

1. **Federal Award No.**
693JJ32640468
2. **Effective Date**
See No. 16 Below
3. **Assistance Listings No.**
20.939
4. **Award To**
Marion County Board of County Commissioners
110 NW 1st Ave
Ocala, FL 34471

Unique Entity Id.: KHD3TN15Y333
TIN No.: 59-6000735
5. **Sponsoring Office**
U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop W56-485
Washington, DC 20590
6. **Period of Performance**
Effective Date of Award – 60 months
7. **Total Amount**
Federal Share: \$19,020,640
Recipient Share: \$ 4,755,160
Other Federal Funds: \$ 0
Other Funds: \$ 0
Total: \$23,775,800
8. **Type of Agreement**
Grant
9. **Authority**
Section 24112 of the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117–58, November 15, 2021)
10. **Procurement Request No.**
HSA250387PR
11. **Federal Funds Obligated**
Base Phase: Pre-NEPA: \$340,000
12. **Submit Payment Requests To**
See Article 5.
13. **Accounting and Appropriations Data**
15X0176E50.0000.055SR50500.5592000000.41010.61006600
15X0176E50.0000.055SR60500.5592000000.41010.61006600
14. **Description of the Project**
The project will fully redevelop the identified 9-mile roadway segment, with a focus on reducing conflict points. Project components include implementing a raised median along most of the study corridor to control access to minor streets, crosswalk enhancements, pedestrian refuge islands, sidewalks, restricted crossing U-turns, dedicated turn lanes at intersections, corridor lighting, and reflective backplates on signal heads. The County will also collaborate with the local transit agency to evaluate bus stops and improve pedestrian safety around those stops. Supplemental planning will include an equitable investments analysis that will be added to their Action Plan. This is a phased agreement.

RECIPIENT

FEDERAL HIGHWAY ADMINISTRATION

15. Signature of Person Authorized to Sign

16. Signature of Agreement Officer

Signature Date

Name: Carl Zalak, III

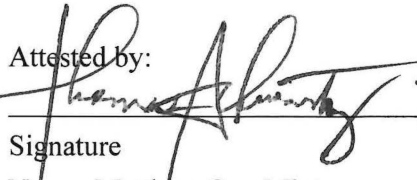
Title: Chairman, Board of County
Commissioners, Marion County, FL

Signature Date

Name: Hector R. Santamaria

Title: Agreement Officer

Attested by:

Signature Date

Name: Matthew Guy Minter

Title: County Attorney

Attested by:

Signature Date

Name: Gregory C. Harrell

Title: Clerk

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2024 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between the United States Department of Transportation's (the "USDOT") Federal Highway Administration (the "FHWA") and the Marion County Board of County Commissioners (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the Maricamp Road Multimodal Safety and Access Management Improvements project.

The parties therefore agree to the following:

ARTICLE 1 GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions

- (a) In this agreement, "General Terms and Conditions" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2024 Safe Streets and Roads for All ("SS4A") Grant Program," dated November 4, 2025, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2024." Articles 7–33 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (IIJA, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
APPLICATION, PROJECT, AND AWARD

2.1 Application

Application Title: Multimodal Safety and Access Management Improvements

Application Date: 05/16/2024

2.2 Award Amount

SS4A Grant Amount: \$19,020,640

2.3 Federal Obligation Information

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase of the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase: Pre-NEPA	\$340,000	
Option Phase 1 – Final Design, Right-of-Way and Utility Relocation	\$3,113,440	The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the final design and construction of an Implementation Project unless and until: (1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and (2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and (3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3)

Obligation Condition Table		
Phase of the Project	Allocation of the SS4A Grant	Obligation Condition
		as described in this section are met are not allowable costs under this agreement. Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.
Option Phase 2: Construction	\$15,567,200	The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of a Project unless and until: (1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and (2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and (3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement. Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.

2.4 Budget Period

Base Phase Budget Period: Effective Date of Award – 11/20/2028

Option Phase 1 Budget Period: Reserved

Option Phase 2 Budget Period: Reserved

2.5 Grant Designation

Designation: Implementation

ARTICLE 3 SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work

This project focuses on a 9-mile segment of Maricamp Road from SE 58th Avenue/State Road 35 to SE 108th Terrace, which is a paved rural arterial in Ocala, Florida. This project has been strategically selected under the Ocala Marion Transportation Planning Organization's Commitment to Zero Action Plan (CZAP), adopted in November 2022 and amended in June 2023. Maricamp Road is on the High Injury Network identified in the CZAP and has been prioritized by the Ocala-Marion TPO due to the significant increase in fatal and serious injury crashes observed in the past two years. All of the improvements proposed by the County for Maricamp Road are focused on achieving a significant reduction in roadway fatalities and serious injuries.

The scope of work will include multimodal safety improvements. It will include adding a new 5-foot sidewalk, a 12-foot multi-use path, mid-block pedestrian crossings, channelizing islands for driveways, a raised, landscaped median, improved lighting at intersections, upgraded shoulder width and slope, improved pavement markings for bicycle and pedestrian visibility, and signal timing adjustments. Five schools, serving children from pre-school through high school, are located within a mile of Maricamp Road in the project area. The safety improvements implemented through this project will make these active transportation routes to school safer.

The project will be completed in three phases.

Base Phase: Pre-NEPA: Work to include supplemental planning, preliminary design, feasibility study to evaluate and rank design alternatives, environmental analyses, public stakeholder engagement, supporting agency coordination, public involvement, general estimates of the types and quantities of project materials, and other work needed to establish parameters for the final design.

Option Phase 1: Final Design, Right-of-Way, and Utility Relocation: The scope of work includes surveying, geotechnical engineering, drainage analysis, roadway design, preparation of engineering plans, specifications, estimates, bid documents, NEPA documentation, utility coordination, and permit documents. Right-of-way activities will also be performed during this phase. They will include surveying, parcel sketches, title commitments, appraisals, negotiation, and acquisition of necessary parcels.

Option Phase 2: Construction: The Contractor will construct the roadway per the roadway design and specifications in the bid package. This includes site preparation, earthwork, paving of the roadway, and installation of curb and gutter, drainage structures,

sidewalk, multimodal path, signage, striping, traffic signal(s), and other traffic control devices.

3.2 Estimated Schedule

Supplemental Planning Schedule

Milestone	Schedule Date
Planned Final Plan Publicly Available Date:	November 20, 2027
Planned SS4A Final Report Date:	December 20, 2027

Implementation Schedule (Construction)

Milestone	Schedule Date
Planned NEPA Completion Date:	November 20, 2028
Planned Construction Substantial Completion and Open to Public Use Date:	June 20, 2031
Planned SS4A Final Report Date:	July 20, 2031

3.3 Estimated Costs

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$19,020,640
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$4,755,160
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$23,775,800

(b) Cost Classification Table – For Planning and Demonstration Grants with demonstration activities and Implementation Grants Only.

Cost Classification	Total Costs	Non-SS4A Previously Incurred Costs	Eligible Costs
Architectural and engineering fees	\$4,291,800	\$0	\$4,291,800
Other architectural and engineering fees	\$25,000	\$0	\$25,000
Construction	\$19,459,000	\$0	\$19,459,000
Project Total	\$23,775,800	\$0	\$23,775,800

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

ARTICLE 4 CONTACT INFORMATION

4.1 Recipient Contact(s)

Donald Watson
Transportation Engineer
Marion County Board of County Commissioners
Office of the County Engineer
412 SE 25th Avenue
Ocala, FL 34471
352-671-8374
donald.watson@marionfl.org

4.2 Recipient Key Personnel

Name	Title or Position
Steven Cohoon, P.E.	County Engineer
Douglas Hinton, P.E., PSM	Deputy County Engineer

Name	Title or Position
Donald Watson, PhD, P.E.	Transportation Engineer
Christopher Zeigler	Traffic Operations Manager
Bonnie Gundrum	Transportation Contract Coordinator

4.3 USDOT Project Contact(s)

Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: W56-485
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-366-2822
SS4A.FHWA@dot.gov

and

Agreement Officer (AO)
Federal Highway Administration
Office of Competitive Grants and Workforce Programs
HACG-30, Mail Stop W51-232
1200 New Jersey Avenue, S.E.
Washington, DC 20590
HCFASS4A@dot.gov

and

Division Administrator - Florida
Agreement Officer's Representative (AOR)
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312
850-553-2200
Florida.FHWA@dot.gov

and

Bren George
Florida Division Office Lead Point of Contact
FDOT Districts 2 & 4 Transportation Engineer
400 W Washington St STE 4200
Orlando, FL 32801
Phone: 407-867-6407
bren.george@dot.gov

ARTICLE 5

USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization

USDOT Office for Subaward and Contract Authorization: FHWA Office of Competitive Grants and Workforce Programs

SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the “AO”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308 (f) (6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

N/A

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient’s supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient’s share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer’s

Representative (the “**AOR**”) may withhold processing that request until the Recipient provides sufficient detail.

- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.
- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

ARTICLE 6 SPECIAL GRANT TERMS

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.4** The Recipient of a Planning and Demonstration Grant acknowledges that the Supplemental Action Plan will be made publicly available and agrees that it will publish the final Supplemental Action Plan on a publicly available website.
- 6.5** The Recipient of an Implementation Grant agrees to update its Action Plan within two years of the date of this agreement to: align with all Comprehensive Safety Action Plan components in Table 1 of the SS4A FY 2024 NOFO corresponding with any “no” responses in the Self-Certification Eligibility Worksheet; ensure that the Action Plan’s safety focus includes all road users, including pedestrians, bicyclists, and motor vehicle safety; and ensure that the Action Plan was last updated not more than three years prior.
- 6.6** The Recipient acknowledges that it is required to conduct certain environmental analyses and to prepare and submit to FHWA, or State with applicable NEPA Assignment authority, documents required under NEPA, and other applicable

environmental statutes and regulations before the Government will obligate funds for Option Phase 1 under this agreement and provide the Recipient with a written notice to proceed with Option Phase 1.

- 6.7** The Government's execution of this agreement does not in any way constitute pre-approval or waiver of any of the regulations imposed upon Recipient under the applicable Federal rules, regulations and laws regarding SS4A projects undertaken in accordance with the terms and conditions of this agreement. The Recipient shall comply with all applicable Federal requirements before incurring any costs under this agreement.
- 6.8** There are no other special grant requirements.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Maricamp Road from SE 58th Avenue/State Road 35 to SE 108th Terrace, an approximately 9-mile rural segment.

Baseline Measurement Date: 06/20/2029

Baseline Report Date: 08/16/2029

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and within 120 days after the end of the period of performance
Safety Performance	Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users involved (e.g., pedestrians, bicyclists, motorcyclists, passenger vehicle occupant, commercial vehicle occupant)	Annually and within 120 days after the end of the period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

**ATTACHMENT B
CHANGES FROM APPLICATION**

Scope: N/A

Schedule: Due to delays incurred during the grant agreement execution process, the project schedule will be updated to the actual start and end dates. The overall duration of 60 months for the project schedule will remain the same.

Budget: N/A

The table below provides a summary comparison of the project budget.

Fund Source	Application		Section 3.3	
	\$	%	\$	%
Previously Incurred Costs (Non-Eligible Project Costs)				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
SS4AFunds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

ATTACHMENT C

[RESERVED]

ATTACHMENT D

[RESERVED]

ATTACHMENT E LABOR AND WORK

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in Attachment B. <i>(Identify the relevant actions from Attachment B in the supporting narrative below.)</i>
	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

2. Supporting Narrative.

Marion County continues to attract and retain businesses with financial incentives, which contribute to both job growth and good-paying jobs. One such incentive is the Economic Development Financial Incentive Grant (EDFIG). This grant program authorizes direct cash grants to qualified companies that invest a minimum of \$300,000 and create a minimum of 10 new jobs at 115% of the Average Earnings Per Worker in Marion County. Another financial incentive used to encourage job creation in Marion County is Industrial Development Bonds (IDB). This financing program provides low interest loans to users in manufacturing, healthcare, and certain non-profits. The funds may be used for land, building, and equipment purchases as well as some “soft” costs such as architectural fees. The maximum amount allowed is \$20 million and the practical minimum is \$1.5 million. The IDB program facilitates the creation of new businesses as well as the expansion of existing businesses, which leads to job growth.

Additionally, Marion County continues to partner with several organizations to foster workforce development. These organizations are highlighted below.

- **CareerSource Citrus Levy Marion (CLM):** This organization connects businesses with qualified job candidates and offers education, training, and employment services to meet regional workforce needs. It operates under the Workforce Innovation and Opportunity Act (WIOA) of 2014.
- **Eckerd Connects Workforce Development:** In partnership with CareerSource CLM, this program provides young adults, adults, and dislocated workers with opportunities to obtain employment and pursue industry-recognized certifications aligned with WIOA.

Through these initiatives and partnerships, Marion County will continue to foster economic growth, job creation, and the development of a skilled workforce to meet the needs of its residents and businesses.

ATTACHMENT F
CRITICAL SECURITY INFRASTRUCTURE AND RESILIENCE

1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
X	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
X	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.

2. Supporting Narrative.

Prior to signing this agreement, Marion County installed CyberLocks on the traffic signal cabinets on Maricamp Rd and the adjacent roadways. These CyberLocks eliminated unwanted 3rd party access to the cabinets. Unauthorized access to the traffic signal cabinets poses both a physical and cyber security risk. The cabinets house sensitive signal equipment used to control the intersection. They also house communications equipment that interconnects multiple traffic signals to a main hub at the County's Traffic Management Center. The installation of CyberLocks significantly reduced the potential for physical and cyber-attacks on the traffic signal network. Should this project install any Informational Technology or Operational Technology equipment, it will be housed in a cabinet with a CyberLock.

ATTACHMENT G

[RESERVED]