc.
- Print the company's name in the "____" space; next to "Date" print the month/day/year the policy is being signed; record the signature of the company's Chief Executive Officer, President or Chairperson in the space next to "by" and print the full first and last name and position title of the official signing the policy.
- Print the DBE Liaison's full name, email address, business mailing address and phone number the bottom of email.

E-mail the completed and signed DBE AA Plan to: **eeoforms@dot.state.fl.us**.

The Department will review the policy, update department records and issue a notification of approval or disapproval; a copy of the submitted plan will not be returned to the contractor.

Prompt Payment

(A) The Contractor, before receipt of any progress payment under the provisions of such contract, to certify that the prime consultant has disbursed to all subconsultants and suppliers having an interest in the contract their pro rata shares of the payment out of previous progress payments received by the prime Contractor for all work completed and materials furnished in the previous period, less any retainage withheld by the prime Contractor pursuant to an agreement with a subcontractor, as approved by the TPO for payment. The TPO shall not make any such progress payment before receipt of such certification, unless the Contractor demonstrates good cause for not making any such required payment and furnishes written notification of any such good cause to both the TPO and the affected subcontractor and suppliers.

(B) The Contractor, within 30 days of receipt of the final progress payment or any other payments received thereafter except the final payment, to pay all subconsultants and suppliers having an interest in the contract their pro rata shares of the payment for all work completed and materials furnished, unless the Contractor demonstrates good cause for not making any such required payment and furnishes written notification of any such good cause to both the TPO and the affected subcontractor or suppliers within such 30-day period.

(C) Each invoice on a contract with DBE participation will be required to be submitted on DOT standard invoice format requiring DBE breakout and the above Prompt Payment statement attached to it.

CSIO**CERTIFICATE OF LIABILITY INSURANCE**

This certificate is issued as a matter of information only and confers no rights upon the certificate holder and imposes no liability on the insurer.
This certificate does not amend, extend or alter the coverage afforded by the policies below.

1. CERTIFICATE HOLDER - NAME AND MAILING ADDRESS		2. INSURED'S FULL NAME AND MAILING ADDRESS	
To whom it may concern		Blü Creative Digital Technologies Inc.	
		3565, Rue Jarry Est, Bureau 310	
		Montreal, QC	
POSTAL CODE		POSTAL CODE H1Z 2G1	

3. DESCRIPTION OF OPERATIONS/LOCATIONS/AUTOMOBILES/SPECIAL ITEMS TO WHICH THIS CERTIFICATE APPLIES (but only with respect to the operations of the Named Insured)
Software developer

4. COVERAGES

This is to certify that the policies of insurance listed below have been issued to the insured named above for the policy period indicated notwithstanding any requirements, terms or conditions of any contract or other document with respect to which this certificate may be issued or may pertain. The insurance afforded by the policies described herein is subject to all terms, exclusions and conditions of such policies.


LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS

TYPE OF INSURANCE	INSURANCE COMPANY AND POLICY NUMBER	EFFECTIVE DATE YYYY/MM/DD	EXPIRY DATE YYYY/MM/DD	LIMITS OF LIABILITY (Canadian dollars unless indicated otherwise)		
				COVERAGE	DED.	AMOUNT OF INSURANCE
COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE OR <input checked="" type="checkbox"/> OCCURRENCE <input checked="" type="checkbox"/> PRODUCTS AND / OR COMPLETED OPERATIONS <input type="checkbox"/> EMPLOYER'S LIABILITY <input type="checkbox"/> CROSS LIABILITY <input checked="" type="checkbox"/> TENANTS LEGAL LIABILITY <input type="checkbox"/> POLLUTION LIABILITY EXTENSION	Intact Assurance 364-6500	2024/12/21	2025/12/21	COMMERCIAL GENERAL LIABILITY BODILY INJURY AND PROPERTY DAMAGE LIABILITY - GENERAL AGGREGATE - EACH OCCURRENCE	1,000	2,000,000
				PRODUCTS AND COMPLETED OPERATIONS AGGREGATE	1,000	2,000,000
				<input type="checkbox"/> PERSONAL INJURY LIABILITY OR <input checked="" type="checkbox"/> PERSONAL AND ADVERTISING INJURY LIABILITY		2,000,000
				MEDICAL PAYMENTS		50,000
				TENANTS LEGAL LIABILITY	1,000	500,000
				POLLUTION LIABILITY EXTENSION		
				NON OWNED AUTOMOBILE		2,000,000
<input checked="" type="checkbox"/> NON-OWNED AUTOMOBILES <input type="checkbox"/> HIRED AUTOMOBILES	Intact Assurance 364-6500	2024/12/21	2025/12/21	NON OWNED AUTOMOBILE		2,000,000
AUTOMOBILE LIABILITY <input type="checkbox"/> DESCRIBED AUTOMOBILES <input type="checkbox"/> ALL OWNED AUTOMOBILES <input type="checkbox"/> LEASED AUTOMOBILES ** <small>** ALL AUTOMOBILES LEASED IN EXCESS OF 30 DAYS WHERE THE INSURED IS REQUIRED TO PROVIDE INSURANCE</small>				BODILY INJURY AND PROPERTY DAMAGE COMBINED		
				BODILY INJURY (PER PERSON)		
				BODILY INJURY (PER ACCIDENT)		
				PROPERTY DAMAGE		
				EACH OCCURRENCE		
EXCESS LIABILITY <input type="checkbox"/> UMBRELLA FORM <input type="checkbox"/>				AGGREGATE		
OTHER LIABILITY (SPECIFY) <input checked="" type="checkbox"/> Errors or Omissions Liability	Intact Assurance 364-6500	2024/12/21	2025/12/21	Per event	5,000	2,000,000
<input checked="" type="checkbox"/> Errors or Omissions Liability	Intact Assurance 364-6500	2024/12/21	2025/12/21	Per year	5,000	2,000,000
<input checked="" type="checkbox"/> Cyber Liability	Intact Assurance 364-6500	2024/12/21	2025/12/21	Per year	5,000	2,000,000

5. CANCELLATION

Should any of the above described policies be cancelled before the expiration date thereof, the issuing company will endeavor to mail 0 days written notice to the certificate holder named above, but failure to mail such notice shall impose no obligation or liability of any kind upon the company, its agents or representatives.

6. BROKERAGE/AGENCY FULL NAME AND MAILING ADDRESS		7. ADDITIONAL INSURED NAME AND MAILING ADDRESS (but only with respect to the operations of the Named Insured)	
Geska Assurances & Conseils inc.			
5025 Boul. Lapinière bur. 5080			
Brossard, QC			
POSTAL CODE J4Z 0N5			
BROKER CLIENT ID: BLÜCREA-01		POSTAL CODE	

8. CERTIFICATE AUTHORIZATION			
ISSUER Geska Assurances & Conseils inc.		CONTACT NUMBER(S)	
AUTHORIZED REPRESENTATIVE Karl Johnson		TYPE Phone NO. (514) 373-8141	TYPE Fax NO. (514) 373-8142
SIGNATURE OF AUTHORIZED REPRESENTATIVE 		DATE 2025/4/25	EMAIL ADDRESS kjohnson@geska.ca

Federal Transit Administration (FTA) Clauses

As a sub-recipient of Federal Transit Administration (FTA) funding through FDOT, the TPO in coordination with Marion County Procurement has developed a procurement policy to be included with all applicable Professional Services/Architectural Engineering Services procurements and contracts. TPO procurements and contracts through Marion County shall be in accordance with Chapter 287, Florida Statutes, Chapter 60A, Florida Administrative Code, and the FTA Best Practices Procurement Manual. Additionally, geographic preferences are prohibited when procurements involve federal funds [(49.CFR 18.36 (c)(1)(2) and FTA C4220.1F, Chapter VI, Section 2.a(4)(g)].

This policy includes specific Federal clauses involving methods of procurement for Micro Purchases (less than \$2,500), Small Purchases (greater than \$2,500 but less than \$35,000) and Competitive Proposals (greater than \$35,000).

The Consultant shall comply with the applicable federal clauses as referenced in the following pages.


Resolution
No. 22-9

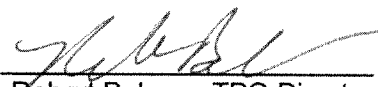
POLICY OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
ACQUISITION OF PROFESSIONAL SERVICES

The Ocala/Marion County Transportation Planning Organization (TPO) is designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Ocala/Marion County planning area.

This policy ensures the TPO follows the Federal Transit Administration (FTA) and Florida Department of Transportation (FDOT) in the procurement of Professional Services. As a sub-recipient of FTA funding, the TPO has developed this policy to be applicable to all TPO Professional Services/Architectural Engineering Services procurements and contracts. This will ensure TPO procurements and contracts shall be in accordance with Chapter 287, Florida Statutes, Chapter 60A, Florida Administrative Code, and the FTA Best Practices Procurement Manual. Additionally, geographic preferences are prohibited when procurements involve Federal funds [49.CFR 18.36 (c)(1)(2) and FTA C4220. 1F, Chapter VI, Section 2a(4)(g)].

This policy includes specific Federal clauses involving methods of procurement for Micro Purchases (less than \$2,500), Small Purchases (greater than \$2,500 but less than \$35,000) and Competitive Proposals (greater than \$35,000). Attachment 1 includes a summary of all applicable FTA clauses and mandatory language included with TPO Professional Services/Architectural Engineering Services procurements and contracts. This policy should be deemed to amend and become part of all future procurements and contracts, initiated by the TPO and communicated as to those needs with the Marion County Board of County Commissioners Procurement Services Department both at the time a solicitation begins and when the contract is written. The TPO will be responsible for clearly communicating these needs with the Marion County Board of County Commissioners Procurement Services Department.


Ire Bethea Sr., TPO Board Chair
6/28/22
Date


Robert Balmes, TPO Director
6/28/2022
Date

NO GOVERNMENT OBLIGATION TO THIRD PARTIES

The Recipient and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Recipient, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

49 U.S.C. § 5323(l) (1)

31 U.S.C. §§ 3801-3812

18 U.S.C. § 1001

49 C.F.R. part 31

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 *et seq.* and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. part 31, apply to its actions pertaining to this Project.

Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l) on the Contractor, to the extent the Federal Government deems appropriate. The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

ACCESS TO RECORDS AND REPORTS

49 U.S.C. § 5325(g)

2 C.F.R. § 200.333

49 C.F.R. part 633

Record Retention. The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, sub-agreements, leases, subcontracts, arrangements, other third-party agreements of any type, and supporting materials related to those records.

Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. § 200.333. The Contractor shall maintain all books, records, accounts and reports required under this Contract for a period of at not less than three (3) years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto.

Access to Records. The Contractor agrees to provide sufficient access to FTA and its Contractors to inspect and audit records and information related to performance of this contract as reasonably may be required.

Access to the Sites of Performance. The Contractor agrees to permit FTA and its Contractors' access to the sites of performance under this contract as reasonably may be required.

FEDERAL CHANGES

49 CFR Part 18

Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

CIVIL RIGHTS LAWS AND REGULATIONS

Civil Rights and Equal Opportunity

The AGENCY is an Equal Opportunity Employer. As such, the AGENCY agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the AGENCY agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

Under this Agreement, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

Nondiscrimination. In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees

to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

Race, Color, Religion, National Origin, Sex. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e *et seq.*, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Age. In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 *et seq.*, U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Disabilities. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*, the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 *et seq.*, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

49 C.F.R. part 26

For all DOT-assisted contracts, each FTA recipient must include assurances that third party Contractors will comply with the DBE program requirements of 49 C.F.R. part 26, when applicable. The following contract clause is required in all DOT-assisted prime and subcontracts: The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the Contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Further, recipients must establish a contract clause to require prime Contractors to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the recipient makes to the prime Contractor. 49 C.F.R. § 26.29(a). Finally, for contracts with defined DBE contract goals, each FTA recipient must include in each prime contract a provision stating that the Contractor shall utilize the specific DBEs listed unless the Contractor obtains the recipient's written consent; and that, unless the recipient's consent is provided, the Contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

As an additional resource, recipients can draw on the following language for inclusion in their federally funded procurements.

Overview

It is the policy of the AGENCY and the United States Department of Transportation ("DOT") that Disadvantaged Business Enterprises ("DBE's"), as defined herein and in the Federal regulations published at 49 C.F.R. part 26, shall have an equal opportunity to participate in DOT-assisted contracts. It is also the policy of the AGENCY to:

- Ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- Create a level playing field on which DBE's can compete fairly for DOT-assisted contracts;
- Ensure that the DBE program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 C.F.R. part 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in DOT assisted contracts;
- To promote the use of DBEs in all types of federally assisted contracts and procurement activities; and
- Assist in the development of firms that can compete successfully in the marketplace outside the DBE program.

This Contract is subject to 49 C.F.R. part 26. Therefore, the Contractor must satisfy the requirements for DBE participation as set forth herein. These requirements are in addition to all other equal opportunity employment requirements of this Contract. The AGENCY shall make all determinations with regard to whether or not a Bidder/Offeror is in compliance with the requirements stated herein. In assessing compliance, the AGENCY may consider during its review of the Bidder/Offeror's submission package, the Bidder/Offeror's documented history of non-compliance with DBE requirements on previous contracts with the AGENCY.

Contract Assurance

The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The Contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the AGENCY deems appropriate.

DBE Participation

For the purpose of this Contract, the AGENCY will accept only DBE's who are:
Certified, at the time of bid opening or proposal evaluation, by the FDOT DBE & Small Business Development Program at 850-414-4745; or

An out-of-state firm who has been certified by either a local government, state government or Federal government entity authorized to certify DBE status or an agency whose DBE certification process has received FTA approval; or

Certified by another agency approved by the FDOT.

DBE Participation Goal

The DBE participation goal for this Contract is set at 10.54%. This goal represents those elements of work under this Contract performed by qualified Disadvantaged Business Enterprises for amounts totaling not less than 10.54 % of the total Contract price. Failure to meet the stated goal at the time of proposal submission may render the Bidder/Offeror non-responsive.

Proposed Submission

Each Bidder/Offeror, as part of its submission, shall supply the following information:
A completed DBE Utilization Form (see below) that indicates the percentage and dollar value of the total bid/contract amount to be supplied by Disadvantaged Business Enterprises under this Contract.

A list of those qualified DBE's with whom the Bidder/Offeror intends to contract for the performance of portions of the work under the Contract, the agreed price to be paid to each DBE for work, the Contract items or parts to be performed by each DBE, a proposed timetable for the performance or delivery of the Contract item, and other information as required by the DBE Participation Schedule (see below). No work shall be included in the Schedule that the Bidder/Offeror has reason to believe the listed DBE will subcontract, at any tier, to other than another DBE. If awarded the Contract, the Bidder/Offeror may not deviate from the DBE Participation Schedule submitted in response to the bid. Any subsequent changes and/or substitutions of DBE firms will require review and written approval by the AGENCY.
An original DBE Letter of Intent (see below) from each DBE listed in the DBE Participation Schedule.

An original DBE Affidavit (below) from each DBE stating that there has not been any change in its status since the date of its last certification.

Good Faith Efforts

If the Bidder/Offeror is unable to meet the goal set forth above (DBE Participation Goal), the AGENCY will consider the Bidder/Offeror's documented good faith efforts to meet the goal in determining responsiveness. The types of actions that the AGENCY will consider as part of the Bidder/Offeror's good faith efforts include, but are not limited to, the following:

Documented communication with the AGENCY's DBE Coordinator (questions of IFB or RFP requirements, subcontracting opportunities, appropriate certification, will be addressed in a timely fashion);

Pre-bid meeting attendance. At the pre-bid meeting, the AGENCY generally informs potential Bidder/Offeror's of DBE subcontracting opportunities;

The Bidder/Offeror's own solicitations to obtain DBE involvement in general circulation media, trade association publication, minority-focus media and other reasonable and available means within sufficient time to allow DBEs to respond to the solicitation;

Written notification to DBE's encouraging participation in the proposed Contract; and Efforts made to identify specific portions of the work that might be performed by DBE's. The Bidder/Offeror shall provide the following details, at a minimum, of the specific efforts it made to negotiate in good faith with DBE's for elements of the Contract:

The names, addresses, and telephone numbers of DBE's that were contacted;

A description of the information provided to targeted DBE's regarding the specifications and bid proposals for portions of the work;

Efforts made to assist DBE's contacted in obtaining bonding or insurance required by the Bidder or the Authority.

Further, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted when a non-DBE subcontractor was selected over a DBE for work on the contract. 49 C.F.R. § 26.53(b) (2) (VI). In determining whether a Bidder has made good faith efforts, the Authority may take into account the performance of other Bidders in meeting the Contract goals. For example, if the apparent successful Bidder failed to meet the goal but meets or exceeds the average DBE participation obtained by other Bidders, the Authority may view this as evidence of the Bidder having made good faith efforts.

Administrative Reconsideration

Within five (5) business days of being informed by the AGENCY that it is not responsive or responsible because it has not documented sufficient good faith efforts, the Bidder/Offeror may request administrative reconsideration. The Bidder should make this request in writing to

the AGENCY's Administrative Coordinator. The Administrative Coordinator will forward the Bidder/Offeror's request to a reconsideration official who will not have played any role in the original determination that the Bidder/Offeror did not document sufficient good faith efforts.

As part of this reconsideration, the Bidder/Offeror will have the opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. The Bidder/Offeror will have the opportunity to meet in person with the assigned reconsideration official to discuss the issue of whether it met the goal or made adequate good faith efforts to do so. The AGENCY will send the Bidder/Offeror a written decision on its reconsideration, explaining the basis for finding that the Bidder/Offeror did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the Department of Transportation.

Termination of DBE Subcontractor

The Contractor shall not terminate the DBE subcontractor(s) listed in the DBE Participation Schedule (see below) without the Agency's prior written consent. The AGENCY may provide such written consent only if the Contractor has good cause to terminate the DBE firm. Before transmitting a request to terminate, the Contractor shall give notice in writing to the DBE subcontractor of its intent to terminate and the reason for the request. The Contractor shall give the DBE five days to respond to the notice and advise of the reasons why it objects to the proposed termination. When a DBE subcontractor is terminated or fails to complete its work on the Contract for any reason, the Contractor shall make good faith efforts to find another DBE subcontractor to substitute for the original DBE and immediately notify the AGENCY in writing of its efforts to replace the original DBE. These good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the Contract as the DBE that was terminated, to the extent needed to meet the Contract goal established for this procurement. Failure to comply with these requirements will be in accordance with Section 8 below (Sanctions for Violations).

Continued Compliance

The AGENCY shall monitor the Contractor's DBE compliance during the life of the Contract. In the event this procurement exceeds ninety (90) days, it will be the responsibility of the Contractor to submit quarterly written reports to the AGENCY that summarize the total DBE value for this Contract. These reports shall provide the following details:

DBE utilization established for the Contract;

Total value of expenditures with DBE firms for the quarter;

The value of expenditures with each DBE firm for the quarter by race and gender;

Total value of expenditures with DBE firms from inception of the Contract; and

The value of expenditures with each DBE firm from the inception of the Contract by race and gender.

Reports and other correspondence must be submitted to the DBE Coordinator with copies provided to the FDOT and Agency. Reports shall continue to be submitted quarterly until final

payment is issued or until DBE participation is completed.
The successful Bidder/Offeror shall permit:

The AGENCY to have access to necessary records to examine information as the AGENCY deems appropriate for the purpose of investigating and determining compliance with this provision, including, but not limited to, records of expenditures, invoices, and contract between the successful Bidder/Offeror and other DBE parties entered into during the life of the Contract. The authorized representative(s) of the AGENCY, the U.S. Department of Transportation, the Comptroller General of the United States, to inspect and audit all data and record of the Contractor relating to its performance under the Disadvantaged Business Enterprise Participation provision of this Contract.

AGENCY shall keep and maintain public records that ordinarily and necessarily would be required by the AGENCY in order to perform the service.

Sanctions for Violations

If at any time the AGENCY has reason to believe that the Contractor is in violation of its obligations under this Agreement or has otherwise failed to comply with terms of this Section, the AGENCY may, in addition to pursuing any other available legal remedy, commence proceedings, which may include but are not limited to, the following:

Suspension of any payment or part due the Contractor until such time as the issues concerning the Contractor's compliance are resolved; and

Termination or cancellation of the Contract, in whole or in part, unless the successful Contractor is able to demonstrate within a reasonable time that it is in compliance with the DBE terms stated herein.

DBE UTILIZATION FORM

The undersigned Bidder/Offeror has satisfied the requirements of the solicitation in the following manner:

 X The Contractor is committed to a minimum of **10.54 %** DBE utilization on this contract and submits documentation demonstrating good faith efforts.

DBE PARTICIPATION SCHEDULE

The Bidder/Offeror shall complete the following information for all DBE's participating in the contract that comprises the DBE Utilization percent stated in the DBE Utilization Form. The Bidder/Offeror shall also furnish the name and telephone number of the appropriate contact person should the Authority have any questions in relation to the information furnished herein.

INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

FTA Circular 4220.1E or subsequent revisions

Incorporation of Federal Transit Administration (FTA) Terms - The preceding provisions include,

in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E or subsequent revisions, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any AGENCY requests which would cause AGENCY to be in violation of the FTA terms and conditions.

ENERGY CONSERVATION

42 U.S.C. 6321 *et seq.*

49 C.F.R. part 622, subpart C

The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

TERMINATION

2 C.F.R. § 200.339

2 C.F.R. part 200, Appendix II (B) Termination for Convenience (General Provision)

The AGENCY may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the AGENCY's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to AGENCY to be paid the Contractor. If the Contractor has any property in its possession belonging to AGENCY, the Contractor will account for the same, and dispose of it in the manner AGENCY directs.

Termination for Default [Breach or Cause] (General Provision)

If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the AGENCY may terminate this contract for default.

Termination shall be effected by serving a Notice of Termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract.

If it is later determined by the AGENCY that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the AGENCY, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

Opportunity to Cure (General Provision)

The AGENCY, in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the Notice of Termination will state the time period in which cure is permitted and other appropriate conditions

If Contractor fails to remedy to AGENCY's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [10 days] after receipt by Contractor of written notice from AGENCY setting forth the nature of said breach or default, AGENCY shall have the right to terminate the contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude AGENCY from also pursuing all available remedies against Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach

In the event that AGENCY elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this contract, such waiver by AGENCY shall not limit AGENCY's remedies for any succeeding breach of that or of any other covenant, term, or condition of this contract.

Termination for Convenience (Professional or Transit Service Contracts)

The AGENCY, by written notice, may terminate this contract, in whole or in part, when it is in the AGENCY's interest. If this contract is terminated, the AGENCY shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

Termination for Default (Supplies and Service)

If the Contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, the AGENCY may terminate this contract for default. The AGENCY shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract.

If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the AGENCY.

GOVERNMENT-WIDE DEBARMENT AND SUSPENSION

2 C.F.R. part 180

2 C.F.R part 1200

2 C.F.R. § 200.213

2 C.F.R. part 200 Appendix II (I) Executive Order 12549

Executive Order 12689 Debarment, Suspension, Ineligibility and Voluntary Exclusion

The Contractor shall comply and facilitate compliance with U.S. DOT regulations,

"Nonprocurement Suspension and Debarment," 2 C.F.R. part 1200, which adopts and

supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount. As such, the Contractor shall verify that its principals, affiliates, and subContractors are eligible to participate in this federally funded contract and are not presently declared by any Federal department or agency to be:

- a. Debarred from participation in any federally assisted Award;
- b. Suspended from participation in any federally assisted Award;
- c. Proposed for debarment from participation in any federally assisted Award;
- d. Declared ineligible to participate in any federally assisted Award;
- e. Voluntarily excluded from participation in any federally assisted Award; or
- f. Disqualified from participation in any federally assisted Award.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the AGENCY. If it is later determined by the AGENCY that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the AGENCY, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. part 180, subpart C, as supplemented by 2 C.F.R. part 1200, while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

LOBBYING RESTRICTIONS

31 U.S.C. § 1352

2 C.F.R. § 200.450

2 C.F.R. part 200 appendix II (J) 49 C.F.R. part 20

Lobbying Restrictions

49 C.F.R. part 20, Appendices A and B provide specific language for inclusion in FTA funded third party contracts as follows:

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an 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.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form- LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification 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 subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

VIOLATION AND BREACH OF CONTRACT

2 C.F.R. § 200.326

2 C.F.R. part 200, Appendix II (A)

Rights and Remedies of the AGENCY

The AGENCY shall have the following rights in the event that the AGENCY deems the Contractor guilty of a breach of any term under the Contract.

1. The right to take over and complete the work or any part thereof as agency for and at the expense of the Contractor, either directly or through other Contractors;
2. The right to cancel this Contract as to any or all of the work yet to be performed;
3. The right to specific performance, an injunction or any other appropriate equitable remedy; and
4. The right to money damages.

For purposes of this Contract, breach shall include CONTRACTOR warrants that it has not employed or retained any company or person other than a bona fide employee working solely for CONTRACTOR to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person other than an employee working solely for CONTRACTOR, any fee, commission, percentage, brokerage fee, gift, contingent fee, or any other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, AGENCY shall have the right to annul this Agreement without liability, or at its discretion, to deduct from the Agreement price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gifts, or contingent fee.

CONTRACTOR shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between the AGENCY and FTA, as they may be amended or promulgated from time to time during the term of this contract. CONTRACTOR's failure to so comply shall constitute a

material breach of this contract.

Rights and Remedies of Contractor

Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Contract, which may be committed by the AGENCY, the Contractor expressly agrees that no default, act or omission of the AGENCY shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Contract (unless the AGENCY directs Contractor to do so) or to suspend or abandon performance.

Remedies

Substantial failure of the Contractor to complete the Project in accordance with the terms of this Agreement will be a default of this Agreement. In the event of a default, the AGENCY will have all remedies in law and equity, including the right to specific performance, without further assistance, and the rights to termination or suspension as provided herein. The Contractor recognizes that in the event of a breach of this Agreement by the Contractor before the AGENCY takes action contemplated herein, the AGENCY will provide the Contractor with sixty (60) days written notice that the AGENCY considers that such a breach has occurred and will provide the Contractor a reasonable period of time to respond and to take necessary corrective action.

Disputes

The AGENCY and the Contractor intend to resolve all disputes under this Agreement to the best of their abilities in an informal manner. To accomplish this end, the parties will use an Alternative Dispute Resolution process to resolve disputes in a manner designed to avoid litigation. In general, the parties contemplate that the Alternative Dispute Resolution process will include, at a minimum, an attempt to resolve disputes through communications between their staffs, and, if resolution is not reached at that level, a procedure for review and action on such disputes by appropriate management level officials within the AGENCY and the Contractor's organization.

In the event that a resolution of the dispute is not mutually agreed upon, the parties can agree to mediate the dispute or proceed with litigation. Notwithstanding any provision of this section, or any other provision of this Contract, it is expressly agreed and understood that any court proceeding arising out of a dispute under the Contract shall be heard by a Court de novo and the court shall not be limited in such proceeding to the issue of whether the Authority acted in an arbitrary, capricious or grossly erroneous manner.

Pending final settlement of any dispute, the parties shall proceed diligently with the performance of the Contract, and in accordance with the AGENCY's direction or decisions made thereof.

Performance during Dispute

Unless otherwise directed by AGENCY, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages

Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of its employees, agents or others for whose acts it is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies

Unless this Contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the AGENCY and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the AGENCY is located.

Rights and Remedies

The duties and obligations imposed by the Contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the AGENCY or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

42 U.S.C. §§ 7401 – 7671q

33 U.S.C. §§ 1251-1387

2 C.F.R. part 200, Appendix II (G)

Model Clause/Language

Recipients can draw on the following language for inclusion in their federally funded procurements. The Contractor agrees:

1. It will not use any violating facilities;
2. It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"
3. It will report violations of use of prohibited facilities to FTA; and
4. It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

PATENT RIGHTS AND RIGHTS IN DATA

2 C.F.R. part 200, Appendix II (F) 37 C.F.R. part 401

Intellectual Property Rights

This Project is funded through a Federal award with FTA for experimental, developmental, or research work purposes. As such, certain Patent Rights and Data Rights apply to all subject data first produced in the performance of this Contract. The Contractor shall grant the AGENCY

intellectual property access and licenses deemed necessary for the work performed under this Agreement and in accordance with the requirements of 37 C.F.R. part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by FTA or U.S. DOT. The terms of an intellectual property agreement and software license rights will be finalized prior to execution of this Agreement and shall, at a minimum, include the following restrictions: Except for its own internal use, the Contractor may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may the Contractor authorize others to do so, without the written consent of FTA, until such time as FTA may have either released or approved the release of such data to the public. This restriction on publication, however, does not apply to any contract with an academic institution. For purposes of this agreement, the term "subject data" means recorded information whether or not copyrighted, and that is delivered or specified to be delivered as required by the Contract. Examples of "subject data" include, but are not limited to computer software, standards, specifications, engineering drawings and associated lists, process sheets, manuals, technical reports, catalog item identifications, and related information, but do not include financial reports, cost analyses, or other similar information used for performance or administration of the Contract.

1. The Federal Government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use for "Federal Government Purposes," any subject data or copyright described below. For "Federal Government Purposes," means use only for the direct purposes of the Federal Government. Without the copyright owner's consent, the Federal Government may not extend its Federal license to any other party. a. Any subject data developed under the Contract, whether or not a copyright has been obtained; and b. Any rights of copyright purchased by the Contractor using Federal assistance in whole or in part by the FTA.
2. Unless FTA determines otherwise, the Contractor performing experimental, developmental, or research work required as part of this Contract agrees to permit FTA to make available to the public, either FTA's license in the copyright to any subject data developed in the course of the Contract, or a copy of the subject data first produced under the Contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of this Contract, is not completed for any reason whatsoever, all data developed under the Contract shall become subject data as defined herein and shall be delivered as the Federal Government may direct.
3. Unless prohibited by state law, upon request by the Federal Government, the Contractor agrees to indemnify, save, and hold harmless the Federal Government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Contractor of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under that contract. The Contractor shall be required to indemnify the Federal Government for any such liability arising out of the wrongful act of any employee, official, or agents of the Federal Government.
4. Nothing contained in this clause on rights in data shall imply a license to the Federal Government under any patent or be construed as affecting the scope of any license or

- other right otherwise granted to the Federal Government under any patent.
5. Data developed by the Contractor and financed entirely without using Federal assistance provided by the Federal Government that has been incorporated into work required by the underlying Contract is exempt from the requirements herein, provided that the Contractor identifies those data in writing at the time of delivery of the Contract work.
 6. The Contractor agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance.

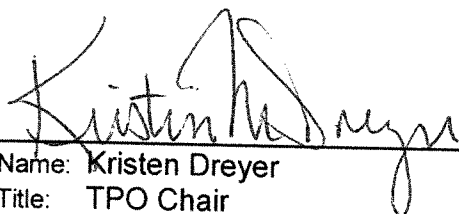
FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Ocala/Marion County TPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Ocala/Marion County TPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.


Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

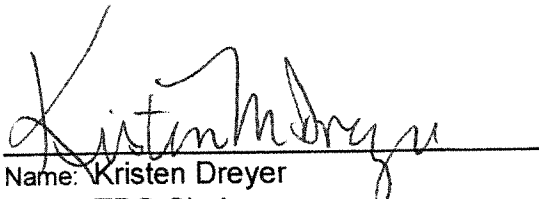
FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Ocala/Marion County TPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Ocala/Marion County TPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid 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 Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Ocala/Marion County TPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.


Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

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

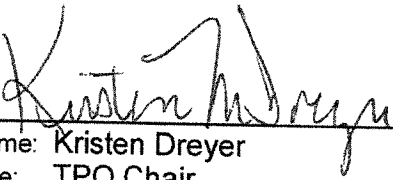
525-010-08
POLICY PLANNING
05/18

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: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

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

525-010-08
POLICY PLANNING
05/18

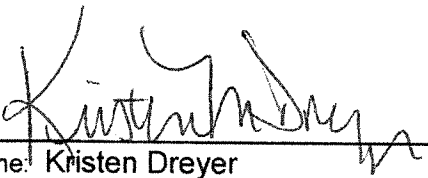
TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Ocala/Marion County TPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Ocala/Marion County TPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.


Name: Kristen Dreyer
Title: TPO Chair

April 23, 2024
Date

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

525-010-08
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05/18

APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

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

525-010-08
POLICY PLANNING
05/18

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

APPLICATION FOR REGISTRATION OF FICTITIOUS NAME

REGISTRATION# G24000061591

Fictitious Name to be Registered: BLU CREATIVE DIGITAL TECHNOLOGIES

Mailing Address of Business: 3191 CORAL WAY SUITE 404A
MIAMI, FL 33145

Florida County of Principal Place of Business: MULTIPLE

FEI Number: 46-4439916

FILED
May 10, 2024
Secretary of State

Owner(s) of Fictitious Name:

WORLD WIDE TRADES USA, LLC
3191 CORAL WAY SUITE 404A
MIAMI, FL 33145 US
Florida Document Number: L14000002302
FEI Number: 46-4439916

I the undersigned, being an owner in the above fictitious name, certify that the information indicated on this form is true and accurate. I further certify that the fictitious name to be registered has been advertised at least once in a newspaper as defined in Chapter 50, Florida Statutes, in the county where the principal place of business is located. I understand that the electronic signature below shall have the same legal effect as if made under oath and I am aware that false information submitted in a document to the Department of State constitutes a third degree felony as provided for in s. 817.155, Florida Statutes.

FRANCISCO A DIAZ

05/10/2024

Electronic Signature(s)

Date

Certificate of Status Requested (X)

Certified Copy Requested ()



TO: Board Members

FROM: Rob Balmes, Director

RE: Pine Avenue (US 301/441/27) at State Road 40 Project Update

The Florida Department of Transportation will deliver a presentation on the status of the intersection modification project and timeframe for completion.

If you have any questions, please contact me at: 352-438-2631.

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

2710 E. Silver Springs Blvd. • Ocala, Florida 34470
Telephone: (352) 438 - 2630 • www.ocalamariontpo.org



TO: Board Members

FROM: Rob Balmes, Director

RE: Navigating the Future 2050 Long-Range Transportation Plan (LRTP) Project Updates

The TPO and consultant team Kimley-Horn and Associates, continue the development of the 2050 Long Range Transportation Plan (LRTP). The consultant team will deliver a presentation on updated growth/scenario planning work, priority needs, and final federal/state and local revenues.

The next steps in the LRTP process will involve development of the Cost Feasible element and draft Plan for a public hearing on September 23. A community LRTP and Active Transportation Open House has also been scheduled for September 30 at the Mary Sue Rich Center. The Open House will provide the public with an opportunity to view both plan documents and share feedback prior to formal adoption of the Active Transportation Plan on October 28, and the 2050 LRTP on November 13.

Attachment(s)

- Presentation
- 2050 Final Revenue Forecast
- 2050 Capacity Needs

If you have any questions, please contact me at: 352-438-2631.

Ocala Marion TPO 2050 Revenue Forecast (Year of Expenditure)

Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) ¹	\$ 69,537,000	\$ -	\$ 99,372,000	\$ 168,909,000
State Highway System (Non-SIS) – Non-TMA ²	\$ 26,245,407	\$ 27,014,567	\$ 54,544,069	\$ 107,804,043
SHS (non-SIS) Product Support ³	\$ 5,773,990	\$ 5,943,205	\$ 11,999,695	\$ 23,716,889
Other Roads (Non-SIS, Non-SHS) “Off-System”	\$ 7,290,000	\$ 7,580,000	\$ 15,440,000	\$ 30,310,000
Other Roads (Non-SIS, Non-SHS) Product Support ³	\$ 1,603,800	\$ 1,667,600	\$ 3,396,800	\$ 6,668,200
Surface Transportation Block Grant – Any Area (SA) ⁴	\$ 25,404,926	\$ 25,336,224	\$ 50,669,857	\$ 101,411,007
Surface Transportation Block Grant – Non-TMA (SN, SM, SL) ⁴	\$ 36,621,126	\$ 36,061,452	\$ 71,387,758	\$ 144,070,336
Transportation Alternatives – Any Area (TALT) ⁴	\$ 3,092,912	\$ 3,084,548	\$ 6,168,781	\$ 12,346,242
Transportation Alternatives – Non-TMA (TALN, TALM, TALL) ⁴	\$ 5,421,943	\$ 5,339,081	\$ 10,576,542	\$ 21,337,566
Subtotal Federal/State Revenues	\$ 180,991,104	\$ 112,026,677	\$ 323,555,502	\$ 616,573,283
Infrastructure Sales Tax (1%)	\$ 316,050,000	\$ 382,200,000	\$ 950,600,000	\$ 1,648,850,000
Impact Fees	\$ 106,710,000	\$ 119,940,000	\$ 273,270,000	\$ 499,920,000
Locally Levied Fuel Taxes	Ninth Cent Fuel Tax	\$ 15,718,650	\$ 19,008,600	\$ 47,277,800
	Local Option Fuel Tax	\$ 65,319,150	\$ 78,990,600	\$ 196,463,800
	Second Local Option Gas Tax	\$ 14,647,950	\$ 17,713,800	\$ 44,057,400
State Levied Fuel Taxes	Constitutional Fuel Tax	\$ 33,817,350	\$ 40,895,400	\$ 101,714,200
	County Fuel Tax	\$ 16,901,580	\$ 21,896,160	\$ 59,899,440
Subtotal Local Revenues	\$ 569,164,680	\$ 680,644,560	\$ 1,673,282,640	\$ 2,923,091,880
Grand Total	\$ 750,155,784	\$ 792,671,237	\$ 1,996,838,142	\$ 3,539,665,163

1. Based on SIS Second Five Year Plan FY 2028/2029 - FY 2032/2033 and SIS Cost Feasible Plan 2035-2050

2. Estimated Ocala Marion TPO allocation of funding eligible for non-TMA MPOs in District Five (Ocala Marion and Lake-Sumter)

3. According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.

4. Estimated Ocala Marion TPO allocation of funding eligible anywhere in District Five

STREET	FROM	TO	EXISTING LANES	NEEDED LANES	HIGH PRIORITY
I-75	SUMTER CO LINE	SR 326	6F	8F	YES
I-75	SR 326	ALACHUA CO LINE	6F	8F	YES
SR 326	US 441	SR 40	2U	4D	YES
SR 40	SR 326	SE 183 AVE	2U	4D	YES
US 27	NW 44 AV	I-75 RAMP (WEST)	4D	6D	
SR 200	CITRUS CO LINE	CR 484	2U	4D	YES
SR 40	US 41	CR 328	2U	4D	YES
SR 40	NE 35 ST	SR 326	2U	4D	YES
SR 464	SE 31 ST	SR 35	4D	6D	YES
US 301	CR 42	143 PL	2U	4D	YES
US 41	SW 110 ST	N OF SR 40	2U	4D	YES
US 441	SUMTER CO LINE	SE 92 PLACE LP	4D	6D	YES
SR 35	SR 25	SE 92 PLACE LP	2U	4D	
US 27	I-75 RAMP (WEST)	NW 27 AV	4D	6D	
CR 42	CR 475	SE 58 AV	2U	4D	YES
CR 475A	SW 66 ST	SW 42 ST	2U	4D	YES
CR 484	SR 200	MARION OAKS PASS (E)	2U	4D	YES
CR 484	MARION OAKS BLVD	CR 475A	4D	6D	YES
MARION OAKS MANOR EXT	MARION OAKS LN	CR 475	00	4D	YES
NE 35 ST	CR 200A	SR 40	2U	4D	YES
NW 49 ST	CR 225A	NW 35 AVE	00	4D	YES
NW 60 AV	US 27	NW 49 ST	00	4D	YES
SW 38 ST	SW 80 AV	SW 43 CT	2U	4D	YES
SW 49 AV	MARION OAKS	SW 95 ST	4D	4D	YES
SW 80 AV	SW 90 ST	SR 40	2U	4D	YES
BANYAN RD EXT	BANYAN RD	PECAN PASS	00	2U	YES
CR 225A	SR 40	NW 49 ST	2U	4D	YES
CR 42	CR 475	US 301	2U	4D	YES

STREET	FROM	TO	EXISTING LANES	NEEDED LANES	HIGH PRIORITY
CR 464	SR 35	MIDWAY RD	4D	6D	YES
CR 475	SE 80 ST	SE 52 ST	2U	4D	YES
CR 484	MARION OAKS CRSE	MARION OAKS BLVD	4D	6D	YES
CR 484	CR 475A	CR 475	4D	6D	YES
CR 484	CR 475	SE 25 AV	2U	4D	YES
DUNNELLOM BYPASS	CR 40	US 41	00	2U	YES
MARION OAKS MNR	SW 49 AVE	MARION OAKS LN	2U	4D	YES
NE 25 AV	NE 24 ST	NE 35 ST	2U	4D	YES
NE 35 ST	US 441	CR 200A	2U	4D	YES
NE 36 AV	NE 14 ST	NE 21 ST	2U	4D	YES
NE 36 AV	NE 25 ST	NE 35 ST	2U	4D	YES
NE 55TH AV	SR 40	SR 326	2U	4D	YES
NW 27 AV	US 27	NW 35 ST	2U	4D	YES
NW 37TH AV	SR 40	US 27	00	2U	YES
NW 44 AV	NW 30 PL	SR 326	2U	4D	YES
NW 49 ST	NW 44 AV	NW 35 AV	2U	4D	YES
SE 92 PL RD	US 441	SR 35	2U	4D	YES
SW 20 ST	I-75	SR 200	2D	4D	YES
SW 46 AV	SW 13 ST	SR 40	2U	4D	YES
SW 60 AV	SR 200	US 27	4D	6D	YES
SW 80TH ST	SW 80TH AV	SR 200	2U	4D	YES
NE 67 AVE	SE 110 ST	SE 107 ST	00	2U	
CR 200A	NW 35 ST	SR 326	2U	4D	
CR 25	SR 35	SE 108 TER RD	2U	4D	
CR 42	US 441	CR 25	2U	4D	
CR 467	SE 95 ST	US 441	00	2U	

STREET	FROM	TO	EXISTING LANES	NEEDED LANES	HIGH PRIORITY
CR 484	E OF HENDRIX DR	SR 200	2U	4D	
NE 25 AV	SR 492	NE 24 ST	2U	4D	
NW 35 AV	NW 49/35 ST	NW 63 ST	4D	4D	
NW 44 AV	SR 40	NW 11 ST	2U	4D	
SW 90 ST	SW 60 AV	E OF SW 60 AV	00	2U	
INTERSECTION/INTERCHANGE					
I-75	AT SR 40		INT IMPROVEMENT		YES
I-75	AT NW 49TH ST		NEW INTERCHANGE		YES
I-75	AT SR 326		NEW INTERCHANGE		YES
I-75	AT CR 484		NEW INTERCHANGE		YES
I-75	AT SW 20 ST		NEW INTERCHANGE		
I-75	AT US 27		INT IMPROVEMENT		
I-75	AT CR 318		INT IMPROVEMENT		
I-75	AT SR 200		INT IMPROVEMENT		
SR 35	AT FOSS ROAD		INT IMPROVEMENT		
SR 35	AT ROBINSON ROAD		INT IMPROVEMENT		
SR 35	AT SR 25 (HAMES ROAD)		INT IMPROVEMENT		
SR 40	AT SW 27TH AVE		INT IMPROVEMENT		
SR 40	AT SW 40TH AVE		INT IMPROVEMENT		
SR 40	AT NE 46TH AVE		INT IMPROVEMENT		
SR 40	SR 35		INT IMPROVEMENT		YES
SR 464	AT SE 25TH AVE		INT IMPROVEMENT		
SR/CR 464/MARICAMP RD	AT SR 35		INT IMPROVEMENT		
SW 32ND ST	AT CR 475		INT IMPROVEMENT		
SW 42ND ST	AT CR 475A		INT IMPROVEMENT		
SW SR 200	AT SW 60TH AVE		INT IMPROVEMENT		
US 441	AT SE 17TH ST		INT IMPROVEMENT		
CR 42	AT CR 25		INT IMPROVEMENT		
E FORT KING ST	AT SE 22ND AVE		INT IMPROVEMENT		
E FORT KING ST	AT SE 19TH AVE		INT IMPROVEMENT		
NW MLK AVE	AT NW 21ST ST		INT IMPROVEMENT		
SE 31ST ST	AT SE 24TH RD		INT IMPROVEMENT		
SE 31ST ST	AT SE 19TH AVE		INT IMPROVEMENT		
WEST OAK SPINE RD	AT NW 35TH ST		INT IMPROVEMENT		
WEST OAK SPINE RD	AT NW 21ST ST		INT IMPROVEMENT		

Note: High Priority Projects include currently programmed projects in FY2025/26-FY2029/30

NAVIGATING THE FUTURE

2050

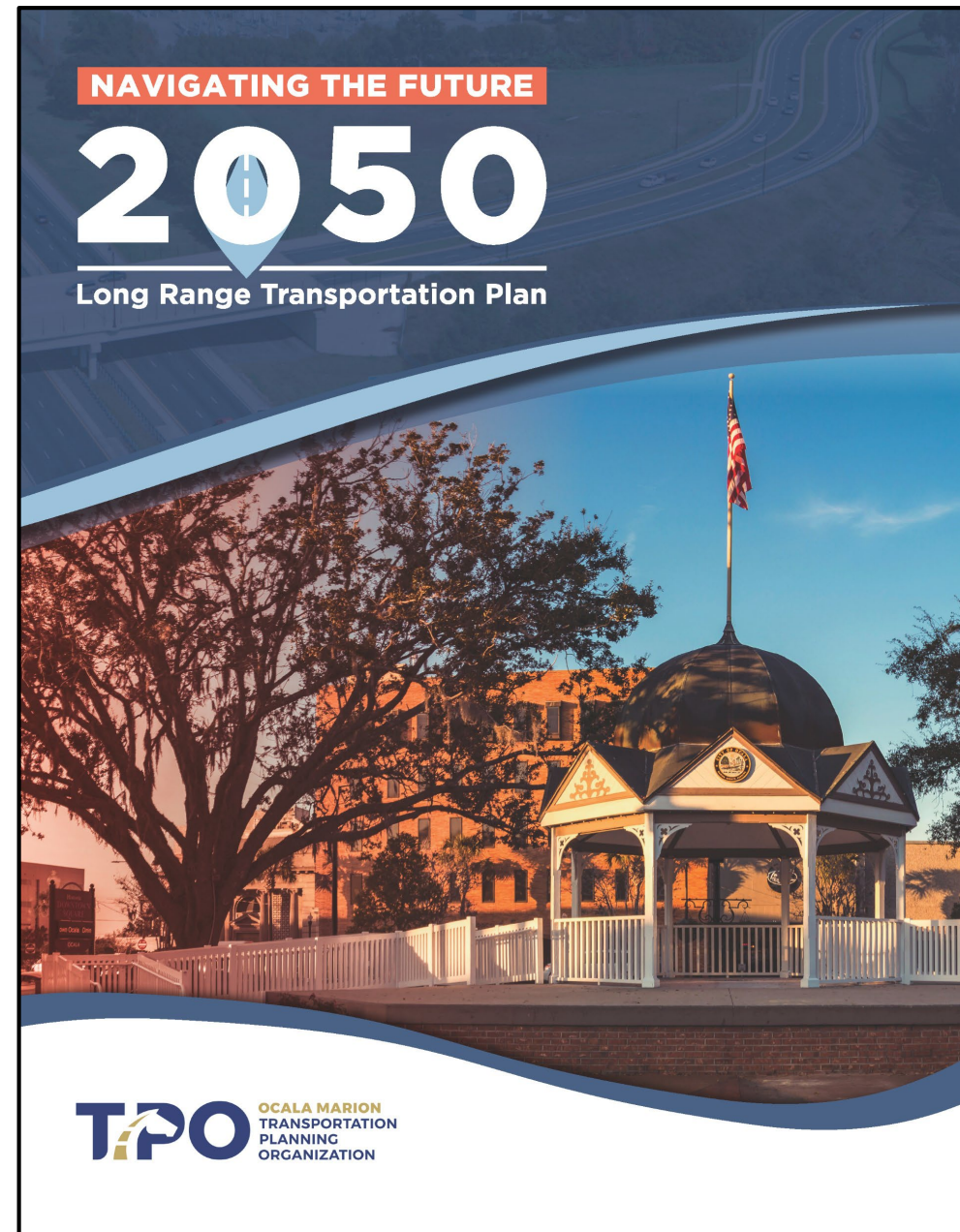
Long Range Transportation Plan

TPO Board Meeting
August 26, 2025



Introduction/Key Objectives

- Scenario Planning Update
- Roadway Needs/Strategic Options
- Next Steps



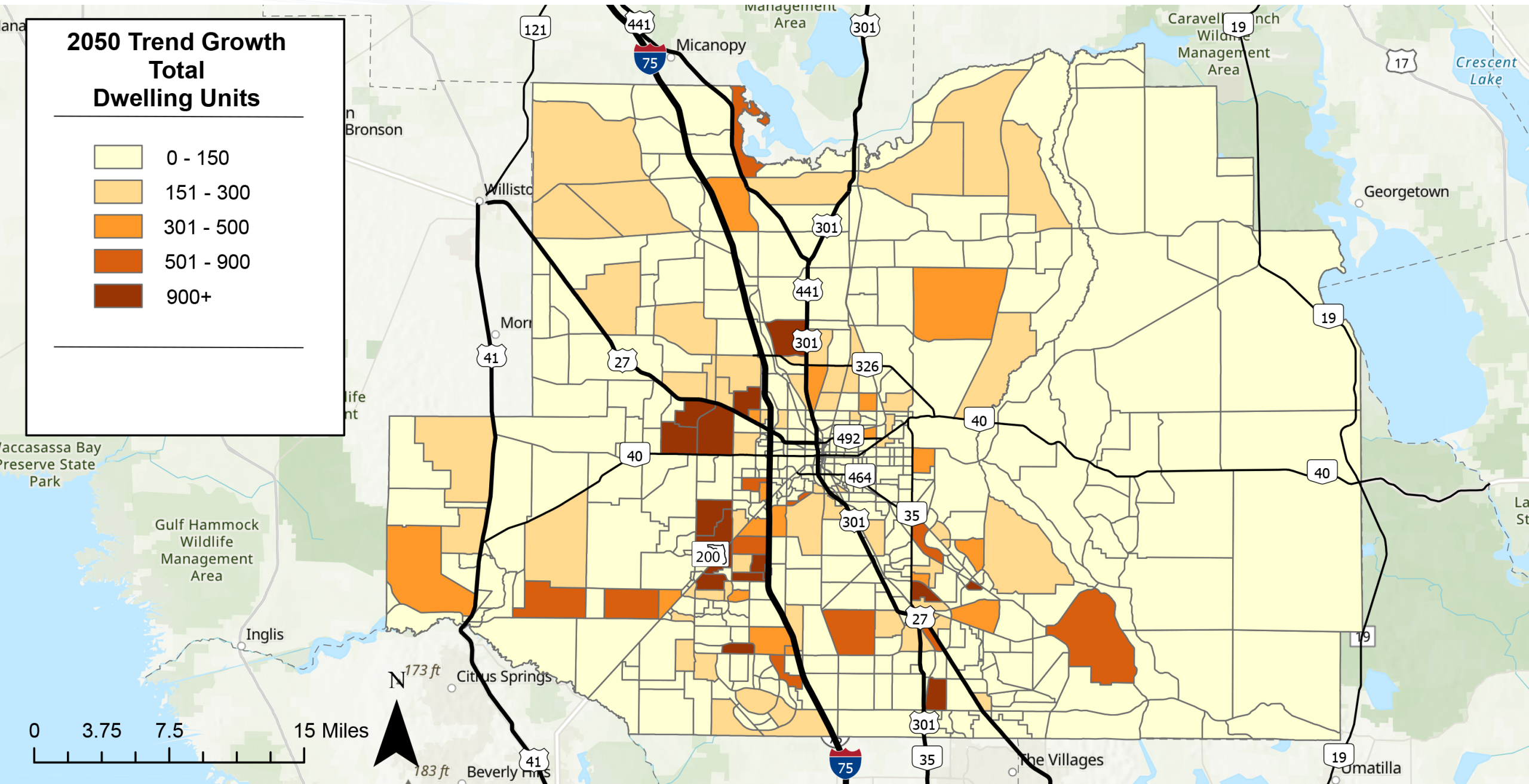
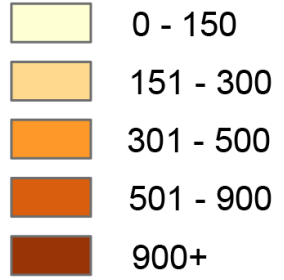
Scenarios Overview

- Scenario 1 - Current Projected Growth (Trend Forecast)
- Scenario 2b - Reduced Growth/Targeted Growth
 - Target Growth Areas (Absorbed Growth from Reduced Growth Areas)
 - Liberty Triangle (SR 200)
 - Marion Oaks + Industrial Area
 - City of Ocala
 - Equestrian Center Area
 - Airport Area
 - Belleview By-Pass Area
 - Reduced Growth Areas (30% Less)
- Scenario 3 - Higher Proportion of Multi-Family Development

Scenario 1 - Trend

	Base Year	Trend Scenario 1 Forecast	
	2025	2050	Growth
Dwelling Units			
Single Family	177,804	224,032	46,228
Multi Family	29,256	55,212	25,956
Total	207,060	279,244	72,184

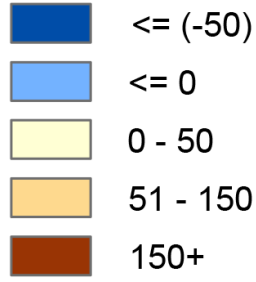
2050 Trend Growth Total Dwelling Units



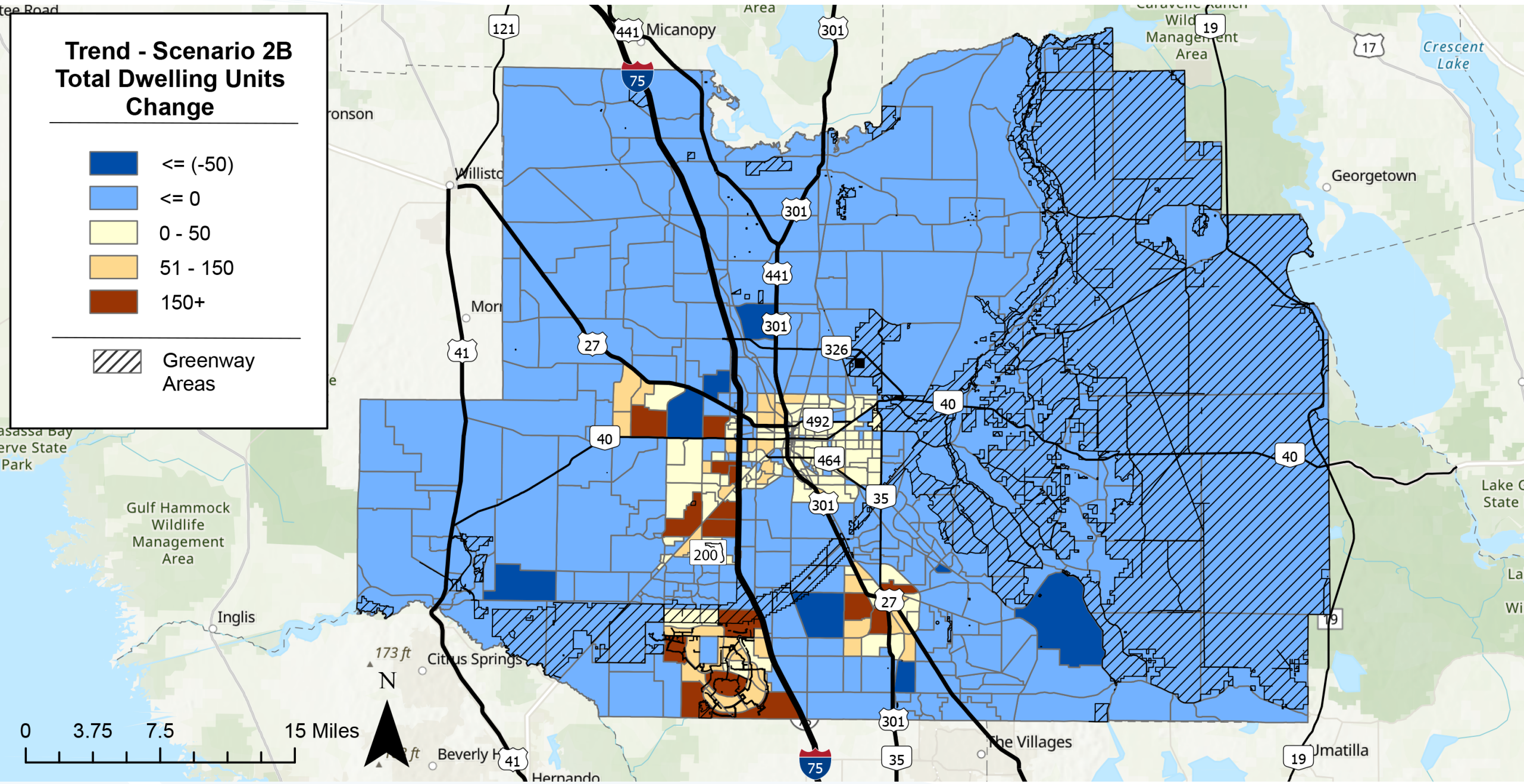
Scenario 2B Table

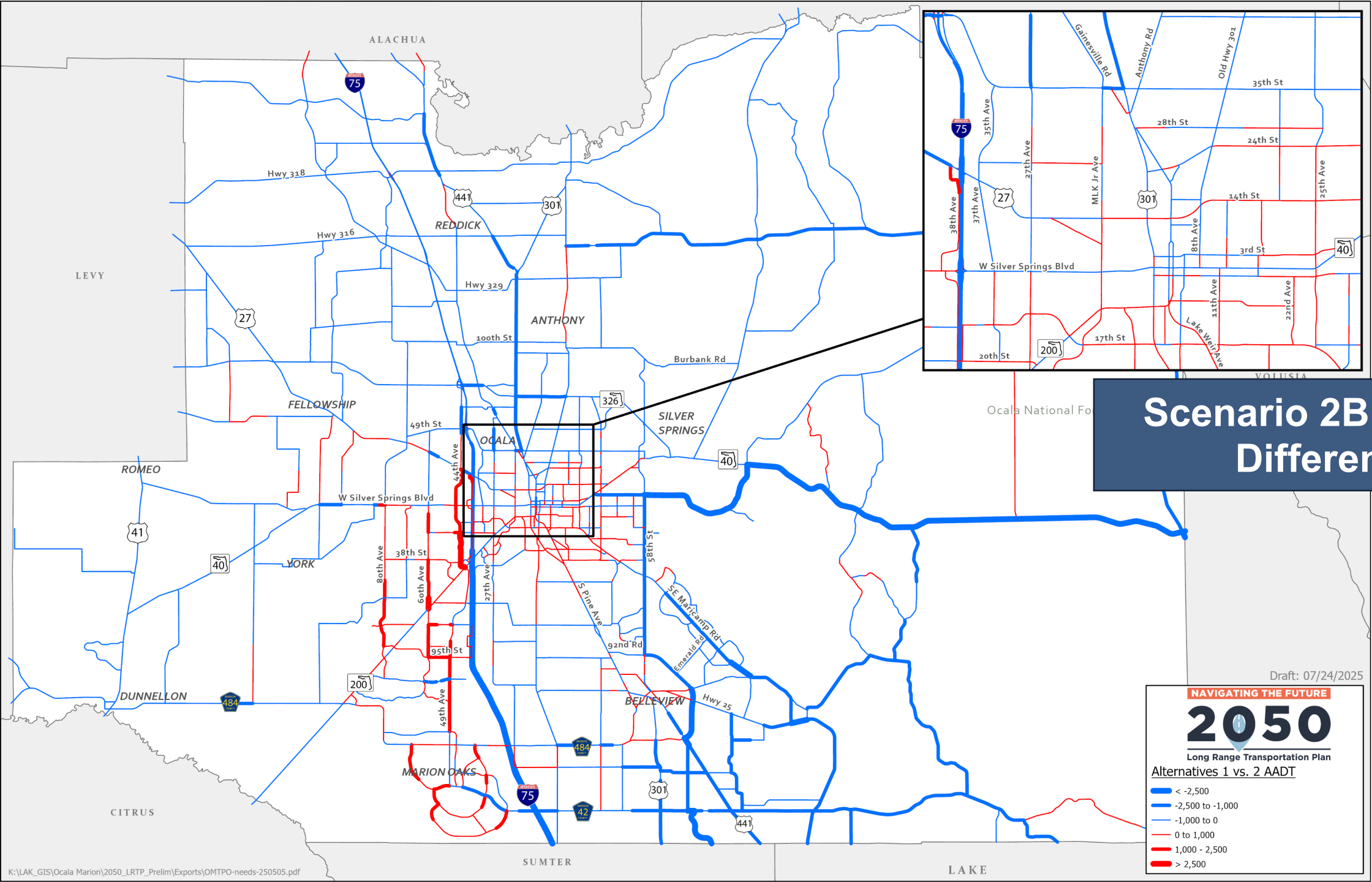
	Base Year	Reduced Growth Scenario 2B Forecast		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 2B	
Dwelling Units					
Single Family	177,804	223,899	46,095	(133)	-0.06%
Multi Family	29,256	55,415	26,159	203	0.37%
Total	207,060	279,314	72,254	70	0.02%

Trend - Scenario 2B **Total Dwelling Units** **Change**



Greenway Areas

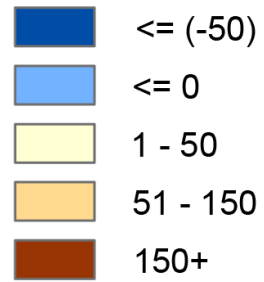




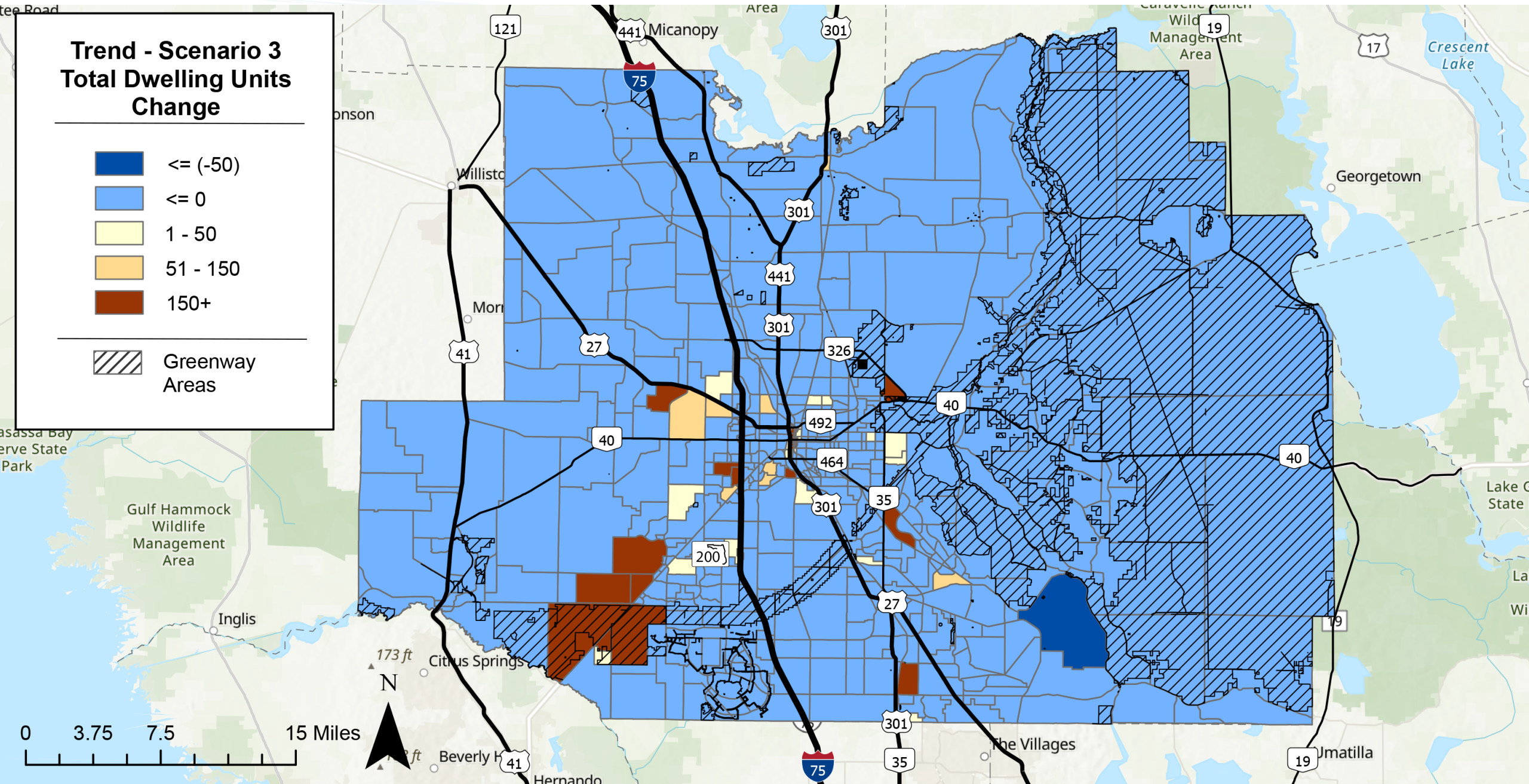
Scenario 3 Table

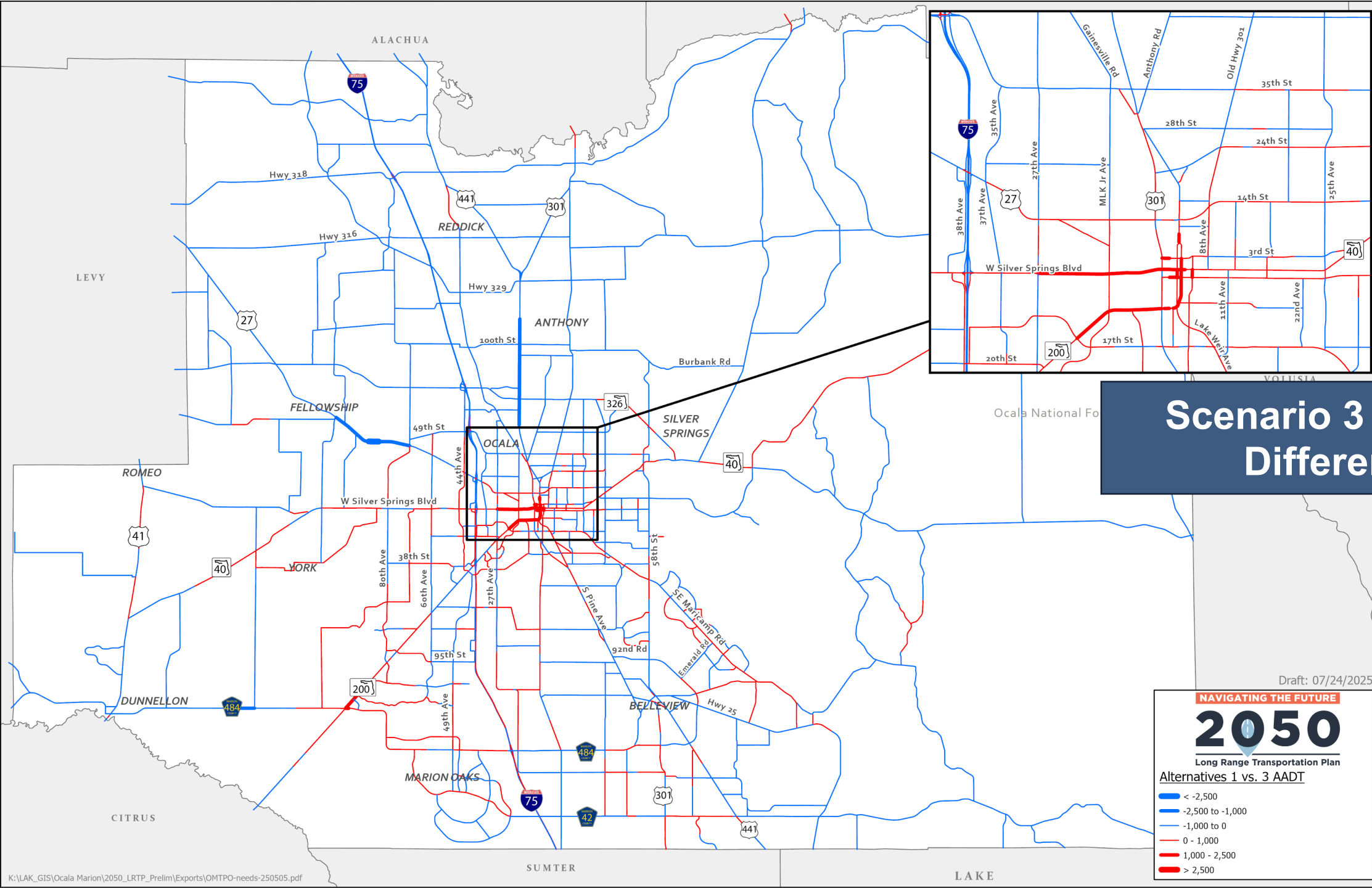
	Base Year	Increased Multifamily Scenario 3 Forecast		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 3	
Dwelling Units					
Single Family	177,804	217,217	39,413	(6,815)	-3.04%
Multi Family	29,256	63,338	34,082	8,126	14.72%
Total	207,060	280,555	73,495	1,311	0.47%

Trend - Scenario 3 **Total Dwelling Units** **Change**



Greenway Areas





Scenario 3 Volume Difference

NAVIGATING THE FUTURE
2050
Long Range Transportation Plan

Alternatives 1 vs. 3 AADT

- < -2,500
- 2,500 to -1,000
- 1,000 to 0
- 0 - 1,000
- 1,000 - 2,500
- > 2,500

Draft: 07/24/2025

Draft Revenue Forecast : Current Snapshot

Federal and State Sources

Revenue Source	2031-2050 Total Projected Revenues (Year of Expenditure)
Strategic Intermodal System (SIS)	\$168,909,000
Other Roads (Non-SIS, Non-SHS) “Off-System”	\$30,310,000
Other Roads (Non-SIS, Non-SHS) Product Support***	\$6,668,200
State Highway System (Non-SIS) – Non-TMA**	\$107,804,043
SHS (non-SIS) Product Support***	\$23,716,889
Surface Transportation Block Grant – Any Area (SA)*	\$101,411,007
Surface Transportation Block Grant – Non-TMA (SN, SM, SL)*	\$144,070,336
Transportation Alternatives – Any Area (TALT)*	\$12,346,242
Transportation Alternatives – Non-TMA (TALN, TALM, TALL)*	\$21,337,566
TOTAL	\$616,573,283

*Estimated Ocala Marion TPO allocation of funding eligible anywhere in District Five

** Estimated Ocala Marion TPO allocation of funding eligible for non-TMA MPOs in District Five (Ocala Marion and Lake-Sumter)

***According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.

Sources: Florida Department of Transportation 2050 Revenue Forecast Handbook and Central Florida MPO Alliance

Note: Carbon Reduction Program revenues (CAR-N, CAR-M, CAR-L) were forecasted to total \$18,437,226

Anticipated Local Revenues for Capital, Operations & Maintenance

Marion County Revenue Source	Capital % Distribution	County Revenues for Capital Projects (FY2030/31-FY2049/50) (\$YOE)	O&M % Distribution	County Revenues for O&M (FY2030/31-FY2049/50)	Total County Revenues (FY2030/31-FY2049/50) (\$YOE)
Gas Taxes	2.96%*	\$22,925,745	97.04%	\$751,396,135	\$774,321,880
Infrastructure Sales Tax	100%	\$1,648,850,000	0%	\$-	\$1,648,850,000
Impact Fees	100%	\$499,920,000	0%	\$-	\$499,920,000
Totals		\$2,171,695,745		\$751,396,135	\$2,923,091,880

**30% of Second Local Option Gas Tax available for capital projects; Balance of gas tax revenue reserved for O&M*

General Issues

- I-75
- Core of Ocala
- Constraints
 - 6 Lane Expansion ROW Issues
 - Environmental Lands
 - Farmland Preservation

US 41 & CR 484

Dunnellon Bottleneck

SR 200

Citrus to I-75

CR 484

SR 200 to I-75

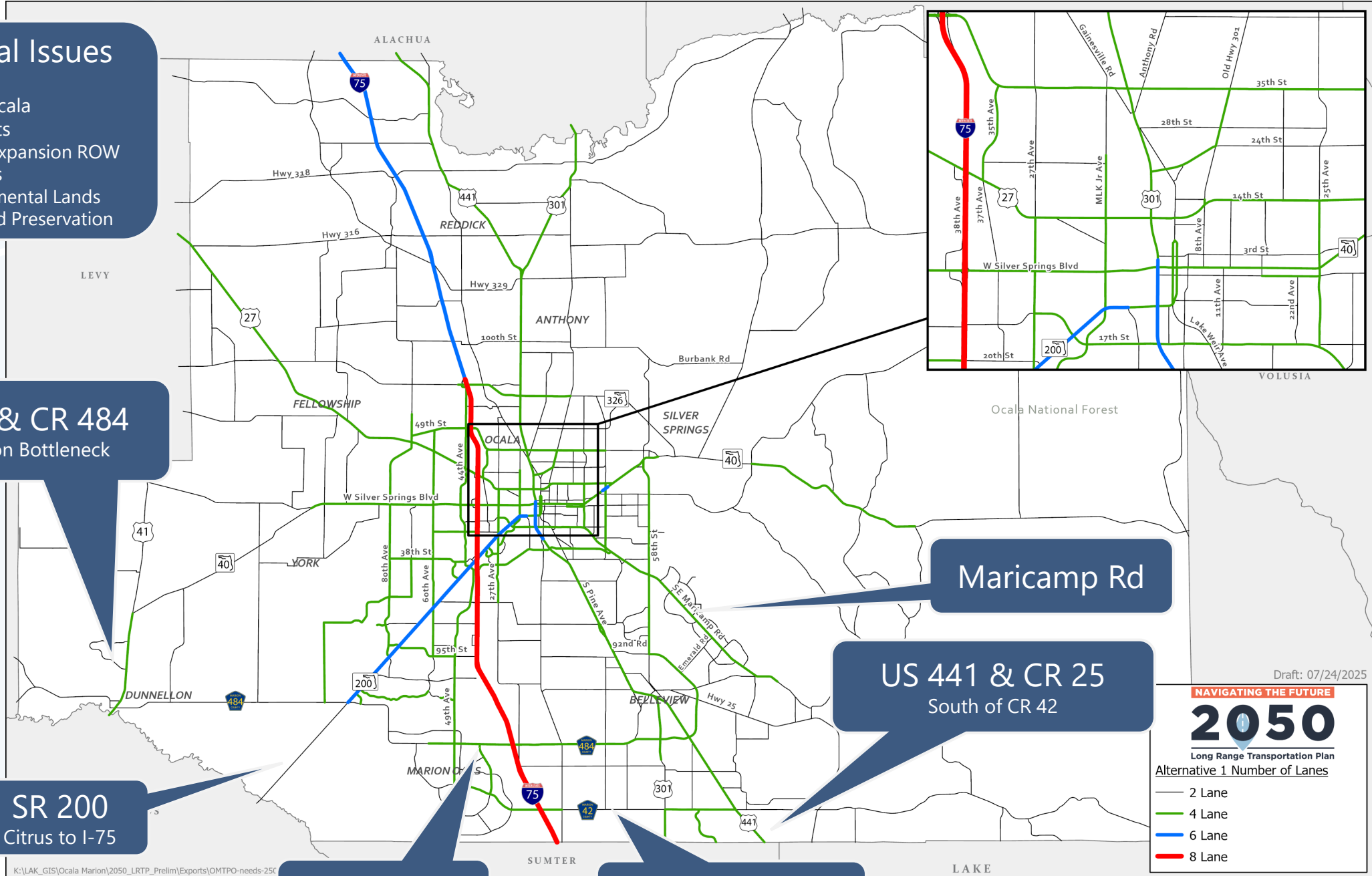
CR 42 & CR 484

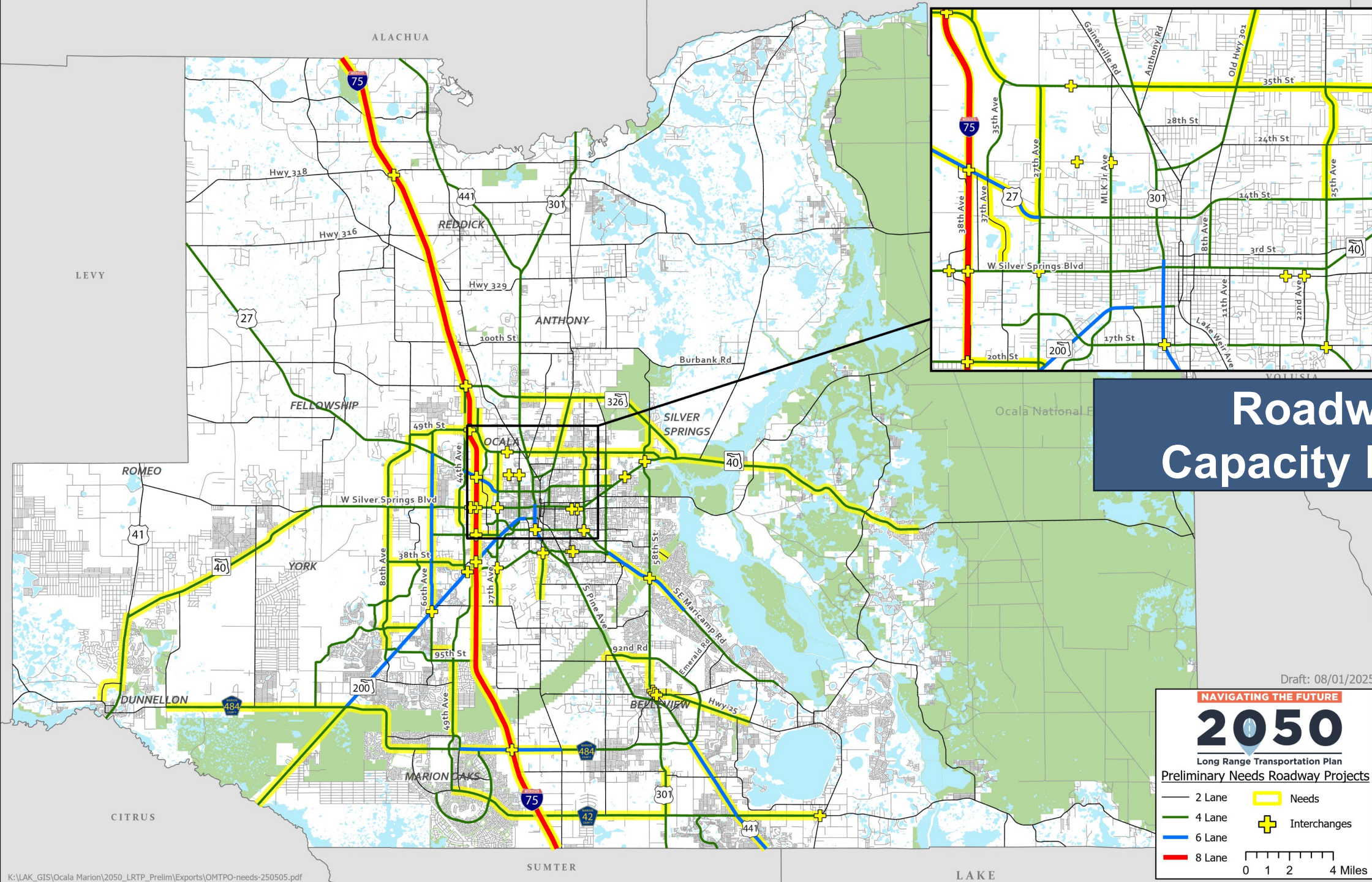
I-75 to US 441

Maricamp Rd

US 441 & CR 25

South of CR 42





Roadway Capacity Needs

Draft: 08/01/2025

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Preliminary Needs Roadway Projects

— 2 Lane

— 4 Lane

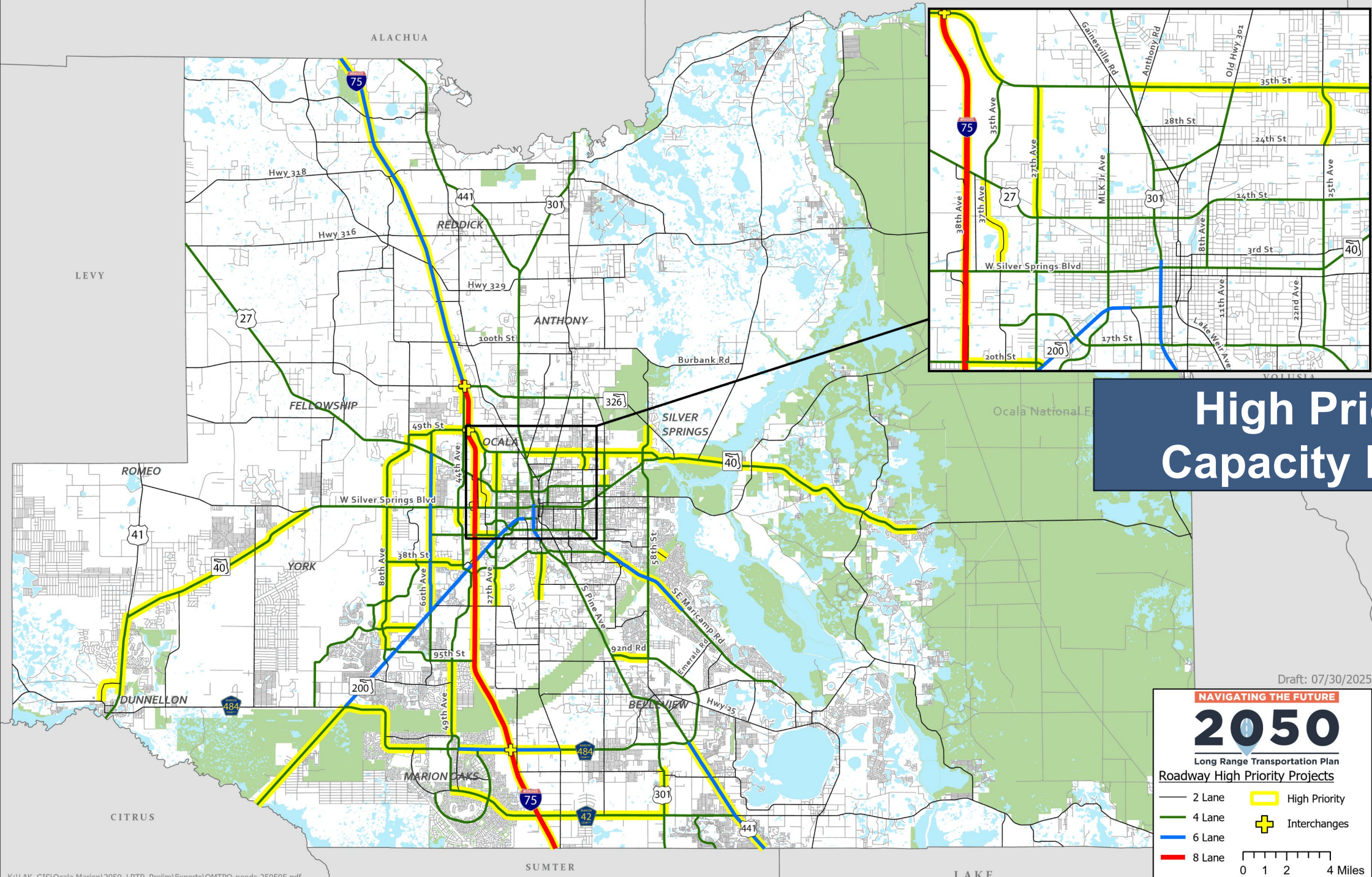
— 6 Lane

— 8 Lane

Needs

Interchanges

0 1 2 4 Miles



High Priority Capacity Needs

Draft: 07/30/2025

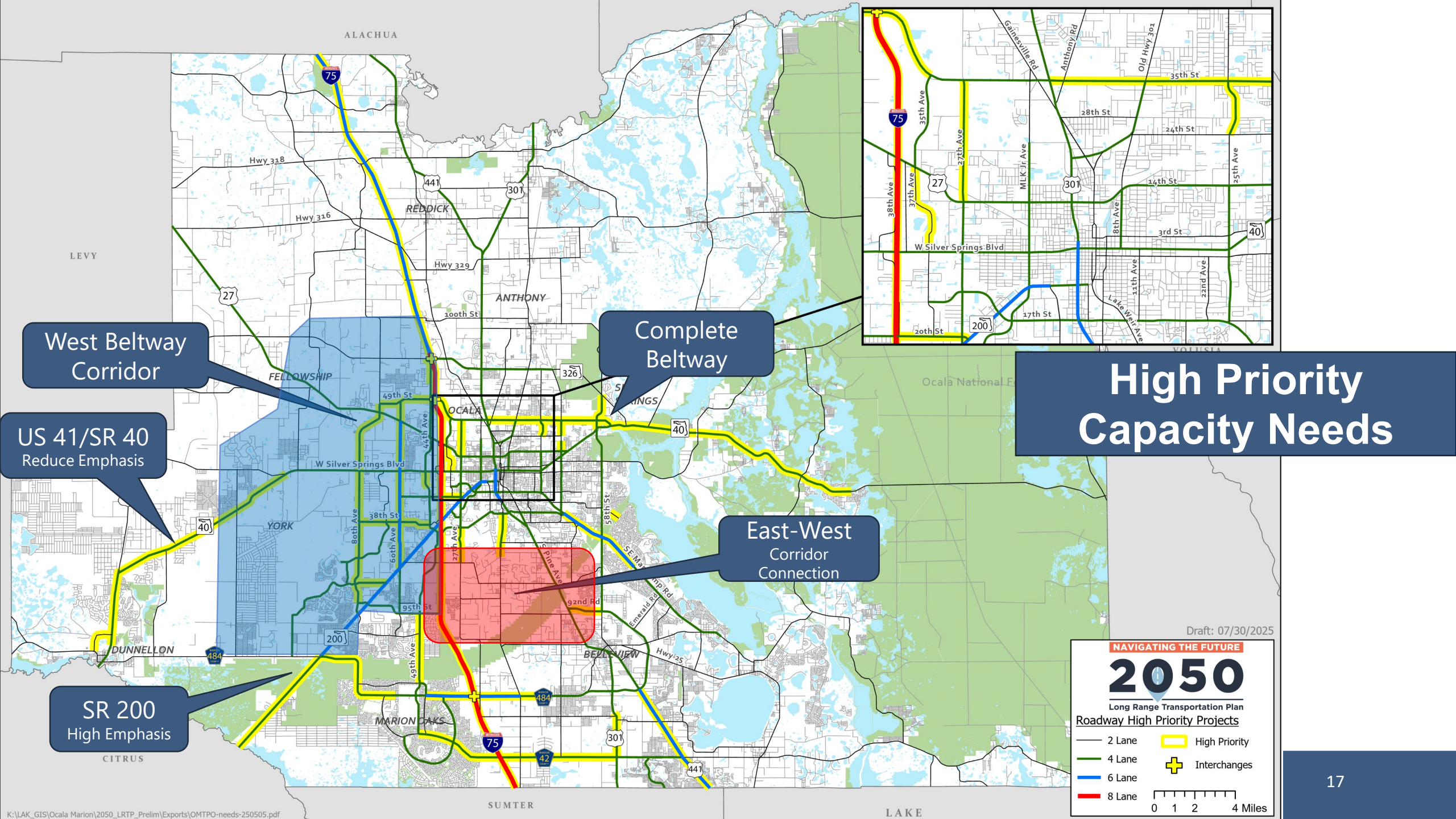
NAVIGATING THE FUTURE

2050

Long Range Transportation Plan
Roadway High Priority Projects

— 2 Lane	High Priority
— 4 Lane	+
— 6 Lane	Interchanges
— 8 Lane	

0 1 2 4 Miles

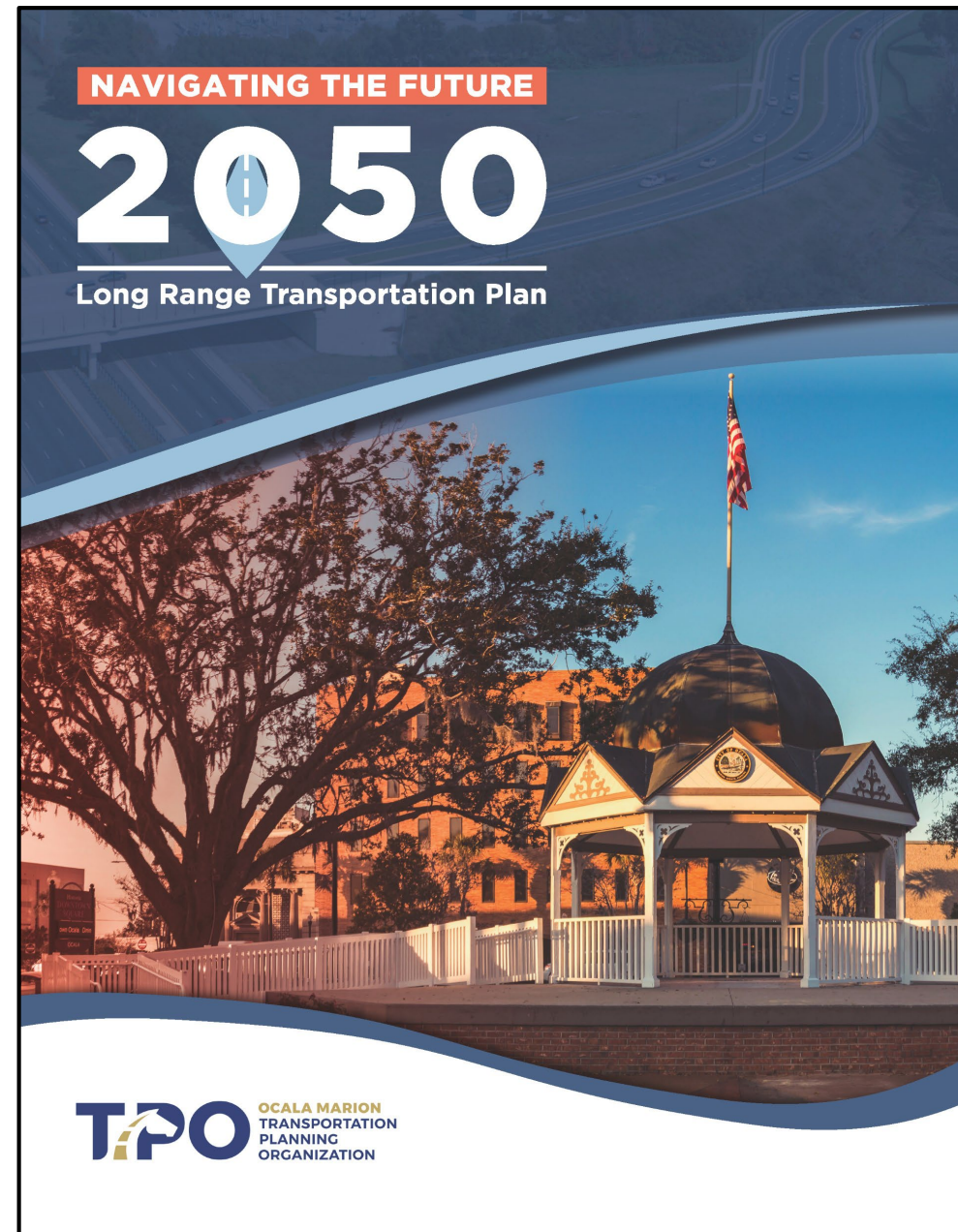


Strategic Area Studies

FOCUS	FROM	TO
SR 200 CORRIDOR	CITRUS COUNTY	EAST OF I-75
WESTERN BELTWAY	WEST COUNTY (WEST OF I-75)	
SOUTHWEST CONNECTOR	SR 200	EAST OF I-75
EAST-WEST CONNECTOR	SOUTH COUNTY (EAST OF I-75)	

Next Steps

- Cost Feasible Plan
- Plan Adoption
- Plan Documentation





TO: Board Members

FROM: Rob Balmes, Director

RE: Active Transportation Plan Project Updates

The TPO and consultant Kittelson and Associates continue the development of an Active Transportation Plan. TPO staff will deliver a presentation at the meeting on draft project lists based on recent analysis work of needs and gaps, along with input from the Active Transportation Plan Stakeholder Committee, Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC). Draft project lists include Trails, Sidewalks/Shared Use Paths, and Bike Lanes. The lists are included with this memo.

The draft Active Transportation Plan is scheduled to be released to the public in mid-September for a 30-day review period. A community LRTP and Active Transportation Open House has also been scheduled for September 30 at the Mary Sue Rich Center at Reed Place. The Open House will provide the public with an opportunity to view both plans and share feedback prior to formal adoption of the Active Transportation Plan on October 28, and 2050 LRTP on November 13.

Attachment(s)

- Presentation
- Draft Active Transportation Plan Projects

If you have any questions, please contact me at: 352-438-2631.

OCALA-MARION TPO

ACTIVE TRANSPORTATION PLAN



TPO BOARD MEETING

AUGUST 26, 2025

PROJECT SCHEDULE



August 2024

- Kick-off
- Stakeholder Meeting #1



September 2024

- Presentation to TPO Board and Committees
- Outreach event at the LRTP Public Workshop



December 2024

- Stakeholder Meeting #2



March 2025

- TPO Committee and Board Updates



October 2025

- Final presentation to TPO Committees and Board for Plan adoption



August 2025

- Stakeholder Meeting #4
- Project List Reviews
- Draft Plan for Public Review (September)



June 2025

- TPO Committee and Board Presentations
- Draft Project Lists



May 2025

- Stakeholder Meeting #3
- Existing Conditions
- Level of Stress and Accessibility

**Active Transportation Plan/
2050 Long Range Transportation Plan
Open House (Sep 30)**

PROJECT NEEDS ASSESSMENT



- **Identified gaps**
 - Roadways that are high stress for pedestrians and bicyclists
 - Areas where accessibility to destinations is low and in need of more low stress roadways
- **Reviewed local projects and requests**
- **Identified additional projects by overlaying the gaps and the local projects**

PROJECT NEEDS ASSESSMENT



Project Lists

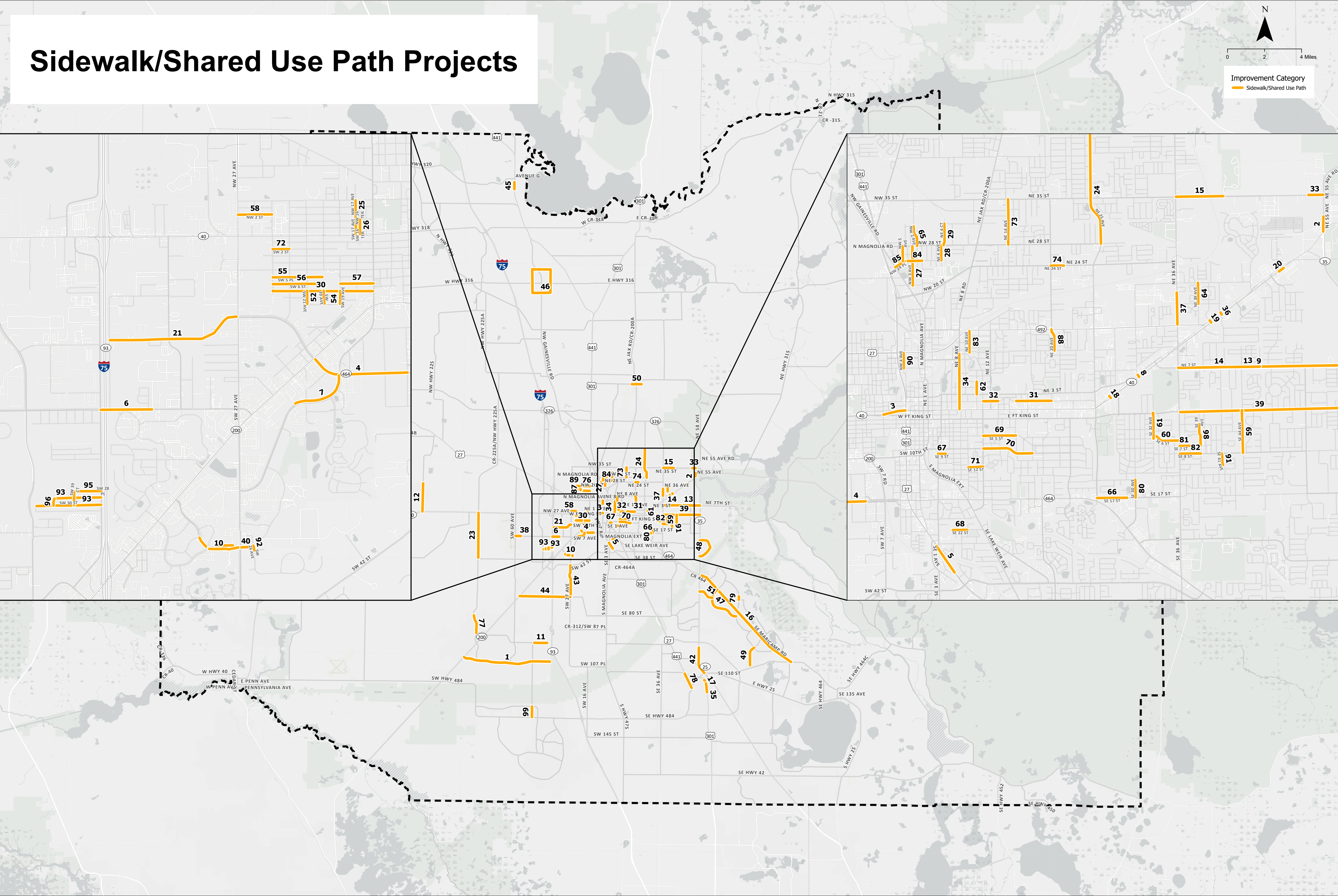
- Trails
- Sidewalk/Shared Use Paths
- Bike Lanes
- Prioritized Lists into 3 Tiers
Tier 1, Tier 2, Tier 3
- Lists will be in ATP and the 2050 LRTP Plans

NEXT STEPS

- Mid September – Draft Plan 30-day public release
- September 30 – ATP and 2050 LRTP Open House
- October 14 – CAC-TAC Meeting Presentations
- October 28 – TPO Board Presentation and Request for Adoption

[illegible]

ID	Facility Name	From	To	Improvement Type	Source	Initial Tier
1	SW 27th Ave / SW 42nd St / SW 43rd Street Rd	SW 19th Ave	SW 40th Ave	Trail	Additional Projects	1
2	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Trail	Additional Projects	1
3	Wataula and NE 8th Avenue Trail	Tuscawilla Park	CR 200A/SE Jacksonville Road	New Trail	Additional Projects	1
4	E Highway 40 / Black Bear Trail	Silver Springs State Park	West of NW 102nd Avenue Rd	Trail	Marion County	1
5	Pruitt Gap	Pruitt Trailhead	Dunnellon Trail	Trail	Marion County	1
6	Indian Lake Trail	SR 40/Silver Springs State Park	Indian Lake Trail Park	Trail	Additional Projects	2
7	SE Maricamp Rd	East of SW 58th Ave	SE 110th Ave	Trail	Additional Projects	2
8	SR 40	NE 60th Ct	East of NE 58th Ave	Trail	Additional Projects	2
9	Withlacoochee Bay Trail	Dunnellon	Levy County	Trail	Marion County	2
10	E Highway 40 / Black Bear Trail	SE 183rd Avenue Rd	SR 19	Trail	Marion County	2
11	E Highway 40 / Black Bear Trail	West of NW 102nd Avenue Rd	SE 183rd Avenue Rd	Trail	Marion County	2
12	Ocala to Silver Springs Trail	SE Osceola Ave	NE 58th Ave	Trail	Marion County	2
13	Silver Springs Bikeway	East Silver Springs Blvd	Marjorie Harris Carr Cross Florida Greenway Park	Trail	Marion County	2
14	Lake Wauburg to Price's Scrub State Park Trail	Lake Wauburg	Price's Scrub State Park	Trail	Additional Projects	2
15	49th Ave	NW Blichton Rd	NW 44th Ave	Trail	Additional Projects	2
16	Nature Coast Trail (Chiefland to Dunnellon) II	Dunnellon	Levy County Line	Trail	Marion County	2
17	E Highway 40 / Black Bear Trail	SR 19	Volusia County Line	Trail	Marion County	2
18	Chiefland to Dunnellon	SW 215th Court Rd	SW Highway 484	Trail	Marion County	2
19	Ocala Rail Trail	SE 3rd St	Oak Rd	Trail	Marion County	2
20	Cross Florida Greenway Connection	SE Highway 314	Marshall Greenway	Trail	Marion County	2
21	SR 200	Cross Florida Greenway		Grade separated crossing	Stakeholder Input	2
22	Silver Springs Trail	Lake County	Silver Springs State Park	Trail	Additional Projects	3
23	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County	Trail	Marion County	3
24	Dunnellon Trail Connection	St Patrick Dr	Cross Florida Greenway	Trail	Additional Projects	3
25	NW 21st Ave	NW 35th St	NW 21st St	Trail	Additional Projects	3
26	Nature Coast Trail (Chiefland to Dunnellon) I	SW Highway 484	S Bridges Rd	Trail	Marion County	3
27	North Lake Trail	SR 40	Lake County Line	Trail	Marion County	3
28	Cross Florida Greenway Land Bridge Expansion	Over I-75		Trail	Additional Projects	3



ID	Facility Name	From	To	Improvement Type	Source	Initial Tier
1	SW 103rd Street Road	SR 200	SW 38th	Multi-Use E-W Path connection	Additional Projects	1
2	NE 55th Ave	NE 31st St	E Silver Springs Blvd	Sidewalk (on west side)	Additional Projects	1
3	SR 40/Silver Springs Blvd	US 301/441 Pine	SW 7th Avenue	Sidewalks both sides of street to fill gap.	Additional Projects	1
4	SR 464	SRS 200	SW 12th Avenue	Sidewalk to fill in gap - SR 200 to SW 12th south side; SW 18th Avenue to SW 12th Avenue on north side	Additional Projects	1
5	US 301/441/27	S/O Rail Line Bridge sidewalk ends	SE 3rd Avenue	Sidewalk both sides under Rail Bridge	Additional Projects	1
6	SW 20th Street	SW 34th Avenue	SW 38th Avenue	Sidewalks both sides to fill in gap.	Additional Projects	1
7	SW 19th Avenue Road	SR 464	existing sidewalk	Sidewalk to fill in gap on north side of road	Additional Projects	1
8	SR 40	north side of SR 40 to south side	NE 30th Avenue	Sidewalk connection across SR 40 to connect to NE 30th	Additional Projects	1
9	NE 7th Street	SR 35-Baseline	SE 36th Avenue	Sidewalks both side of street to complete gap	Additional Projects	1
10	SW 34th Street	SW 27th Avenue	SW 34th Circle	Sidewalk to fill in gaps both side	Additional Projects	1
11	SW 95th St	SW 48th Ave	SW 40th Ter	Shared Use Path	Marion County	1
12	NW 110th Ave	SR 40	NW 21st St	Shared Use Path	Marion County	1
13	NE 7th St	NE 36th Ave	Baseline Rd	Shared Use Path	Marion County	1
14	NE 7th Street	NE 36th Avenue	NE 46th Court	Sidewalk	Ocala	1
15	NE 35th St	NE 36th Ave	NE 36th Ln	Sidewalk (on North side)	Additional Projects	2
16	SE Maricamp Rd	East of SE 58th Ave	SE 110th Ave	Sidewalk	Additional Projects	2
17	US 301 both sides of roadway	SE 115th Lane	N/O SE 62nd Avenue connect to existing sidewalk	Sidewalk both sides	Additional Projects	2
18	SR 40	E Silver Springs Blvd		Sidewalk to fill in gap for access between north side of SR 40 to south side and Sun Tran Bus Stop at Marion County Veteran Services and Public Library	Additional Projects	2
19	SR 40	connection from north side to south side at NE 40th Avenue		Sidewalk to connect north and south side of SR 40	Additional Projects	2
20	SR 40	West of NE 49th Ter	NE 49th Ter	Sidewalk to fill in gap end of existing to NE 49th at Wal-Mart	Additional Projects	2
21	SW 13th Street	SW 37th Avenue	SW 27th Avenue	Sidewalk both sides to fill in gap and serve elementary school	Additional Projects	2
22	SW 32nd Avenue	SW 34th St	SW 33rd Rd	Sidewalk to fill in gap	Additional Projects	2
23	SW 80th Ave	SR 40	SW 38th St	Sidewalk	Stakeholder Input	2
24	NE 25th Ave	NE 28th St	NE 49th St	Sidewalk	Marion County	2
25	NW 17th Avenue	Silver Springs Boulevard	NW 4th Street	Sidewalk	Ocala	2
26	NW 16th Terrace	Silver Springs Boulevard	NW 1st Street	Sidewalk	Ocala	2
27	NW 3rd Avenue	NW 21st Street	NW 28th Street	Sidewalk	Ocala	2
28	NE 4th Avenue	NE 25th Street	NE 28th Street	Sidewalk	Ocala	2
29	NW 4th Avenue	NW 28th Street	NW 31st Street	Sidewalk	Ocala	2
30	SW 7th St	SW 24th Ave	SW MLK Jr Ave	Sidewalk (on both sides)	Additional Projects	2
31	NE 2nd St	NE 15th Ave	NE 19th Ave	Sidewalk (on both sides)	Additional Projects	2
32	NE 2nd St	NE 11th Ave	NE 12th Ter	Sidewalk (on both sides)	Additional Projects	2
33	NE 35th St	Lindale Mobile Home Park West Entrance	NE 55th Ave	Sidewalk (on North side)	Additional Projects	2
34	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Sidewalk	Additional Projects	2
35	US 301	SE 120th Place	SE 115th Lane	Sidewalk both sides	Additional Projects	2
36	SR 40	north to south side of road connection		Sidewalk at NE 42nd to connect across SR 40	Additional Projects	2
37	NE 36th Avenue	NE 14th St	NE 19th Place	Sidewalk to complete gap	Additional Projects	2

ID	Facility Name	From	To	Improvement Type	Source	Initial Tier
38	SW 20th Street	SW 60th Avenue	SW 57th Avenue	Sidewalk both sides to fill in gap.	Additional Projects	2
39	Fort King Street	SR 35-Baseline	Se 36th Avenue	Sidewalks both side of street to complete gaps	Additional Projects	2
40	SW 34th Street	Sw 27th Avenue	Sw 26th Avenue	Sidewalk to complete gap	Additional Projects	2
41	SW 34th St	East of SW 34th Cir	East of SW 27th Ave	Sidewalk gap	Additional Projects	2
42	SR 35/Baseline Road	SE 110th/Hames	SE of 92nd Loop	Sidewalk/Multi-Use Path	Additional Projects	2
43	SW 27th Ave	SW 42nd St	SW 66th St	Sidewalk	Stakeholder Input	2
44	SW 66th St	SR 200	SW 27th Ave	Sidewalk	Stakeholder Input	2
45	US 441	Avenue I	Dollar General	Sidewalk	Stakeholder Input	2
46	Town of Reddick			Sidewalk/Shared Use Path Study Area	Stakeholder Input	2
47	Pine Road	Spring Rd	SE Maricamp Rd	Sidewalk	Marion County	2
48	Almond Rd	SE 58th Ave	SE 58th Ave	Sidewalk	Marion County	2
49	Oak Road	Emerald Road	Southern intersection of Olive rd. and Emerald rd.	Sidewalk	Marion County	2
50	NE 95 Street	NE 16th Ter	West side of Railroad RW	Shared Use Path	Marion County	2
51	Dogwood Road	SR 35	Pine Road	Shared Use Path	Marion County	2
52	SW 21st Avenue	SW 7th Street	SW 8th Place	Sidewalk	Ocala	2
53	SW 20th Avenue	SW 7th Street	SW 8th Place	Sidewalk	Ocala	2
54	SW 19th Avenue	SW 7th Street	SW 8th Place	Sidewalk	Ocala	2
55	SW 5th Place	SW 20th Avenue	SW 24th Avenue	Sidewalk	Ocala	2
56	SW 6th Street	SW 20th Avenue	SW 24th Avenue	Sidewalk	Ocala	2
57	SW 6th Street	SW MLK Avenue	SW 19th Avenue	Sidewalk	Ocala	2
58	NW 2nd Street	NW 24th Avenue	NW 27th Avenue	Sidewalk	Ocala	2
59	SE 44th Avenue	E Fort King Street	SE 8th Avenue	Sidewalk	Ocala	2
60	SE 6th Street	SE 32nd Avenue	SE 36th Avenue	Sidewalk	Ocala	2
61	SE 32nd Avenue	E Fort King Street	SE 6th Street	Sidewalk	Ocala	2
62	NE 10th Avenue	NE 3rd Street	NE 5th Street	Sidewalk	Ocala	2
63	NW 5th Avenue	NW 25th Street	NW 28th Street	Sidewalk	Ocala	2
64	NE 39th Avenue	NE 17th Place	NE 21st Street	Sidewalk	Ocala	2
65	NW 2nd Avenue	NW 28th Street	NW 31st Street	Sidewalk	Ocala	2
66	SE 17th Street	SE 25th Avenue	SE 29th Terrace	Sidewalk	Ocala	2
67	SE 9th Street	SE 3rd Avenue	SE Alvarez Avenue	Sidewalk	Ocala	2
68	SE 22nd Street	SE 4th Terrace	SE 8th Avenue	Sidewalk	Ocala	2
69	SE 5th Street	SE 11th Avenue	SE 15th Avenue	Sidewalk	Ocala	2
70	SE 8th Street	SE 11th Avenue	SE 17th Avenue	Sidewalk	Ocala	2
71	SE 12th Street	SE 9th Avenue	SE 11th Avenue	Sidewalk	Ocala	2
72	SW 2nd Street	SW 24 Avenue	SW 23rd Avenue	Sidewalk	Ocala	2
73	NE 14th Avenue	NE 35th Street	NE 28th Street	Sidewalk	Ocala	2
74	NE 24th Street	NE 19th Avenue	NE 21st Terrace	Sidewalk	Ocala	2
75	NW 17th Pl	NW 21st Ave	NW Martin Luther King Jr Ave	Sidewalk (on north side)	Additional Projects	3
76	NW 21st Avenue	MLK Avenue	Ocala Recharge Park	Sidewalks both sides to connect MLK sidewalks to Park	Additional Projects	3
77	SW 80th Ave	SW 90th St	SW 80th St	Shared Use Path	Marion County	3
78	SE 55th Avenue Rd	US 441	CR 484	Sidewalk	Marion County	3
79	Bahia Road	Midway Road	Northern existing sidewalk on the west side of Bahia Road	Shared Use Path	Marion County	3
80	SE 30th Avenue	SE 14th Street	SE 17th Street	Sidewalk	Ocala	3
81	SE 7th Street	SE 36th Avenue	SE 38th Avenue	Sidewalk	Ocala	3
82	SE 8th Street	SE 36th Avenue	SE 39th Avenue	Sidewalk	Ocala	3
83	NE 10th Avenue	NE 10th Street	NE 14th Street	Sidewalk	Ocala	3
84	NW 25th Street	NW 1st Avenue	NW 6th Avenue	Sidewalk	Ocala	3
85	NW 24th Place	NW Magnolia Avenue	NW 25th Street	Sidewalk	Ocala	3
86	NW 24th Road	NW 21st Avenue	NW 21st Street	Sidewalk	Ocala	3
87	NW 21st Court	NW 24th Road	NW 23rd Road	Sidewalk	Ocala	3
88	NE 20th Avenue	NE 10th Street	NE 14th Street	Sidewalk	Ocala	3
89	NW 21st Street	NW 24th Road	NW 21st Avenue	Sidewalk	Ocala	3
90	NW 4th Avenue	NW 8th Street	NW 10th Street	Sidewalk	Ocala	3
91	SE 41st Avenue	SE 8th Street	SE 11th Place	Sidewalk	Ocala	3
92	SW 26th Avenue	SW 34th Avenue	SW 35th Avenue	Sidewalk	Ocala	3
93	SW 30th Street	SW 38 Avenue	2470 ft West	Sidewalk	Ocala	3
93	SW 29th Avenue	SW 38 Avenue	1777 ft West	Sidewalk	Ocala	3
95	SW 28th Place	SW 38 Avenue	986 ft West	Sidewalk	Ocala	3
96	SW 41st Court	SW 29 Place	SW 30th Street	Sidewalk	Ocala	3
97	SW 39th Court	SW 28 Place	SW 30th Street	Sidewalk	Ocala	3
98	SE 39th Avenue	SE 7th Street	SE 3rd Street	Sidewalk	Ocala	3
99	SW 49th Ave	Marion Oaks Trl	SW 135th St	SUP	Additional Projects	3

Bike Projects

Ocala

Improvement Category
Bike

0 2 4 Miles

1
2
3
4
5
6
7

ID	Facility Name	From	To	Improvement Type	Source	Initial Tier
1	E Fort King St	SE 16th Ave	SE 22nd Ave	Potential buffered bike lane	Additional Projects	2
2	NE 1st Ave	SE Broadway St	NE 2nd St	Potential Bike Lane	Additional Projects	2
3	S Magnolia Ave	SW 10th St	NE 2nd St	Potential Bike Lane	Additional Projects	2
4	SR 200	Bridge over Withlacoochee River		Bicycle-Pedestrian Accommodations with future bridge replacement	Additional Projects	3
5	SW 43rd Ct	NW Blitchton Rd	SR 200	Potential Bike Lane	Stakeholder Input	3
6	SW 20th St	I-75	SR 200	Potential Bike Lane	Stakeholder Input	3
7	SW 66th St	SR 200	SW 27th Ave	Potential Bike Lane	Stakeholder Input	3



TO: Board Members

FROM: Rob Balmes, Director

RE: 2025 Commitment to Zero Safety Report

On August 18, the TPO published the 2025 Commitment to Zero Safety Report and online Dashboard. The report and dashboard serve as resources to the public for information related to fatal and serious injury crashes over the previous five years (2020 to 2024) on the public roadways of Marion County. The report format was updated this year to include highlights of safety activities, initiatives and projects by partner agencies throughout the county. The TPO plans to publish a safety report every two years, and update the online dashboard every year.

The 2025 Commitment to Zero Safety Report is attached with this memo and may also be found on the TPO website: <https://ocalamariontpo.org/transportation-statistics/>

The Online Commitment to Zero Dashboard with desktop and mobile versions may be found at: <https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a>

Attachment(s)

- Presentation
- 2025 Commitment to Zero Safety Report

If you have any questions, please contact me at: 352-438-2631.



An Action Plan >>> for Safer Streets in Ocala Marion



Commitment to Zero 2025 Safety Report



TPO Board Meeting
August 26, 2025



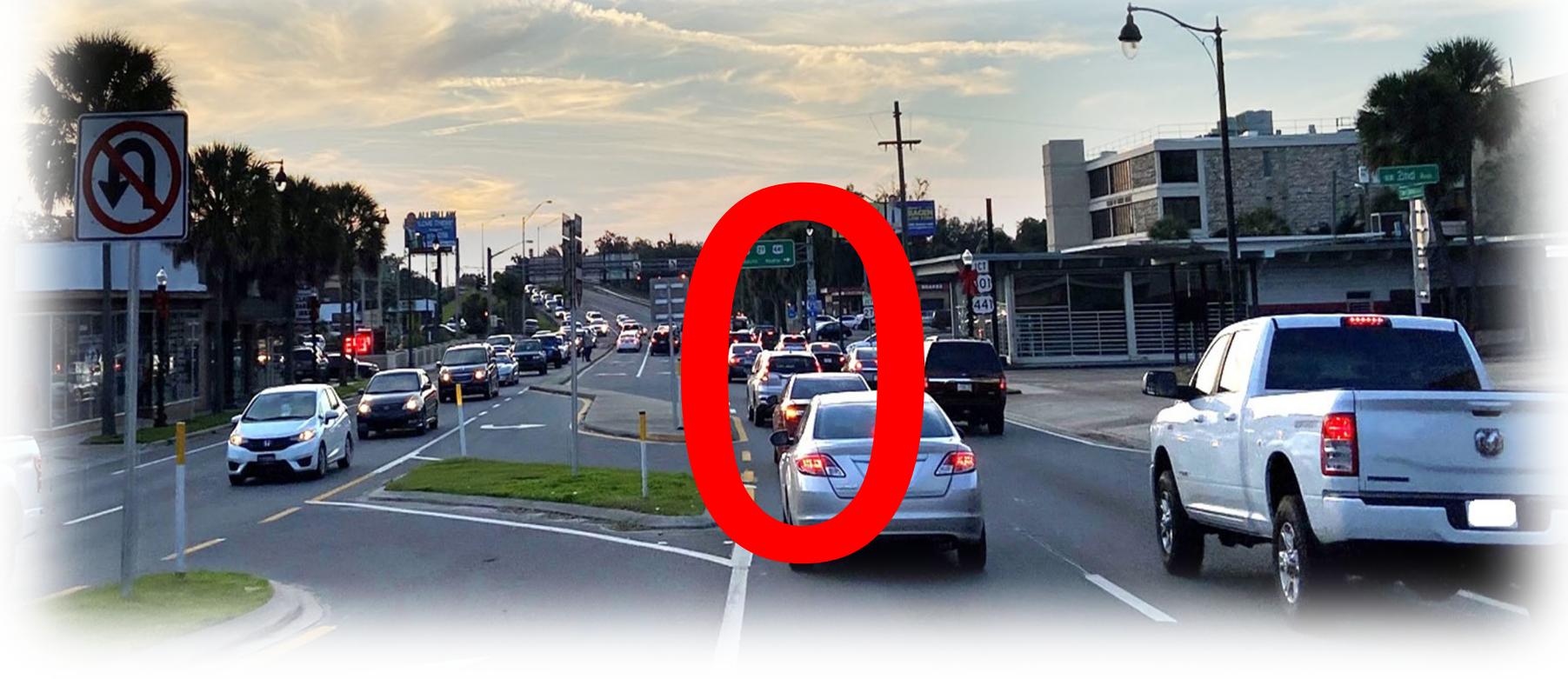
OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

Commitment to Zero Pledge

We recognize that crashes are preventable, and our choices matter to our lives and the lives of others.

We pledge to make safety a priority, to focus on driving, to slow down, be aware of our surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around us.

Commitment to Zero Goal



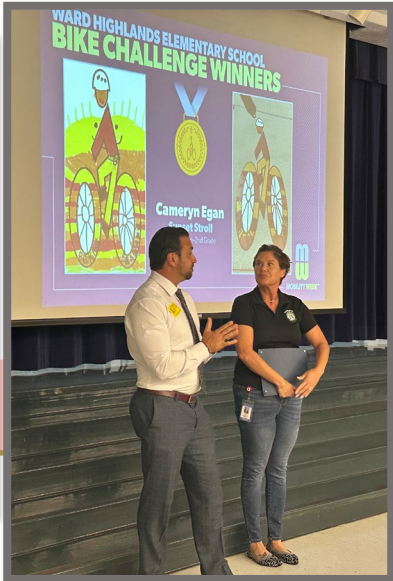
COMMUNITY SAFETY HIGHLIGHTS



Marion County and the TPO launched the Safety Matters initiative to promote roadway safety through community education. Supported by 14 partners, the initiative highlights the shared responsibility of all road users. It received an Outreach Award from the Florida Department of Transportation (FDOT) at the 2025 Safety Summit and a Achievement Award from the National Association of Counties (NACo) for its impactful messaging.



Bike Lane Design Contest 2024
Ward Highlands Elementary



Bike Lane Design Contest 2025
Madison Street Academy

Bike Lane Design Contest

The TPO partnered with FDOT for a bike lane design contest at Ward Highlands and Madison Street Elementary Schools. Students showcased their creativity by using a bike lane marking template to create unique designs. The winning entries were installed by the FDOT maintenance crew on the school campus, promoting both artistic expression and bicycle safety.



National Stop on Red Week raises awareness about the dangers of red-light running. To support this effort, the National Coalition for Safer Roads (NCSR), Ocala Marion TPO, and FDOT hosted pop-up events at State Road 40 and NE 25th Avenue in 2024, and at US 301 and US 441 in Belleview in 2025, to educate the public and encourage safer driving behaviors.

COMMUNITY SAFETY HIGHLIGHTS



Since 2024, the Best Foot Forward for Pedestrian Safety program has been working successfully in Marion County. With assistance from FDOT's Target Zero initiative, the program has built a strong coalition of stakeholders focused on pedestrian safety.



CarFit 2025 and Senior Lifestyles & Injury Prevention Program
In 2025, Marion County Fire Rescue, the Florida Department of Health, Strive! Physical Therapy, and HCA Florida Ocala Hospital hosted a CarFit event to help older adults improve safety and mobility by ensuring their vehicles fit them properly. HCA Florida Ocala Hospital also delivered "On the Right Road" and "Stepping Out Safely" presentations on vehicle and pedestrian safety to large retirement communities across the county.



The Marion County Community Traffic Safety Team (CTST)

The Marion County CTST is a locally based group of professionals devoted to coordinating the improvement of traffic safety throughout Marion County. Representatives of the CTST come from law enforcement, fire rescue, local, regional and state government, health care, schools and non-profits. The CTST meets monthly to collaborate and help solve local traffic safety problems, and support greater public awareness.



COMMUNITY SAFETY HIGHLIGHTS



Marion County Fire Rescue took part in several community safety initiatives, including Back to School Bash events with Safe Kids and Advent across the county and at the World Equestrian Center, where they provided bike helmet fittings and distributed safety materials to children. They also participated in multiple CarFit events for seniors and supported a Safe Kids pedestrian and bicycle safety event at Eighth Street Elementary.



Early. On time. A little late.
JUST GET THERE SAFELY.



FDOT District Five began construction in fall 2024 on S.R. 200/Southwest College Road from east of I-75 to U.S. 301/U.S. 441/South Pine Avenue in Ocala. With Marion County among the nation's fastest-growing areas, traffic along this corridor has surged. To improve safety and operations, FDOT is replacing sections of the center turn lane with a raised median, adding segmented left-turn lanes, and installing three pedestrian hybrid beacons at key crosswalks. These upgrades support FDOT's Target Zero goal of getting everyone home safely.



COMMUNITY SAFETY HIGHLIGHTS



Marion County
FLORIDA

Through a grant award, Marion County is enhancing safety on County Road (CR) 475A. High Friction Surface Treatment and Paved Shoulders with Safety Edge are being installed at curves to reduce lane departure crashes, which account for nearly 50% of incidents on the corridor. The improvements are projected to prevent 6.6 crashes annually, with an estimated yearly savings of \$736,920 and cost-benefit ratio of 4.08 to 1.

CR 475A
Currently →



Example of the
completed project →



Congresswoman Kat Cammack Announces City Of Ocala Grant To Improve Local Road Safety

January 2, 2024 Press Release

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The City of Ocala will use the grant to conduct supplemental planning to develop a city-wide Local Road Safety Plan (LRSP) and a Speed Management Plan targeting safer speeds in residential areas and around schools.

"I'm excited to see the City of Ocala making excellent use of this grant," said Congresswoman Kat Cammack. "Safer roadways are important for motorists, pedestrians, and cyclists in Ocala, ensuring everyone makes it to their destination and back home safely. I look forward to seeing the City's thoughtful planning in action."



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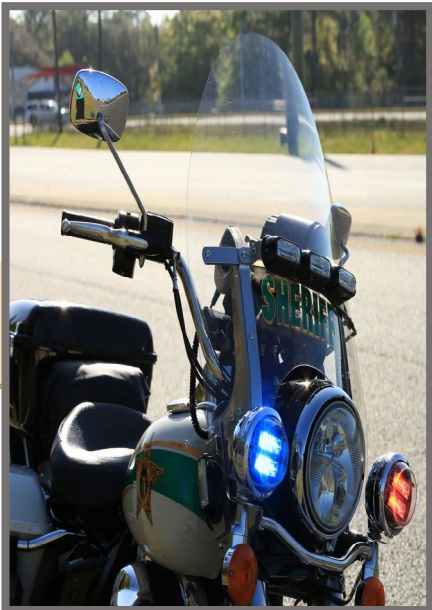
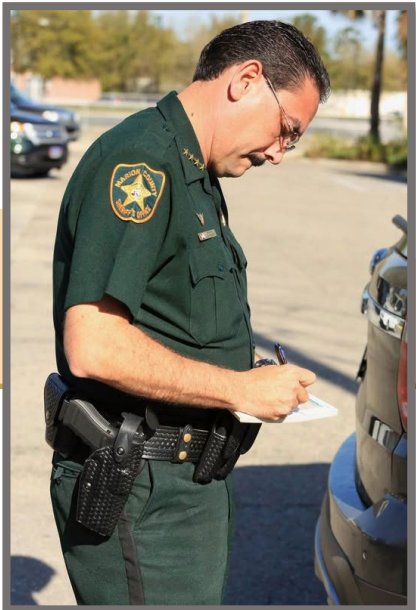
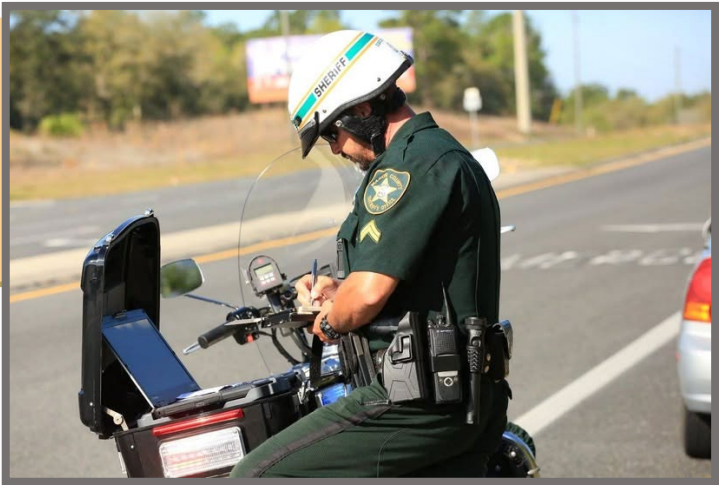
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COMMUNITY SAFETY HIGHLIGHTS



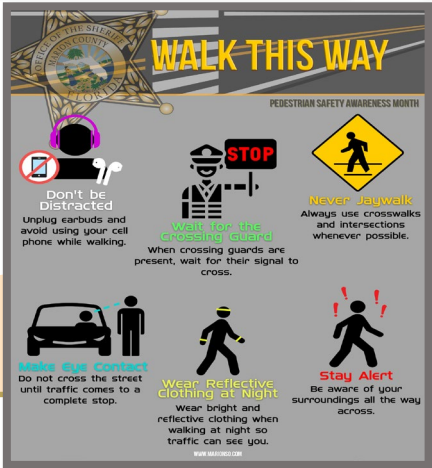
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Partnering with the Best Foot Forward Crosswalk Enforcement

Plainclothes "decoy" pedestrians cross while uniformed deputies monitor and stop violators. Crosswalk yield compliance has risen at key locations from 40% to 56% after enforcement



High-Visibility Enforcement (HVE) and Pedestrian/Bicyclist Safety

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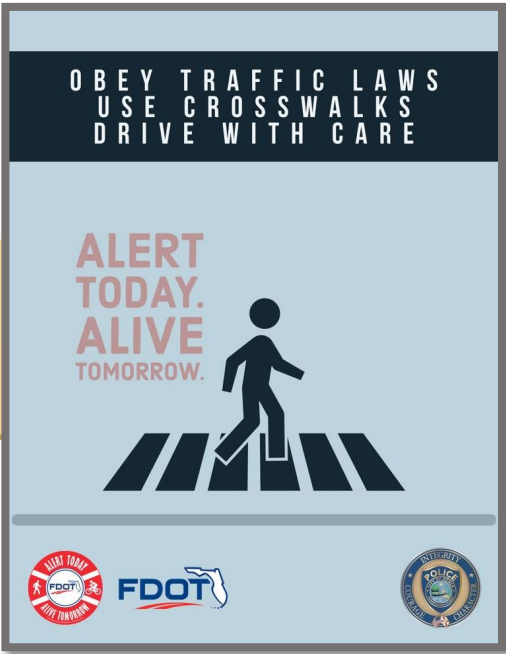
COMMUNITY SAFETY HIGHLIGHTS



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HIGH-VISIBILITY ENFORCEMENT
TO REDUCE SPEEDING AND
AGGRESSIVE DRIVING

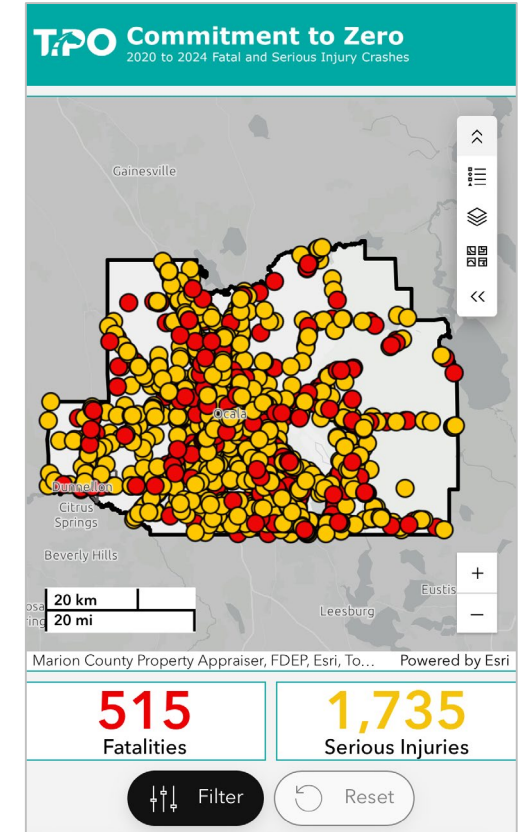
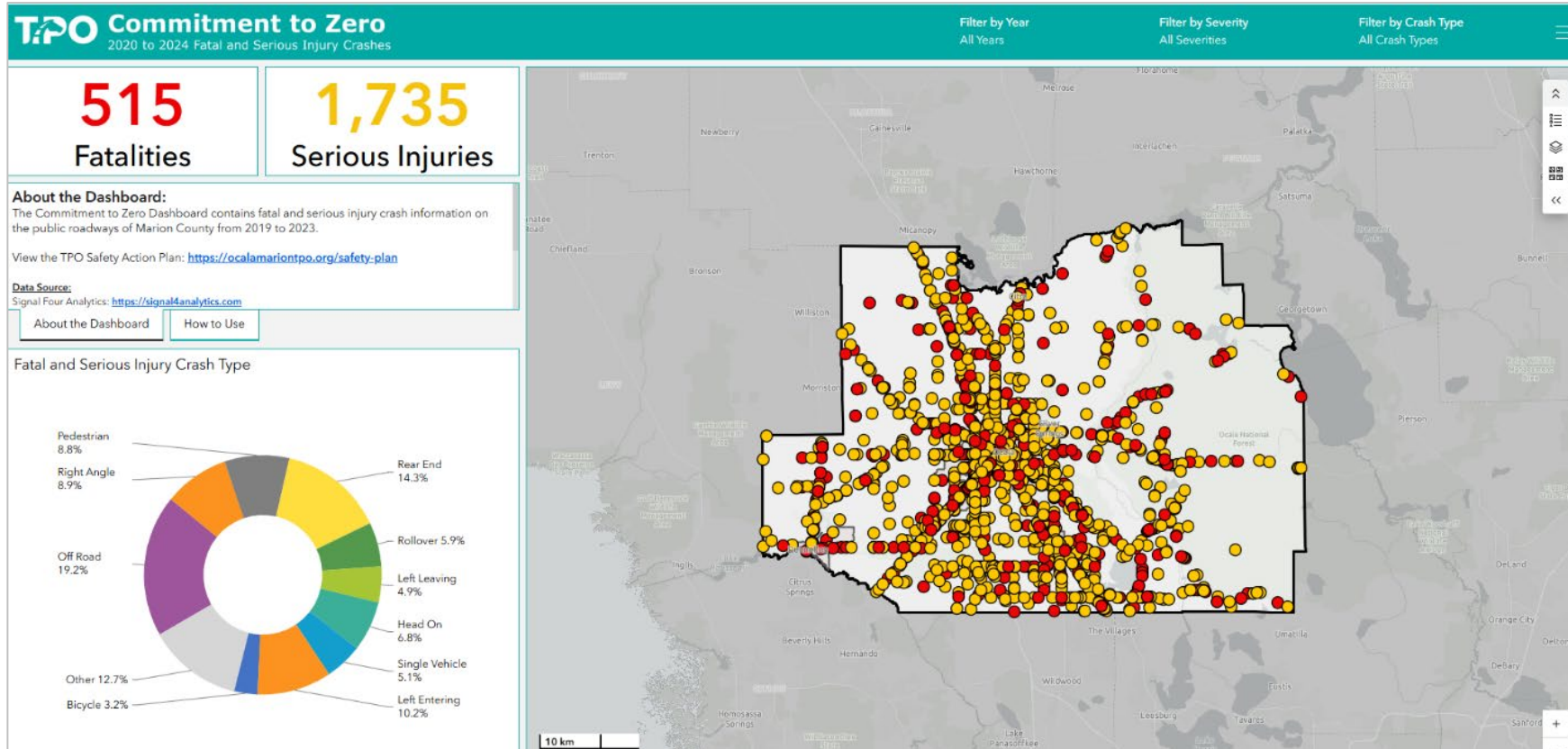


High-Visibility Enforcement (HVE) and Pedestrian/Bicyclist Safety

OPD has been a successful recipient of the full use of HVE grants to support enforcement and education contacts in the City of Ocala. Over 865 hours have been logged, 4,479 contacts made and over 240 bike lights distributed to citizens.

2025 Safety Report

Dashboard (Desktop and Mobile)



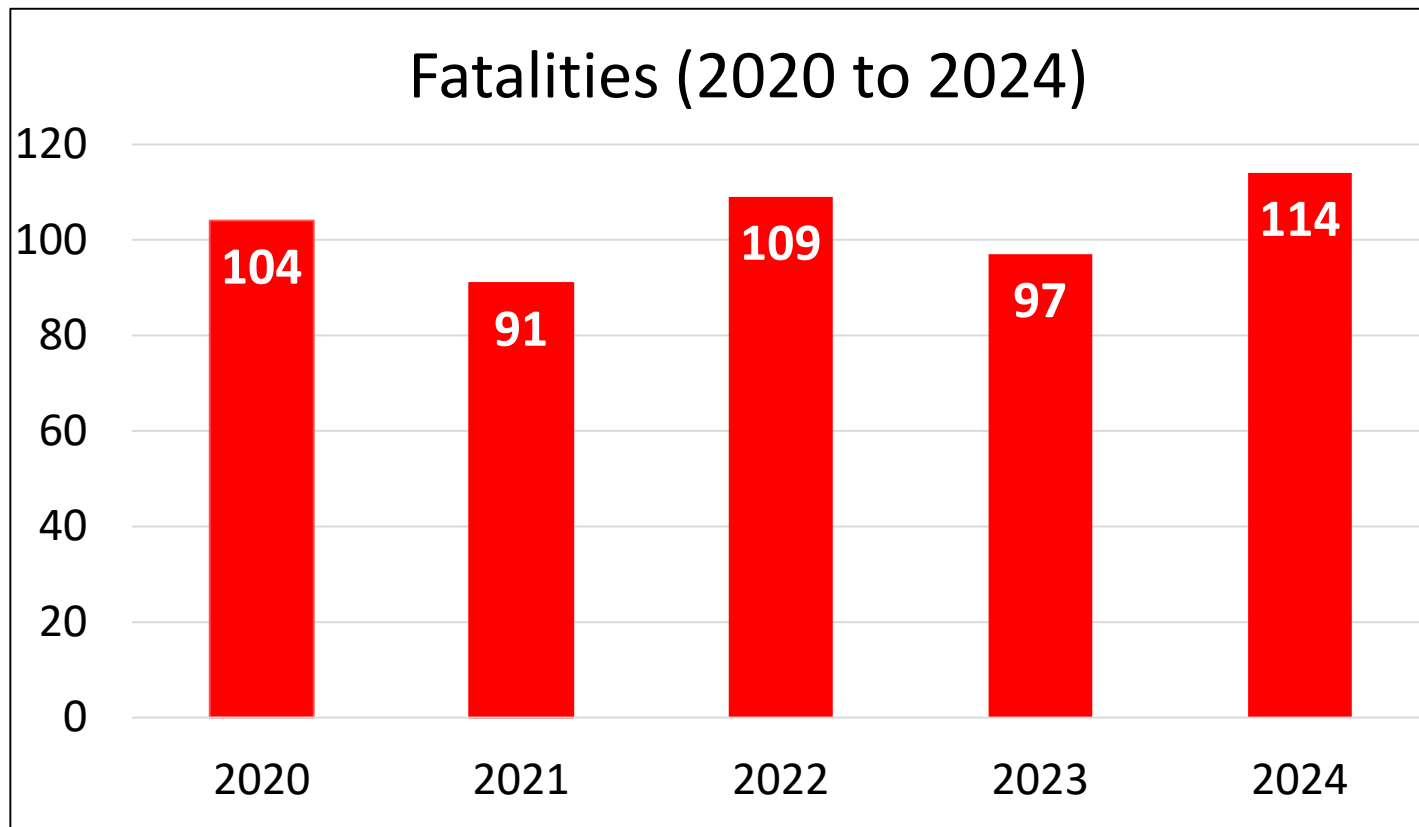
Crash Summary Statistics

Current Five-Year Trend

On average, approximately **9,000** traffic crashes occurred annually on *public roads in Marion County resulting in the loss of life to about **100** people and seriously injuring **350**.

*Public Roads excludes private driveways, private roads, parking lots, forest roads, and rail lines away from roadway

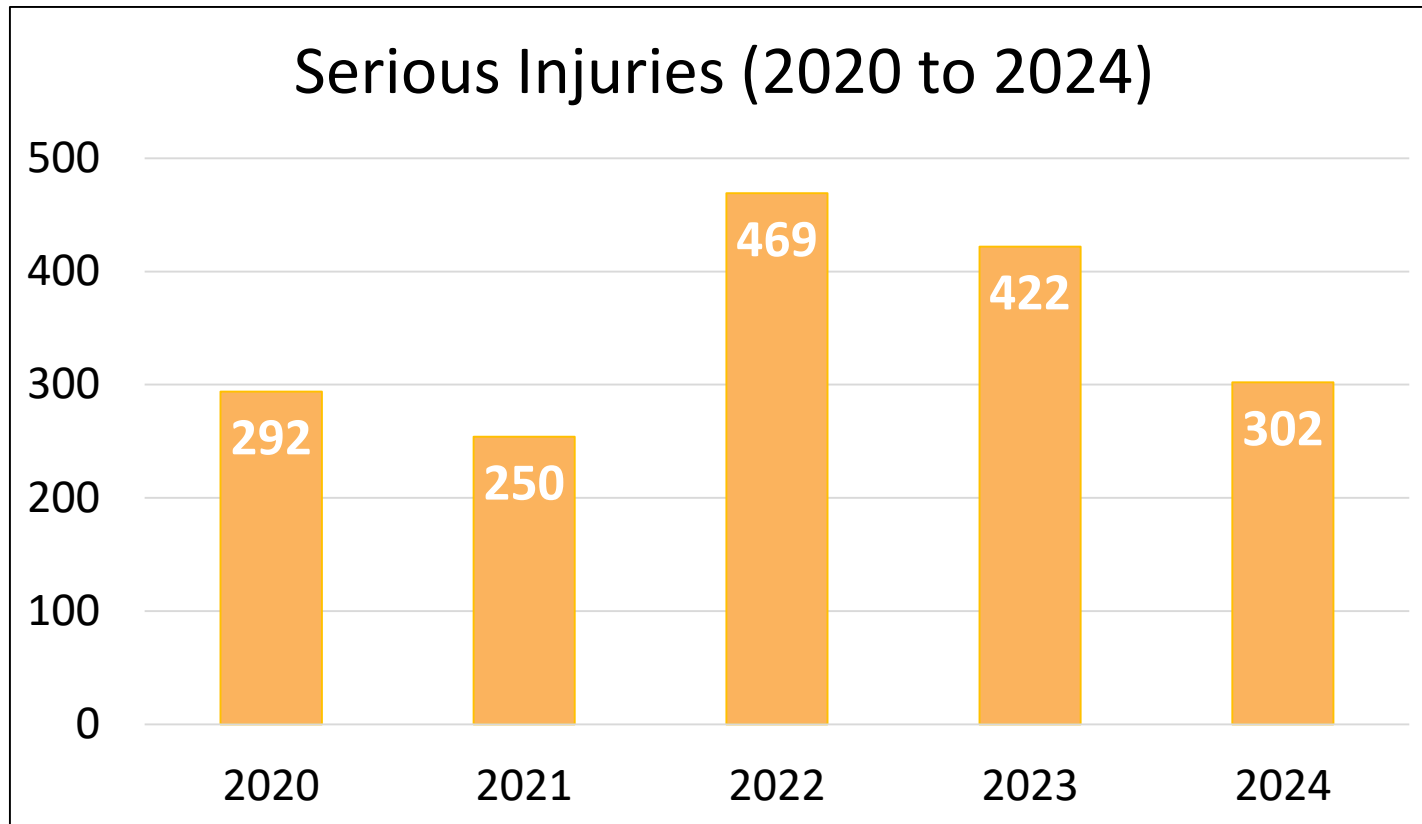
2025 Safety Report



**The average
Fatalities from
severe crashes were
103 per year**

**Fatalities grew at an
average rate of 3.4%
per year from
2020 to 2024**

2025 Safety Report



The average Serious Injuries from crashes were 347 per year

Serious Injuries declined in 2023 and 2024 after a significant increase in 2022

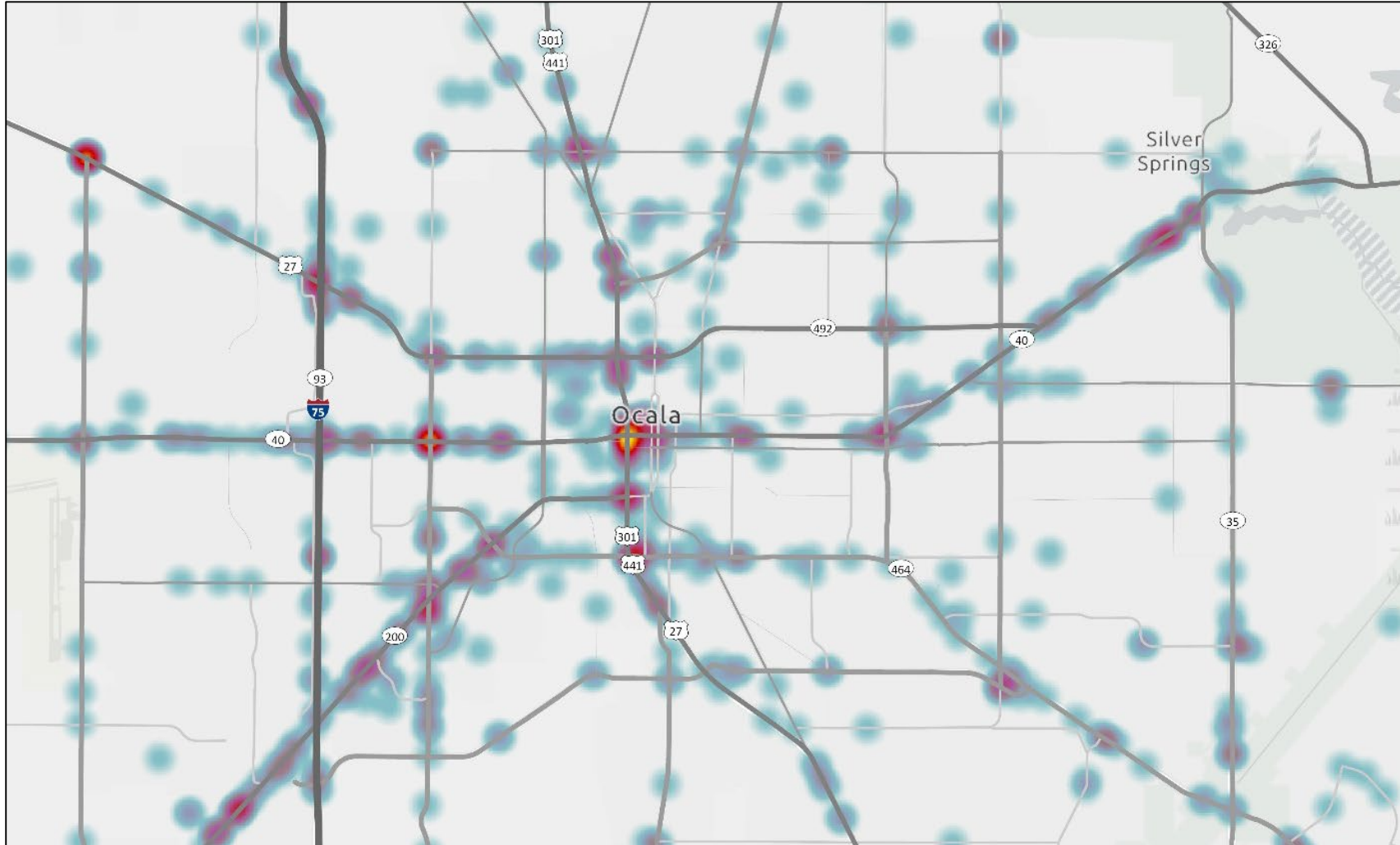
Bicycle and Pedestrian Fatalities and Serious Injuries

260 Bicycle and Pedestrian Fatalities and Serious Injuries

11% of all Fatalities and Serious Injuries involved Bicyclists and Pedestrians

An average of **52** Fatalities and Serious Injuries per year involved Bicyclists and Pedestrians

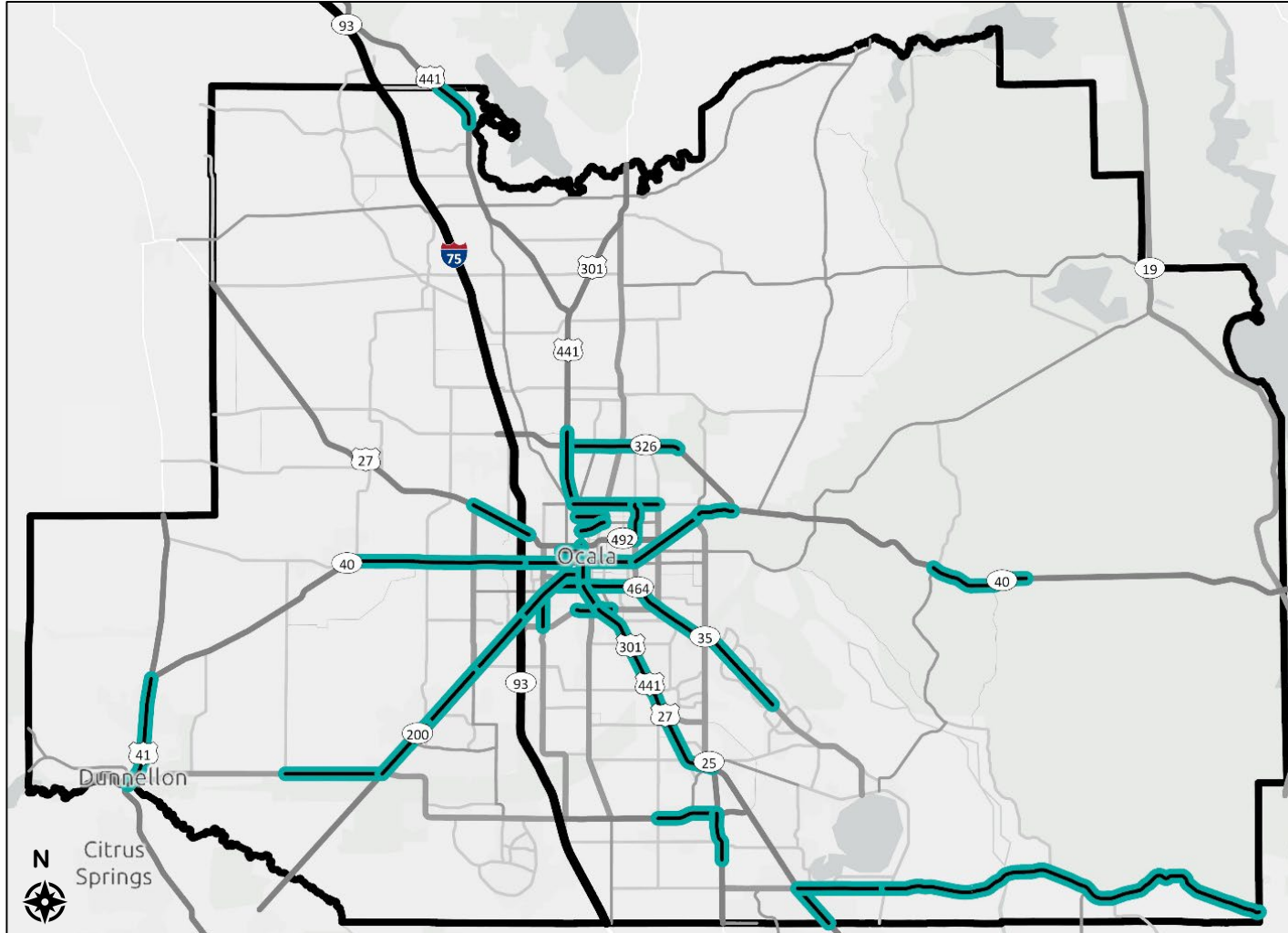
2025 Safety Report



**Heat Map of Fatal and
Serious Injury Crashes**



2025 Safety Report



Commitment to Zero High Injury Network

143
Fatalities on
the HIN (28%)

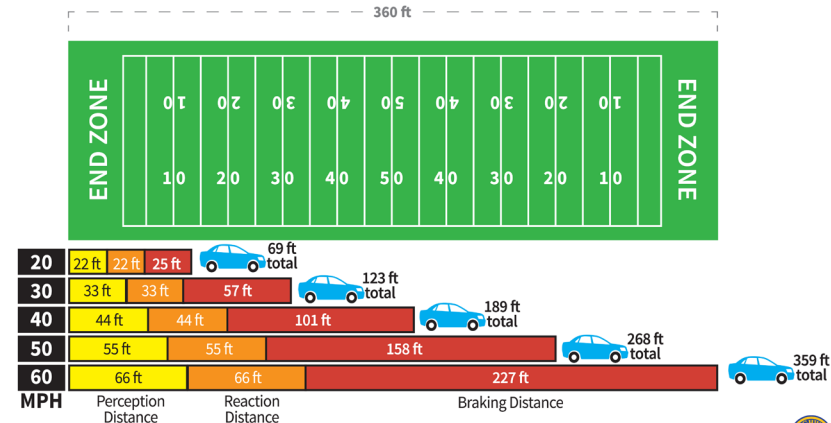
448 Serious
Injuries on the
HIN (26%)

Action Plan Emphasis Areas

1. Culture of Safety



2. Speed Management



3. Non-Motorized Users



4. Run-Off Road



5. Intersection Operations



Commitment to Zero 2025 Safety Report



August 2025



Commitment to Zero Pledge

We recognize that crashes are preventable, and our choices matter to our lives and the lives of others.

We pledge to make safety a priority, to focus on driving, to slow down, be aware of our surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around us.

TABLE OF CONTENTS

Introduction	5
Community Safety Highlights	7
Total Crash Summary	13
Methodology	13
Five-Year Summary Snapshot	13
Fatal and Serious Injury Crash Summary	18
Crash Severity Analysis: Fatalities	18
Crash Severity Analysis: Serious Injuries	19
Crash Severity Analysis: Bicycle and Pedestrian Crashes	20
Fatality and Serious Injury Crash Profile	22
Action Plan Emphasis Areas	31
Culture of Safety	31
Speed Management	31
Non-Motorized Users	31
Run-Off Road Crashes	32
Intersection Operations	32
Appendix A: Crash Data Analysis Methodology	A
Appendix B: Commitment to Zero High Injury Network	B

CRASH SUMMARY (2020 TO 2024) PUBLIC ROADWAYS IN MARION COUNTY

ALL CRASHES	TOTAL CRASHES 45,414	AVG. CRASHES PER YEAR 9,083	AVG. ANNUAL INCREASE 4.8%	
FATAL CRASHES	NUMBER OF CRASHES 458	NUMBER OF FATALITIES 515	FATALITIES and SERIOUS INJURIES by MONTH Highest: MAY and MARCH Lowest: AUGUST	
SERIOUS INJURY CRASHES	NUMBER OF CRASHES 1,408	SERIOUS INJURIES 1,735	SERIOUS INJURIES IN FATAL CRASHES 138	
AVG. PER YEAR	FATALITIES 103	SERIOUS INJURIES 347	BICYCLE-PEDESTRIAN Fatalities and Serious Injuries 52	
ROAD *RELATED	INTERSECTION 36%	WEATHER Clear Conditions 69.5%	LOCAL ROADS 54%	DARK Not Lighted 26%
DRIVER *RELATED	DRIVER AGE 28% 60+ Years Old	PASSGENDER AGE 15% Under 15 Years Old	NO SEAT BELT FATALITIES 26%	ALCOHOL/DRUG RELATED 15%
CRASH TYPES	TOP 3 TOTAL CRASHES Rear End Fixed Object/Run-Off Road Same Direction-Sideswipe	TOP 3 FATALITY Fixed Object/Run-Off Road Pedestrian Left Turn	TOP 3 SERIOUS INJURY Fixed-Object/Run-Off Road Left Turn Rear End	

*Fatal and Serious Injury crashes only

Crash Data Source: Signal Four Analytics: <https://signal4analytics.com>

Crashes on public roadways in Marion County (excludes private driveways, parking lots, forest roads, private roads)

INTRODUCTION

Transportation Safety is a primary emphasis area of the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT) and the Ocala-Marion Transportation Planning Organization (TPO). In November 2022, the TPO Board adopted **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**.

Commitment to Zero is the TPO's call to action to eliminate traffic fatalities and serious injuries from the county's transportation system. It is not just a slogan or effort isolated to the TPO. Commitment to Zero is a comprehensive initiative and how the community talks about, approaches, and addresses traffic safety. **Safety Action Plan:** (<https://ocalamariontpo.org/safety-plan/>).

Commitment to Zero is the TPO's call to action to eliminate traffic-related fatalities and serious injuries by **2045**

The **goal** of Commitment to Zero is to achieve **zero fatalities** and **zero serious injuries** by **2045**. On an annual basis, the TPO Governing Board sets measurable targets to monitor and report on progress toward achieving this goal. The TPO's commitment to safety also includes the obligation of meeting federal reporting requirements and performance-based planning. This process represents an outcome-driven program that can be tracked transparently and adjusted as necessary.

The **2025 Commitment to Zero Safety Report** includes a five-year snapshot of safety activities and crash information on the public roadways in Marion County. The report is intended to be a resource for the citizens of Marion County. This report is supplemented by the **Commitment to Zero Dashboard (Figure 1)** located on the TPO website:

(<https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a/>).

Commitment to Zero Goal

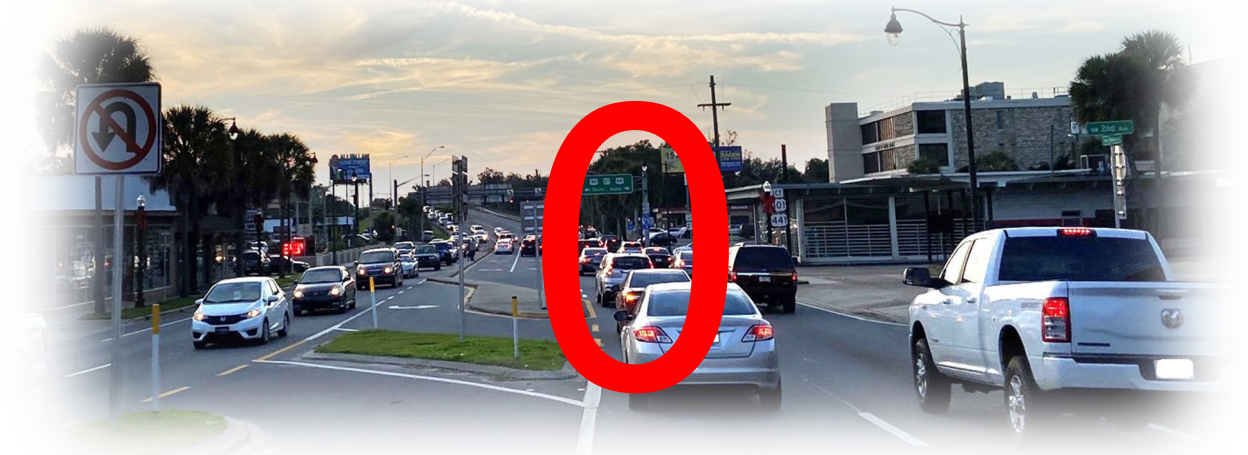
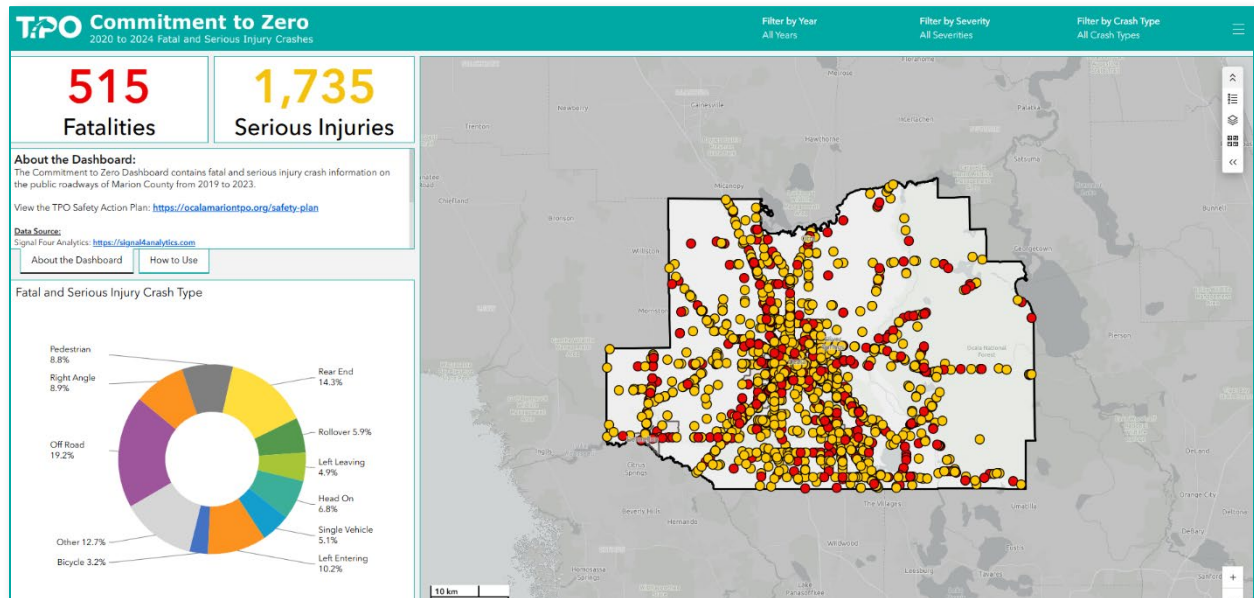


Figure 1: 2025 Commitment to Zero Dashboard



The 2025 Safety Report is organized by three sections:

- **Community Safety Highlights:** Highlights of major safety activities, initiatives and projects in 2024 and 2025.
- **Total Crashes:** Summary of the most recent five-year period (2020 to 2024) of all traffic related crashes on *public roadways.
- **Fatal and Serious Injury Crashes:** Summary of the most recent five-year period (2020 to 2024) of fatal and serious injury crashes on public roadways.

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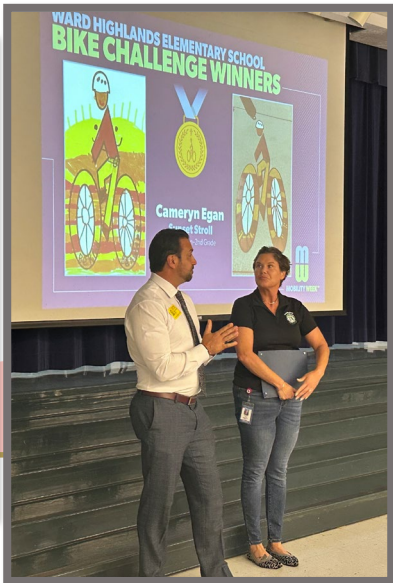
COMMUNITY SAFETY HIGHLIGHTS



Marion County and the TPO launched the Safety Matters initiative to promote roadway safety through community education. Supported by 14 partners, the initiative highlights the shared responsibility of all road users. It received an Outreach Award from the Florida Department of Transportation (FDOT) at the 2025 Safety Summit and a Achievement Award from the National Association of Counties (NACo) for its impactful messaging.



Bike Lane Design Contest 2024
Ward Highlands Elementary



Bike Lane Design Contest 2025
Madison Street Academy

Bike Lane Design Contest

The TPO partnered with FDOT for a bike lane design contest at Ward Highlands and Madison Street Elementary Schools. Students showcased their creativity by using a bike lane marking template to create unique designs. The winning entries were installed by the FDOT maintenance crew on the school campus, promoting both artistic expression and bicycle safety.



National Stop on Red Week raises awareness about the dangers of red-light running. To support this effort, the National Coalition for Safer Roads (NCSR), Ocala Marion TPO, and FDOT hosted pop-up events at State Road 40 and NE 25th Avenue in 2024, and at US 301 and US 441 in Belleview in 2025, to educate the public and encourage safer driving behaviors.

COMMUNITY SAFETY HIGHLIGHTS



Since 2024, the Best Foot Forward for Pedestrian Safety program has been working successfully in Marion County. With assistance from FDOT's Target Zero initiative, the program has built a strong coalition of stakeholders focused on pedestrian safety.



CarFit 2025 and Senior Lifestyles & Injury Prevention Program
In 2025, Marion County Fire Rescue, the Florida Department of Health, Strive! Physical Therapy, and HCA Florida Ocala Hospital hosted a CarFit event to help older adults improve safety and mobility by ensuring their vehicles fit them properly. HCA Florida Ocala Hospital also delivered "On the Right Road" and "Stepping Out Safely" presentations on vehicle and pedestrian safety to large retirement communities across the county.



The Marion County Community Traffic Safety Team (CTST)

The Marion County CTST is a locally based group of professionals devoted to coordinating the improvement of traffic safety throughout Marion County. Representatives of the CTST come from law enforcement, fire rescue, local, regional and state government, health care, schools and non-profits. The CTST meets monthly to collaborate and help solve local traffic safety problems, and support greater public awareness.



COMMUNITY SAFETY HIGHLIGHTS



Marion County Fire Rescue took part in several community safety initiatives, including Back to School Bash events with Safe Kids and Advent across the county and at the World Equestrian Center, where they provided bike helmet fittings and distributed safety materials to children. They also participated in multiple CarFit events for seniors and supported a Safe Kids pedestrian and bicycle safety event at Eighth Street Elementary.



Early. On time. A little late.
JUST GET THERE SAFELY.



FDOT District Five began construction in fall 2024 on S.R. 200/Southwest College Road from east of I-75 to U.S. 301/U.S. 441/South Pine Avenue in Ocala. With Marion County among the nation's fastest-growing areas, traffic along this corridor has surged. To improve safety and operations, FDOT is replacing sections of the center turn lane with a raised median, adding segmented left-turn lanes, and installing three pedestrian hybrid beacons at key crosswalks. These upgrades support FDOT's Target Zero goal of getting everyone home safely.



COMMUNITY SAFETY HIGHLIGHTS



Marion County
FLORIDA

Through a grant award, Marion County is enhancing safety on County Road (CR) 475A. High Friction Surface Treatment and Paved Shoulders with Safety Edge are being installed at curves to reduce lane departure crashes, which account for nearly 50% of incidents on the corridor. The improvements are projected to prevent 6.6 crashes annually, with an estimated yearly savings of \$736,920 and cost-benefit ratio of 4.08 to 1.

CR 475A
Currently



Example of the
completed project



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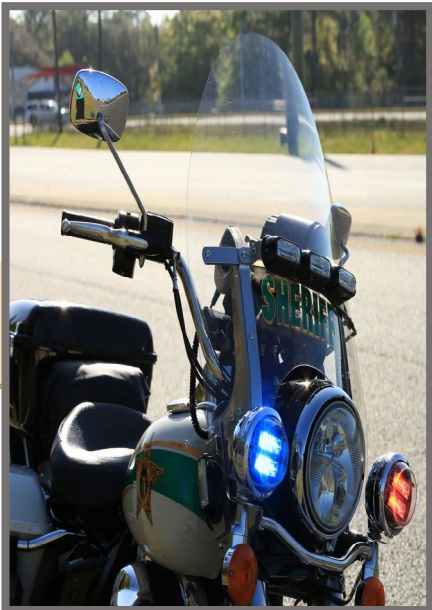
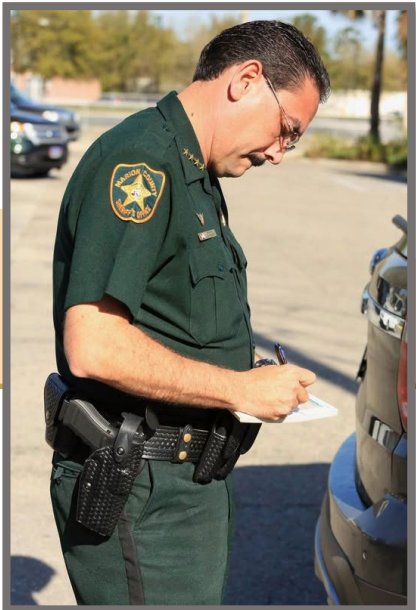
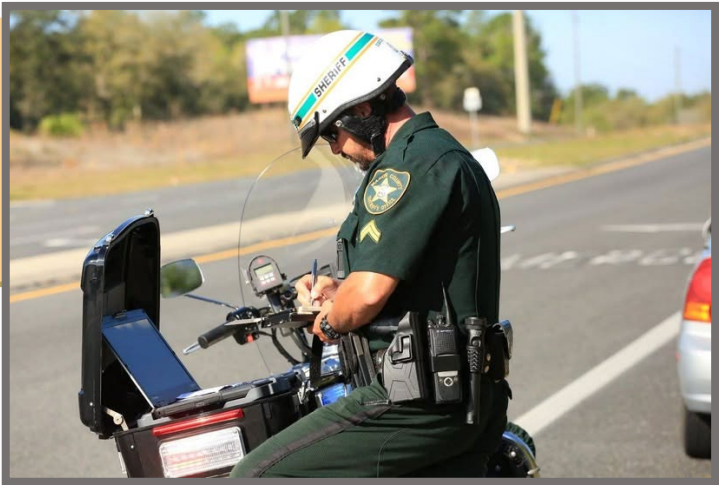
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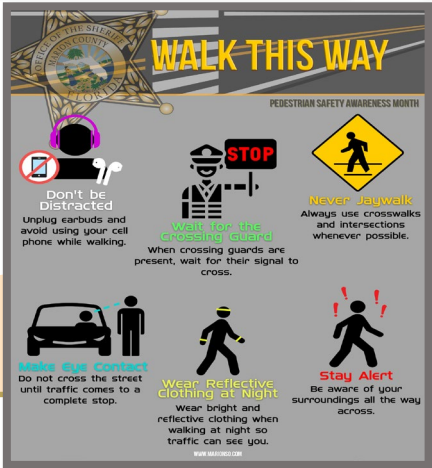
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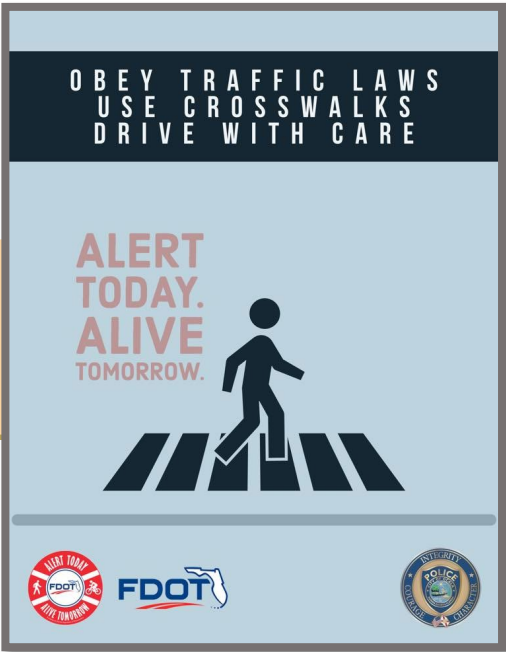
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HIGH-VISIBILITY ENFORCEMENT
TO REDUCE SPEEDING AND
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TOTAL CRASH SUMMARY

This section provides a summary of the most recent five-year period of traffic crashes on public roadways in Marion County from 2020 to 2024.

Methodology

The source of the data used for the crash statistics summarized in this report are derived from Signal 4 Analytics and the Florida Department of Transportation (FDOT) Public Road Mileage and Travel (DVMt) reports. The TPO followed the FDOT Safety Crash Data Guidance¹ when gathering and reviewing the data for this report. Appendix A contains a summary of the process used to download and refine the data. Full documentation is available on the FDOT website.

Five-Year Summary Snapshot

A five-year summary of total traffic crashes is completed by the TPO on an annual basis to ensure consistency with the federally required safety performance measures target setting process. As displayed in Table 1, total crashes, including fatalities and serious injuries, has fluctuated over the past five years. On average, approximately 9,000 crashes, 100 fatalities and 350 serious injuries occurred annually on public roadways from 2020 to 2024.

Table 1: Five-Year Crash Summary (2020 to 2024)

Safety Performance Measure	2020	2021	2022	2023	2024	5-Year Average
Total Crashes	7,828	9,306	9,362	9,577	9,341	9,083
Crash Rate (Per 100 million VMT)	174.3	203.6	196.7	193.9	177.9	---
Total Fatalities ²	104	91	109	97	114	103
Fatality Rate (Per 100 million VMT)	2.32	1.99	2.29	1.96	2.17	2.15
Total Serious Injuries ³	292	250	469	422	302	347
Serious Inj. Rate (Per 100 million VMT)	6.55	5.56	9.85	8.54	5.75	7.22
Pedestrian Fatalities	22	18	17	13	21	18
Pedestrian Serious Injuries	14	16	15	28	23	19
Bicycle Fatalities	2	3	5	5	10	5
Bicycle Serious Injuries	12	8	14	9	5	10

¹ Crash Data Systems and Mapping: <https://www.fdot.gov/Safety/safetyengineering/crash-data-systems-and-mapping>

² Federal Highway Administration (FHWA) source. A crash is classified as **Fatal** if an injury sustained from the incident results in death within a 30-day period after the event. Serious/Incapacitating injuries resulting from a crash have major impacts such as permanent disability, lost productivity and wages, and ongoing healthcare costs. A **Serious Injury** crash includes: broken or fractured bones; dislocated or distorted limbs; severe lacerations resulting in exposure of organs or tissue or resulting in significant loss of blood; severe burns (second or third-degree over 10 percent or more of the body); skull, spinal, chest, or abdominal injuries; and unconsciousness at/or when taken from the scene.

Current Five-Year Trend

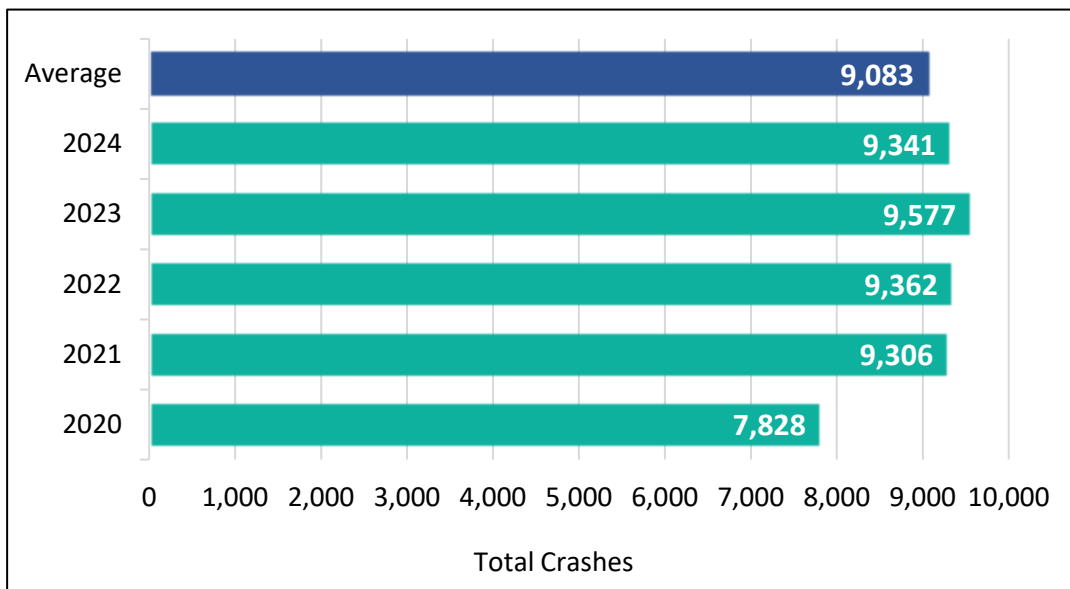
On average, approximately **9,000** traffic crashes occurred annually on public roads in Marion County resulting in the loss of life to about **100** people and seriously injuring **350**.

Over the five-year period, an average of 150 pedestrian and bicycle related crashes occurred each year in Marion County. This includes an average of 5 bicycle fatalities and 18 pedestrian fatalities, and 10 bicycle serious injuries and 19 pedestrian serious injuries. Further detailed information on all fatality and serious injury crashes are summarized in the next section.

Total Crashes

From 2020 to 2024, just over 45,000 crashes occurred on public roadways in Marion County (45,414). Figure 2 illustrates the annual number of crashes in Marion County over the past five years, including the five-year average.

Figure 2: Annual Countywide Crashes, 2020 to 2024

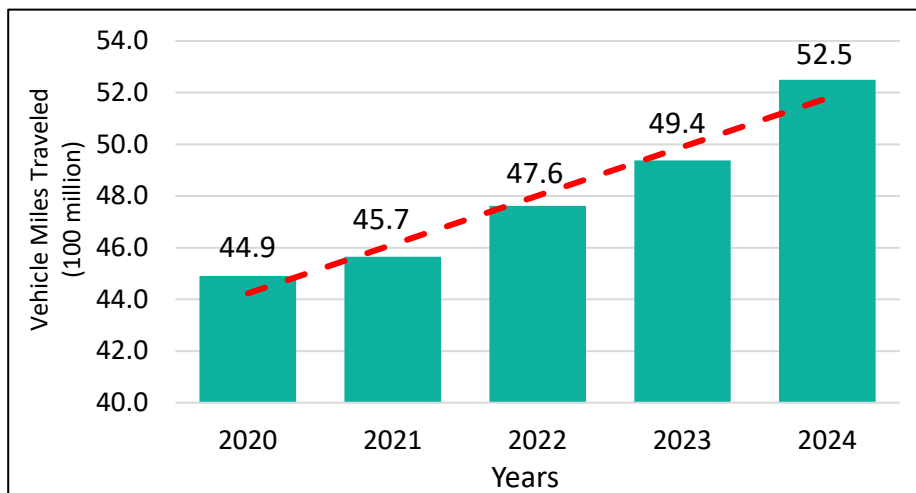


Countywide Traffic Growth

The summary results of crashes in Marion County over the past five years are statistics that can be misleading, if assessed in isolation. The increase of traffic in a growing community like Marion County must be considered as part of the analysis of crash trends. **Vehicle miles traveled (VMT)** is used to measure the level of traffic and distance traveled by motorists. VMT data helps to support “normalizing” crash data based on traffic growth in the respective area of study. VMT is used specifically in the calculation of crash rates, which involves the number of crashes compared to the level of traffic. Reviewing VMT supports a better understanding of the relationship between increased and/or decreased driving and impacts on crashes.

Figure 3 displays the total VMT (in 100 million) on public roadways in Marion County from 2020 to 2024. As displayed, a steady upward trend of VMT growth is evident since 2020. The average annual percent growth of VMT over the five-year period was 4%.

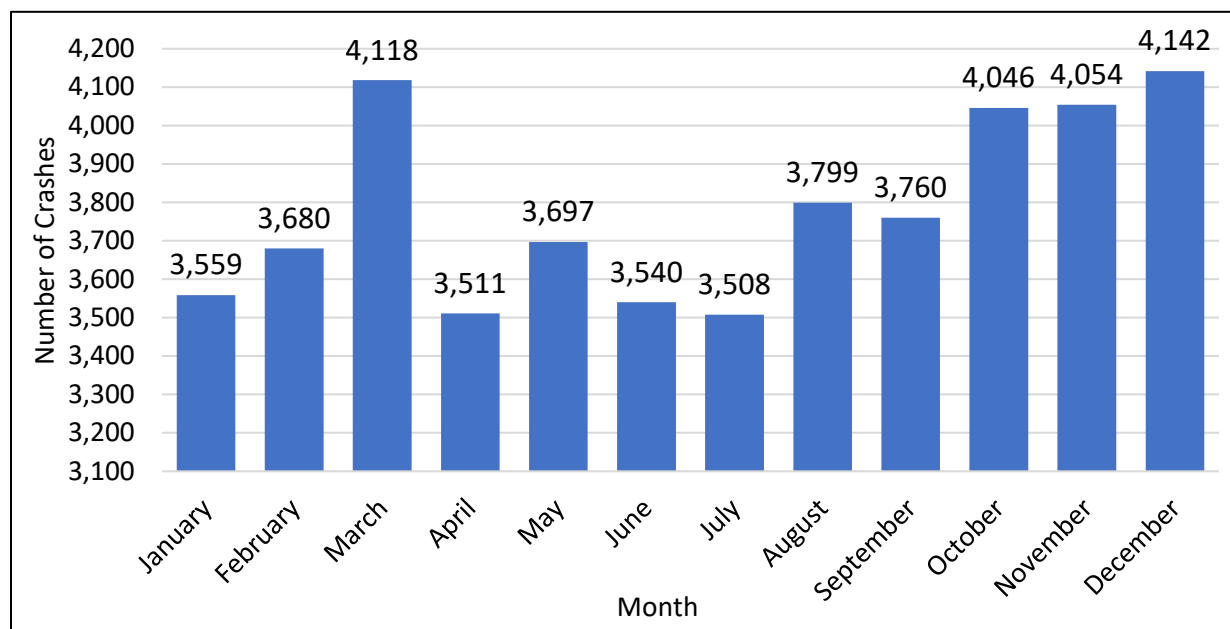
Figure 3: Vehicle Miles Traveled (100 Million), Marion County



Total Crashes by Month

Figure 4 displays the total number of crashes by month between 2020 and 2024. December and March were the two months with the highest five-year total crashes. July and April were the two lowest months for total number of crashes.

Figure 4: Five-Year Total Crashes by Month



Highest Months and Most Common Type of Crashes

December and **March** were the two highest months for total crashes
Rear End collisions were the most common type of crash (36%)

Top Five Crash Types

An analysis conducted of all crashes by type indicate that over one-third of all crashes (36.1%) on public roads over the five-year period were Rear End collisions. Table 2 summarizes the top five crash types and their respective percentages among all crashes from 2020 to 2024.

Table 2: Top Five Crash Types

Crash Type	Number of Crashes	Percentage
Rear End	16,411	36.1%
Fixed-Object/Off-Road	4,858	10.7%
Same Direction Sideswipe	4,557	10.0%
Right Angle/Turn	3,712	8.2%
Left Entering	3,407	7.5%

Top Crash Frequency Areas – Heat Map Summary

Figures 5 and 6 (next page) display total crashes on public roadways from 2020 to 2024 in summary heat maps. The maps display the frequency of crashes on Marion County roadways. As displayed, the highest visible concentrations of crashes are located within the City of Ocala and Central Marion County, and include major roadways, such as SR 200, SR 40, and US 27/US 301/US 441 and SR 464/Maricamp Road.

FATAL AND SERIOUS INJURY CRASH SUMMARY

This section provides a comprehensive summary of the most recent five-year period of fatal and serious injury crashes in Marion County from 2020 to 2024.

Crash Severity Analysis: Fatalities

From 2020 to 2024, a total of 458 crashes resulted in 515 fatalities on the public roadways of Marion County. As displayed in Figure 7, fatalities resulting from severe crashes fluctuated from a low of 91 in 2021 to a high of 114 in 2024. During this five-year period, the fatality crash rate ranged from 1.96 to 2.32 (Figure 8). The average number of fatalities per year was 103, including an annual growth rate of 3.4%, an overall upward trend. The average fatality rate was 2.15. The statewide average fatality rate for a similar time period (2019-2023) was 1.54.

Figure 7: Total Fatalities

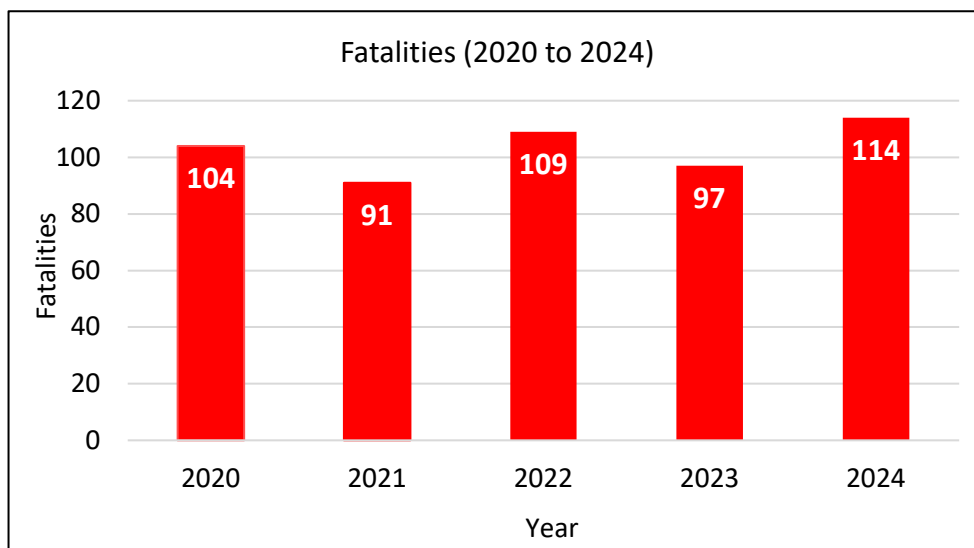
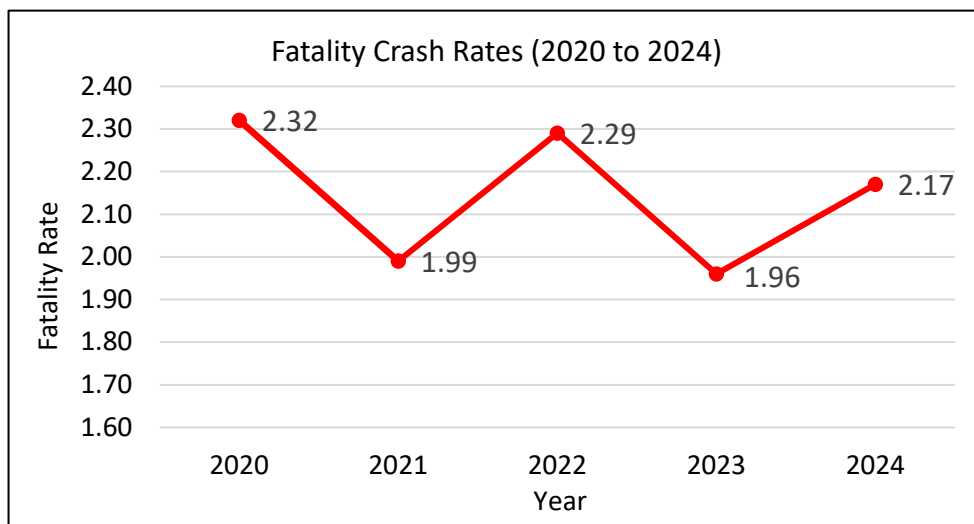


Figure 8: Fatality Crash Rates



The average Fatalities from severe crashes were 103 per year

Fatalities grew at an average rate of 3.4% per year from 2020 to 2024

Top Three Fatal Crash Types

An analysis conducted of fatal crashes by type indicate that Fixed-Object/Run-Off road collisions were the highest at 22%. Table 3 displays the top three crash types and their respective percentages among all fatal crashes from 2020 to 2024. The top three types constituted 55% of all fatal crashes.

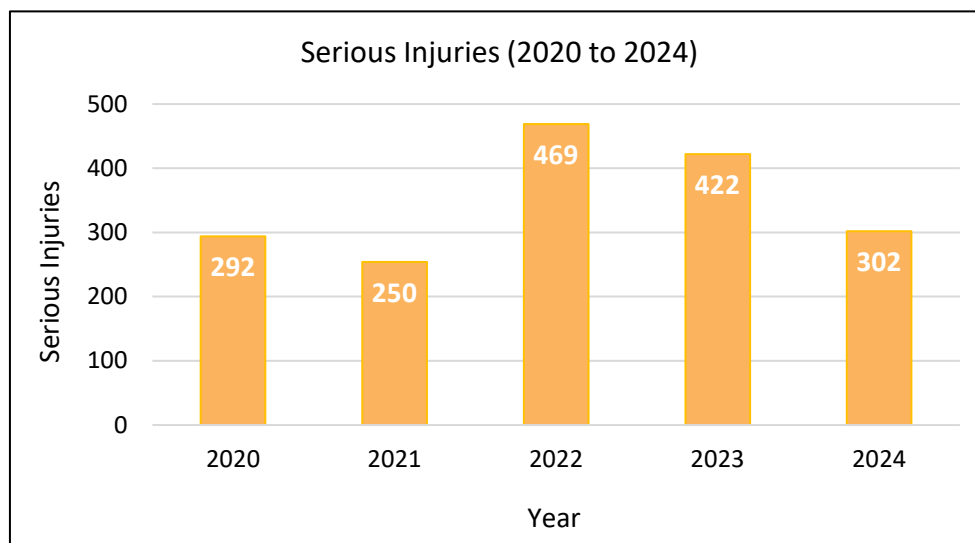
Table 3: Top Three Fatal Crash Types

Crash Type	Number of Crashes	Percentage
Fixed-Object/Off-Road	100	22%
Pedestrian	81	18%
Left Turns	68	15%

Crash Severity Analysis: Serious Injuries

From 2020 to 2024, a total of 1,408 crashes resulted in 1,735 serious injuries on the public roadways of Marion County. As displayed in Figure 9, serious injuries resulting from severe crashes ranged from a low of 250 in 2021 to a high of 469 in 2022. During this five-year period, the serious injury crash rate ranged from 5.56 to 9.85 (Figure 10). The average number of serious injuries per year was 347, including an annual growth rate of 8.7%. However, this growth was tied mainly to one year (2022) of a significant increase. Serious injuries declined in 2023 and 2024. The average serious injury rate was 7.22. The statewide average fatality rate for a similar time period (2019-2023) was 7.36.

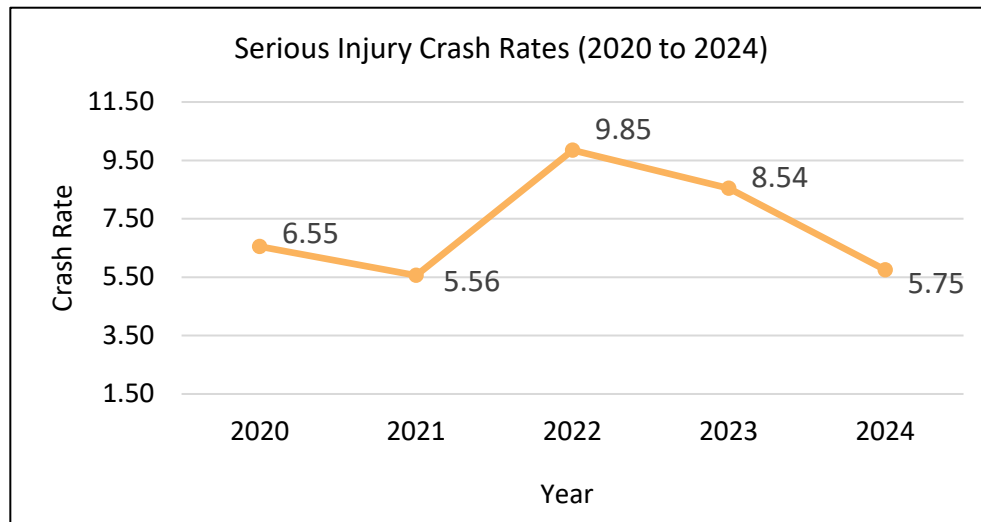
Figure 9: Total Serious Injuries



The average Serious Injuries from crashes were 347 per year

Serious Injuries declined in 2023 and 2024 after a significant increase in 2022

Figure 10: Serious Injury Crash Rates



Top Three Serious Injury Crash Types

An analysis conducted of serious injury crashes by type, indicate that Fixed-Object/Run-Off Road collisions were the highest at 19%, with Left Turn and Rear End collisions at 18%. Table 4 displays the top three crash types and their respective percentages among all serious injury crashes from 2020 to 2024. The top three types constituted 55% of all serious injury crashes.

Table 4: Top Three Serious Injury Crash Types

Crash Type	Number of Crashes	Percentage
Fixed-Object/Off-Road	245	19%
Left Turn	233	18%
Rear End	233	18%

Crash Severity Analysis: Bicycle and Pedestrian Crashes

From 2020 to 2024, a total of 260 bicycle and pedestrian related fatalities and serious injuries occurred in crashes on the public roadways of Marion County (52 average per year). This statistic constitutes 11% of all fatalities and serious injuries during the five-year period. As displayed in Figure 11, bicycle fatalities and serious injuries ranged from a low of 11 in 2021 to a high of 19 in 2022. During this five-year period, Marion County experienced an average of 5 bicycle fatalities and 10 bicycle serious injuries per year. There was no evident upward or downward trend during the five-year period.

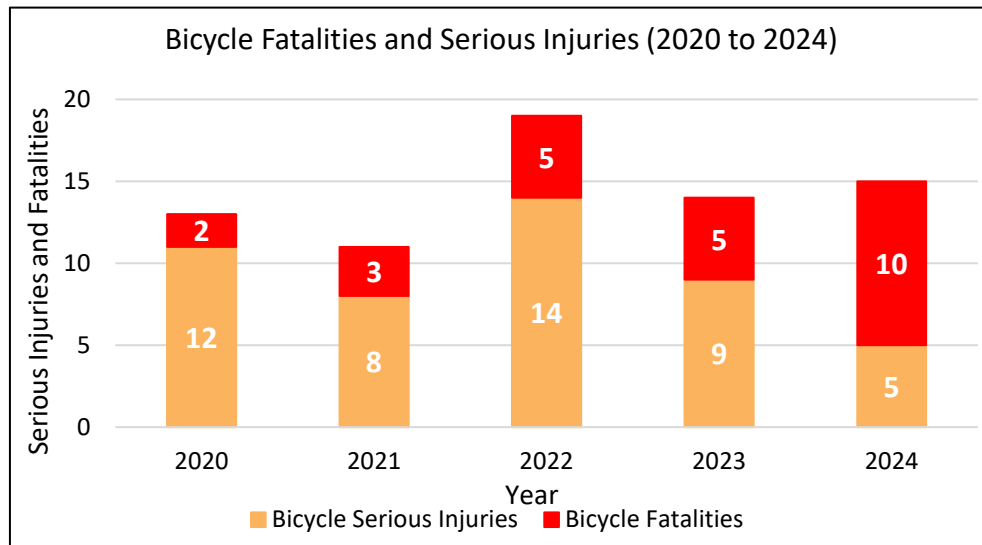
Bicycle and Pedestrian Fatalities and Serious Injuries

260 Bicycle and Pedestrian Fatalities and Serious Injuries

11% of all Fatalities and Serious Injuries involved Bicyclists and Pedestrians

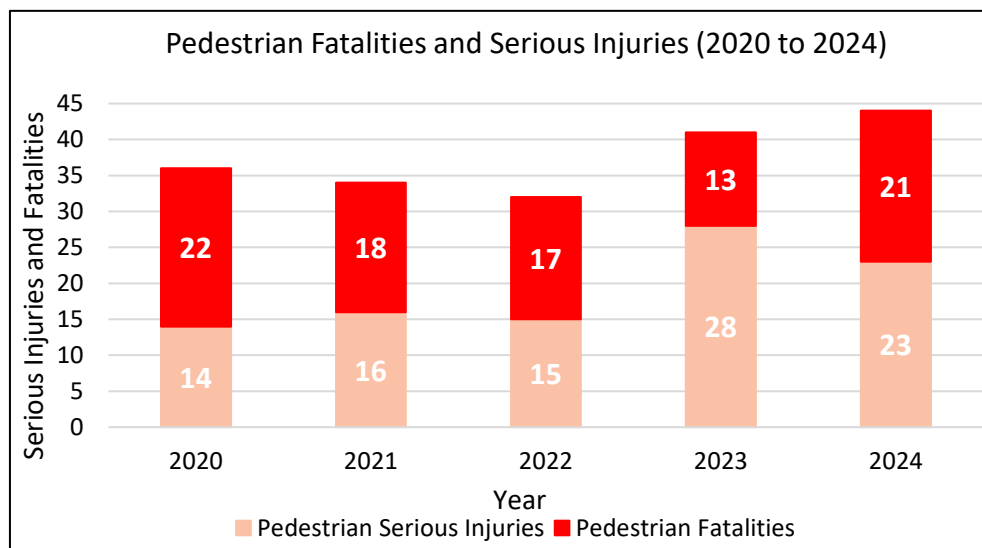
An average of **52** Fatalities and Serious Injuries per year involved Bicyclists and Pedestrians

Figure 11: Bicycle Fatalities and Serious Injuries



As displayed in Figure 12, pedestrian fatalities and serious injuries ranged from a low of 32 in 2022 to a high of 44 in 2024. During this five-year period, Marion County experienced an average of 18 pedestrian fatalities and 19 pedestrian serious injuries per year. The last two years reflected an upward trend in the total of pedestrian fatalities and serious injuries.

Figure 12: Pedestrian Fatalities and Serious Injuries

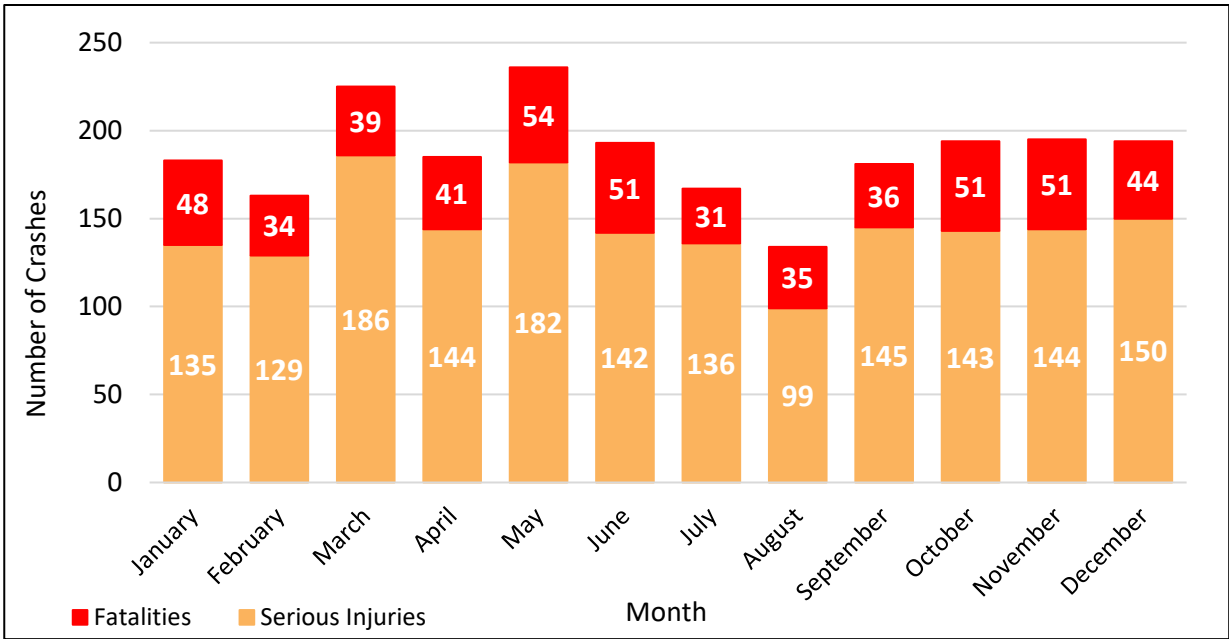


Fatality and Serious Injury Crash Profile

Total Fatal and Serious Injuries by Month

Figure 13 displays the total number of fatalities and serious injuries from severe crashes by month from 2020 to 2024. As shown, the two highest months for fatalities and serious injuries were May (236) and March (225). The lowest month was August (134).

Figure 13: Fatalities and Serious Injuries by Month



Highest Months of Fatalities and Serious Injuries

May and March were the two highest months
August was the lowest month

Top Crash Frequency Areas – Heat Map Summary

Figures 14 and 15 (next page) display fatality and serious injury crashes on public roadways from 2020 to 2024 in summary heat maps. The maps display the frequency of severe crashes on Marion County roadways. As displayed, the distribution of fatal and serious injury crashes is widespread the roadway network of Marion County, with the highest visible concentrations located within Central Marion County, including the most heavily traveled major roadways, such as I-75, SR 200, SR 40, and US 27/US 301/US 441.

Figure 14: Heat Map of Fatal and Serious Injury Crashes (2020 to 2024)

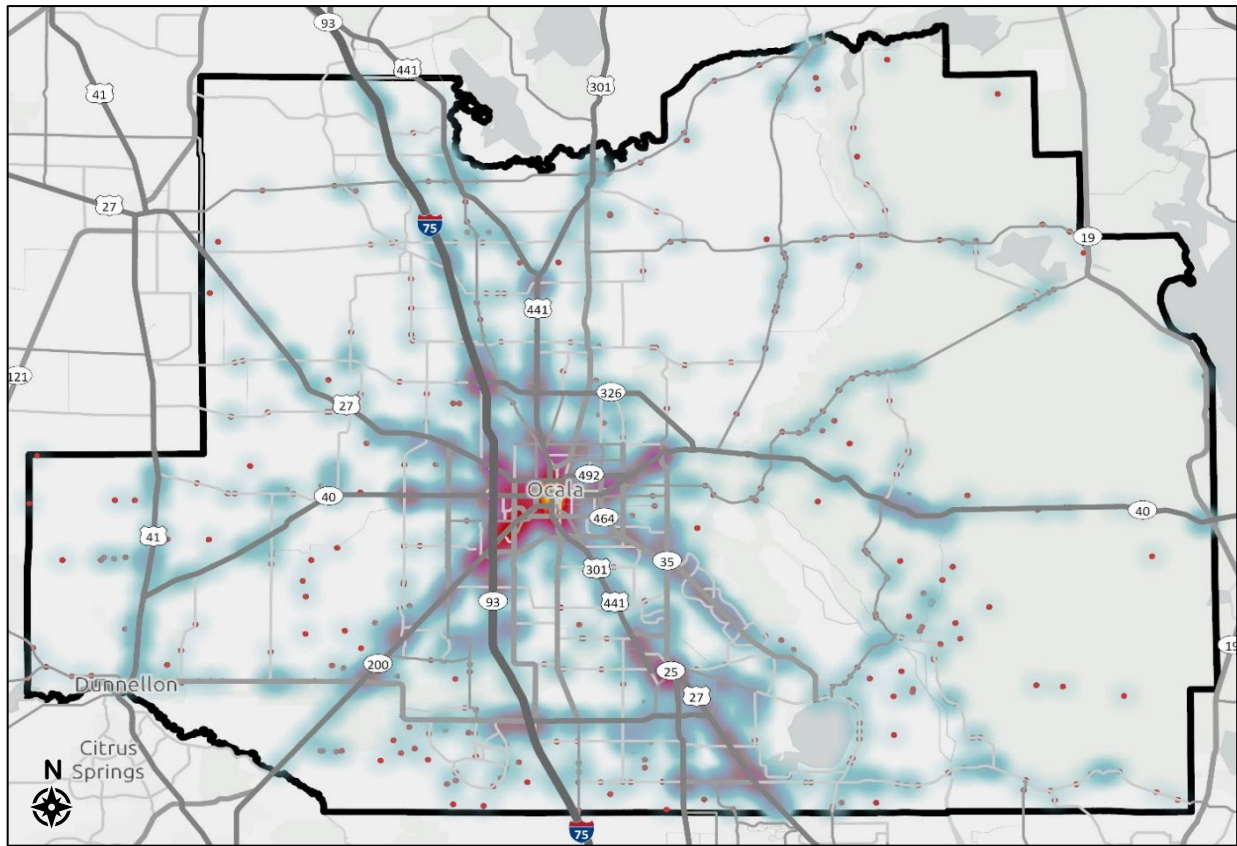
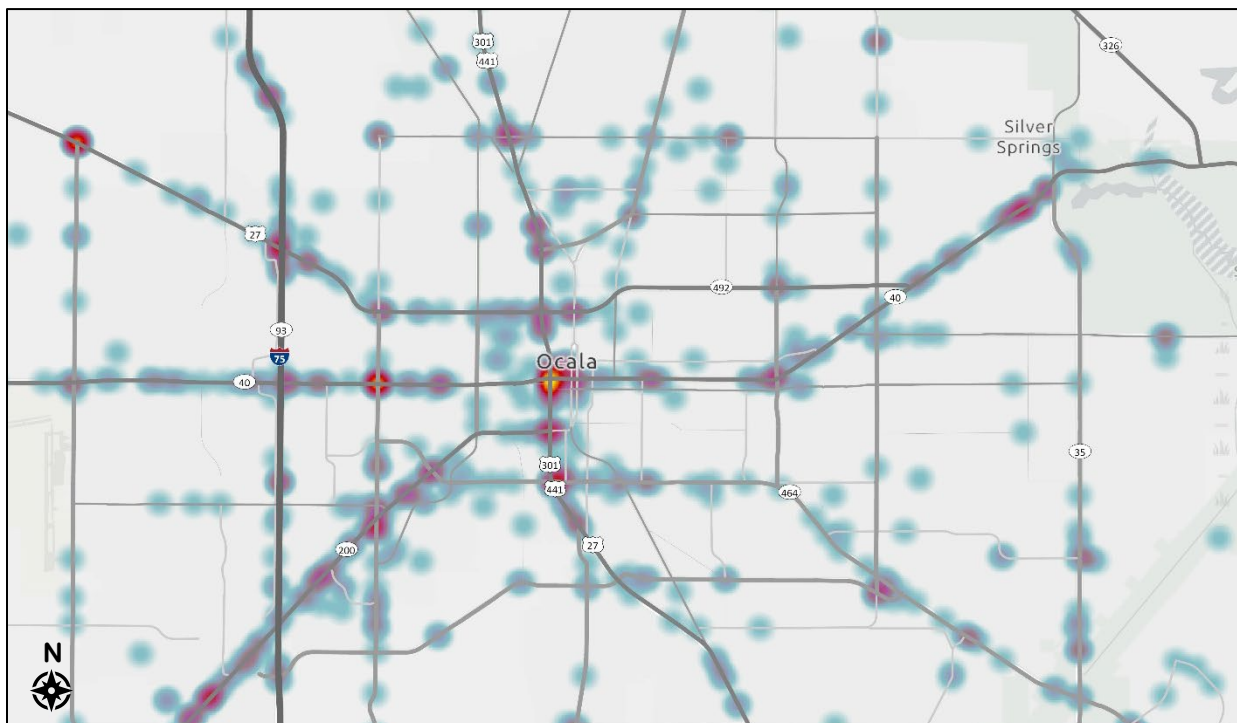


Figure 15: Heat Map of Fatal and Serious Injury Crashes, Central Marion County (2020 to 2024)

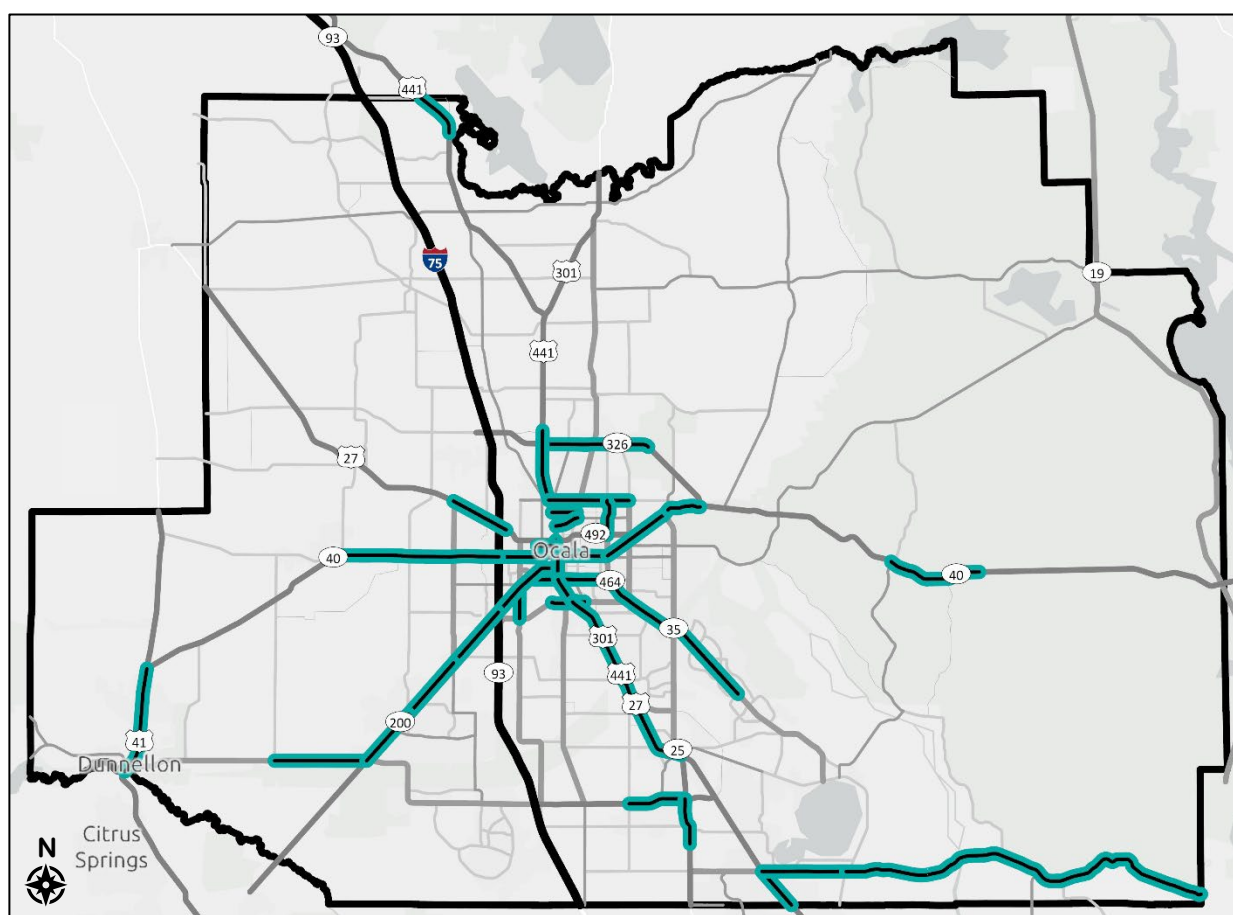


High Injury Network (HIN) Analysis

As part of the TPO's Commitment to Zero Safety Action Plan, a High Injury Roadway Network (HIN) was created in 2022. This network, as displayed in Figure 16, identifies where fatal and serious injury crashes occurred most often relative to traffic conditions or in the highest concentrations for all road users over a 7-year period. These corridor segments and intersections also reflect high priorities for implementing safety improvements, and state and local coordination. Appendix B contains the HIN roadway segments and identification map.

From 2020 to 2024, there were 132 fatal crashes on the HIN resulting in 143 fatalities or 28% of all fatalities. During the same time period, there were 372 serious injury crashes on the HIN resulting in 448 serious injuries or 26% of all serious injuries.

Figure 16: Commitment to Zero High Injury Network (HIN)



143
Fatalities on
the HIN (28%)

448
Serious Injuries
on the HIN (26%)

Fatal and Serious Injury Crash Characteristics and Conditions

A summary of fatal and serious injury crashes by ages of drivers, lighting conditions, weather and several other factors can help illuminate contributing factors. Crashes under different conditions are summarized as follows.

Age Groups

Figure 17 summarizes age groups of drivers fatally or seriously injured in crashes from 2020 to 2024. Drivers 60 plus years old (28%), followed by drivers 20 to 29 (20%), were the top two highest age groups involved in fatal or serious injury crashes. A total of 98 Teen Drivers (ages 15 to 19) and 311 Senior Drivers (65+) were in fatal and/or serious injury crashes.

Figure 17: Driver Ages in Fatal and Serious Injury Crashes

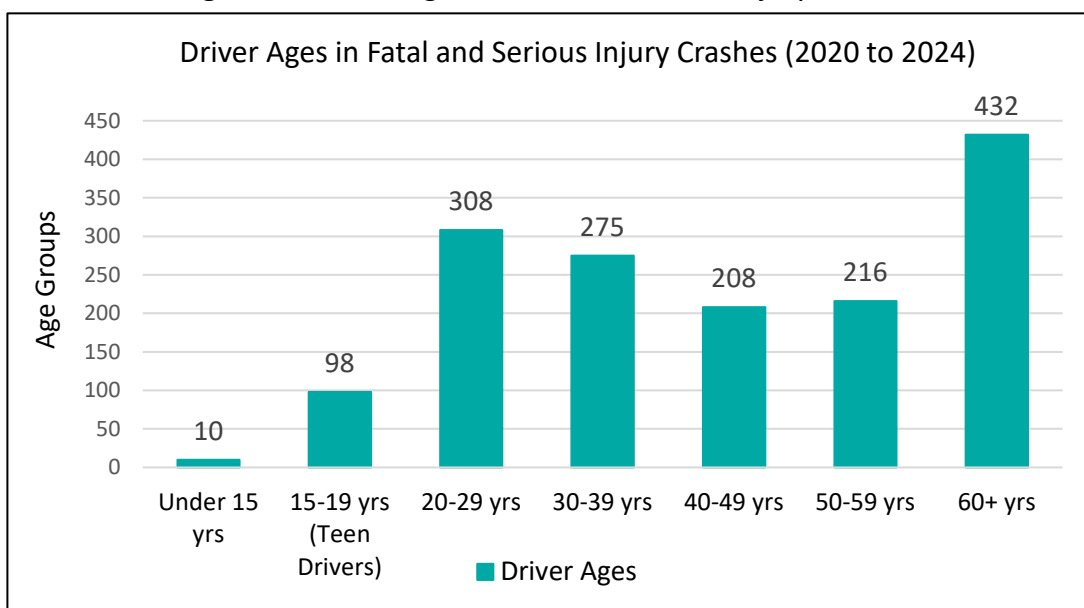
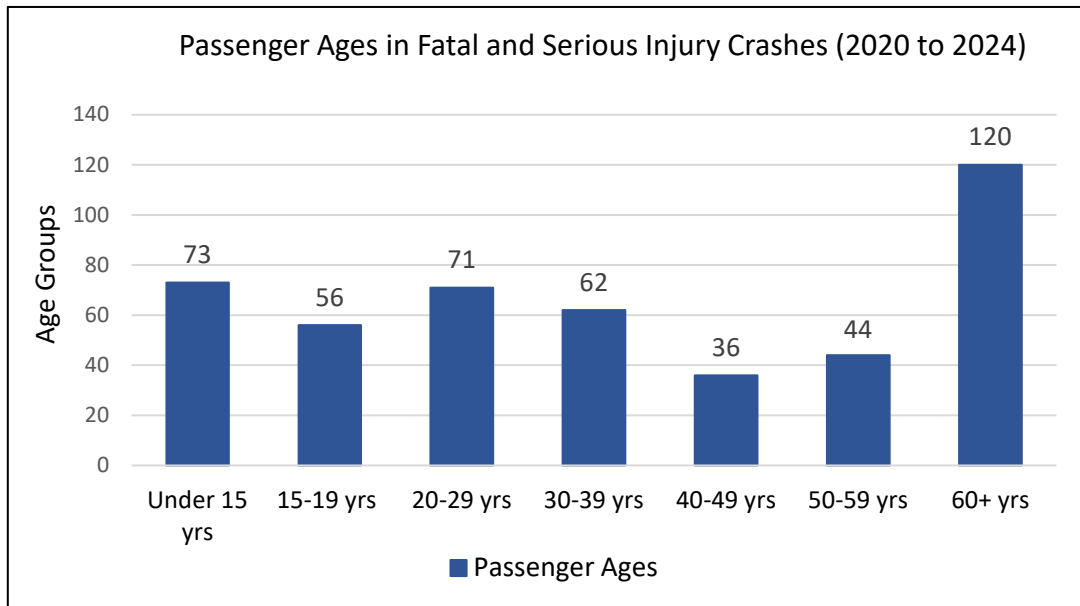


Figure 18 (next page) summarizes fatal and serious injury crashes by age groups for passengers involved in fatal and serious injury crashes from 2020 to 2024. Passengers 60 plus years old (26%) had the most fatalities and serious injuries, followed by passengers under 15 years old and 20 to 29 years old (15%).

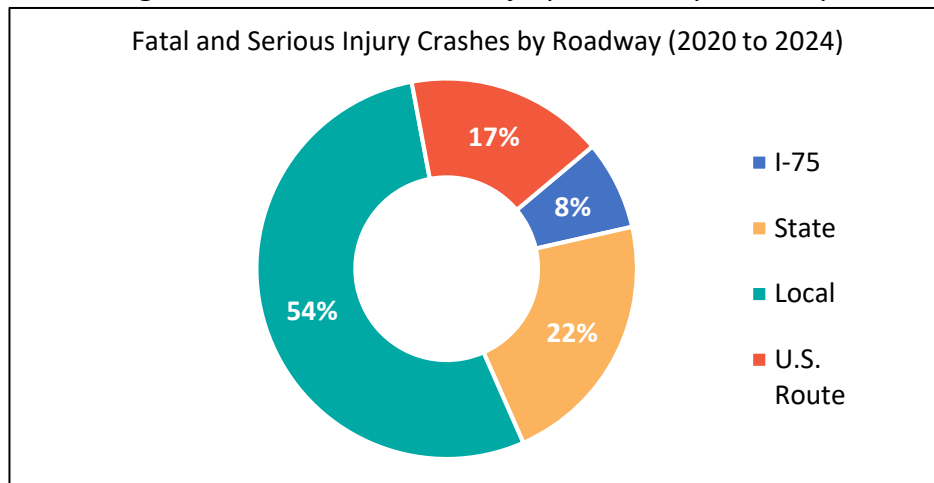
Figure 18: Passenger Ages in Fatal and Serious Injury Crashes



Roadway Type

Figure 19 depicts the distribution of road types where fatal and serious injury occurred from 2020 to 2024. Approximately 54% of all fatal and serious injury crashes occurred on local roadways and 46% on state-maintained roadways (I-75, US Routes, State Roads).

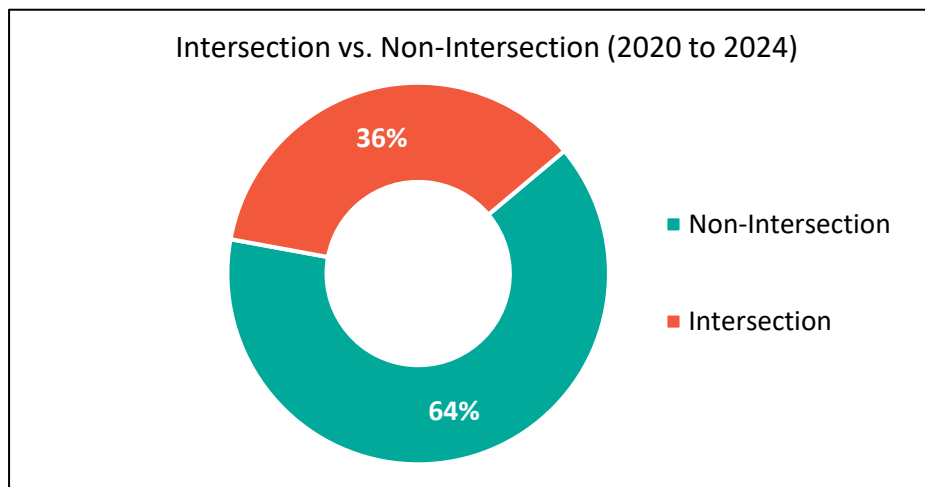
Figure 19: Fatal and Serious Injury Crashes by Roadway



Intersection vs. Non-Intersection Related

Figure 20 displays the breakdown of fatal and serious injury crashes at intersection and non-intersection related locations from 2020 to 2024. As shown, 64% of fatal and serious injury crashes occurred at non-intersection locations and 36% at intersections, as reported by law enforcement.

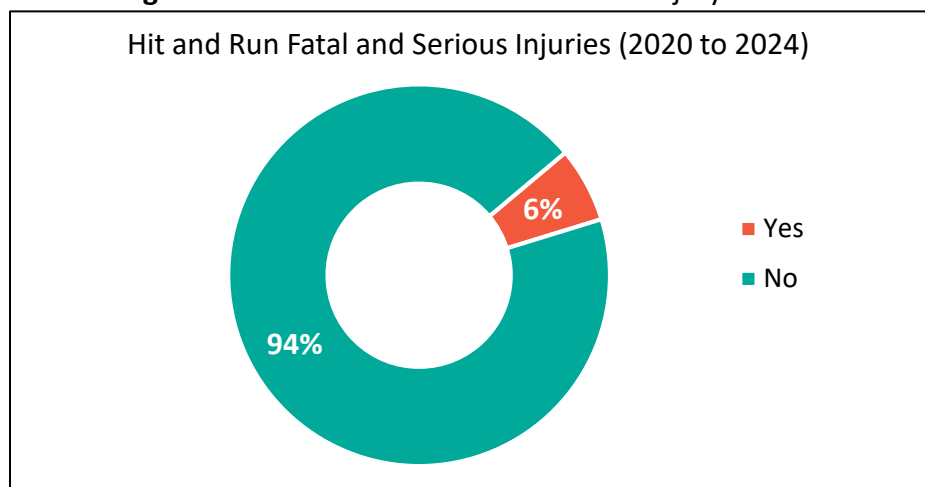
Figure 20: Intersection vs Non-Intersection, Fatal and Serious Injury Crashes



Hit and Run

A total of 6% of fatal and serious injuries from 2020 to 2024 were due to Hit and Run crashes, as reported by law enforcement, and illustrated in Figure 21.

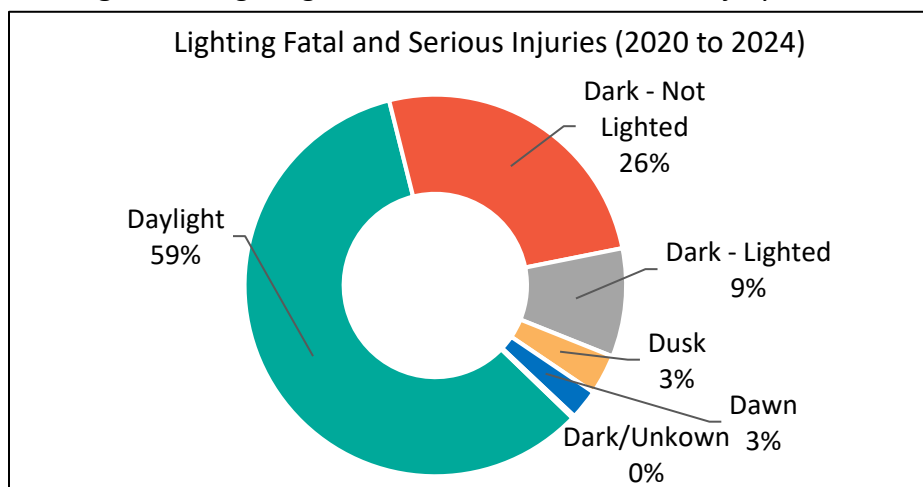
Figure 21: Hit and Run Fatal and Serious Injury Crashes



Lighting Conditions

Lighting conditions for fatal and serious injury crashes from 2020 to 2024 are displayed in Figure 22. A total of 59% of fatal and serious injury crashes occurred during daylight hours and 26% in dark-not lighted conditions.

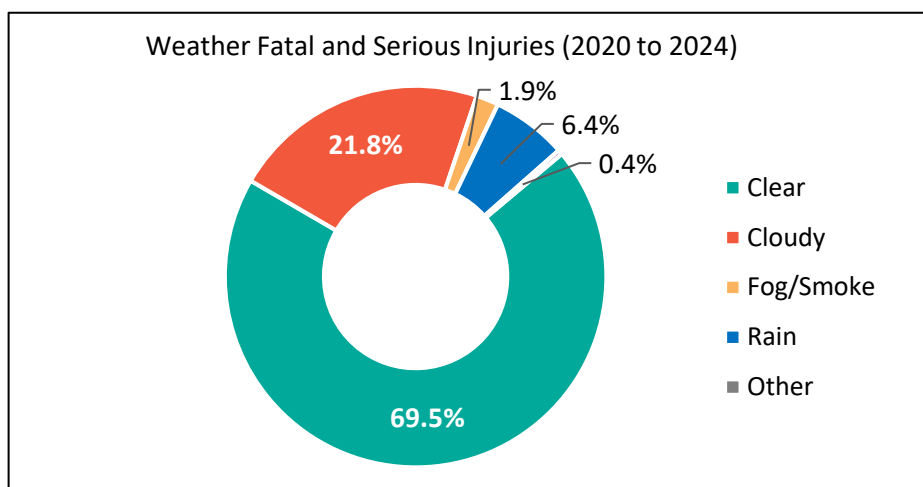
Figure 22: Lighting Conditions Fatal and Serious Injury Crashes



Weather Conditions

Statistics on weather conditions during fatal and serious injury crashes indicate that 69.5% of fatal and serious injury crashes occurred in clear conditions; the second most common condition was cloudy, with 21.8% of all crashes as displayed in Figure 23.

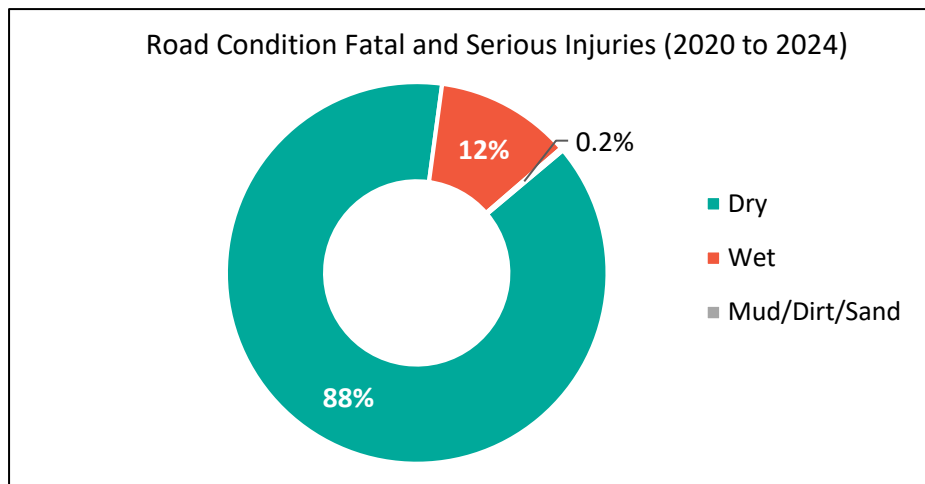
Figure 23: Weather Conditions for Fatal and Serious Injury Crashes



Road Surface Conditions

Figure 24 shows that 88% of fatal and serious injury crashes from 2020 to 2024 occurred on dry road surfaces, and 12% occurred on wet road surfaces.

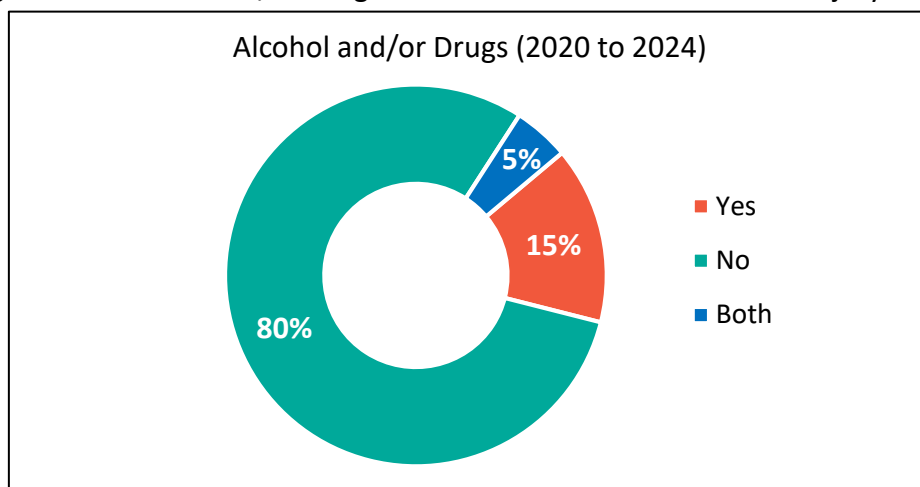
Figure 24: Road Surface Condition of Fatal and Serious Injury Crashes



Alcohol and/or Drugs Confirmed

Figure 25 illustrates that 15% of fatal and serious injury crashes from 2020 to 2024 occurred with at least one driver under the influence of alcohol and/or drugs. A total of 5% of fatal and serious injury crashes were reported by law enforcement as involving both alcohol and drugs.

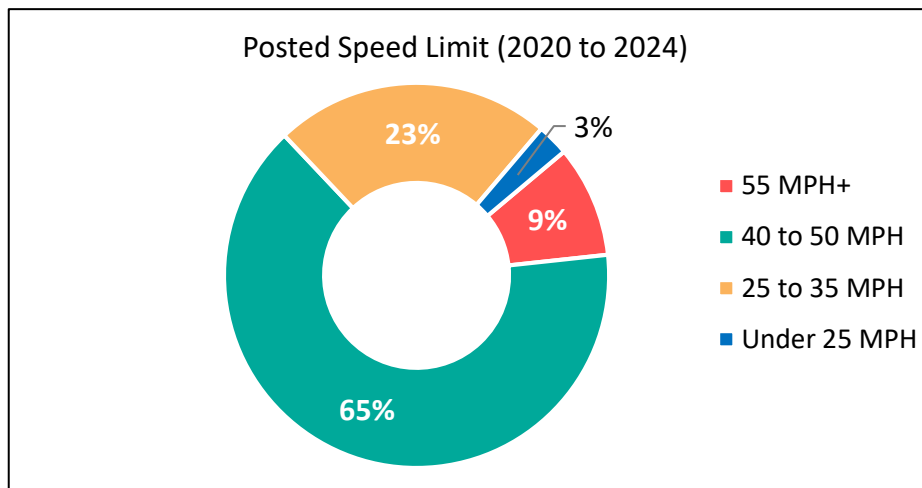
Figure 25: Alcohol and/or Drugs Confirmed for Fatal and Serious Injury Crashes



Posted Speed Limit

Figure 26 illustrates that 65% of fatal and serious injuries occurred on roadways with posted speed limits of 40 to 50 miles per hour (MPH). The next highest category was 25 to 35 MPH.

Figure 26: Posted Speed Limit of Roadways, Fatal and Serious Injuries



Transported by Emergency Medical Services (EMS)

A total of 2,586 victims of fatal and serious injury crashes were transported by Emergency Medical Services, as reported by law enforcement from 2020 to 2024.

2,586 victims of Fatal and Serious injury crashes were transported by EMS

Restrained vs. Unrestrained (Seatbelt Use)

As reported by law enforcement, a total of 209 Unrestrained (no seatbelt) Serious Injuries from crashes occurred from 2020 to 2024. This statistic represents 12% of total serious injuries. A total of 136 Unrestrained Fatalities from crashes occurred from 2020 to 2024. This statistic represents 26% of total fatalities.

26% of Fatalities and **12%** of Serious Injuries were unrestrained by a seatbelt

Motorcycles

From 2020 to 2024, there were 1,058 crashes involving 1,216 motorcyclists on public roads, resulting in 90 fatalities and 235 serious injuries. The average over five years was 210 motorcycle-related crashes, resulting in 65 fatalities and serious injuries.

An average of **210** crashes involving motorcyclists resulted in **65** Fatalities and Serious Injuries per year on public roadways

ACTION PLAN EMPHASIS AREAS

The **Commitment to Zero Safety Action Plan** outlines a systemic approach to improving safety based on the major causes of fatal and serious injury crashes in Marion County. The following five emphasis areas provide a framework to continue the ongoing commitment to achieving the goal of zero fatalities and serious injuries.

Culture of Safety

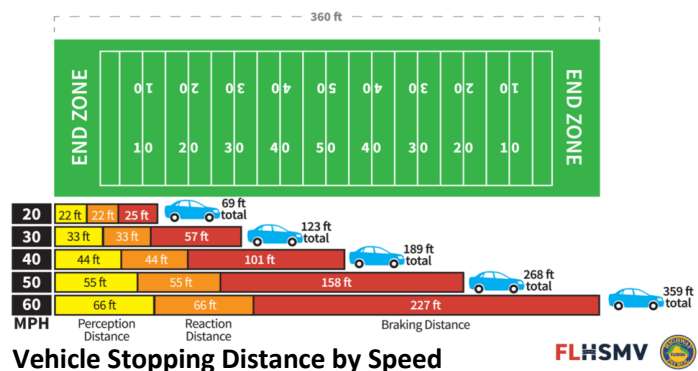
A commitment to zero deaths and serious injuries requires a change in culture, both within public agencies and organizations and from the citizens of Ocala/Marion County.

Traffic-related **deaths** must be recognized as **unacceptable** and **preventable**. This includes shared responsibility from all users, including drivers, pedestrians and bicyclists.



Speed Management

Speed is a fundamental predictor of crash survival. **Speed** directly contributes to **crash severity**. Setting Target Speeds and/or lowering speed limits on major arterials, along with increased traffic enforcement, are strategies to mitigate fatal and serious injury crashes.



Non-Motorized Users

Without the protection of an automobile, the human body has limited tolerance for speeds higher than 20 mph. Speed is an even bigger factor for non-motorized users. People walking and riding a bicycle, especially those who are young or old, are more likely to be seriously injured or killed in a crash. Although people walking and biking are involved in a small percentage of total crashes, they represented **11%** of those **killed** and **seriously injured** from 2020 to 2024.

Separated multi-use pathways, lighting, crosswalk/crossing enhancements, and leading pedestrian interval (LPI) signals are examples of a toolbox of strategies available to improve safety for bicyclists and pedestrians, which represent some of the most vulnerable users of transportation.



Run-Off Road Crashes

Fixed-Object/Run-Off road collisions were the highest type of fatal and serious crashes in Marion County from 2020 to 2024, accounting for **22%** of the **traffic-related deaths**. There are many factors that contribute to a vehicle leaving a roadway, including high speeds, distractions, impairment, lighting conditions, roadway surface conditions, and roadway edge or shoulder conditions.

Working together to advance roadway designs that are more forgiving to driver error or provide visual and audible cues to the driver either through the physical environment, such as rumble strips and wide paved shoulders, have potential to help mitigate run off road crashes, especially when combined with other strategies like lighting enhancements and speed management.



Intersection Operations

36% of all **fatal** and **serious injury crashes** occurred at **intersections** from 2020 to 2024.

Generally, there are greater opportunities for conflict and collisions at intersections due to the number of vehicles and other users crossing paths and making complex maneuvers. Identifying opportunities that limit conflicts between vehicles and vehicles with bicyclists and pedestrians, can help reduce the severity and overall number of crashes at intersections. Exploring opportunities for geometric improvements and innovative intersection designs, such as roundabouts, flashing left-turn signals, protected turn signals, improved lighting and enhanced crosswalks, should be part of the standard design process for all projects.



APPENDIX A: CRASH DATA ANALYSIS METHODOLOGY



SAFETY CRASH DATA GUIDANCE



WHY WAS THIS GUIDE DEVELOPED?

To guide Transportation Professionals in building a complete crash data set using the most recent crash data available for a specific project or location, as required in FDOT's manuals for various safety analyses.

WHO IS THE INTENDED AUDIENCE?

Transportation Planners and Engineers, including FDOT Staff, Partnering Agencies, and Consultants who download and review crash data to perform safety analyses.

WHAT IS THE INTENDED USE OF THE GUIDE?

Apply this process when a safety analysis is needed on any project or location on the State Highway System. The process can also be applied to the off-system roadway network.

WHICH AGENCIES ARE RESPONSIBLE FOR THE RECOMMENDED DATABASES?

- Crash Data:
 - Signal Four Analytics (Signal Four) - GeoPlan Center, University of Florida
 - State Safety Office Geographic Information System (SSOGis) - State Safety Office, FDOT
- Crash Reports:
 - Signal Four Analytics - Florida Highway Safety and Motor Vehicles (FLHSMV)

Full Documentation available at:

<https://www.fdot.gov/Safety/safetyengineering/crash-data-systems-and-mapping>

CRASH DATA PROCESS

1

DOWNLOAD DATA

Obtain access to the Crash Data and Crash Reports

- Signal Four – FDOT Project Manager to request New User Access*
- SSOGis– Publicly available

When downloading crash data, consider:

- Data years required
- Injury Severity
- On- or Off- State Highway System

2

CLEAN DATA

Remove crashes based on the following characteristics:

- Occurred outside the project limits
- Occurred in parking lots or outside of the study limits' influence area

Recode "blank" and "non-traffic fatality" crash severities to "No Injury."

Recode any miscoded / uncoded crash types (e.g., "left-turn", "angle", "head-on", "unknown", "other") based upon reviews of crash reports.

4

SAFETY ANALYSIS

Begin safety analysis with clean dataset:
Determine the level of analysis required for evaluation based on available data

3

SUMMARIZE DATA

Summarize clean dataset in a spreadsheet tool
Identify crash patterns and trends (e.g., by year, month, day, time, crash type, injury levels)

CLICK NEXT





GETTING STARTED: AVAILABLE DATA

FIND THE PATH THROUGH THE FOLLOWING QUESTIONS

WHEN TO PULL CRASH DATA?

- When you are performing safety analysis as required by FDOT manuals and guidelines, or otherwise evaluating historical crash patterns and trends to make safety related recommendations.

WHEN TO PULL CRASH REPORTS?

- When verification of crash data attributes and greater understanding of the cause and result of a crash is needed.
- When information from the crash narrative and/or the collision diagram is needed.

HOW IS ACCESS TO THE CRASH DATABASES OBTAINED?

- Coordinate with your FDOT Project Manager to request access to Signal Four - Event Analysis.
- Note that the [Signal Four](#) - Florida Traffic Safety Dashboard and [SSOGis](#) are publicly available and no login information is required.

WHAT IS THE DIFFERENCE BETWEEN A SHORT AND LONG-FORM CRASH REPORT?

LONG-FORM CRASH REPORT [PER F.S.316.066](#)

- Completed by law enforcement when any of the following are met:
 - The crash resulted in death of, personal injury to, or any indication of complaints of pain or discomfort by any of the parties or passengers involved in the crash.
 - A driver leaves the scene of a crash resulting in property damage without providing information and/or rendering aid.
 - An involved road user was under the influence of alcohol or drugs.
 - The crash required an involved vehicle to be removed by a wrecker.
 - The crash involved a commercial motor vehicle.
- Contains a collision diagram and narrative.

SHORT-FORM CRASH REPORT

- Completed by law enforcement for crashes not meeting the long-form conditions.
- A collision diagram and narrative are not required.
- Note that driver exchange information is not included in the crash databases.



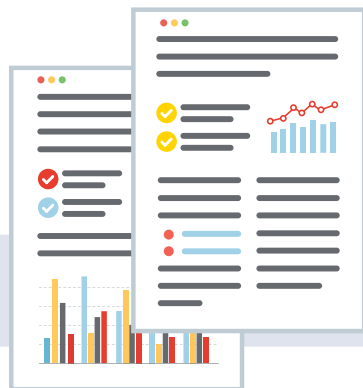
WHICH CRASH DATA SOURCES SHOULD BE USED?

- Signal Four should be used to download crash data within the study limits.
- The Florida Highway Safety and Motor Vehicles (FLHSMV) is the official repository of crash records for the State of Florida.



WHAT ARE THE DIFFERENCES BETWEEN THE TWO CRASH DATABASES?

- Signal Four receives the crash records from the FLHSMV, including short and long-form crash reports on all public roadways. The database have different timeliness, geolocation processes, and data features based on the crash severity.
- Signal Four - Event Analysis is restricted to authorized users; refer to the [Available Data](#) section of this Guide for more information on obtaining access. [Signal Four](#) - Florida Traffic Safety Dashboard and [SSOGis](#) are publicly available.



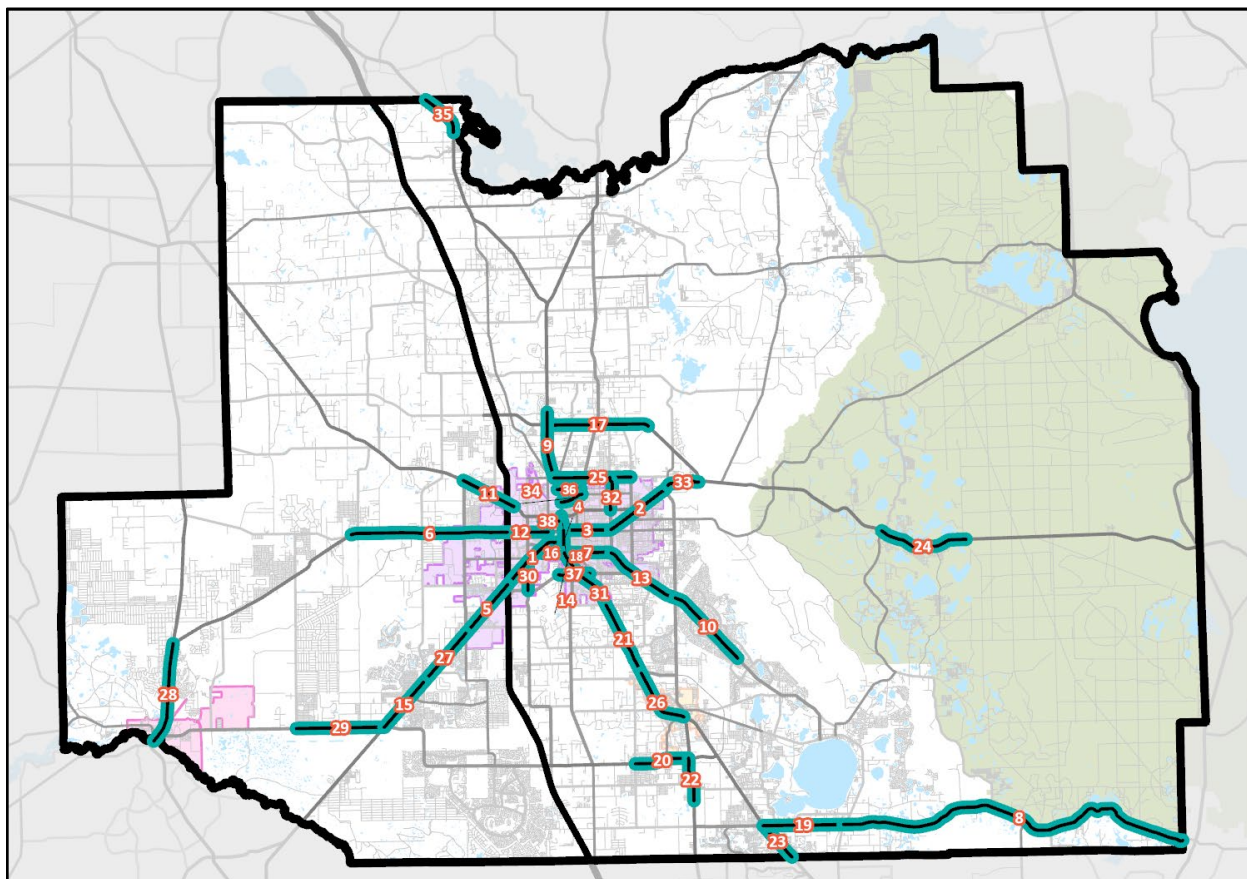
QUESTION/DATABASE	SIGNAL FOUR	SSOGis
WHICH CRASH RECORDS ARE INCLUDED?	Short and long-form crashes for all public roadways on and off State Highway System.	Long-form crashes for all public roadways on and off State Highway System.
HOW OFTEN IS THE DATABASE UPDATED?	Nightly	Weekly*
HOW LONG DOES IT TAKE FOR A CRASH TO BE AVAILABLE IN THE DATABASE?**	All crashes severity levels are available within one day of receipt from the FLHSMV. It can take up to 100 days from the date of the crash for fatal and serious injury crashes to be available in the database.	It can take up to 110 days from the date of the crash for fatal and serious injury crashes to be location verified and available in the database. All other crashes are location verified and available in the database within 10 months after annual data is finalized by the FLHSMV.
HOW ARE CRASHES GEOLOCATED?	It can take up to 110 days from the date of the crash for fatal and serious injury crashes to be location verified and available in the database. All other crashes are location verified and available in the database within 10 months after annual data is finalized by the FLHSMV.	Crash locations are taken from Signal Four.
IS ROADWAY CHARACTERISTICS INVENTORY (RCI) DATA INCLUDED IN THE DATASET?	Yes	Yes
ARE FLAGS FOR THE STRATEGIC HIGHWAY SAFETY PLAN (SHSP) EMPHASIS AREAS INCLUDED IN THE DATASET?	Yes	Yes
DATABASE OUTPUTS		Crash data extracts in .csv and GIS shapefile formats.
CRASH REPORTS	Yes	No
DATABASE ACCESS	The download of crash data records through the Event Analysis feature is restricted to authorized users. The Florida Traffic Safety Dashboard is open to the public.	Open to the public.
OTHER INFORMATION	Unmapped crashes will show on the table export.	Does not include non-geolocated crash records received from the FLHSMV.

* Not regularly following the completion of a verified year.

**Refer to the [Crash Record Processing Timeline](#) for additional details on when to anticipate a crash record to be reflected in each database.

APPENDIX B: COMMITMENT TO ZERO HIGH INJURY NETWORK

Commitment to Zero High Injury Network Map and Table



ID	Roadway	From	To
1	SR 200/College Road	I-75	S Pine Avenue
2	SR 40/Silver Springs Blvd.	25th Avenue	36th Avenue
3	SR 40/Silver Springs Blvd.	US 301/Pine Avenue	25th Avenue
4	US 27/301/441/S Pine Avenue	SE 17th Street	SR 40/Silver Springs Blvd
5	SR 200/College Road	SE 60th Avenue	I-75
6	SR 40	NW 113th Circle	I-75
7	SR 464/SE 17th Street	US 301/Pine Avenue	SE 25th Avenue
8	County Road 42	S HWY 25	Lake County Line
9	US 441	NE 35th Street	N of 77th Street
10	SR 464/Maricamp Road	SE 58th Avenue	Emerald Road
11	US 27/Blitchton Road	W of NW 60th Avenue	NW 34th Avenue
12	SR 40/Silver Springs Blvd.	I-75	NW Martin L King Ave.

ID	Roadway	From	To
13	SR 464/Maricamp Road	SE 25th Avenue	SE 58th Avenue
14	US 27/301/441/S Pine Avenue	SE 32nd Street	SE 17th Street
15	SR 200/College Road	SW County Road 484	SW 80th Avenue
16	SR 464/SW 17th Street	SR 200/College Road	S Pine Avenue
17	SR 326/NE 70th Street	US 441	NE 36th Avenue Road
18	US 27/301/441/N Pine Avenue	SR 40/Silver Springs Blvd.	NW 10th Street
19	County Road 42	US 441	S County Road 25
20	SE CR 484/SE 132nd Street Rd	SE 36th Avenue	US 301
21	US 27/301/441/S Pine Ave	SE 92nd Place Rd	SE 52nd St
22	US 301	S. of 151st Street	SE 132 Street Road
23	US 441	Marion/Sumter Co. Line	County Road 42
24	SR 40	S Hwy 314A	196th Terrace
25	NE 35th Street	US 441	NE 36th Avenue
26	US 27/301/441/SE Abshier Blvd	SE 62nd Avenue	SE 92nd Place Road
27	SR 200/College Road	SW 80th Avenue	SW 60th Avenue
28	US 41/Williams Street	Marion/Citrus County Line	SR 40
29	County Road 484	SW 104th Avenue	SR 200/College Road
30	SW 27th Avenue	SW 42nd Street	SR 200/College Road
31	US 27/301/441/S Pine Avenue	SE 52nd Street	SE 32nd Street
32	NE 25th Avenue	NE 14th Street	NE 35th Street
33	SR 40/Silver Springs Blvd	NE 35th Avenue	E Hwy 326
34	20th St/Jacksonville Rd/CR 200A and NE 24th Street	US 441/301/N Pine Ave	NE 10th Court
35	US 441	NW 214th Lane	NW 230th Street
36	NE 28th Street	US 441/301/N Pine Ave	Jacksonville Road
37	SW 32nd Street	SW 7th Avenue	SE Lake Weir Avenue
38	NW 7th Street	NW Old Blitchton Road	NW 6th Terrace



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Marion County Project Status Update as of July 30, 2025

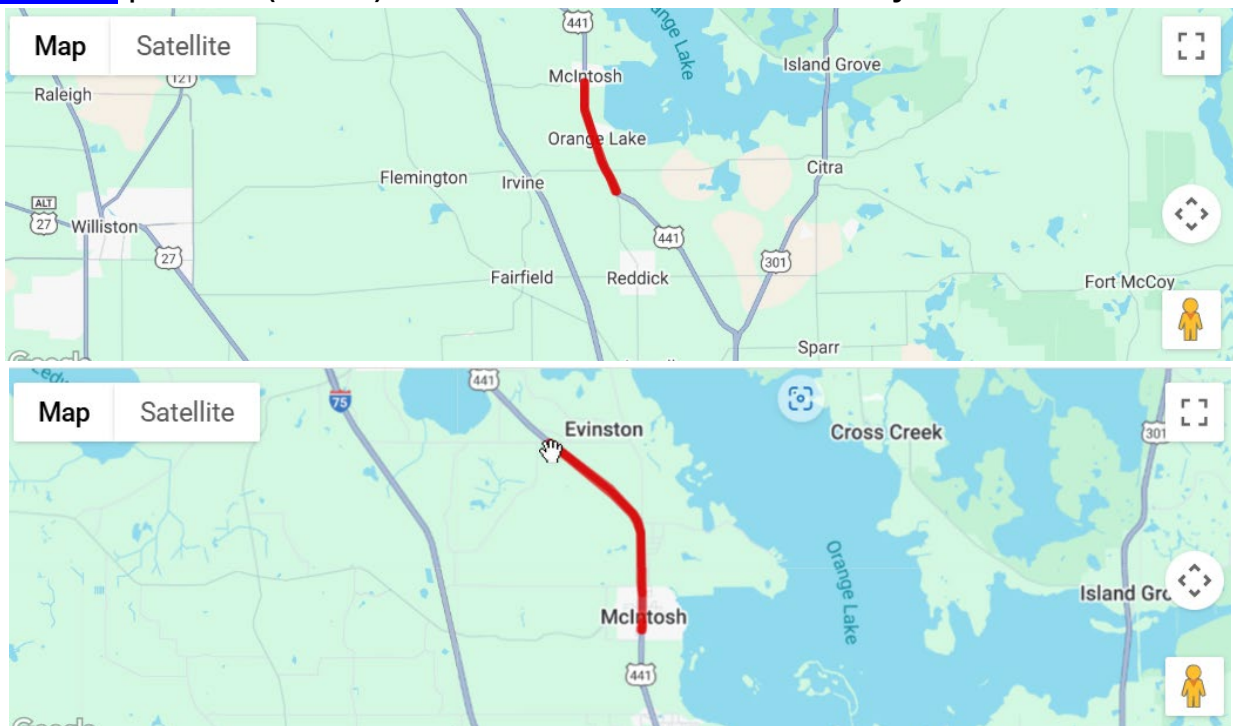
The following is a brief status update on major FDOT road construction projects in Marion County as of the July 31 cutoff date. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

MARION COUNTY

NEW PROJECTS:

[448635-1](#) | U.S. 441 (S.R. 25) from north of C.R. 25A to Avenue I

[445218-1](#) | U.S. 441 (S.R. 25) from Avenue I to the Alachua County Line



- Contract: T5847
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 11, 2025
- Estimated Completion Date: Summer 2026
- Construction Cost: \$16.2 million

Description: The Florida Department of Transportation (FDOT) is resurfacing a 3.1-mile-long segment U.S. 441 (State Road (S.R.) 25) from north of County Road (C.R.) 25A to Avenue I and from Avenue I to the Alachua County line. This project is designed to help enhance safety by adding paved shoulders and provide paved turnouts and aprons along the corridor.

Update: Signage is in place on northbound and southbound U.S. 441 and will also be added to primary side streets as determined. In the July 29 progress meeting, it was announced that the energy companies involved aligned their work for this project and that resurfacing would begin on Monday, August 11.

CURRENT PROJECTS:

426179-1 | Silver Springs State Park Pedestrian Bridges



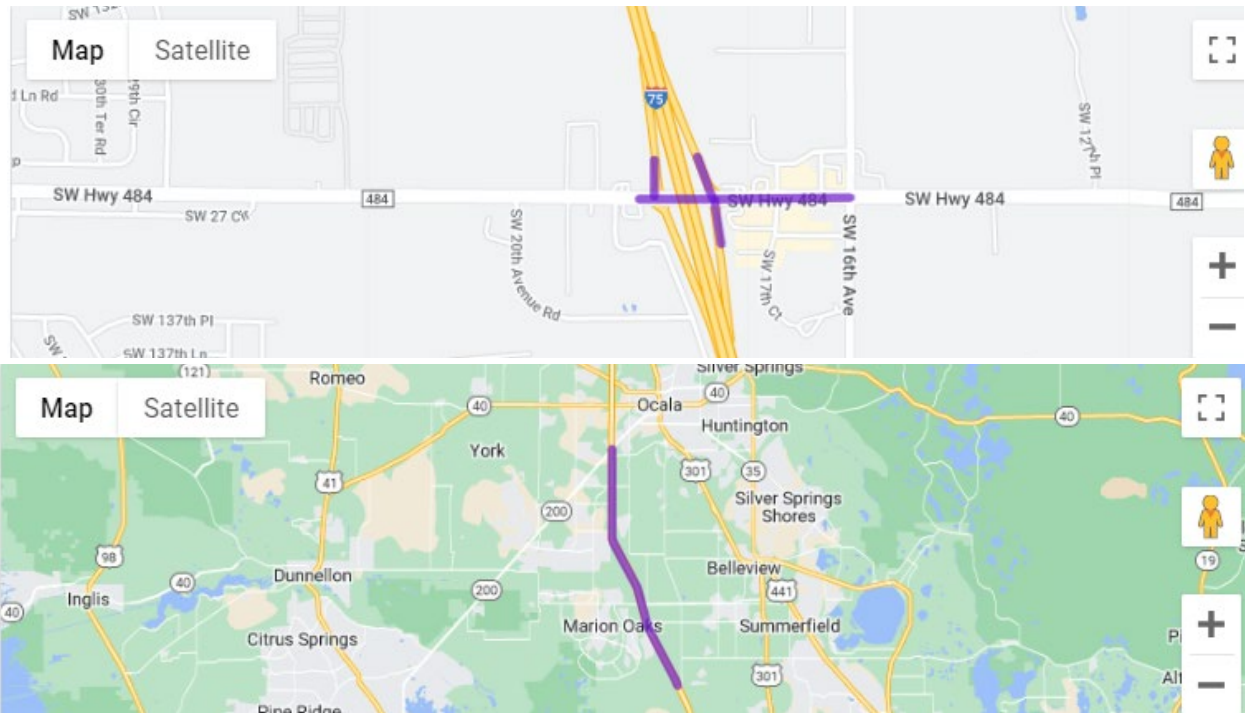
- Contract: T5796
- Contractor: Lambert Bros., Inc.
- Start Date: January 8, 2024
- Estimated Completion Date: Summer 2025
- Construction Cost: \$3.4 million

Description: The Florida Department of Transportation (FDOT) will construct two 8-foot-wide boardwalks within Silver Springs State Park, the Half Mile Creek boardwalk to the north and the Fort King Waterway boardwalk to the south. The 748-foot Half Mile Creek boardwalk will connect to an existing path on the west side of the park before stretching across the creek and meeting an underutilized trail to the east. The other, a 550-foot boardwalk, will run south from the existing Ross Allen Island boardwalk before crossing the Fort King Waterway with a 65-foot timber bridge. After the bridge, the boardwalk will continue for approximately 120 feet south before meeting a 180-foot lime rock trail leading to an existing group campsite. All boardwalks and trails associated with this project will comply with the Americans with Disabilities Act (ADA).

Update: The contractor is finishing a few minor punch list items. The project should receive final acceptance by the first week of August.

433651-1 | C.R. 484 and I-75 Interchange Roadway Improvements

443170-1 | I-75 Resurfacing from Sumter County line to S.R. 200

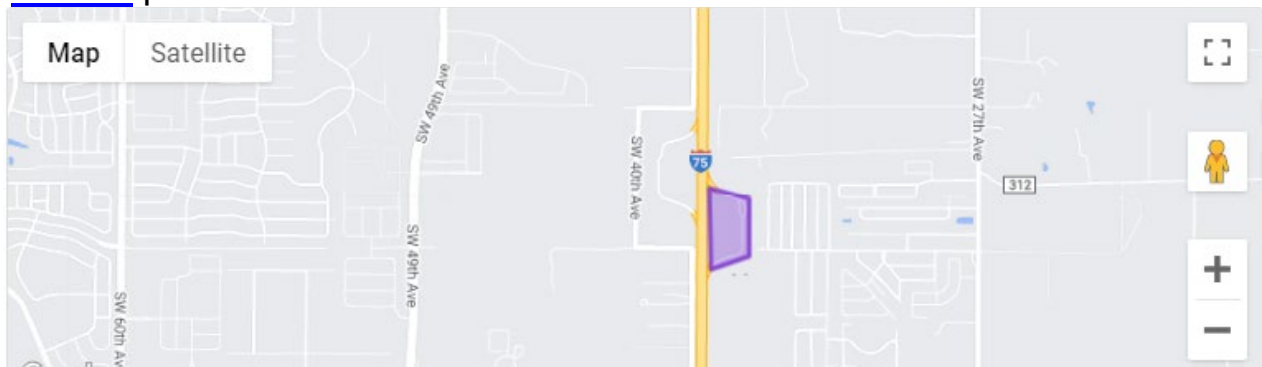


- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start Date: January 4, 2023
- Estimated Completion Date: Early 2026
- Construction Cost: \$40 million

Description: The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484, from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.

Update: (433651-1) The new bridge containment wall design has been completed. The project is currently awaiting a new funding package, but construction activity is expected to increase soon. The estimated completion date has been adjusted to early 2026. (443170-1) This portion of the project has been completed.

[438562-1](#) | I-75/S.R. 93 Northbound Rest Area north of S.R. 484 to south of S.R. 200



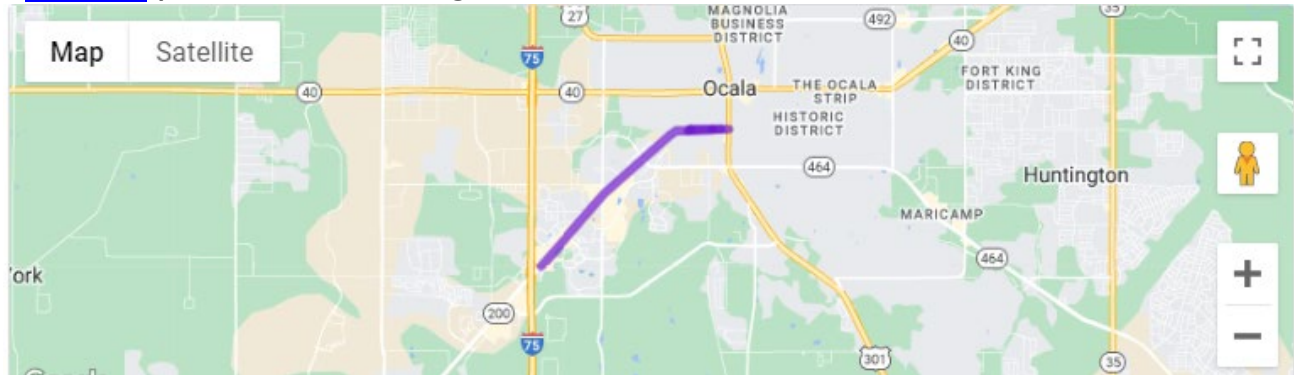
- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023
- Estimated Completion Date: Summer 2025
- Construction Cost: \$31 million

Description: This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to meet current standards. Parking will be expanded for passenger vehicles, RVs, and

trucks. Work will include resurfacing the truck parking to become the car parking lot and constructing a new truck parking and ramps. The rest area will be closed to the public until the project is complete.

Update: The contractor is currently installing the ITS components and working on punch list items to complete the project.

[439234-1](#) | S.R. 200 Resurfacing from east of I-75 to U.S. 301

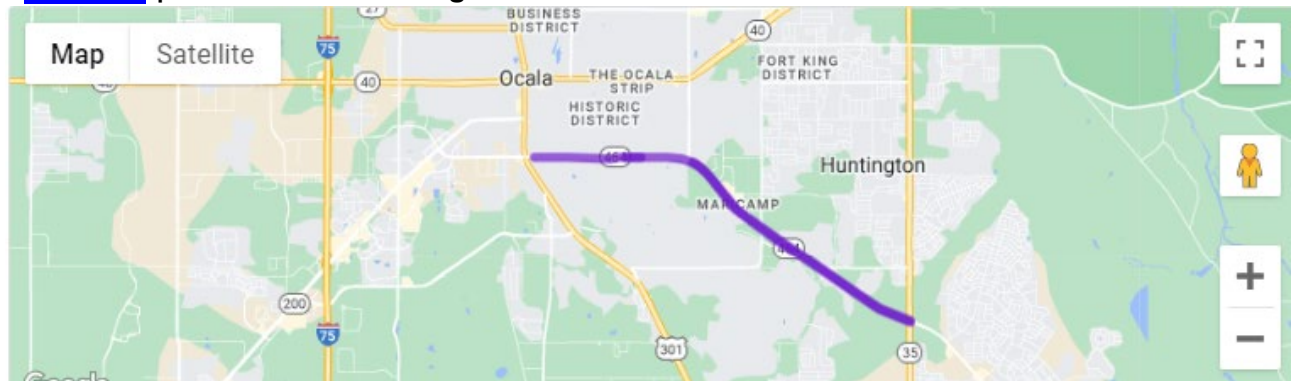


- Contract: E51F6
- Contractor: Anderson Columbia Co., Inc.
- Start Date: September 3, 2024
- Estimated Completion Date: Late 2025
- Construction Cost: \$16.6 million

Description: The purpose of this project is to provide safety and operational enhancements on State Road 200 (Southwest (SW) College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. To enhance safety, raised concrete medians will be constructed throughout the corridor to reduce vehicle conflict points while encouraging safer driving speeds. Also, three Pedestrian Hybrid Beacons (PHBs) will be constructed at the following locations: between SW 35th Terrace and SW 34th Avenue, between SW 32nd Avenue and SW 26th Street, and between SW 12th Avenue and SW 10th Avenue. A PHB provides increased visibility and safer crossings for vulnerable road users at midblock locations. The corridor will be milled and resurfaced to extend the life of the existing roadway. Sidewalk and pedestrian features will be installed at intersections for added safety and to comply with ADA (Americans with Disabilities Act). Other improvements include traffic signal and lighting upgrades, drainage enhancements, and new signs, striping, pavement markings, and landscaping.

Update: The paving is more than 75% complete.

[441141-1](#) | S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35



- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 23, 2023
- Estimated Completion Date: Summer 2025
- Construction Cost: \$26.1 million

Description: The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to Baseline Road (S.R. 35). The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps and constructing new sidewalks to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic signal adjustments and drainage upgrades are also included.

Update: Roadway paving is complete. The concrete, signal, and lighting enhancements work are ongoing.

[448526-1](#) | U.S. 41 from north of Citrus County line to SW 110th Street

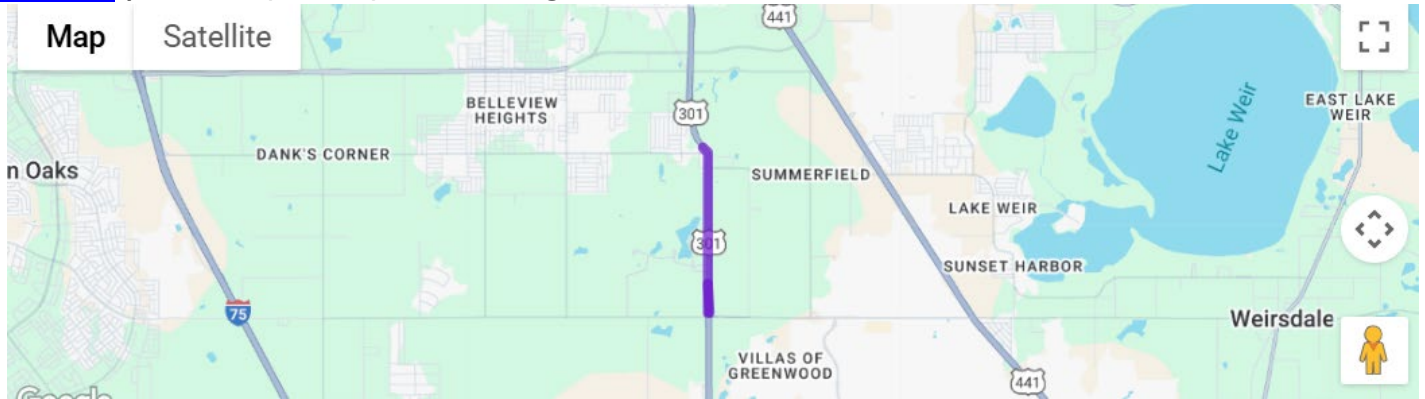


- Contract: T5831
- Contractor: Superior Asphalt, Inc.
- Start Date: May 28, 2025
- Estimated Completion Date: Early 2026
- Construction Cost: \$3.9 million

Description: The Florida Department of Transportation (FDOT) is making improvements U.S. 41 (Williams Street) from north of the Citrus County line to Southwest 110th Street in Dunnellon. The 1.41 miles project includes resurfacing the roadway to extend its life and reconstructing the intersection of U.S. 41 and Pennsylvania Avenue (County Road 484) to allow for a free-flowing right turn. A designated right turn lane will be added, bringing all turning movements under signal control for improved safety. Other improvements include traffic signal upgrades on U.S. 41 at Pennsylvania Avenue, Powell Road, Brooks Street, and Southwest 110th Street. Pedestrian crosswalks and curb ramps will also be installed to enhance pedestrian safety and meet current Americans with Disabilities Act (ADA) standards.

Update: The contractor is performing directional boring in preparation for upcoming signal work and making improvements at the County Road 484 intersection, including concrete removal, signalization, and roadway upgrades. Work has also begun on installing new drainage structures.

445302-1 | U.S. 301 (S.R. 35) Resurfacing from north of C.R. 42 to north of SE 144th Place Road

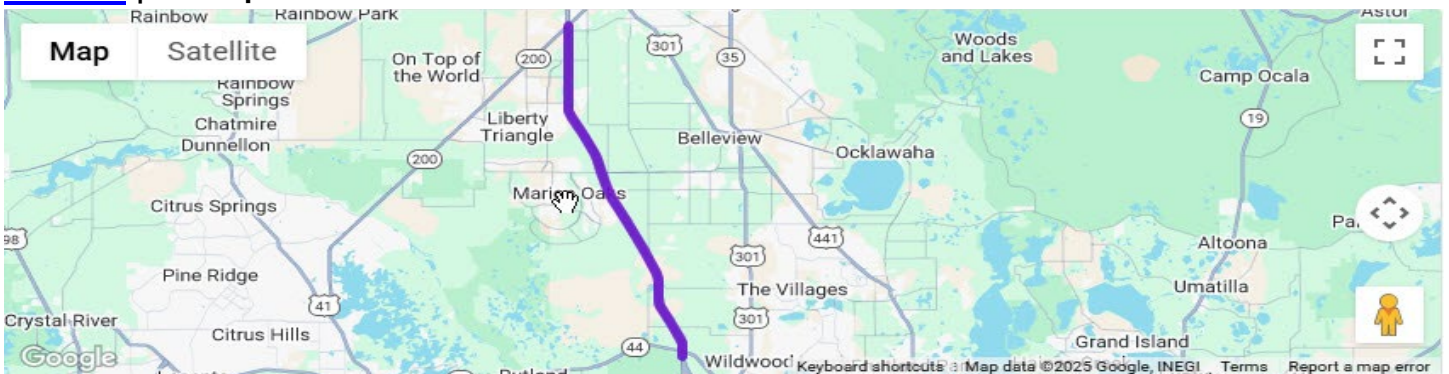


- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: August 28, 2024
- Estimated Completion Date: Summer 2025
- Construction Cost: \$5.6 million

Description: This Florida Department of Transportation (FDOT) project will mill and resurface U.S. 301 (also known as State Road 35) from north of County Road (C.R.) 42 to north of Southeast 144th Place Road to extend the life of the existing roadway. Safety and operational improvements will be added, including constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional improvements include widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as keyholes) next to right turn lanes, guardrail reconstruction, and new lighting at the curve from north of Southeast 147th Street to Southeast 144th Place Road. Audible and vibratory pavement markings will be added along the shoulders in specific areas to enhance safety. New signs and pavement markings will be placed throughout the corridor.

Update: The original contract work is complete. The contractor is currently installing a new drainage structure to enhance drainage in the project area. The road is open and operating in its final configuration with no impacts on traffic. The new traffic signal at the U.S. 301 and 147th Street intersection is active and operating without issue.

452074-2 | I-75 improvements from south of S.R. 44 to S.R. 200



- Contract: E54F4
- Contractor: Anderson Columbia Co., Inc.
- Start Date: February 19, 2025
- Estimated Completion Date: Fall 2028

- Construction Cost: \$230 million

Description: The Florida Department of Transportation (FDOT) is making improvements along Interstate 75 (I-75) from south of State Road (S.R.) 44 to S.R. 326 in Sumter and Marion counties. This first phase will focus on I-75 from S.R. 44 to S.R. 200. A second project will focus on S.R. 200 to S.R. 326 (FPID No. 452074-1). Both projects include the addition of auxiliary lanes between interchanges. Improvements to several interchanges are also proposed, including S.R. 326 and S.R. 40. The project is a **Moving Florida Forward Infrastructure Initiative**.

Update: On July 11, a truck struck the Southwest 66th Street bridge, causing damage to the girders. FDOT is currently in discussions to expedite the replacement of this structure, evaluating a proposed change from a two-lane to a four-lane bridge. This change request was submitted by Marion County, and three options are currently under consideration. Early Works Package #2 (ITS and gopher tortoise relocation) and Early Works Package #3 (deep milling of the existing C.R. 475 shoulder) remain in the preconstruction phase.

COMPLETED PROJECTS:

None to report.



TO: Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: TPO Quarterly Budget Status Update

On a quarterly basis the TPO updates the Board Members to ensure they remain informed of funding status and the financial outlook throughout the year.

Attachment(s)

- TPO Budget Snapshot thru June 30th, 2025

If you have any questions, please contact me at 352-438-2634.



FINANCIAL SNAPSHOT FISCAL YEAR 2025

This Budget is in accordance with our UPWP

Grants(s)	Total Funds	Funds Expended July 1, 2024 - June 30, 2025	Next Quarter Carryover Funds
*Fed. Hwy Admin. - PL-CPG	\$ 1,128,631.00	\$ 793,996.40	\$ 334,634.60
**CTD-Transp. Disadvantaged	\$ 30,735.00	\$ 30,735.00	\$ -
***Non-Eligible Funds	\$ 1,800.00	\$ 1,156.45	\$ 643.55
TOTALS	\$ 1,161,166.00	\$ 825,887.85	\$ 335,278.15

* Federal Funds encompass a 1-year budget in accordance with our UPWP

** This Grant is for One-Year only (July 1, 2024 to June 30, 2025)

*** Expense not eligible to be paid with Federal Funds (membership dues)

BUDGETED AND EXPENDED FUNDS BREAKDOWN

	Budgeted	Expenditures	Carryover Funds
Salaries & Benefits	\$ 504,250.00	\$ 396,347.54	\$ 107,902.46
Insurance Premiums	\$ 3,500.00	\$ 2,497.04	\$ 1,002.96
Travel	\$ 15,735.00	\$ 2,652.87	\$ 13,082.13
Training & Education	\$ 2,000.00	\$ 1,234.00	\$ 766.00
Copier Rental	\$ 3,600.00	\$ 2,814.92	\$ 785.08
Advertising	\$ 2,400.00	\$ 1,916.48	\$ 483.52
Printing & Binding	\$ 750.00	\$ 99.00	\$ 651.00
Office Supplies	\$ 5,260.00	\$ 1,532.24	\$ 3,727.76
Postage	\$ 125.00	\$ 23.65	\$ 101.35
Website	\$ 4,040.00	\$ 4,020.00	\$ 20.00
Computer Software	\$ 18,000.00	\$ 10,902.04	\$ 7,097.96
Computer Equipment	\$ 7,500.00	\$ 7,065.28	\$ 434.72
County Cost Allocation	\$ 58,706.00	\$ 58,705.02	\$ 0.98
Meeting Room Rental	\$ 2,000.00	\$ 822.00	\$ 1,178.00
*Other Services/Security	\$ 1,000.00	\$ -	\$ 1,000.00
Professional Services	\$ 73,810.00	\$ -	\$ 73,810.00
2050 Long Range Transp. Plan	\$ 330,000.00	\$ 264,768.75	\$ 65,231.25
Active Transp. Plan	\$ 121,690.00	\$ 64,627.02	\$ 57,062.98
Central Florida Alliance	\$ 5,000.00	\$ 5,000.00	\$ -
Non Eligible Funds	\$ 1,800.00	\$ 860.00	\$ 940.00
**Total	\$ 1,161,166.00	\$ 825,887.85	\$ 335,278.15

* Other Services for the Sheriff's Security at Board Meetings

**This total encompasses all expenses utilizing above mentioned funds thru June 30, 2025

BUDGET SUMMARY

TOTAL REVENUE	\$ 1,161,166.00
FUNDS EXPENDED THRU JUNE 30, 2025	\$ 825,887.85
TOTAL CARRYOVER REVENUE	\$ 335,278.15



TO: Board Members

FROM: Rob Balmes, Director

RE: 2025 Traffic Counts Report

On July 1, the TPO published to the website the 2025 Traffic Counts Report and Online Map. The report is a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala, and the Florida Department of Transportation (FDOT). The report and online maps are resources published by the TPO every 1-2 years.

The 2025 Traffic Counts Report is attached with this memo, and may also be found on the TPO website: <https://ocalamariontpo.org/transportation-statistics/>

The Online Map may be found at:

<https://marioncountyfl.maps.arcgis.com/apps/dashboards/339630de3577473e8278b367df3a730f>

Attachment(s)

- 2025 Traffic Counts Report

If you have any questions, please contact me at: 352-438-2631.



2025 Traffic Counts Report

www.ocalamariontpo.org

TPO Board Members

Carl Zalak, III, Chair

Marion County

James Hilty, Vice-Chair

City of Ocala

Ire Bethea, Sr. - City of Ocala

Kathy Bryant - Marion County

Craig Curry - Marion County

Kristen Dreyer - City of Ocala

Ray Dwyer - City of Belleview

Tim Inskeep - City of Dunnellon

Barry Mansfield - City of Ocala

Mayor Ben Marciano - City of Ocala

Matt McClain - Marion County

Michelle Stone - Marion County

John Tyler, P.E. - FDOT Secretary (Non-Voting)

Agency Partners

Marion County

Tommy Tieche

Traffic Engineering

City of Ocala

Nick Blizzard

Traffic System Manager

Mike Roberson

Signal Technician II

Florida Department of Transportation (FDOT)

Cheryl Burke

Data Collection Manager

TPO Staff

Rob Balmes, AICP CTP

Director

Shakayla Irby

Administrative Specialist III/ Social Media Coordinator

Liz Mitchell

Grants Coordinator/Fiscal Planner

Cover Images: (Top) County Road (CR) 484, (Middle) CR 316 bridge over I-75, (Bottom), State Road (SR) 40/Silver Springs Boulevard in downtown Ocala

TABLE OF CONTENTS

Introduction.....	4
Traffic Counts Online Map	4
Data Sources.....	5
Count Station Types	5
Example Traffic Count Table	6
Traffic Counts.....	7



Images: (Top) I-75, (Bottom) State Road (SR) 200

INTRODUCTION

The Ocala-Marion Transportation Planning Organization (TPO) has published the 2025 Traffic Counts Report to provide the public with a summary of traffic volumes on major roadways in Marion County. Traffic counts in this report were recorded over a five-year period from 2020 to 2024. Each count also indicates the agency that collected the count, the span of time over which the count was taken and the average annual percent change. Counts are listed in alphabetical order by roadway in the report tables.

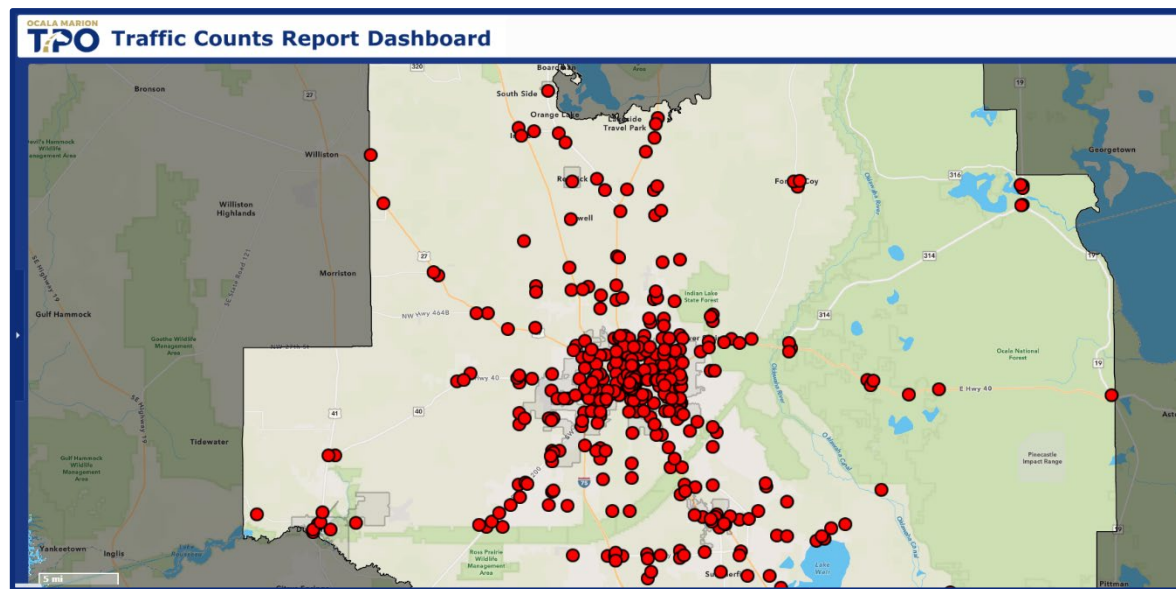
A traffic count indicates the number of vehicles that pass over a point on a particular section of road. Traffic counts taken at the same location over multiple years help provide a better understanding as to how the volume of traffic is changing along a particular roadway. This information may also help determine where future improvements to the transportation system are needed. Additionally, this data informs land-use development reviews, transportation decision-making and the TPO Congestion Management Process (CMP).

Traffic Counts Online Map

The traffic counts may also be accessed online at the **TPO's interactive Traffic Counts Report Dashboard**:

<https://marioncountyfl.maps.arcgis.com/apps/dashboards/339630de3577473e8278b367df3a730f>

The interactive map provides the locations of all traffic counts in the report, including a five-year history and average annual percentage change.



DATA SOURCES

The 2025 Traffic Count Report contains traffic counts for locations in the cities of Belleview, Dunnellon, Ocala, and the unincorporated areas of Marion County. All traffic counts have been collected by one of three sources: City of Ocala, Marion County, or the Florida Department of Transportation (FDOT). Counts collected by Marion County are raw count data. Counts by the City of Ocala are a combination of raw and adjusted counts. Data collected by FDOT are all adjusted using seasonal and axle factors, resulting in Annual Average Daily Traffic (AADT) volumes. Seasonal factors are used to adjust data so that counts taken at different times of the year can be compared accurately. Axle factors are used to adjust axle counts into vehicle counts. Please note that all traffic counts in this report were rounded to the nearest 100.

Count Station Types

There are two main types of count station facilities that are used to record traffic volumes: 'Temporary' stations and 'Permanent' stations.

Temporary Stations

The majority of all count stations in Marion County are temporary count stations. These sites feature a portable count computer and pneumatic tubes that are taped across the roadway. When driven over, a burst of air pressure is sent through the tube to the counter. For each vehicle that passes over the tubes, the counter records the time of occurrence.



Permanent Stations

Permanent count (Telemetered) sites are locations with infrastructure installed into the roadway surface. Inductive 'Loops' replace pneumatic tubes used in temporary stations. These subsurface loops are fixed and can be connected to a portable count computer or a permanent cabinet. These stations allow for basic counts, and the capability to determine vehicle class and speed.



EXAMPLE TRAFFIC COUNT TABLE

		1	2						3	4
Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)		
SR 464										
36th Avenue to SR 35 (Telemetered)	FDOT	T	29,000	32,200	32,800	33,600	34,500	4.5%		
US 441 to SE 11th Avenue	FDOT	4	29,000	30,000	30,000	30,000	31,000	1.7%		
SE 25th to SE 36th	FDOT	4	34,500	35,500	34,500	35,500	36,500	1.4%		

1. **Source:** Agency responsible for collecting the traffic count.

FDOT – Florida Department of Transportation

MC – Marion County

OCA – City of Ocala

2. **Count Type:** Span of time when the count was taken.

1 = **Monthly Count:** A series of 24-hour counts taken on a Tuesday, Wednesday or Thursday once per month for a year.

2 = **Annual Three-Day Count:** The average of three 24-hour counts.

3 = **One/Two-Day Count:** A single 24 to 48-hour count, taken Monday through Thursday.

4 = **Average Annual Daily Traffic (AADT):** FDOT AADT volumes published annually.

T = **Telemetered:** Permanent FDOT continuous traffic count location. There are currently five in Marion County.

3. **Traffic Count:** Numbers are rounded to the nearest 100.

'NC' is indicated when there is no traffic count available due to a reporting error, the count is being phased out, or there was construction or maintenance that interfered with the counting process.

4. **Average Annual Growth Rate (Percent):**

The growth rate is derived by calculating the sum of the average annual growth rates over the five-year period.

'N/A' is provided for count locations with limited historical counts to calculate an average annual growth rate over the five-year period.

TRAFFIC COUNTS

This Report includes traffic counts from 2020 to 2024 on the following roadways located in the cities of Belleview, Dunnellon, Ocala and unincorporated areas of Marion County. The roadways are listed in alphabetical order.

<ul style="list-style-type: none"> • Baseline Extension • County Road (CR) 25 • CR 25A • CR 40 • CR 42 • CR 200A • CR 225 • CR 225A • CR 312 • CR 314 • CR 314A • CR 315 • CR 316 • CR 318 • CR 328 • CR 329 • CR 464 • CR 464A • CR 464B • CR 464C • CR 467 (SE 36th Avenue) 	<ul style="list-style-type: none"> • CR 475 • CR 475A • CR 475B • CR 484 • CR/SR 35 • CR/SR 326 • Fort King Street • I-75 • Magnolia Avenue • Marion Oaks Course • MLK Jr. Avenue • NE 2nd Street • NE 3rd Street • NE 8th Avenue • NE 8th Avenue Road • NE 17th Avenue • NE 19th Avenue • NE 24th Street • NE 25th Avenue • NE 25th Avenue • NE 28th Street 	<ul style="list-style-type: none"> • NE 49th Street • NE 97th Street Road • NE 100th Street • NE 175th Street Road • NE Watula Avenue • NE/SE 25th Avenue • NE/SE 36th Avenue • NW 3rd Street • NW 21st Street • NW 35th Avenue Road • NW 44th Avenue • NW 60th Avenue • NW 80th Avenue • NW 110th Avenue • NW/NE 28th Street • NW/NE 35th Street 	<ul style="list-style-type: none"> • NW/NE 35th Street • NW/SW 27th Avenue • NW/SW 38th Avenue • Powell Road • SE 1st Avenue • SE 3rd Avenue • SE 8th Street • SE 11th Avenue • SE 17th Street • SE 18th Avenue • SE 22nd Avenue • SE 24th Street • SE 25th Avenue • SE 30th Avenue • SE 31st Street • SE 38st Street • SE 44th Avenue Road • SE 52nd Street • SE 62nd Street 	<ul style="list-style-type: none"> • SE 73rd Street • SE 80th Street • SE 92nd Loop • SE 92nd Place Road • SE 95th Street • SE 100th Avenue • SE 110th Street • SE 110th Street Road • SE 114th Street Road • SE 132nd Street • SE 135th Street • SE 147th Street/147th Place • SE Oak Road • SE Watula Avenue • SE/SW 32nd Street • South Magnolia Avenue • State Road (SR) 19 • SR 35
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- | | |
|--|--|
| <ul style="list-style-type: none"> • SR 40 • SR 200 • SR 464 • SR 492 • Sunset Harbor Road • SW 1st Avenue • SW 17th Street Extension (SW 10th Street & SW 13th Street) • SW 17th Street Extension • SW 19th Avenue Road • SW 20th Street • SW 27th Avenue • SW 32nd Avenue/SW 34th Street • SW 33rd Avenue • SW 37th Avenue • SW 38th Avenue • SW 38th Street • SW 42nd Street (CR 475C) • SW 44th Avenue • SW 49th Avenue | <ul style="list-style-type: none"> • SW 60th Avenue • SW 62nd Avenue Road • SW 66th Street • SW 80th Avenue • SW 90th Street • SW 95th Street Road/SW 95th Street • SW 103rd Street Road • SW 180th Avenue Road • US 27 • US 41 • US 301 • US 441 • West Anthony Road |
|--|--|

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
Baseline Extension								
SE 110th St to US 441	MC	3	4,700	4,500	4,800	4,900	5,200	2.7%
CR 25								
E of SR 35	MC	3	11,000	9,000	9,800	9,100	10,000	-1.6%
W of SR 35	MC	3	10,100	NC	NC	NC	NC	N/A
E of SE 110th Street Road	MC	3	11,400	6,000	6,600	5,900	6,600	-9.0%
W of CR 464	MC	3	6,300	5,500	6,000	5,700	5,800	-1.7%
E of CR 464	MC	3	7,900	7,500	7,700	7,300	7,800	-0.2%
S of CR 42	MC	3	11,200	10,800	11,200	10,400	11,700	1.4%
CR 25A								
N of SR 326	MC	3	6,500	7,700	8,100	8,500	8,300	6.6%
S of NW 63rd Street	MC	3	6,100	5,000	5,300	5,400	4,900	-4.9%
S of CR 316	MC	3	2,400	5,300	3,000	4,000	2,900	20.8%
CR 40								
E of CR 336	MC	3	2,500	2,600	3,400	3,700	3,600	10.2%
W of US 41	MC	3	5,000	4,000	3,700	4,200	4,100	-4.1%
CR 42								
E of CR 450	MC	3	4,700	4,100	4,800	5,000	5,200	3.1%
W of US 441	MC	3	8,400	20,200	17,900	17,600	18,200	32.7%
E of CR 475	MC	3	5,100	5,200	5,200	4,700	5,100	0.2%
E of US 301	MC	3	14,100	17,400	17,400	15,300	16,600	5.0%
E of US 441	MC	3	10,700	12,000	13,200	12,500	14,000	7.2%
W of SE 182nd Avenue Road	MC	3	10,100	10,600	10,600	10,900	11,500	3.3%
CR 200A								
S of SR 326	MC	3	6,100	6,900	6,900	7,000	7,000	3.6%
N of NE 49th Street	MC	3	8,300	7,800	7,800	7,700	7,800	-1.5%
N of NE 35th Street	MC	3	8,300	8,600	9,400	9,500	9,400	3.2%
S of NE 35th Street	MC	3	9,800	11,500	10,600	10,600	10,500	2.1%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 200A (cont.)								
US 441 to Magnolia Avenue	MC	2	9,200	NC	NC	10,000	10,400	N/A
N of SR 326	MC	3	NC	10,700	10,000	11,000	10,700	0.2%
S of CR 316	MC	3	8,000	5,500	5,600	5,800	5,300	-8.6%
S of CR 329	MC	3	7,100	5,700	6,600	6,800	6,200	-2.4%
CR 225								
N of US 27	MC	3	1,000	1,000	1,400	1,400	1,400	10.0%
CR 225A								
N of CR 326	MC	3	3,300	2,900	3,100	3,000	2,900	-2.9%
S of CR 326	MC	3	7,900	5,000	5,200	5,300	5,300	-7.7%
N of US 27	MC	3	6,700	7,200	7,000	7,100	7,600	3.3%
N of NW 110th Street	MC	3	2,700	4,800	2,700	2,500	2,500	6.7%
CR 312								
E of CR 475A	MC	3	2,200	2,700	2,900	3,100	3,300	10.9%
CR 314								
W of SR 35	MC	3	5,500	5,400	5,700	5,300	5,400	-0.3%
E of SR 35	MC	3	6,500	5,400	7,300	7,100	6,600	2.1%
W of SR 19	MC	3	4,400	3,700	3,400	3,700	3,600	-4.5%
N of SR 40	MC	3	2,400	3,500	3,100	3,600	3,600	12.6%
S of SR 40	MC	3	2,400	2,200	1,900	2,200	2,300	-0.4%
CR 314A								
S of SR 40	MC	3	5,100	5,600	4,700	5,500	5,900	4.5%
E of CR 464C	MC	3	3,400	5,000	5,000	4,800	5,400	13.9%
N of SR 40	MC	3	2,300	2,400	1,800	2,200	2,100	-0.7%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 315								
S of CR 21 Putnam Co Line	MC	3	4,600	4,100	4,400	4,400	4,200	-2.0%
S of CR 316	MC	3	3,900	4,100	4,300	4,800	4,400	3.3%
N of SR 40	MC	3	3,700	3,900	3,900	4,600	4,500	5.3%
CR 316								
E of CR 200A	MC	3	2,600	2,300	2,300	2,400	2,300	-2.8%
W of CR 315	MC	3	2,400	3,200	2,800	2,900	2,900	6.1%
E of CR 315	MC	3	6,700	4,200	4,300	4,600	4,400	-8.1%
W of SR 19	MC	3	2,400	1,700	1,800	1,800	1,700	-7.2%
W of US 441	MC	3	1,600	1,400	1,300	1,400	1,300	-4.8%
CR 318								
W of US 301	MC	3	3,700	3,300	3,800	3,800	3,700	0.4%
E of CR 335	MC	3	2,200	2,200	2,400	2,500	2,500	3.3%
W of I-75	MC	3	1,100	3,500	4,500	4,100	4,200	60.1%
E of I-75	MC	3	4,000	4,700	5,800	5,800	5,500	8.9%
CR 328								
N of SR 40	MC	3	5,100	5,300	5,600	5,700	5,900	3.7%
CR 329								
E of US 441	MC	3	6,200	5,300	5,200	5,000	5,000	-5.1%
E of CR 200A	MC	3	4,400	5,100	4,100	4,300	3,800	-2.6%
W of CR 25A	MC	3	1,400	1,900	2,100	1,900	1,900	9.2%
CR 464								
E of SR 35	MC	3	35,900	34,400	34,000	34,400	31,100	-3.4%
W of Oak Road	MC	3	12,800	16,000	15,300	15,000	16,000	6.3%
W of SE 108th Terrace Road	MC	3	7,100	8,700	9,100	9,600	10,000	9.2%
N of CR 25	MC	3	3,000	3,000	2,700	2,800	3,000	0.2%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 464A/Lake Weir Avenue/SE Magnolia								
SE 31st to SE 38th Street	OCA	3	NC	5,800	6,200	6,100	6,100	1.8%
SE 31st Street to SR 464	OCA	3	NC	8,800	10,500	9,700	9,800	4.2%
SE 11th Avenue to SE 24th Road	OCA	2	NC	9,300	10,300	10,000	9,600	1.3%
CR 464B								
W of NW 110th Avenue	MC	3	3,000	3,200	3,300	3,100	3,400	3.4%
CR 464C								
E of SE 141st Terrace Road	MC	3	4,900	4,800	5,200	4,800	5,400	2.8%
CR 467 (SE 36th Avenue)								
S of SE 95th Street	MC	3	4,700	4,600	5,600	5,200	5,100	2.6%
N of CR 484	MC	3	5,400	6,000	5,800	5,600	5,700	1.5%
S of CR 484	MC	3	4,400	4,500	4,900	4,700	5,300	5.0%
CR 475								
N of SE 52nd Street	MC	3	7,900	8,000	9,200	8,500	8,400	1.9%
N of CR 328	MC	3	6,600	7,200	7,900	7,200	7,700	4.2%
N of CR 312	MC	3	7,000	7,600	8,400	7,400	8,100	4.2%
N of CR 484	MC	3	5,500	5,500	6,000	6,500	7,000	6.3%
S of CR 484	MC	3	5,500	5,400	5,900	5,900	5,900	1.9%
S of CR 475A	MC	3	8,000	9,000	9,000	9,100	8,800	2.6%
CR 475A								
N of SW 66th Street	MC	3	12,200	13,600	13,700	16,000	15,700	6.8%
S of SW 66th Street	MC	3	7,200	10,300	10,200	10,500	11,800	14.4%
E of CR 475	MC	3	1,600	1,500	2,000	2,100	1,900	5.6%
W of US 301/SR 35	MC	3	2,700	2,200	2,100	2,300	2,100	-5.6%
W of CR 475B	MC	3	6,800	6,800	7,100	6,700	6,900	0.4%
N of CR 484	MC	3	6,800	7,100	8,000	7,200	6,400	-1.0%
S of CR 484	MC	3	5,700	5,800	5,700	4,600	5,400	-0.5%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 475B								
W of CR 475	MC	3	2,600	11,000	4,900	5,400	5,900	71.8%
CR 484								
E of SR 200	MC	3	3,800	8,000	7,900	8,000	8,200	28.3%
W of I-75	MC	3	30,700	NC	NC	NC	NC	N/A
E of I-75	MC	3	31,100	NC	NC	NC	NC	N/A
E of CR 475A	MC	3	24,000	22,800	19,700	19,200	17,800	-7.1%
E of US 41 (East of Bridge)	MC	3	9,800	9,400	9,400	9,800	10,100	0.8%
E of CR 475	MC	3	18,500	22,400	18,800	19,700	19,200	1.8%
E of CR 467	MC	3	18,300	18,900	17,700	18,100	18,500	0.3%
W of US 441	MC	3	10,700	8,900	8,300	7,900	8,200	-6.1%
W of SR 200	MC	3	11,300	11,300	11,400	12,500	12,600	2.8%
CR/SR 35								
N of SR 40	MC	3	5,600	9,300	9,400	9,100	8,900	15.4%
S of SR 326	MC	3	5,800	2,500	5,800	5,600	5,900	19.3%
N of SR 326	MC	3	2,800	3,100	3,000	2,900	3,200	3.6%
CR/SR 326								
W of I-75	MC	3	7,700	7,200	7,400	7,200	7,600	-0.2%
E of CR 200A	FDOT	4	11,600	11,800	12,100	12,500	12,900	2.7%
W of CR 35	MC	2	9,900	NC	NC	NC	NC	N/A
N of SR 40	MC	4	3,600	3,600	3,600	NC	NC	N/A
E of US 441	FDOT	4	11,600	11,800	11,400	11,800	12,200	1.3%
1 mi W of SR 25/US 441	FDOT	4	11,600	11,800	11,100	11,500	11,900	0.7%
E of I-75	FDOT	4	20,500	20,500	20,500	25,500	26,500	7.2%
W of US 27	MC	3	3,800	4,700	5,200	5,000	4,900	7.1%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
Fort King Street								
SE 25th Avenue to SE 36th Avenue	OCA	3	5,500	NC	7,400	NC	NC	N/A
SE 1st Avenue to SE 11th Avenue	OCA	2	5,200	5,800	5,900	6,300	5,700	2.6%
SE 36th Avenue to SR 35	OCA	2	7,500	7,000	7,700	8,300	8,100	2.2%
SE 11th Avenue to SE 16th Avenue	OCA	3	4,600	5,000	5,700	6,400	6,700	9.9%
SE 16th Avenue to SE 25th Avenue	OCA	3	8,700	9,900	NC	NC	NC	N/A
SE 22nd Avenue to SE 25th Avenue	OCA	3	NC	NC	6,700	8,400	8,000	10.3%
SE 16th Avenue to SE 22nd Avenue	OCA	3	NC	NC	7,600	8,300	6,900	-3.8%
SE 28th Avenue to SE 30th Avenue	OCA	3	NC	NC	7,400	8,100	7,300	-0.2%
I-75								
N of CR 318	FDOT	4	56,500	57,500	72,500	68,500	71,500	6.7%
SR 326 to CR 318	FDOT	4	61,500	62,500	68,500	68,000	71,500	3.7%
US 27 to SR 326	FDOT	4	69,500	84,500	80,500	81,500	85,500	5.7%
SR 40 to US 27	FDOT	4	78,000	91,000	87,500	95,500	99,500	6.5%
SR 200 to SR 40	FDOT	4	91,500	NC	90,000	95,500	100,500	5.7%
0.23 mi N of SW 66th Street (Telemetered)	FDOT	T	87,100	103,000	*NC	*NC	*NC	N/A
From SR 44 to CR 484	FDOT	4	70,500	72,500	104,500	113,500	94,000	9.6%
Magnolia Avenue								
NW 14th Street to Jacksonville Road	OCA	2	NC	3,200	3,200	3,200	3,400	2.1%
NE 1st Avenue to SR 492	OCA	2	NC	4,000	3,700	3,700	3,800	-1.6%
SR 492 to NW 14th Street	OCA	2	3,500	3,900	3,900	3,600	2,600	-6.0%
Magnolia Extension								
SE 3rd Avenue to SW 10th Street	OCA	2	NC	NC	NC	5,500	3,000	N/A

*2022 to 2024 Telemetered AADT/counts not available due to ongoing construction on I-75

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
Marion Oaks Course								
N of CR 484	MC	3	7,500	13,300	12,200	13,300	15,700	24.0%
MLK Jr. Avenue								
US 27 to SR 40	OCA	2	19,400	7,800	13,500	14,700	13,200	3.0%
US 27 to NW 22nd Street	OCA	2	8,600	7,700	8,100	8,800	9,100	1.7%
NW 22nd Street to NW 31st Street	OCA	3	7,200	6,600	7,600	7,500	7,100	0.0%
SR 40 to SR 200	OCA	2	19,900	13,600	16,300	17,900	9,800	-11.8%
SR 200 to SR 464	OCA	3	6,800	6,600	7,400	7,600	8,100	4.6%
NE 2nd Street								
NE 8th Avenue to NE 25th Avenue	OCA	3	2,400	2,400	2,600	1,600	2,200	1.8%
NE 3rd Street								
SR 40 to NE 25th Avenue	OCA	3	1,700	2,000	1,800	1,900	2,000	4.6%
NE 8th Avenue to NE 25th Avenue	OCA	2	3,100	3,200	3,800	4,100	3,400	3.2%
NE 8th Avenue								
NE 14th Street to SR 40	OCA	3	9,100	6,900	7,100	7,700	7,700	-3.2%
NE 8th Avenue Road								
NE 24th Street to NE 14th Street	OCA	3	6,200	7,500	7,500	7,600	7,700	5.9%
NE 17th Avenue								
SR 492 to NE 3rd Street	OCA	2	2,100	2,200	2,100	1,600	5,300	51.9%
NE 19th Avenue								
NE 24th Street to NE 14th	OCA	3	3,000	2,900	2,800	2,900	700	-19.8%
NE 24th Street								
CR 200A to NE 25th Avenue	OCA	2	5,400	3,700	3,800	3,900	3,600	-8.5%
NE 25th Avenue to NE 36th	OCA	3	2,600	1,800	2,300	2,800	3,000	6.5%
NE 25th Avenue								
NE 14th Street to NE 24th Street	OCA	2	11,400	9,900	10,600	10,100	10,400	-2.0%
NE 24th Street to NE 28th Street	OCA	3	8,800	8,000	7,900	7,500	8,100	-1.9%
SR 40 to NE 3rd Street	OCA	3	NC	6,700	6,900	7,000	7,100	2.0%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
NE 28th Street								
CR 200A to NE 25th Avenue	OCA	3	NC	NC	NC	5,200	5,300	N/A
NE 49th Street								
E of CR 200A	MC	3	3,800	3,600	3,700	3,900	3,700	-0.6%
NE 97th Street Road								
E of NE 21st Avenue	MC	3	3,000	2,600	2,900	2,900	2,900	-0.4%
NE 110th Street								
E of US 441	MC	2	NC	NC	NC	500	NC	N/A
NE 175th Street Road								
E of US 301	MC	3	2,400	2,600	2,500	2,600	2,500	1.2%
NE Watula Avenue								
SR 40 to NE 3rd Street	OCA	3	1,000	1,000	700	1,200	1,300	12.4%
NE/SE 25th Avenue								
N of NE 49th Street	MC	3	3,300	3,100	3,500	3,400	3,500	-1.7%
S of NE 49th Street	MC	3	5,200	4,700	5,000	5,200	5,100	-0.3%
N of NE 28th Street	MC	3	8,800	7,600	7,900	7,600	7,500	-3.7%
SE Ft King to SR 464	OCA	2	16,700	18,300	18,100	18,600	19,200	3.6%
SR 40 to SE Ft King Street	OCA	2	9,800	14,300	13,400	21,000	23,600	27.2%
NE/SE 36th Avenue								
S of SR 326	MC	3	3,200	3,800	3,800	4,000	3,800	4.8%
N of NE 35th Street	MC	3	8,800	9,100	9,100	9,200	9,400	1.7%
SE 31st Street to SE 38th Street	MC	3	8,300	5,700	6,000	5,700	6,000	-6.4%
SR 40 to NE 14th Street	OCA	2	15,500	15,700	15,000	16,600	15,300	-0.1%
NE 21st Street to NE 35th Street	OCA	3	NC	NC	12,500	13,200	12,700	0.9%
NE 14th Street to NE 21st Street	OCA	3	NC	11,400	12,100	11,500	17,100	16.6%
SE 17th Street to SE 6th Street	OCA	2	NC	18,500	17,200	18,600	18,800	0.7%
SR 464 to SE 17th Street	OCA	3	13,900	7,400	NC	NC	NC	N/A
SR 464 to SE 31st Street	OCA	3	5,400	7,400	6,900	6,700	6,200	5.0%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
NE/SE 36th Avenue (cont.)								
SE 24th Street to SE 17th Street	OCA	2	NC	17,200	15,400	18,500	16,200	-0.9%
SE 6th Street to Fort King Street	OCA	2	15,800	18,700	18,200	17,800	19,200	5.3%
N of NE 97th Street Road	MC	3	1,700	1,600	1,900	2,000	2,000	4.5%
NW 3rd Street								
US 441 to Magnolia Avenue	OCA	3	1,500	1,700	NC	700	NC	N/A
NW 21st Street								
MLK Jr. to NW 27th Avenue	OCA	3	1,900	1,600	1,900	1,700	1,800	-0.4%
NW 35th Avenue Road								
NW 21st Street to NW 35th Street	OCA	3	NC	NC	NC	9,700	8,100	N/A
US 27 to NW 21st Street	OCA	3	NC	NC	NC	8,900	10,200	N/A
NW 44th Avenue								
N of US 27	MC	3	8,200	8,700	9,700	10,600	9,400	3.9%
NW 60th Avenue								
N of SR 40	MC	3	10,000	11,600	10,800	12,900	11,700	4.8%
NW 80th Avenue								
N of SR 40	MC	3	4,800	7,000	7,300	7,600	7,200	12.2%
NW 110th Avenue								
N of SR 40	MC	3	7,800	4,800	5,400	5,700	5,800	-4.7%
NW/NE 28th Street								
US 441 to NW 2nd Avenue	OCA	3	3,300	5,200	2,300	NC	NC	N/A
NW 1st Avenue to Jacksonville Road	OCA	1	16,500	NC	NC	NC	NC	N/A
US 441 to CR 200A	OCA	3	NC	NC	NC	3,300	3,500	N/A

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
NW/NE 35th Street								
W of NE 25th Avenue	MC	3	9,800	8,700	9,800	9,900	10,200	1.4%
E of NE 25th Avenue	MC	3	7,900	7,600	7,900	8,600	9,000	3.4%
E of NE 36th Avenue	MC	3	7,100	6,600	7,100	7,000	7,300	0.9%
W of NW 16th Avenue	MC	3	6,700	10,200	10,600	10,700	11,800	16.8%
W of US 441	MC	3	14,000	16,500	17,000	17,300	19,200	8.4%
NW/SW 27th Avenue								
US 27 to SR 40	OCA	2	20,300	30,400	25,800	24,400	NC	9.7%
NW 21st Street to US 27	OCA	3	5,600	5,700	6,200	6,500	6,400	3.5%
SW 34th Street to SW 42nd Street	OCA	3	18,800	20,900	23,500	23,500	25,700	8.2%
NW/SW 38th Avenue								
S of US 27	MC	3	3,400	2,700	2,500	2,400	2,300	-9.0%
Powell Road								
W of US 41	MC	3	4,000	4,800	3,600	4,000	3,700	-0.3%
S Magnolia Avenue								
SE 3rd Street to SE 10th Street	OCA	1	3,200	5,900	5,200	5,500	3,000	8.2%
SE 1st Avenue								
SW 10th Street to SE 8th Street	OCA	2	NC	NC	NC	2,500	2,700	N/A
SE 3rd Avenue								
CR 464A to SR 464	OCA	3	2,900	4,600	3,500	4,300	5,000	18.5%
SR 464 to SE 23rd Place	OCA	3	4,400	2,700	2,700	3,300	3,400	-3.3%
SE 8th Street to CR 464A	OCA	2	10,500	NC	NC	NC	NC	N/A
SE 8th Street								
SE 36th Avenue to SE 52nd Court	OCA	3	1,800	1,900	2,100	2,300	2,300	6.4%
SE 3rd Avenue to SE 11th Avenue	OCA	3	1,900	NC	NC	NC	NC	N/A
SE 1st Avenue to SE 3rd Avenue	OCA	3	2,400	NC	NC	NC	NC	N/A

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SE 11th Avenue								
SR 40 to SE Ft King Street	OCA	2	2,300	3,100	2,400	3,100	3,200	11.1%
SR 464 to CR 464A	OCA	3	1,400	2,100	2,000	2,000	1,800	8.8%
SE Ft King Street to SR 464	OCA	3	2,700	3,500	3,100	2,900	2,700	1.2%
SE 17th Street								
SE 30th Avenue to SE 36th Avenue	OCA	3	4,600	5,400	5,200	5,400	5,300	3.9%
SE 25th Avenue to SE 30th Avenue	OCA	2	4,000	3,200	3,400	3,200	3,200	-4.9%
SE 18th Avenue								
SR 464 to SE 31st Street	OCA	2	6,500	8,600	8,300	9,000	8,700	8.5%
SE 22nd Avenue								
SE Ft King Street to SR 464	OCA	3	1,900	1,900	2,300	2,000	2,000	2.0%
SE 24th Street								
SR 464 to SE 36th Avenue	OCA	3	8,200	9,600	10,100	9,400	9,400	3.8%
SE 36th Avenue to SE 44th Court	OCA	3	7,300	NC	NC	NC	NC	N/A
SE 25th Avenue								
SE 14th Street to SR 464	OCA	2	NC	NC	NC	18,600	19,200	N/A
SE 14th Street to Fort King	OCA	2	NC	NC	NC	17,900	19,500	N/A
SE 30th Avenue								
SE Ft King Street to SE 17th Street	OCA	3	2,800	3,400	3,800	3,600	3,400	5.6%
SR 464 to SE 17th Street	OCA	3	NC	NC	NC	3,500	3,600	N/A
SE 31st Street								
CR 475 to US 441	OCA	2	NC	18,400	24,100	25,400	25,800	12.6%
US 441 to Lake Weir	OCA	2	19,200	23,900	17,900	18,100	18,700	1.0%
SE 36th Avenue to SR 464	OCA	2	NC	7,800	7,800	5,400	5,100	-12.1%
SW 7th Avenue to CR 475	OCA	3	NC	NC	NC	33,600	26,700	N/A
SE 22nd Avenue to SE 36th Avenue	OCA	3	NC	NC	NC	7,600	8,100	N/A
SE 38st Street								
W of SE 36th Avenue	MC	3	6,400	5,400	5,400	5,200	5,200	-4.8%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SE 44th Avenue Road								
N of SE 52nd Street	MC	3	7,600	8,100	8,300	8,200	8,000	1.4%
SE 52nd Street								
E of US 441	MC	3	6,700	5,500	6,000	5,100	5,300	-5.0%
W of US 441	MC	3	3,000	3,100	3,400	3,300	3,400	3.3%
SE 62nd Street								
W of SE 30th Court (Before RxR)	MC		NC	NC	NC	1,100	1,100	N/A
SE 73rd Street								
W of SE 36th Avenue (Before RxR)	MC		NC	NC	NC	1,600	1,800	N/A
SE 80th Street								
W of US 441	MC	3	4,800	6,200	6,400	6,800	7,300	11.5%
E of US 441	MC	3	4,300	5,900	5,800	6,200	6,300	11.0%
SE 92nd Loop								
SE 110th Street Road & E HWY 25	MC	3	NC	8,100	12,300	12,500	12,700	18.4%
SE 92nd Place Road								
E of US 441	MC	3	7,000	9,900	10,400	11,300	12,200	15.8%
SE 95th Street								
W of US 441	MC	3	6,000	6,500	6,800	6,700	6,900	3.6%
SE 100th Avenue								
S of CR 25	MC	3	5,100	4,700	5,000	4,500	5,300	1.6%
SE 110th Street								
W of US 441	MC	3	5,600	6,500	6,600	6,100	6,600	4.6%
SE 110th Street Road								
E of Oak Road	MC	3	3,300	3,200	3,400	3,300	3,800	3.9%
SE 114th Street Road								
W of CR 464C	MC	3	4,200	4,500	5,000	4,800	5,500	7.2%
SE 132nd Street								
E of CR 484	MC	3	11,200	13,500	13,700	13,100	13,700	5.6%
W of US 441	MC	3	10,000	13,200	14,100	13,900	14,200	9.9%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SE 135th Street								
W of SE 80th Avenue (Before RxR)	MC		NC	NC	NC	700	700	N/A
SE 147th Street/147th Place								
W of US 441	MC	3	5,500	4,800	5,600	5,300	4,800	-2.7%
SE Oak Road								
S of CR 464	MC	3	5,000	5,100	5,300	5,200	5,100	0.5%
SE Watula Avenue								
SE Ft. King to 8th Street	OCA	3	4,600	4,100	4,500	3,500	4,600	2.0%
Ft. King to SR 40	OCA	3	NC	4,100	3,400	4,000	5,800	15.2%
SE/SW 32nd Street								
CR 475 to US 441	OCA	2	21,300	NC	18,400	NC	NC	N/A
SR 19								
SE of CR 314	FDOT	4	1,900	1,900	2,200	2,200	2,200	3.9%
N of CR 316	FDOT	4	3,800	3,800	3,800	3,800	4,000	1.3%
N of SR 40	FDOT	4	1,900	1,900	1,900	2,000	2,000	1.3%
S of CR 316	FDOT	4	4,300	4,300	4,300	4,700	4,900	3.4%
SR 35								
S of SR 464	FDOT	4	26,000	27,000	26,500	27,500	28,500	2.4%
N of SR 464	FDOT	4	20,400	20,500	20,500	21,400	22,000	1.9%
N of SR 25	FDOT	4	12,400	12,600	12,600	14,500	15,000	5.0%
S of SR 40	FDOT	4	12,000	12,200	15,800	16,400	17,000	9.7%
N of SE 92nd	FDOT	4	26,000	27,000	26,500	27,500	28,500	2.4%
SR 40								
W of CR 314A	FDOT	4	13,200	13,400	13,000	13,600	14,000	1.5%
SE 183rd to Lake County	FDOT	4	6,100	6,300	5,200	5,400	5,600	-1.7%
NE 36th Avenue to City Limits	FDOT	4	22,500	21,800	22,100	22,300	24,500	2.2%
E of NE 24th (Telemetered)	FDOT	T	20,200	21,800	22,100	22,300	21,800	2.0%
N Magnolia to NE 8th Avenue	FDOT	4	31,000	32,000	29,000	30,000	31,000	0.2%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SR 40 (cont.)								
ML King to SW 27th Avenue	FDOT	4	23,000	23,000	23,000	21,500	22,500	0.5%
SW 27th to SW 33rd	FDOT	4	33,000	32,500	32,500	30,000	31,000	-1.5%
E of CR 314A	FDOT	4	8,100	8,300	8,300	8,000	8,200	0.3%
NE 25th Avenue to NE 36th	FDOT	4	24,500	25,000	28,500	29,500	30,500	5.7%
E of CR 314	FDOT	4	13,200	13,400	13,000	13,600	14,000	1.5%
NE of US 41	FDOT	4	8,200	8,400	8,400	8,600	8,900	2.1%
W of I-75	FDOT	4	30,000	31,000	31,000	28,500	29,500	-0.3%
W of CR 225A	FDOT	4	18,700	19,100	19,100	20,200	21,000	3.0%
NE 11th Avenue to NE 25th	FDOT	4	27,000	28,000	28,000	27,500	28,500	1.4%
0.9 mi E of SR 35	FDOT	4	12,800	13,000	13,000	14,600	15,200	4.5%
W of US 441	FDOT	4	19,200	19,800	20,500	21,400	22,000	3.5%
E of US 441	FDOT	4	31,000	32,000	29,000	30,000	31,000	0.2%
E of CR 328	FDOT	4	16,200	16,600	17,200	17,900	18,500	3.4%
W of SW 60th Avenue	FDOT	3	23,600	21,500	22,500	23,500	24,500	1.1%
E of SR 326	FDOT	4	17,200	17,600	17,500	18,100	18,700	2.1%
SR 200								
SW MLK to US 441	FDOT	4	26,000	25,500	25,000	27,000	28,000	2.0%
SW 17th Street to SW ML King	FDOT	4	22,000	22,000	22,000	27,000	28,000	6.6%
SW 27th Avenue to SW 17th	FDOT	4	37,500	38,500	33,000	34,500	35,500	-1.0%
SW 26th Street to SW 27th	FDOT	4	36,500	37,500	37,500	36,000	37,000	0.4%
S of CR 484	FDOT	4	15,200	15,600	15,600	17,500	18,100	4.6%
NE of CR 484	FDOT	4	21,000	21,000	26,500	27,500	28,500	8.4%
1 mi NE of CR 484	FDOT	4	30,000	31,000	31,000	26,000	27,000	-2.2%
0.5 mi E of I-75	FDOT	4	42,500	43,500	43,000	45,000	47,000	2.6%
SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,000	39,600	40,800	38,000	44,000	2.1%
W of 60th Avenue	FDOT	4	41,000	42,000	44,000	37,000	38,000	-1.5%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SR 464								
36th Avenue to SR 35 (Telemetered)	FDOT	T	29,000	32,200	32,800	33,600	34,500	4.5%
US 441 to SE 11th Avenue	FDOT	4	29,000	30,000	30,000	30,000	31,000	1.7%
SE 25th to SE 36th	FDOT	4	34,500	35,500	34,500	35,500	36,500	1.4%
SE 11th to SE 25th	FDOT	4	29,000	30,000	30,500	31,500	32,500	2.9%
SW 19th Avenue Road to SW 7th	FDOT	4	31,000	32,000	32,000	31,000	32,000	0.8%
SR 200 to SW 19th Avenue Road	FDOT	4	25,500	26,000	23,500	24,500	25,500	0.2%
SR 492								
US 441 to N Magnolia Avenue	FDOT	4	20,300	19,000	19,000	16,300	16,900	-4.2%
N Magnolia to NE 8th Avenue	FDOT	4	21,000	21,000	19,000	16,300	16,900	-5.0%
0.5 mi W of NE 17th	FDOT	4	20,300	19,000	19,000	16,400	17,000	-4.1%
NE 19th to NE 25th	FDOT	4	19,400	19,400	19,400	19,200	20,000	0.8%
NE 36th Avenue to SR 40	FDOT	4	9,300	9,500	9,600	10,000	10,400	2.8%
NE 25th to NE 36th	FDOT	4	16,300	18,700	18,700	16,200	16,800	1.3%
Sunset Harbor Road								
N of SE 155th Street	MC	3	4,900	12,700	3,400	3,300	3,800	24.5%
E of US 441	MC	3	6,300	12,400	6,400	6,300	6,100	10.9%
SW 1st Avenue								
SR 200 to SR 464	OCA	3	4,600	3,300	4,700	5,200	5,300	6.7%
SW 5th Street								
US 441 to S Magnolia Avenue	OCA	3	NC	NC	NC	1,700	1,500	N/A
SW 17th Street Extension								
SW 27th Avenue to SR 200	OCA	3	7,300	12,500	12,100	13,000	13,700	20.2%
SW 17th Street Extension (SW 10th St & SW 13th St)								
SW 33rd Avenue to SW 27th Avenue	OCA	3	NC	NC	NC	5,200	NC	N/A
SW 19th Avenue Road								
SW 27th Avenue to SW 24th Street	OCA	2	NC	NC	14,900	12,200	16,900	10.2%
SR 464 to SW 24th Avenue	OCA	2	NC	19,300	18,600	18,900	16,000	-5.8%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 20th Street								
SW 27th Avenue to SR 200	OCA	3	6,400	NC	NC	NC	NC	N/A
SW 38th Avenue to SW 31st Street	OCA	2	NC	16,200	14,000	14,400	15,300	-1.5%
Carlton Arms to SW 38th	OCA	3	NC	9,500	13,400	8,200	5,000	-12.3%
SW 60th Avenue to SW 53rd	OCA	2	NC	NC	12,400	12,900	12,900	2.0%
SW 53rd to Carlton Arms	OCA	3	NC	10,800	11,900	13,300	12,300	4.8%
SW 27th Avenue								
SR 200 to SW 20th Avenue Road	OCA	2	13,100	19,300	18,800	20,200	20,300	13.2%
SW 34th Street to SW 19th Avenue Road	OCA	3	NC	NC	NC	18,400	25,700	N/A
SW 32nd Avenue/SW 34th Street								
SR 200 to SW 27th Avenue	OCA	2	NC	NC	NC	25,900	27,000	N/A
SW 33rd Avenue								
SW 7th Street to SW 13th Street	OCA	3	2,000	4,600	4,800	6,600	4,500	35.0%
SW 7th Street to SR 40	OCA	3	NC	6,500	7,900	9,100	10,400	17.0%
SW 37th Avenue								
SW 13th Street to SW 20th Street	OCA	3	NC	4,600	3,500	3,700	4,600	2.0%
SW 38th Avenue								
SW 20th Street to SW 40th Avenue	OCA	3	NC	4,200	6,000	6,900	5,700	13.5%
SW 13th Street to SW 40th Street	OCA	3	NC	NC	NC	17,000	NC	N/A
SW 38th Street								
E of SW 60th Avenue	MC	3	5,500	8,000	8,600	9,100	9,700	16.3%
W of SW 60th Avenue	MC	3	6,800	10,600	10,400	12,200	13,100	19.7%
E of SW 80th Avenue	MC	3	NC	NC	9,000	9,800	9,500	2.9%
SW 42nd Street (CR 475C)								
SW 27th Avenue to SW 31st Avenue	OCA	1	11,100	NC	NC	NC	NC	N/A
SW 31st Avenue to SR 200	OCA	2	14,900	19,900	19,800	21,000	21,700	10.6%
SW 44th Avenue								
SW 20th Street to SW 13th Street	OCA	3	NC	NC	NC	3,400	3,600	N/A

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 49th Avenue								
N of SW 103rd Street Road	MC	3	10,900	11,700	13,500	16,000	17,500	12.7%
SW 60th Avenue								
N of SR 200	MC	3	19,300	18,400	17,600	18,400	20,300	1.5%
S of SR 200	MC	3	22,400	20,500	19,000	19,700	20,500	-2.0%
N of 20th Street	MC	2	26,700	NC	NC	20,800	18,700	N/A
S of SW 38th Street	MC	3	17,400	18,400	17,400	18,500	20,000	3.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	8,800	8,900	9,000	10,200	11,000	5.9%
N of SW 103rd Street Road	MC	3	8,300	6,800	7,000	8,400	8,200	0.6%
SW 66th Street								
E of SR 200	MC	3	4,400	6,800	7,800	8,800	9,200	21.7%
W of CR 475A	MC	3	6,000	10,800	12,400	15,400	16,000	30.7%
E of CR 475A	MC	3	4,900	5,800	5,700	6,300	6,700	8.4%
SW 80th Avenue								
S of SR 40	MC	3	8,400	9,000	8,800	9,100	9,500	3.2%
N of SR 200	MC	3	11,800	12,700	12,800	14,600	15,300	6.8%
S of SR 200	MC	3	3,600	4,300	4,700	4,100	4,000	3.4%
S of SW 38th Street	MC	3	NC	NC	11,600	12,400	12,000	1.8%
N of SW 38th Street	MC	3	NC	NC	8,100	9,000	9,000	5.6%
SW 90th Street								
W of SR 200	MC	3	5,300	4,900	8,400	9,900	9,300	18.9%
SW 95th Street Road/SW 95th Street								
E of SW 62nd Avenue Road	MC	3	11,100	11,500	11,200	12,500	15,000	8.2%
E of SR 200	MC	3	3,700	6,300	6,900	7,400	8,800	26.5%
SW 103rd Street Road								
E of SR 200	MC	3	5,300	4,800	5,600	5,400	4,900	-1.4%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 180th Avenue Road								
N of CR 484	MC	2	3,300	3,000	5,200	3,600	4,000	11.1%
US 27								
NW of I-75	FDOT	4	21,000	21,500	21,500	20,200	21,000	0.1%
NW 27th to NW MLK Jr	FDOT	4	22,500	23,500	23,500	22,000	23,000	0.7%
I-75 to NW 27th Avenue	FDOT	4	21,000	21,000	21,000	21,400	22,000	1.2%
MLK Jr Avenue to US 441	FDOT	4	25,000	26,000	26,000	20,500	21,500	-3.1%
S of CR 326	FDOT	4	7,800	8,000	9,900	10,300	10,700	8.6%
E of CR 225	FDOT	4	17,500	17,900	17,900	17,900	18,500	1.4%
W of NW 160th Avenue	FDOT	4	7,600	7,800	8,400	10,300	10,700	9.2%
US 41								
N of SR 40	FDOT	4	11,100	11,300	11,700	12,100	12,500	3.0%
N of Citrus County	FDOT	4	21,500	21,500	21,500	20,800	21,500	0.0%
N of CR 484	FDOT	4	21,000	21,000	21,500	21,500	22,500	1.8%
N of CR 484 - Robinson	FDOT	4	26,000	24,000	24,000	22,500	23,500	-2.4%
US 301								
N of CR 329	FDOT	4	14,700	15,000	9,900	10,300	10,600	-6.3%
N of SE 118th Place	FDOT	4	13,300	13,500	13,100	13,700	14,100	1.5%
N of CR 318	FDOT	4	14,800	15,100	15,100	15,800	14,800	0.1%
N of CR 316	FDOT	4	17,000	19,000	19,000	16,800	17,400	0.9%
N of CR 42	FDOT	4	17,100	17,500	17,500	15,600	16,200	-1.2%
S of CR 42	FDOT	4	19,700	23,000	23,000	29,500	30,500	12.1%
US 441								
0.5 mi N of CR 42	FDOT	4	30,000	31,000	33,000	34,000	35,000	3.9%
S of SR 326	FDOT	4	16,300	16,700	16,500	20,200	21,000	6.9%
S of SR 40	FDOT	4	34,500	35,500	39,500	41,500	41,500	4.8%
S of SR 464	FDOT	4	25,500	26,500	30,000	31,000	32,000	5.9%
N of 92nd Place Road	FDOT	4	28,500	29,500	29,500	28,500	29,500	0.9%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
US 441 (cont.)								
S of CR 464A	FDOT	4	30,500	31,500	32,500	29,000	30,000	-0.2%
0.3 mi N of SR 326 (Telemetered)	FDOT	T	29,200	32,500	33,200	32,200	33,200	3.4%
County Line to CR 42	FDOT	4	37,500	38,000	38,000	40,500	41,000	2.3%
N of NW 10th Street	FDOT	4	27,000	28,000	25,500	26,500	27,500	0.6%
S of SR 200	FDOT	4	26,000	32,000	32,000	30,000	31,000	5.0%
W Anthony Road to CR 25A	FDOT	4	19,300	21,200	18,100	18,700	19,500	0.7%
N of NW 100th Street	FDOT	4	22,500	28,500	28,500	29,500	29,000	7.1%
S of CR 320	FDOT	4	8,200	8,400	8,400	8,500	8,800	1.8%
S of CR 318	FDOT	4	9,600	8,400	8,400	8,500	8,800	-1.9%
SE of CR 25A	FDOT	4	7,200	7,400	7,400	7,500	7,700	1.7%
0.7 mi N of US 301	FDOT	4	26,000	27,000	27,000	30,500	31,500	5.0%
S of CR 316	FDOT	4	8,700	8,900	8,500	8,900	9,300	1.8%
1.1 mi N of CR 25A	FDOT	4	22,000	22,000	18,100	NC	NC	N/A
S of SR 40	FDOT	4	34,500	35,500	39,500	41,500	41,500	4.8%
N of SR 40	FDOT	4	28,000	29,000	29,000	31,500	32,500	3.8%
NW of US 301	FDOT	4	29,500	30,500	27,500	28,500	29,500	0.2%
S of Alachua CL	FDOT	4	5,300	5,400	5,400	8,000	8,200	13.1%
0.5 mi SE of US 301	FDOT	4	16,400	16,800	18,000	15,500	16,100	-0.1%
West Anthony Road								
N of NW 35th Street	MC	2	5,500	5,300	5,700	6,100	6,100	2.7%